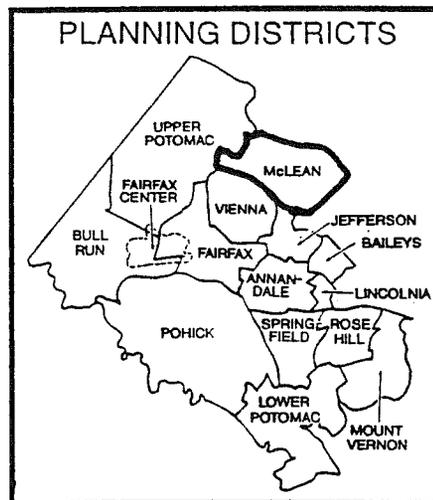


# McLEAN PLANNING DISTRICT

*Consisting of:*

- McLean Community Business Center
- West Falls Church Transit Station Area
- M1 - Tysons Corner Community Planning Sector
- M2 - Pimmit Community Planning Sector
- M3 - Kirby Community Planning
- M4 - Balls Hill Community Planning Sector
- M6 - Spring Hill Community Planning Sector
- M7 - Wolf Trap Community Planning Sector





## **MCLEAN PLANNING DISTRICT**

### **OVERVIEW**

The McLean Planning District is located in the northeast portion of Fairfax County. It is bounded on the northeast by the Potomac River, on the southeast by Arlington County and the City of Falls Church, on the southwest by Route 7 and the Dulles Airport Access Road, and on the northwest by Difficult Run, Route 7, Towlston Road, and Old Dominion Drive. (See Figure 43.)

The residential communities in the McLean Planning District are predominantly stable, low density areas with very little vacant land and are not anticipated to change substantially in the future. Single-family residences occupy nearly 70 percent of the total developed land in the District. The Federal government owns approximately 12 percent of the developed land. All multi-family, commercial, and industrial development in the McLean Planning District, with a few minor exceptions, is located in Tysons Corner, the McLean Community Business Center or in four neighborhood shopping areas. The West Falls Church Transit Station Area is also planned for commercial and mixed-use development.

Economic analysis reveals that existing neighborhood and community shopping centers in McLean are below the County average of the ratio of shopping floor space to population. However, in order not to disrupt the largely built-out stable neighborhoods, existing shopping facilities, rather than new ones, are planned to provide any additional commercial space that may be required in the future.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use, character and intensity envisioned for land areas within each planning district although within the planning district, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

The majority of the McLean Planning District has been recommended as Suburban Neighborhoods and Low Density Residential Areas in the Concept for Future Development. The Low Density Residential Area is generally located in that portion of the District that borders the Potomac River. Development in this area is generally limited to large lot single-family residential uses. Limited commercial and institutional uses are found in this portion of the District.

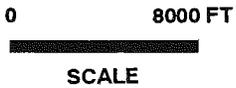
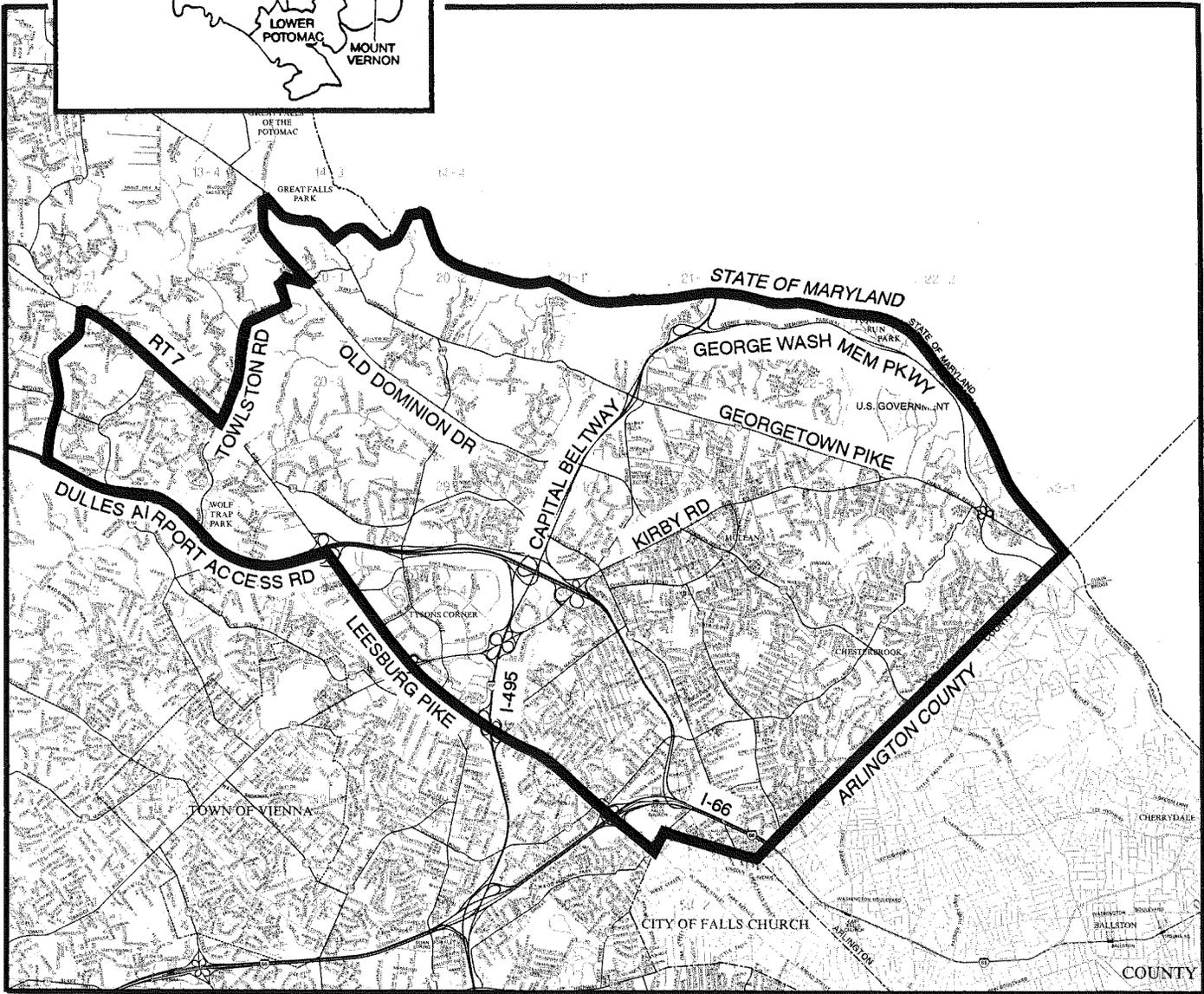
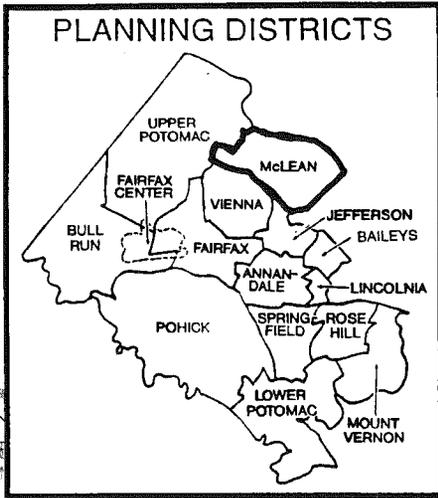
Most of the District's residential development is in areas recommended as Suburban Neighborhoods. These areas include a range of housing types, as well as supplemental neighborhood-serving commercial uses, public facilities, and institutional uses.

Several special development areas are located in the District. These include the Tysons Corner Urban Center, the McLean Community Business Center and the West Falls Church Transit Station Area. Tysons Corner is the only area in the County that has been designated as an "urban center." The fact that Tysons is a regional employment center with more non-residential development than many major cities warrants the special attention suggested by this unique classification. Tysons Corner should consist of a mixture of high intensity office, retail and residential uses. To the extent possible, pedestrian access and an urban character should be promoted.

Planning within the McLean Community Business Center is intended to encourage the retention of areas for community-serving retail use. Office, retail and residential uses are encouraged at a scale which strengthens a pedestrian-oriented character for the area.

### **MAJOR OBJECTIVES**

Planning objectives within the McLean Planning District include the following:



<b>FAIRFAX COUNTY</b>	<b>McLEAN PLANNING DISTRICT</b>	<b>FIGURE 43</b>
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- Balance growth in the Tysons Corner area with internal and external traffic demands generated by regional and local travel;
- Ensure that development within the McLean CBC is at a scale compatible with the service requirements and shopping needs of McLean residents and compatible with the CBC's transportation facilities;
- Provide improved vehicular and pedestrian access to the West Falls Church Metro Station while at the same time preserving the stability of nearby neighborhoods;
- Contain commercial and higher density residential development within the McLean CBC, Tysons Corner, West Falls Church Transit Station Area and the four small shopping areas;
- Provide maximum environmental protection for the Potomac Palisades, its tributary stream valleys and steep slopes, and along Georgetown Pike which is designated as a scenic and historic byway;
- Improve the physical condition of non-residential areas, such as the McLean CBC and Chesterbrook Shopping Center; and
- Preserve existing heritage resources and investigate sensitive areas.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

Travel within and through the McLean Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 44. Other countywide transportation elements are also depicted.

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

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

### Housing

A list of existing, under construction, and proposed assisted housing for the McLean Planning District is shown on Figure 45. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":

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

## TRANSPORTATION RECOMMENDATIONS LEGEND

### ● ROAD AND HIGHWAY FACILITIES

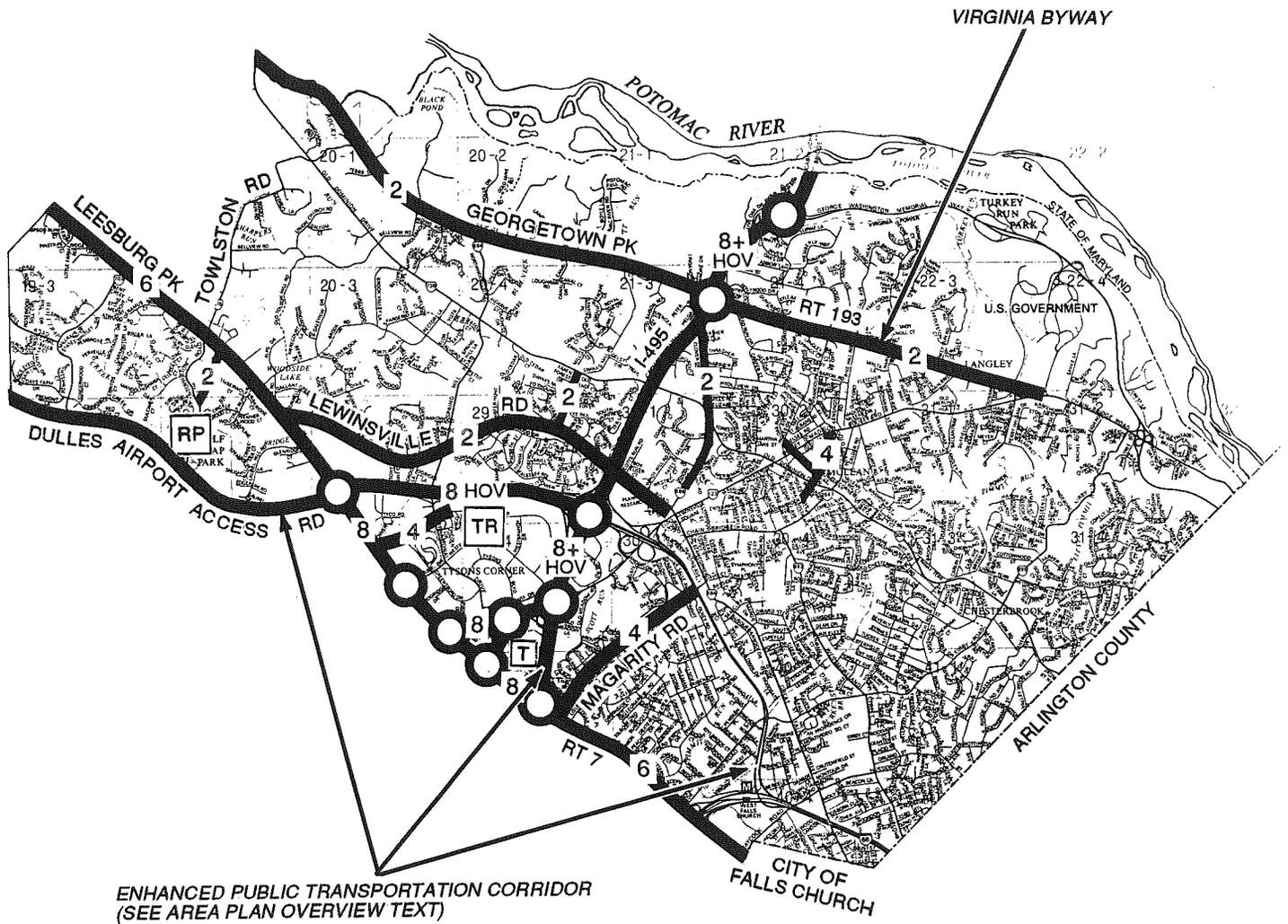
ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

### ● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

-  TRANSIT TRANSFER CENTER (NO PARKING)
-  RAIL STATION
-  COMMUTER PARKING LOT
-  COMMUTER RAIL STATION
-  METRO STATION



THE CAPITAL BELTWAY IS BEING CONSIDERED FOR EXPANSION BY VDOT. UPON COMPLETION OF THEIR ANALYSES, ADDITIONAL LANES WILL BE CONSIDERED FOR INCLUSION ON THE PLAN.

REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND WHICH APPEARS ON THE ADJACENT PAGE.

**FIGURE 45**

**McLEAN PLANNING DISTRICT**

**ASSISTED HOUSING**

(Occupied or Under Construction, as of December 31, 1990)

Location	Planning Sector	Number of Assisted Units	Type of Program
McLean Hills Enola Street	M1	26*	25 Fairfax Co. Rental. 1 MIDS
Tysons Landing Tysons Landing Court	M1	40	Section 8
The Lewinsville Great Falls Street	M3	144	Section 202/8 (Elderly)
Lewinsville Center Great Falls Street	M3	22	Fairfax County Rental
The Ashby Beverly Road	M4	51	Section 8

**PROPOSED ASSISTED HOUSING**

(As of December 31, 1990)

Location	Planning Sector	Number of Assisted Units	Type of Program
Lewinsville Center (expansion) Great Falls Street	M3	52 beds	Adult home

\* Scattered Units

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing. Also, privately owned group homes assisted by grants or loans from the County's Community Development Block Grant or Housing Trust Fund;
- Federal Section 8 project based rent subsidy units;
- Units subsidized under Federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;
- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received;
- Nonprofit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and
- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is that only where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low- and/or moderate-income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

### Environment

The McLean Planning District has a variety of environmental contrasts. It has unique features such as the Potomac Palisades and contains within its boundaries all of five small watersheds: Bull Neck Run, Scotts Run, Dead Run, Turkey Run, and Pimmit Run. Despite the rapid development of Tysons Corner, the area remains ecologically significant, with extensive stream valleys and related steep slopes, large areas of undisturbed forestland, wetlands, and rugged terrain. The westernmost watersheds remain unsewered.

Policies for the McLean Planning District should account for the contrasts between intense urban development and the remaining open space. A two-fold approach is recommended: environmental mitigation and containment for Tysons Corner and environmental preservation and reclamation of natural areas outside Tysons Corner. The former approach will focus on ways to mitigate the impacts of intense development on the environment through structural means, such as innovative stormwater management controls. The latter approach will focus on land use measures, such as low density development, to preserve and reclaim ecological resources.

The McLean Planning District is impacted by air, noise, and water pollution. Air pollution is a localized problem within the Tysons Corner area. Due to intense automobile traffic, Tysons Corner occasionally violates air quality standards. The solution to poor air quality lies mainly in relieving congestion and decreasing the number of automobiles on the road.

Water pollution is due primarily to nonpoint sources in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Sediment from highly erodible soils finds its way into the stream valleys during construction, especially if these soils are located on steep slopes next to streams.

The McLean Planning District contains an extensive array of environmental resources. The predominant features include the Potomac Palisades and the Georgetown Pike. Outside the Tysons Corner area, development is heavily constrained by rugged terrain associated with the Potomac River, extensive EQCs, highly erodible soils, and areas of hardwood forests. Low density development and innovative subdivision designs should be used to maximize the preservation of these features. Policies should be addressed to maintaining these areas for the valuable habitat they support. The following are environmental objectives for the McLean Planning District:

- Ensure a diversity of habitat types through the provision of wetland, forestland and meadowland EQCs;
- Protect the aesthetic character of Georgetown Pike, a Virginia byway. Fairfax County should limit densities on the land abutting the Pike running in a band on both sides for a depth of 100 to 150 feet; and
- Encourage continued efforts to conserve land along the Potomac River shoreline by the Northern Virginia Regional Park Authority and the Federal government.

### Heritage Resources

The McLean Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 46. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

Numerous known and potential heritage resources reflect the prehistory and history of the McLean Planning District. The prehistoric sites that exist in deeply buried contexts along the Potomac River shore are some of the most sensitive in the County. Other similar sites have been located in the Pimmit Run, Turkey Run, Dead Run, Scott Run, Bullneck Run and Difficult Run floodplains. Stratified prehistoric sites in upland areas may still exist and, if found, are significant. Historic resources have been identified throughout the District, and potential historic resources may be located in open spaces and within developed areas.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National Register of Historic Places or Virginia Landmarks Register are also shown on Figure 46, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the National Register of Historic Places and the Virginia Landmarks Register, and the County's Historic Overlay Districts promote the recognition of architecturally or historically significant property. Designation confers public recognition and can offer incentives for preservation to the property owner.

The County Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the County's History Commission. In addition to architectural or historic significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the County's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Designation does not preclude demolition.

The Virginia Landmarks Register and National Register of Historic Places also officially recognize properties meeting appropriate criteria. Like the County Inventory, recognition does not prohibit demolition. Inclusion on the respective register does, however, require that any State or Federally funded or sanctioned action that would have an adverse effect on a listed property be reviewed by the appropriate State or Federal preservation agency.

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

**FIGURE 46**  
**INVENTORY OF HISTORIC SITES**  
**MCLEAN PLANNING DISTRICT**

<b>Name</b>	<b>Address</b>	<b>Parcel Number</b>	<b>Date</b>
Adams-Nelson-Sewell-Hirst Cemetery	1445 Layman Street McLean	31-1 ((9)) 40A	c. 1800
Andrew Chapel Methodist Church	9201 Leesburg Pike Vienna	19-4 ((1)) 57	1855 + 1907
Andrew Chapel School	9325 Leesburg Pike Vienna	19-4 ((1)) 60	1914
Ballantrae	1288 Ballantrae Farm McLean	31-1 ((20)) 26	1925
Beaufort Park	7301 Georgetown Pike McLean	21-3 ((1)) 54A	1940
Bethel Primitive Baptist Church	9101 Leesburg Pike Great Falls	19-4 ((1)) 45	c. 1880
Bienvenue	6800 Churchhill Road McLean	30-2 ((22A))23C	c. 1840 + 1928
Bull Neck Gold Mine	8008 Georgetown Pike McLean	20-2 ((1)) 8, 13	1873-1940
Claude Moore Colonial Farm (Re-creation)	6208 Georgetown Pike McLean	22-3 ((1)) 40A	1973* (construction date)
D.C. Boundary Stone (A) W. Cornerstone	814 West Street Falls Church	40-4 ((26)) 1B	1791
D.C. Boundary Stone N.W. Line #1 (B)	2139 Powhatan Street McLean	41-1 ((1)) 66	1791
D.C. Boundary Stone N.W. Line #2 (C)	5298 Old Dominion Drive Arlington	41-1 ((23)) 1A	1791
D.C. Boundary Stone N.W. Line #3 (D)	4013 N. Tazewell Street Arlington	31-4 ((15)) 65	1791
Dower House	7728 Georgetown Pike McLean	20-2 ((1)) 28	c. 1722
Downcrest	1115 Crest Lane McLean	22-4 ((1)) 14B	
Drover's Rest	8526 Georgetown Pike McLean	20-1 ((1)) 13	c. 1730
Eglin House*	1515 Great Falls Street McLean	30-3 ((1)) 62	c. 1780
Elmwood	7167 Old Dominion Drive McLean	30-1 ((1)) 60	1905
Faulkner House	837 Dolley Madison McLean	31-2 ((1)) 112	c. 1840
Filene Center (Wolf Trap Farm)	1555 Trap Road Vienna	28-2 ((1)) 3	1971
Fort Marcy	639 Chain Bridge Road McLean	31-2 ((1)) 40	1862

\* indicates demolition: potential remains for archaeological site

N National Register of Historic Places  
V Virginia Landmarks Register  
H Historic Overlay District

**FIGURE 46**  
**INVENTORY OF HISTORIC SITES**  
**MCLEAN PLANNING DISTRICT**  
(Continued)

<b>Name</b>	<b>Address</b>	<b>Parcel Number</b>	<b>Date</b>
Hickory Hill N,V,H	1147 Chain Bridge Road McLean	31-1 ((1)) 1	c. 1870 + 1931
Hitaffer Road	1171 Bellview Road McLean	19-4 ((1)) 36	c. 1810 + 1940
Hitchcock Toll House	8824 Gallant Green McLean	19-4 ((10)) 7A	c. 1750 + c. 1790
Jackson House	1157 Swinks Mill Road McLean	20-4 ((1)) 56	c. 1730
Kenmore	1410 Montague Drive McLean	19-3 ((2)) C	c. 1785
Langley Friends Meeting House N,V,H	6410 Georgetown Pike McLean	22-3 ((1)) 48	1893
Langley Fork Historic District N	Georgetown Pike and Old Chain Bridge Road		
Langley Ordinary N,V,H	1101 Chain Bridge Road McLean	22-3 ((1)) 63	c. 1850
Langley Toll House & Gunnell's Chapel N,V,H	6324 Georgetown Pike McLean	22-3 ((1)) 43	unknown
Leigh, Vernon, House	9305 Leesburg Pike Vienna	19-4 ((1)) 63	c. 1920
Lewinsville Post Office	1554 Great Falls Street McLean	30-3 ((2)) 2	c. 1850
Little Falls	1211 Crest Lane McLean	31-2 ((1)) 18	c. 1920
Mackall House N,V,H	6418 Georgetown Pike McLean	22-3 ((1)) 49	1858
Maplewood*	7676 Old Springhouse McLean	29-4 ((5)) 6	c. 1870
Merryhill	1222 Stuart Robeson McLean	30-2 ((45)) 19	c. 1870
Merrywood	700 Chain Bridge Road McLean	31-2 ((1)) 33	1919
Othman House*	6640 Old Dominion Drive McLean	30-2 ((1)) 48	c. 1910
Peacock Station	8906 Old Dominion Drive McLean	13-4 ((1)) 35	
Pleasant Grove Church	8641 Lewinsville Road McLean	29-1 ((1)) 6	1892
Rokeby	800 Dolley Madison McLean	31-2 ((1)) 12	c. 1814

\* indicates demolition: potential remains for archaeological site.

N National Register of Historic Places  
V Virginia Landmarks Register  
H Historic Overlay District

**FIGURE 46**  
**INVENTORY OF HISTORIC SITES**  
**MCLEAN PLANNING DISTRICT**  
(Continued)

<b>Name</b>	<b>Address</b>	<b>Parcel Number</b>	<b>Date</b>
Salona N,V	1235 Dolley Madison McLean	30-2 ((1)) 41	c. 1805
Shiloh Baptist Church	1331 Spring Hill Road McLean	29-1 ((1)) 58A	c. 1920
Shotroff House	8027 Georgetown Pike McLean	20-2 ((1)) 42	c. 1910
Spring Glade	1442 Towlston Road Vienna	19-4 ((14)) 186	c. 1840
Spring Hill Farm	1121 Spring Hill Road Vienna	20-4 ((1)) 76	c. 1780
Springhouse	6351 Linway Terrace McLean	31-3 ((1)) 38	unknown
Swinks Miller's House	808 Swinks Mill Road McLean	21-3 ((1)) 6A	c. 1878
Towlston Grange	1213 Towlston Road Great Falls	19-4 ((1)) 14	1767
Watters', William, Grave	6444 Linway Terrace McLean	31-3 ((1)) 22	
Windy Hill Farm	7409 Windy Hill Ct McLean	30-1 ((26)) 5	
Wolf Trap Farm	1555 Trap Road Vienna	28-2 ((1)) 3	

N National Register of Historic Places  
V Virginia Landmarks Register

### Public Facilities

The existing public facilities located within the McLean Planning District are indicated on Figure 47. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require a 456 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector recommendations and may be considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 456 Review public hearing. The following public facilities are identified as future needs in the McLean Planning District:

1. In order to meet additional requirements for public water, water storage may be required by the City of Falls Church Department of Public Utilities at its sites in Sectors M1 and M3.
2. Expand the Lewinsville Senior Center and Housing Facilities in Sector M3.
3. In order to meet the growing need for public utilities, an additional electrical substation will be required by Virginia Power in Sector M6.
4. A fire and rescue station is required at the intersection of Beulah Road and Leesburg Pike in Sector M7.

### Parks and Recreation

Public parks located within the McLean Planning District are identified on Figure 48. Additional recreational facilities are provided at County public school sites. The combination of Countywide Parks and Federal lands along the Potomac Palisades provide an extensive greenway system with linkages to the interior of the Planning District via several stream valley parks. These parklands contain a rich and extremely valuable diversity of scenic natural and heritage resources which merit protection.

Major Countywide Parks included in this system are Scotts Run Nature Preserve, Langley Oaks, Marie Butler Leven Preserve and the Difficult Run, Scotts Run, Bull Neck, Pimmit, Little Pimmit and Dead Run Stream Valleys. Federal land holdings include Turkey Run and Great Falls National Parks, the George Washington Memorial Parkway, an undeveloped portion of the CIA and U.S. Bureau of Public Roads sites. Action required to achieve the full potential and preservation of this greenway system are detailed in the district planning guidelines below.

With more than 40 parks and over 500 acres of "community-serving parkland", including applicable portions of public school sites, the McLean Planning District is generally well-served by existing facilities of this type. However, changing demographic trends are generating a commensurate demand for additional and/or improved active recreation facilities.

The inclusion of Urban Parks in future planning and development of the McLean Community Business Center and West Falls Church Transit Station Area will provide a significant amenity and improve the "quality of life" for these vital commercial and transportation focal points.

Major park and recreation guidelines for the McLean Planning District are as follows:

- Interagency coordination with the Federal government and Arlington County Potomac Palisades Commission should be initiated to ensure consistent natural and cultural resource management practices on contiguous land holdings;

**FIGURE 47**

**MCLEAN PLANNING DISTRICT  
EXISTING PUBLIC FACILITIES**

	<b>Schools</b>	<b>Libraries</b>	<b>Public Safety</b>	<b>Human Services</b>	<b>Public Utilities</b>	<b>Other Public Facilities</b>
M1	Westgate Elem.		Tysons Fire Station Co. 29		City of Falls Church Water Storage *Federal Communications Tower Bell Atlantic Tower Sewage Pumping Station Va. Power Tysons Substation City of Falls Church Pumping Station	*West McLean P.O
M2	Lemon Road Elem. George Mason High Mt. Daniel Elem. (City of Falls Church)	Tysons/Pimmit Regional		Pimmit Hills Community Center	City of Falls Church Pumping Station	*Tysons P.O.
M3	Haycock Elem. Kent Garden, Chesterbrook and Franklin Sherman Elem.		McLean Fire Station Co. 1	Lewinsville Adult Day Health, Senior Center and Housing	*FAA Tower Recycling Drop-off Sewage Pumping Station	
M4	Church Hill Road Elem. Elem. Site Cooper Int.	Dolley Madison Community	McLean Dist. Police Station	McLean Community Center McLean Office for Mental Health McLean Government Center	Sewage Pumping Station	*McLean P.O.
M5	Langley High				Va. Power CIA Substation Sewage Pumping Station City of Falls Church Water Pumping Station	
M6	Spring Hill Road Elem. Elem. Site				Sewage Pumping Station	
M7	Elem. Site				Recycling *Drop-off	Wolf Trap Farm Park (Federal)

\*Federal and State facilities are not subject to the 456 review process.

**FIGURE 48**

**MCLEAN PLANNING DISTRICT**

**EXISTING PUBLIC PARKS**

NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL	STATE/ FEDERAL
M1	Westgate		Scotts Run S.V.		
M2	Griffith Lemon Road Lisle Mt. Royal Pimmit Hills Pimmit View Tysons/Pimmit	Olney	Pimmit Run S.V.		
M3	Bryn Mawr Dolley Madison Estates Franklin Woods Kirby Pathfinder Potomac Hills	Chesterbrook School Site Kent Gardens McLean High Linway Terrace Haycock-Longfellow	Lewinsville  Little Pimmit Run S.V. Pimmit Run S.V. Marie Butler Leven Preserve		Fort Marcy
M4	McLean Knolls	Churchill Road McLean Central	Dead Run S.V.		
M5	Tollbrook Ridge	Langley Fork	Scotts Run S.V. Pimmit Run S.V. Dead Run S. V. Langley Oaks Scotts Run Nature Preserve Turkey Run		
M6	McLean Hunt Estates Falstaff	Greenway Heights McLean Hamlet Timberly	Spring Hill  Bull Neck S.V. Difficult Run S.V. Scotts Run S.V.		
M7			Difficult Run S.V. Wolftrap S.V.	Wolf Trap	

- Facility development commensurate with, and necessary to, resource management objectives should be completed at Scotts Run Nature Preserve and Langley Oaks, which are classified as Natural Resource Parks, and the Leven Preserve, a Special Purpose Area planned for horticultural development. Additionally, adequate environmental and visual buffering should be ensured for these sites and the ecologically sensitive stream valley areas;
- Private sector involvement should be encouraged through donation/acquisition of conservation and public access trail easements to complete the greenway system;
- Donation of historic preservation easements should be encouraged to protect significant historic properties and archaeological sites on private properties;
- Interconnections of existing trails, especially with the W&OD regional trail, should be made to provide a network of trails for recreation and pedestrian circulation; and
- Existing active recreation facilities should be upgraded and expanded, where possible, to meet projected needs. Major new development should provide additional recreation facilities commensurate with increased demand.

## **MCLEAN COMMUNITY BUSINESS CENTER**

### **CHARACTER**

The McLean Community Business Center (CBC) is a large community shopping, service and residential area approximately 230 acres in size centered at the intersection of Chain Bridge Road and Old Dominion Drive. The triangle bounded by Old Dominion Drive, Route 123, and Chain Bridge Road is in Sector M4, while the rest of the CBC is in Sector M3. (See Figure 49.)

The McLean CBC is comprised of several neighborhood shopping centers located along Chain Bridge Road and Old Dominion Drive. Interspersed among these centers are a number of automobile service stations, fast food establishments, free-standing banks and a number of former residences being used for real estate and professional offices or small retail establishments.

An office district is located between Dolley Madison Boulevard and Chain Bridge Road, and a secondary office and retail area is developing along Old Dominion Drive, southwest of the Old Dominion and Chain Bridge Road intersection. Single-family residential use is found mainly west of Ingleside Avenue, north of Chain Bridge Road, and in the area between Lowell and Whittier Avenues.

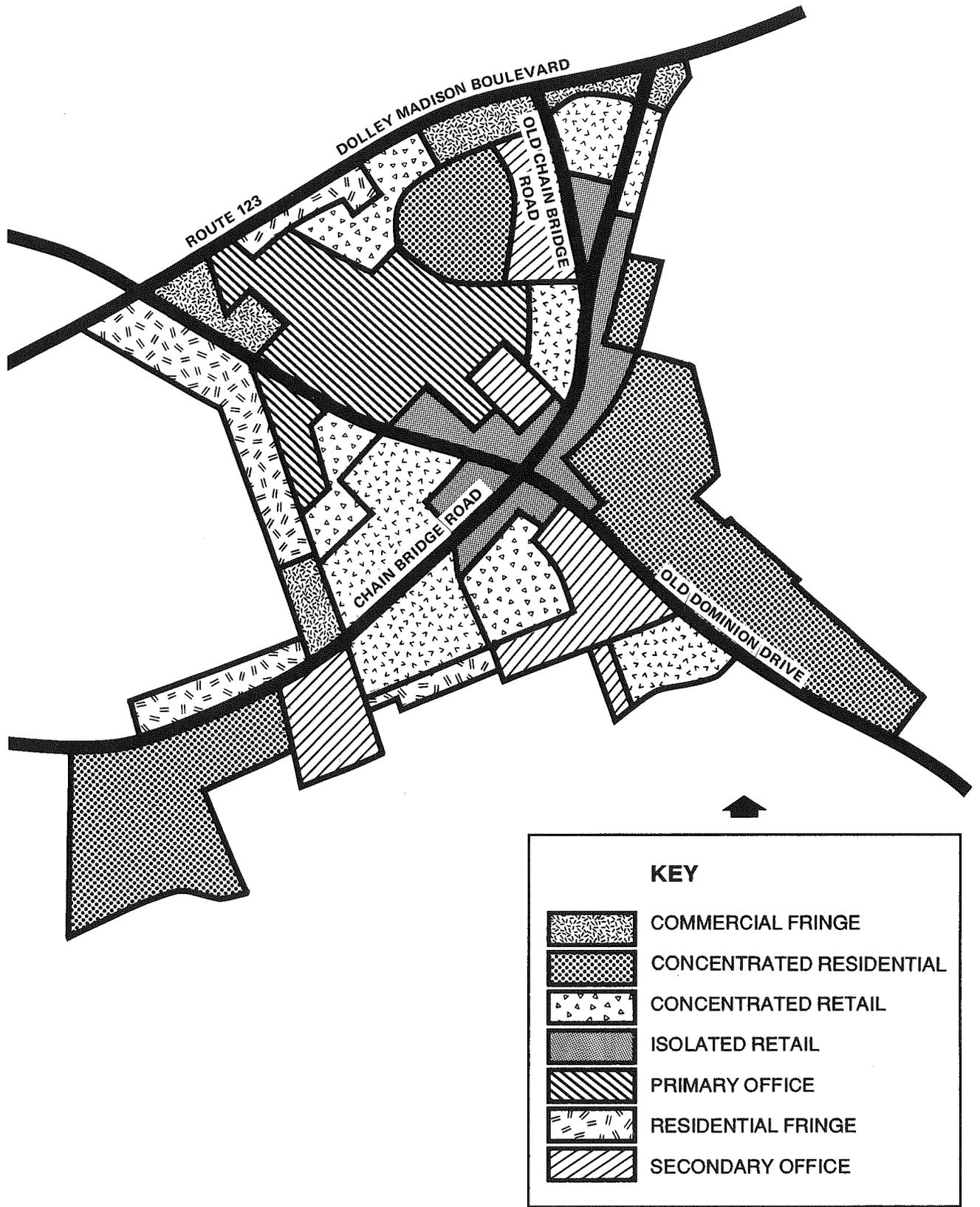
The CBC provides shopping and professional services to the surrounding community. It is located within two miles of Tysons Corner, a major regional employment center providing extensive shopping opportunities. In order to co-exist with the Tysons Corner area and to preserve its identity, the McLean CBC is planned to continue to serve the needs of the surrounding community without competing with the regional facilities being offered at Tysons Corner. All identifiable community needs should be accommodated by the CBC plan - retail commercial, medical and professional services, other services and repair, limited office and medium density residential apartments and townhouses.

The proximity of Tysons Corner has another effect on the CBC. Some of the approaches to the CBC, and severe traffic congestion of these major roads during peak hours divert commuter traffic into and through the CBC. Access from the CBC to Dolley Madison Boulevard (Route 123) during peak hours is hindered. At present most internal traffic within the four sectors of the CBC must use the central intersection of Old Dominion Drive, Chain Bridge Road and Elm Street. The capacity of this intersection is limited. While some relief can be achieved by the construction of alternate circulation routes to accommodate turning movements, no alternative exists for through-traffic. Furthermore, additional anticipated growth in the northern sector of the County will compound these traffic problems. With a clear delineation of the different roles of the CBC and Tysons Corner, a plan has been formulated that reflects land use densities consistent with the idea of the CBC as a community center as well as recognizing the need for not overloading the traffic circulation network.

The present McLean CBC has no real focal points or vistas. The dispersion of shopping centers together with the new higher intensity development has added to traffic congestion and detracted from the community service role of the CBC.

Older residences along Ingleside Avenue, the east side of Old Dominion Drive (between Ingleside Avenue and Dolley Madison Boulevard), the north side of Chain Bridge Road (between Buena Vista Avenue and Pathfinder Lane) and the south side of Whittier Avenue currently are used for professional and real estate offices under special use and special exception permits. This shift from residential to commercial uses jeopardizes the existing community of West McLean just beyond the CBC boundary.

Recent development within the CBC has been primarily infill office structures, although a large townhouse development has been completed between Old Dominion Drive and Salona Village in the southwest quadrant. A number of underutilized sites remain in the CBC which would be considered prime for redevelopment, and coupled with continued office demand, it is anticipated that new office infill projects will continue to develop.



The McLean CBC is intended to serve as a community service and retail center, with general and professional office, residential, recreation, and public uses completing the mixed-use function of this area. The Concept Plan is intended to reinforce these characteristics and ensure that the CBC will continue its service function. (See Figure 50.) At the same time, the opportunity to upgrade the physical character throughout the area should be seized, both by defining the appropriate design characteristics for new development and the limited improvements which can be made to the existing structures. The overall strategy is essentially to stabilize the CBC's intended function while upgrading its existing image.

Although the function of the CBC is not proposed for change, the future must consider the prospect that physical change will occur. A number of underlying conditions contribute to the prospect of significant redevelopment within the heart of the CBC. The subject area includes not only the traditional crossroads of McLean at Chain Bridge Road and Old Dominion Drive, but also the critical shopping center sites located along these major arterials.

The Concept Plan recognizes that the CBC is actually comprised of a number of different subareas, each of which requires a separate planning response. These subareas can be classified as redevelopment (core), stabilization, buffer and no change. (See Figure 51.)

The redevelopment areas are those which are most likely to change and are concentrated in and around the core of the CBC at the intersection of Chain Bridge Road and Old Dominion Drive. In addition, the physical image of these areas is the weakest of the CBC, where marginal structures surrounded by parking occupies the majority of the land. Here the policy is to stimulate change in an effort to redirect the physical image of the CBC.

The stabilization areas are the large shopping center sites, where the policy is to stabilize the existing shopping centers since they are an important land use function and would be difficult to replace if redevelopment occurs.

The buffer areas represent the fringes of the CBC, and include the critical areas which border on single-family neighborhoods. The treatment of these buffer areas will vary between residential and commercial development as appropriate for their location within the CBC.

The final subarea, areas of no change, represent recently constructed or built-up areas in which new development is unlikely, although some infill development may occur.

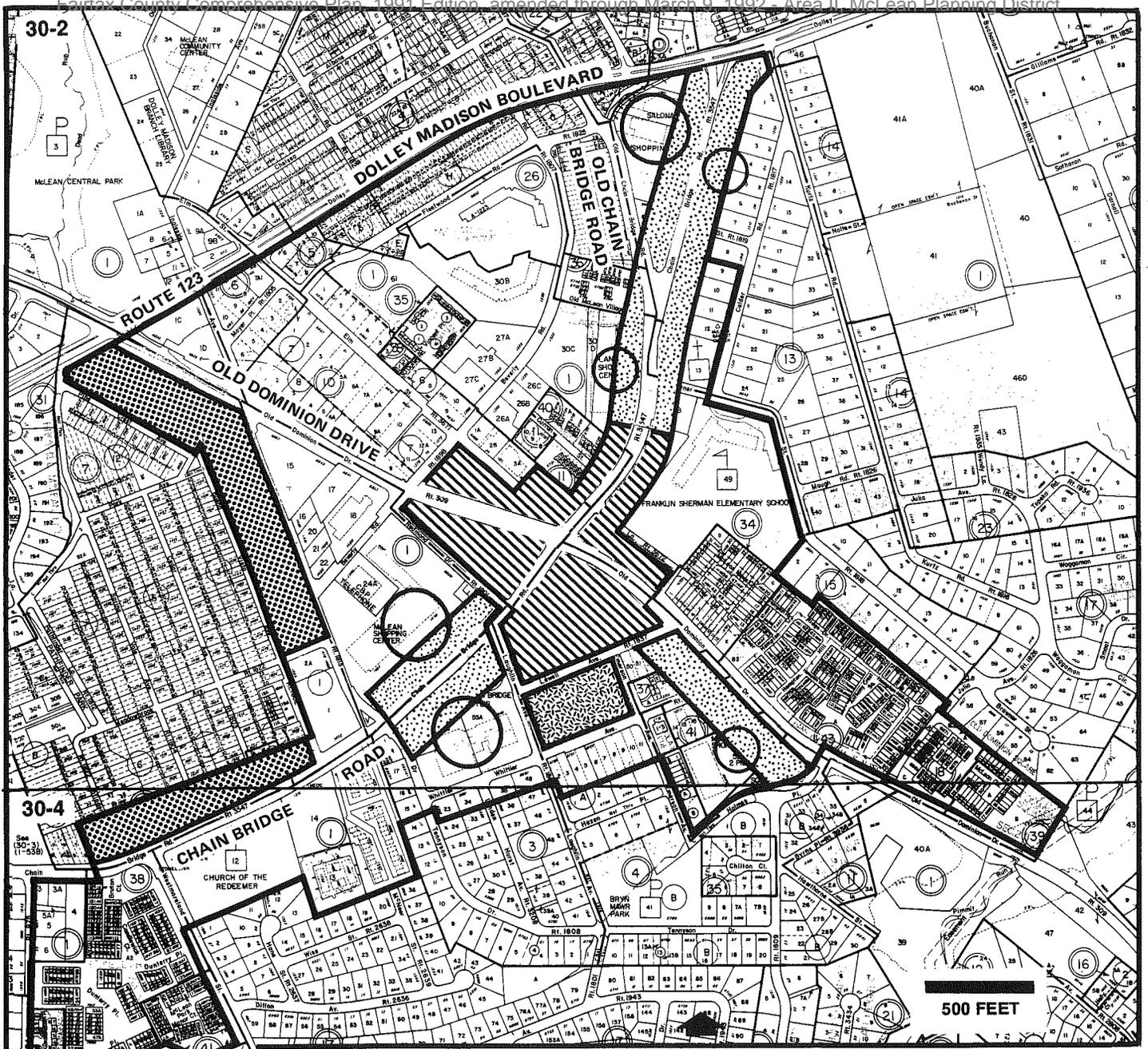
The McLean CBC has been subdivided into a number of areas, generally one block in dimension. Land use recommendations are identified by subarea (See Figure 53 in Subarea Guidelines). Site specific recommendations and objectives are identified in the Subarea Guidelines and are intended to serve as criteria for future development.

## RECOMMENDATIONS

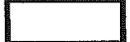
### Land Use

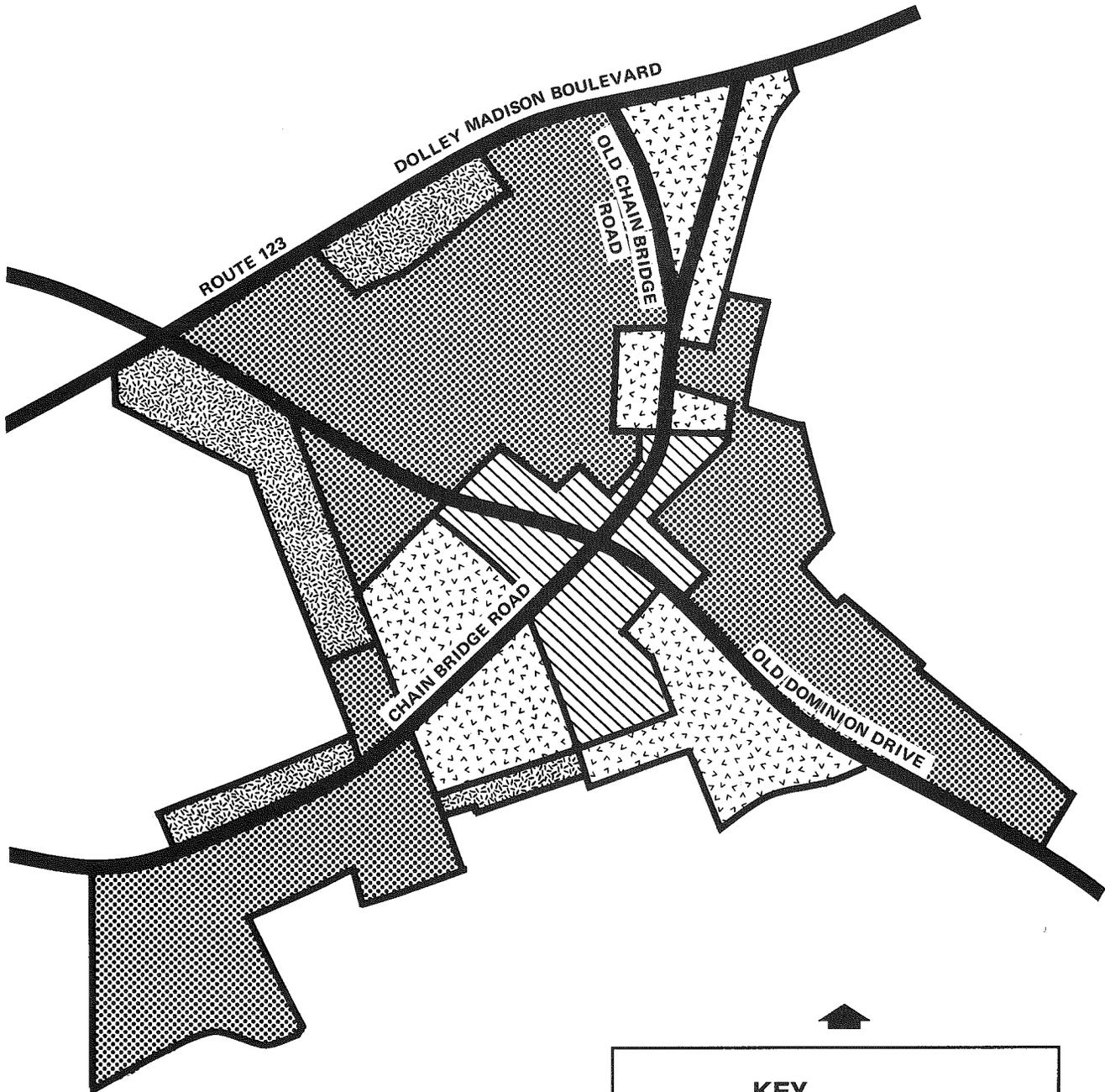
#### **A. Redevelopment Areas**

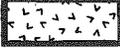
A principal element of the Concept Plan is the desire to stimulate change at the core area of the CBC. The core is generally defined as that area within a one block radius of the central intersection of Chain Bridge Road and Old Dominion Drive. This crossroads of McLean, a major determinant of the CBC's image, is dominated by gas stations and other automobile-related uses, fast food and convenience stores, undeveloped land, and several renovated or newly constructed buildings which are considered stable. The importance of this area rests not only in its symbolic location at the center of McLean but also on the probability of future change. The core, which is designated as a redevelopment area, therefore presents an opportunity to establish a stronger image within the area and to direct future change in the overall CBC.



**KEY**

-  MAINTAIN LARGE SHOPPING CENTERS
-  MINIMAL CHANGE TO EXISTING OFFICE CENTER
-  PUBLIC USE
-  REDEVELOP CORE WITH RETAIL/OFFICE AND PEDESTRIAN FOCUS
-  RESIDENTIAL BUFFER AREAS
-  STABILIZE CONVENIENCE RETAIL



KEY	
	AREA OF NO CHANGE
	BUFFER AREA
	REDEVELOPMENT AREA
	STABILIZATION AREA

To maintain the current scale of the McLean CBC and to preserve and encourage future development of primarily neighborhood retail, with supplemental offices, a base intensity of .35 FAR is recommended with a maximum of .70 FAR for the core area. The higher intensity level could be permitted if several criteria are fulfilled: predominantly three-story structures which define the public space of the street; mixed land use of office over ground floor retail; reduction in the amount of surface parking; pedestrian improvements; and substantial landscape amenities.

The generally three-story structures are intended to preserve the modest scale of the McLean CBC and encourage pedestrian activity. It is critical to establish these design and land use guidelines at the core where development may first occur since they can serve as a model for future development elsewhere in the CBC.

With a base FAR of .35, a method must be established to achieve the higher level of intensity. To exceed a .35 FAR all of the following should be provided:

- Land should be rezoned to PDC;
- Public amenities per the McLean Design Standards;
- A minimum of 25% open space to include public areas;
- Except for convenience retail parking, all parking should be either covered or screened at least three feet high from street (s) as applicable;
- Vehicular interparcel access, as possible;
- Architectural features and focal points with particular emphasis on corners, as applicable; and
- Compatibility with the surrounding community, both architecturally and in density, but with the architecture compatible only with recent construction and to allow a reasonable range of styles.

Where core redevelopment abuts the residential community, there should be no significant impact, and there must be full adherence to CBC design standards. The subarea guidelines which are incorporated as part of this plan contain specific recommendations.

To move to a .70 FAR all of the above must be provided plus maximum possible assemblage of land parcels. "Possible assemblage" shall be defined by bordering street(s) with proportional increase in FAR permitted in direct proportion to the percentage of property assembled.

These density criteria will apply in lieu of the Bulk Regulations in 6-208 of the PDC Ordinance.

1. The area defined by Old Dominion Drive, Chain Bridge Road, Redmond Drive and Beverly Road (Subarea 6) is suitable for redevelopment with office over ground floor retail. The block north of Center Street has the potential to be developed as a single project, while redevelopment south of Center Street should be coordinated for parking access and public space treatment. Center Street, which is not required for traffic movement, should become a primarily pedestrian street as described by the public space guidelines; vehicles would be permitted for access and service; a pedestrian connection between Center Street and Chain Bridge Road to line up with Emerson Avenue should be provided.
2. The triangular block bounded by Old Dominion Drive, Elm Street and Beverly Road (Subarea 21) is suitable for redevelopment with office over ground floor retail. Consolidation of properties into one development site is encouraged. Due to changes in grade between Elm Street and Old Dominion Drive it would be possible to create a two-level retail section with first and second floor entries; the northwest section of the site adjacent to Beverly Road is most appropriate for office development. The tip of the block at the Elm Street and Old Dominion Drive intersection offers the opportunity to develop a public landscaped place which could serve as a focal point for the CBC. Public funds or development incentives would be appropriate to facilitate its inclusion in a future project.

3. Within the redevelopment area, the properties northwest of Elm Street and Old Dominion Drive and along Chain Bridge Road (Subareas 20A and 16A) are opportunities for redevelopment, with the exception of the properties on the north side of Chain Bridge Road before Curran Street which have recently been renovated. Consolidation of properties is strongly encouraged in order to create unified development parcels. Surface parking lots should be interconnected and located at the rear of the properties, with Corner Lane serving as an access street. Redevelopment should be office over ground floor retail.
4. The area defined by Chain Bridge Road, Old Dominion Drive, Emerson Avenue and Lowell Avenue (Subarea 12) is appropriate for redevelopment with office over retail uses; the most probable redevelopment sites are the existing gas stations at the major arterial streets.
5. The block bounded by Chain Bridge Road, Emerson, Lowell and Laughlin Avenues (Subarea 11), which is mostly vacant, should be developed with office over optional retail uses. Property consolidation is strongly encouraged, although the Concept Plan could still be realized with two to three development parcels. Larger consolidations would also allow below-grade parking to be incorporated. All entrances should be oriented to the street, with retail storefronts focused especially on Emerson Avenue. The corner of the site should also interconnect with the pedestrian network, and offer the opportunity to develop public spaces and building design features.
6. The block defined by Laughlin, Lowell, Emerson and Whittier Avenues (Subarea 10) includes, on the western half of the block fronting Laughlin Avenue, the McLean Fire Station. The remainder of the block is comprised of older residential and vacant land. Development in this core spot should be office with possible retail. Consolidation of land is strongly encouraged to facilitate structured parking. A main entrance should orient to the street with any retail focused especially on Emerson Avenue. The corners of the site should interconnect with the pedestrian network and offer the opportunity to develop public spaces and building design features.

## **B. Stabilization Areas**

The concept of stimulating redevelopment within the core area must be considered in conjunction with the policy of stabilization of the adjacent large shopping center sites. These two approaches are actually complementary, since redevelopment within the core is proposed to include additional retail services which will reinforce the shopping centers and encourage greater comparison shopping. The overall physical character of the CBC will also be enhanced once the design guidelines for the core are fulfilled. Not only are the shopping centers an integral part of the function of the CBC but they are among the most difficult of projects to develop when compared to the economic return offered by office development. To achieve the above goals, and to reduce the potential negative traffic impact, a maximum FAR of .50 is recommended.

The primary effort will be directed toward stabilizing the existing shopping centers. Despite being generally profitable, the shopping centers are older structures which occupy a low percentage of their allowable building area and, unlike the rest of the CBC, represent large assemblies of land in single ownership. If redevelopment is to occur, the most important criteria must be to ensure that a critical mass of retail use, especially convenience retail, will be replaced on the site. One valuable aspect of redevelopment would be the opportunity to implement other planning and design objectives recommended by the Concept Plan, which, in turn, would more closely tie the shopping center sites to the adjacent redevelopment area of the core.

The intent of the Concept Plan is to retain the large shopping centers at their present locations and encourage their upgrading through private initiative. Coordination and support for these stabilization and improvement efforts should be a primary task of the McLean Planning Committee.

1. The block bounded by Ingleside Avenue, Beverly Road, Redmond Drive and Chain Bridge Road (Subarea 5) should continue to serve as a shopping center. Public sector programs for retail retention and private sector building and public space improvements are encouraged. If redevelopment occurs, projects should conform to the design guidelines defined by the Concept Plan. All development must connect and enhance the pedestrian network within the CBC. Temporary uses for the abandoned fire station should be public in function. A pedestrian cross connection between Ingleside Avenue and Center Street should be provided.
2. The block bounded by Tennyson Drive, Whittier Avenue, Laughlin Avenue and Chain Bridge Road (Subarea 7) should continue to serve as a shopping center. Public sector programs for retail retention and private sector building and public space improvements are encouraged. If redevelopment occurs, projects should conform to the guidelines defined by the Concept Plan. All development must connect to and enhance the pedestrian network within the CBC.
3. The block bounded by Old Chain Bridge Road, Dolley Madison Boulevard and Chain Bridge Road (Subarea 19) should continue to serve as a shopping center. Public sector programs for retail retention and private sector building and public space improvements are encouraged. If redevelopment occurs, projects should conform to the design guidelines defined by the Concept Plan. Consolidation of parcels at the southern tip of the block is encouraged. All development must connect to and enhance the pedestrian network within the CBC.
4. Properties along Chain Bridge Road between Curran Street and Dolley Madison Boulevard (Subarea 20B) should continue to serve a predominantly retail function, especially the Langley and Salona Village Shopping Centers. Public sector programs for retail retention and private sector building and public space improvements are encouraged. If redevelopment occurs, projects should conform to the design guidelines defined by the Concept Plan. Consolidation of parcels between Nolte Street and Brawner Street is encouraged. All development must connect to and enhance the pedestrian network within the CBC.
5. The two blocks bounded by Old Dominion Drive, Lowell Avenue, Emerson Avenue and Holmes Place (Subareas 13 and 14) should continue to serve a predominantly retail function, especially the McLean Square Shopping Center where high intensity retail is permitted. Public sector programs for retail retention and private sector building and public space improvements are encouraged. If redevelopment occurs, projects should conform to the design guidelines defined by the Concept Plan. All development must connect to and enhance the pedestrian network within the CBC.

### **C. Buffer Areas**

The buffer areas are equally concerned with both the land use direction within the CBC and its impact on the surrounding neighborhoods. Although both commercial and residential are considered appropriate uses at the buffer areas, the recommendations of one use instead of another is primarily based upon its potential impact beyond the CBC boundary. A critical planning issue has always been the need to restrict commercial uses within the CBC such that their unchecked expansion may not adversely affect adjacent neighborhoods. Therefore, the proposed treatment for each buffer area responds to the specific conditions of that neighborhood.

1. The area bounded by Chain Bridge Road, Pathfinder Lane, Buena Vista Avenue, and the rear property lines of land fronting Chain Bridge Road (Subarea 3) should develop in medium density residential townhouses to serve as a buffer between CBC commercial uses and single-family residential uses in West McLean. A base density range of 5-8 dwelling units per acre would be appropriate provided that: complete blocks are consolidated; existing housing units are replaced as Affordable Dwelling Units (ADUs); an innovative layout of townhouses is provided with no direct vehicular access to Chain Bridge Road; building heights are limited to a maximum of 35 feet; appropriate buffering to adjacent single-family residential is provided; five-foot wide sidewalks wrapping to side streets are installed; and, a bus shelter on Chain Bridge Road is provided.

2. The block bounded by Chain Bridge Road, Ingleside, Buena Vista and Meadowbrook Avenues, (Subarea 4) should remain in recreation uses. If redevelopment occurs, infill of low density commercial or medium density mixed-use with no retail would be appropriate, provided building heights do not exceed three stories; all offices access to Ingleside Avenue; and extensive landscaped buffering to residential uses is provided. A bikeway should be provided along Ingleside Avenue and a primary pedestrian connection to West McLean should be enhanced along Meadowbrook Avenue. If rezoned to C-2, a pocket park should be provided.
3. Subareas 23 (Ingleside, Meadowbrook, Buena Vista and Park Avenues) and 24 (Old Dominion Drive, Park Avenue, Pine Crest Avenue and Dolley Madison Boulevard) should develop in medium density townhouses. In order to contain future commercial growth within the CBC, to provide additional housing within the CBC, and to establish a residential buffer for West McLean, future development should be townhouse residential at a base range of 5-8 dwelling units per acre. A mid-range density of 8-12 dwelling units per acre could be achieved provided there is consolidation of minimum areas of two acres; pedestrian amenities include five-foot wide sidewalks on all streets with mid-block pedestrian connections; landscaped buffers between single-family residential are included; innovative design and architectural compatibility with single-family detached areas is achieved; and buildings are limited to 35 feet in height. Parking should be below ground, in structures, or screened. An overlay density range of 12-16 dwelling units per acre can be achieved with complete block consolidation, provision of affordable dwelling units, and all design elements listed above.
4. The area bounded by Tennyson Drive, Laughlin Avenue, Whittier Avenue and the southern border of the CBC (Subareas 8 and 9) would be appropriate for residential development but is zoned for commercial use. Sensitive commercial development such as low density townhouse office would be appropriate in this two-block area since commercial development already exists on adjacent blocks. Development should be carefully screened from surrounding residential properties.
5. The area bounded by Dolley Madison Boulevard, Beverly Road, Fleetwood Road and Elm Street (Subareas 27 and 28) should develop as low-rise commercial. Future development should be carefully sited to face toward Dolley Madison Boulevard with access from Fleetwood Road. This area is intended as a transition from the higher density commercial core along Elm Street to the residential neighborhood beyond the CBC boundary.

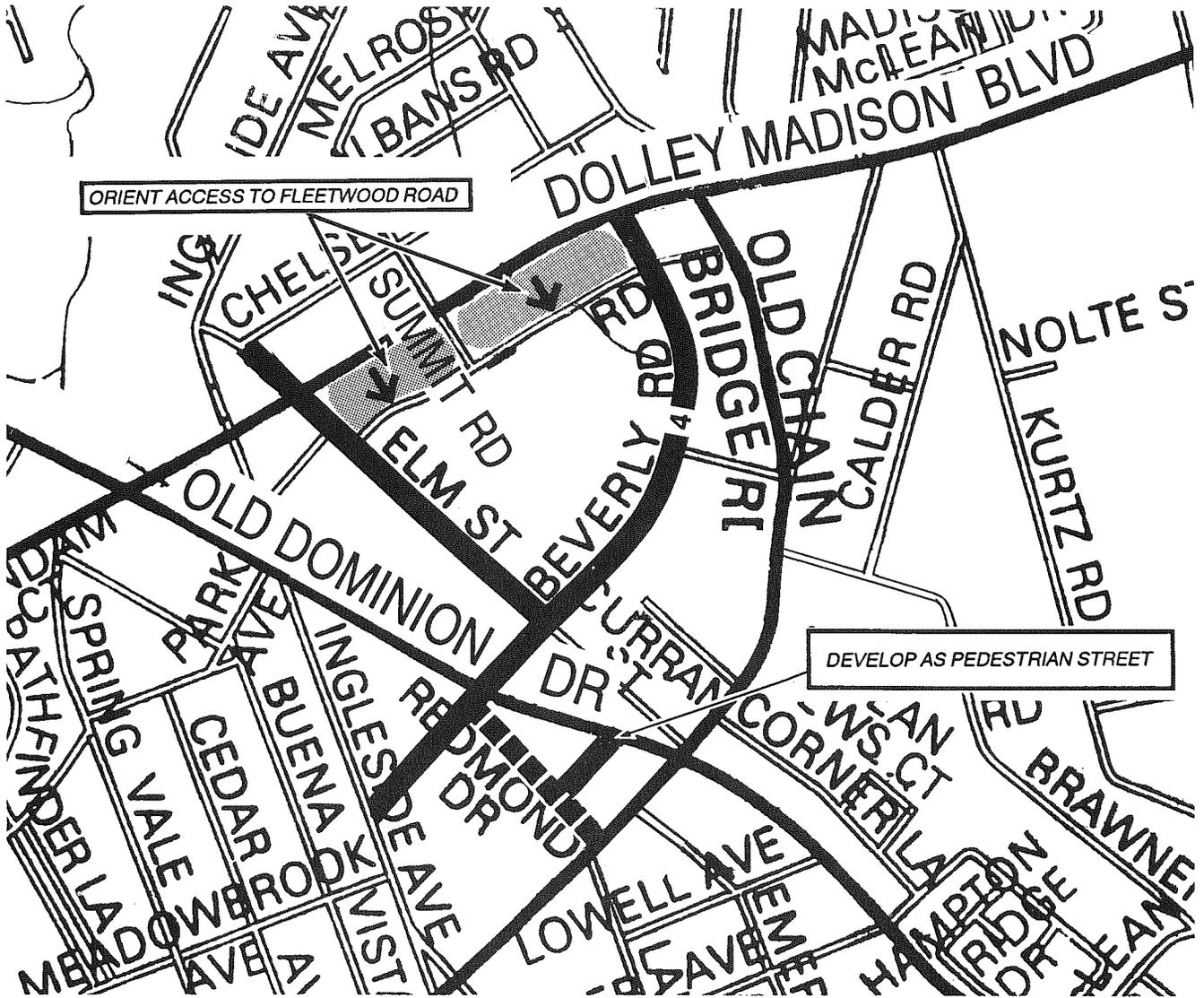
#### **D. Areas of No Change**

Areas of no change comprise the existing built-up sectors of the CBC. Primarily recent construction, these areas are centered along the office corridor of upper Old Dominion Drive, Elm Street, and Beverly Road, and the large residential concentrations at the southeast and southwest CBC boundaries. These areas represent the concentration of new development which has occurred within McLean and which can be anticipated to remain for the foreseeable future. Although some new infill development may occur within these areas, essentially no change is expected. Any future development should follow the building and public space guidelines defined by the Concept Plan.

#### **Transportation**

The arterial and major collector roadways affecting the McLean CBC are shown on Figure 52. Additional recommendations are listed below.

1. Chain Bridge Road and Old Dominion Drive - The operating capacity of this intersection can be improved by adding exclusive right turn lanes from eastbound Chain Bridge Road and both directions on Old Dominion Drive. This will permit two through lanes on each of these roads in the primary direction with the heaviest demand. This may result, however, in some additional land requirements from the adjacent properties. More detailed engineering is needed to determine exact requirements.



**TRANSPORTATION RECOMMENDATIONS LEGEND**

- **ROAD AND HIGHWAY FACILITIES**
- ARTERIAL      COLLECTOR LOCAL
- |  |  |                                   |
|--|--|-----------------------------------|
|  |  | WIDEN OR IMPROVE EXISTING ROADWAY |
|  |  | CONSTRUCT ROADWAY ON NEW LOCATION |
- |         |   |
|---------|---|
| 2 4 6 8 | TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.) |
|---------|---|
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
- PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATIONS SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

2. Chain Bridge Road and Tennyson Drive - Increase the capacity at the intersection by changing the lane usage on northbound Tennyson Drive from an exclusive right and left-through lane to an exclusive left and a right-through lane.
3. Beverly Road and Old Dominion Drive - Increase the intersection capacity by adding one through lane southbound on Old Dominion Drive. Also, on Beverly Road an exclusive right turn lane could be provided within the roadway. These improvements are modifications to those already planned for the intersection. Signal phasing could also be changed to improve traffic flow. Detailed engineering would also be required for these improvements, and some additional land may be needed on the north side of Old Dominion Drive.
4. Improve the traffic flow in the CBC by adding a roadway between Chain Bridge Road and Beverly Road, parallel to Old Dominion Drive and Ingleside Avenue. This would serve the nearby land uses and replace Redmond Drive to provide better access.
5. Implement Transportation Systems Management (TSM) actions, e.g., ridesharing, transit use, staggered work hours, shared parking, etc., for all employment in the CBC, including existing employment sites as well as planned development. These actions should be supported by the Concept Plan, with enforcement provided by the County and/or a local group.
6. Through the design element, eliminate curb cuts, access points etc., to businesses along Chain Bridge Road and Old Dominion Drive. This will reduce side friction and the potential for vehicular conflicts. It will improve traffic flow on the road system.
7. Incorporate off-street parking into the building design to permit better traffic flow on the loop roads consisting of Ingleside Avenue, Tennyson Drive and Whittier Avenue.
8. Any roadway improvements must include sidewalks, street trees and public space elements as defined by the public space design guidelines.
9. Center Street should be developed as a pedestrian street as defined by the public space design guidelines.

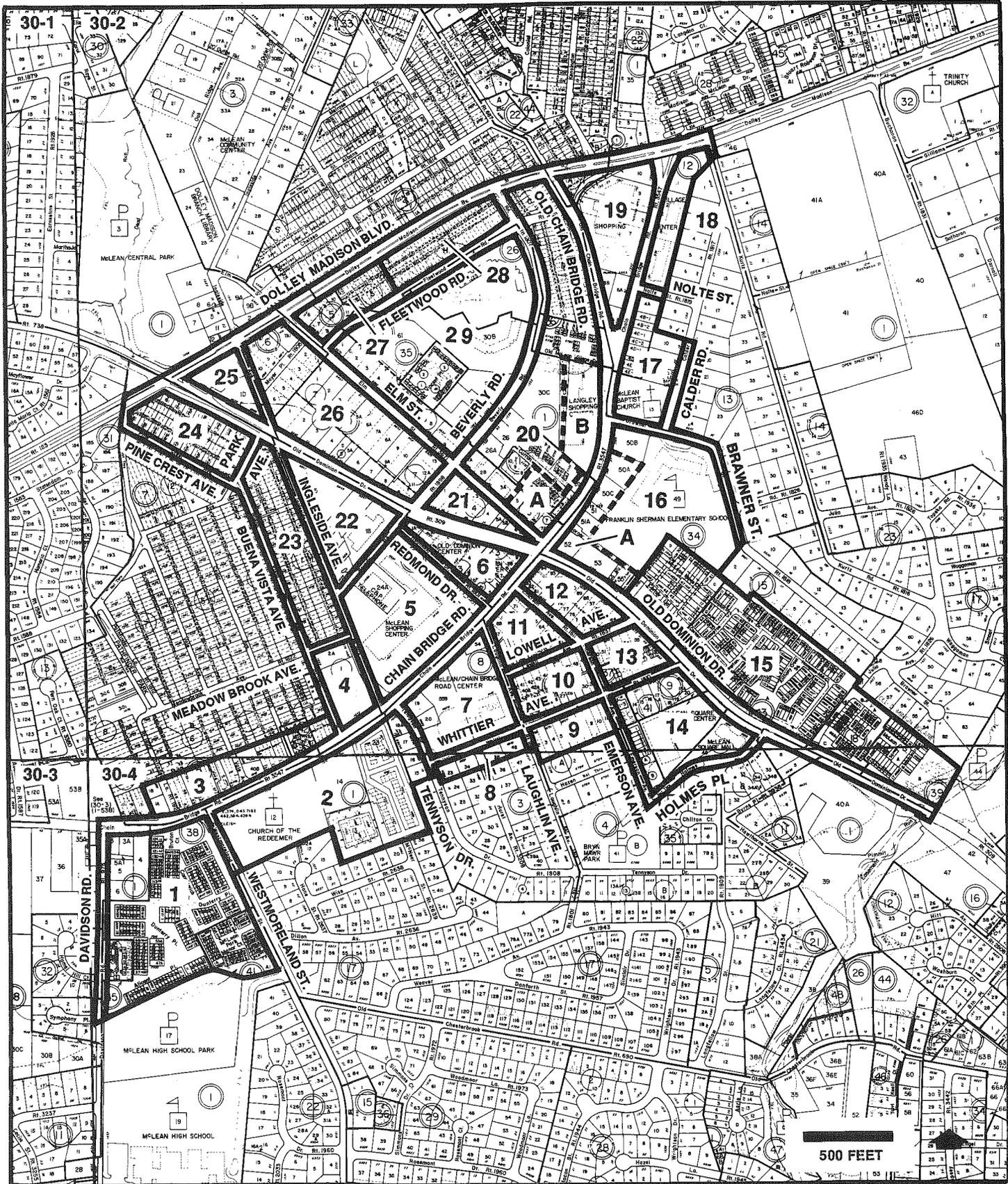
#### Implementation and Urban Design

1. All large development projects, especially within the redevelopment and stabilization areas, are encouraged to submit Planned Development Commercial (PDC) rezoning applications to facilitate development review and project coordination.
2. All future development should conform to the building and public space design guidelines as defined by the adopted McLean Design Standards. Interpretation of the design guidelines should first be reviewed by the McLean Planning Committee before final review by County Staff.

## **SUBAREA GUIDELINES**

The McLean CBC has been subdivided into a number of areas, generally one block in dimension, which will allow specific planning and design objectives to be further refined. For each subarea, a one page summary is prepared which describes existing and proposed zoning and objectives for planning, land use, and implementation. These objectives are intended to serve as the criteria for site plan review of all future redevelopment projects. The design objectives establish physical guidelines for future development and should be reviewed in conjunction with the public space and building design guidelines described in the chapter "Proposed Urban Image and Open Space".

The subarea boundaries were originally formulated for the collection of economic base data, and have subsequently been used for traffic projections and planning evaluations. (See Figure 53.)



**FAIRFAX  
COUNTY**

**McLEAN COMMUNITY BUSINESS CENTER  
SUBAREA DESIGNATION**

**FIGURE  
53**

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #1:** Chain Bridge Road, Westmoreland Street, McLean High School, and Davidson Road.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-3		44,431	2 du
	R-8	Same		
	R-12			
<b>Density</b>	<b>Existing</b>	<b>Proposed</b>	<b>Modification Permitted</b>	
	3 du			
	8 du	Same	None	
	12 du			
<b>Guidelines</b>				
<b>Planning Objective</b>	Medium density residential buffer between single-family neighborhood and CBC.			
<b>Land Use Objective</b>	Low to medium residential.			
<b>Implementation Strategy</b>	Existing zoning.			
<b>Parking Requirement</b>	As required by existing zoning.			
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	North: Type A arterial street East: Type D residential			
<b>Building Envelope Guidelines</b>	Townhouse residential type D.			
<b>Building Relationships</b>	Cluster townhouse with surface parking areas broken by landscaping and varied building forms.			
<b>Special Considerations</b>	Provide landscape buffer when adjoining single-family housing.			

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #2:** Chain Bridge Road, Tennyson Drive, CBC Line, and Westmoreland Street.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
Lutheran Church is zoned R-4	C-2		277,373	145,920
	C-3	Same	109,719	30,949
	C-6		27,382	19,224

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	C-2 .50		
	C-3 1.0	Same	None
	C-6 .35		

<b>Guidelines</b>	
<b>Planning Objective</b>	Community service (church) and low scale townhouse office as transitions between single-family neighborhood and CBC.
<b>Land Use Objective</b>	Maintain community service (church) and low/medium density commercial. If church site redevelops, it should be as low density townhouses. For C-3, retain transitional character, height no more than 40 ft., landscaped 30% open space and pedestrian plaza along Chain Bridge Road frontage, no retail, bus shelter. C-6 to retain existing retail and extend 5' wide sidewalk along Tennyson Street.
<b>Implementation Strategy</b>	Existing zoning.
<b>Parking Requirement</b>	As required by existing zoning.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Arterial street type A East: Commercial street type C West: Residential street type D
<b>Building Envelope Guidelines</b>	Townhouse office type C.
<b>Building Relationships</b>	Cluster townhouse with surface parking areas broken by landscaping and varied building forms.
<b>Special Considerations</b>	Provide landscape buffer when adjoining single-family housing. Bikeway on eastern side along Tennyson Drive. 5' wide sidewalks throughout with remaining setback area landscaped open space.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #3:** Chain Bidge Road, Pathfinder Lane, Buena Vista Avenue, rear property lines of Chain Bridge Road.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-3	R-8 - 12	192,535	1 du
	R-8	R-5 - 8	23,522	5 du

<b>Density</b>	<b>Existing</b>	<b>Proposed</b>	<b>Modification Permitted</b>
	R-3 3 du	8 - 12 du	None
		5 - 8 du	
	R-8 8 du	8 du	

**Guidelines**

**Planning Objective** Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. Special exception and special permit commercial uses prohibited.

**Land Use Objective** Medium density residential townhouse.

**Implementation Strategy** Change existing zoning to medium density residential. Allow all existing special exception commercial permits to expire. Encourage PDH rezoning with special considerations as indicated below.

**Parking Requirement** As required by zoning ordinance.

**Design Objective**

**Public Space Guidelines** East: Residential street type D  
South: Arterial street type A  
West: Residential street type D

**Building Envelope Guidelines** Townhouse residential type D.

**Building Relationships** Cluster townhouse with surface parking areas broken by landscaping and varied building forms.

**Special Considerations** Provide landscape buffer when adjoining single-family housing. To achieve 8-12 dwelling units per acre, the property must have innovative layout or townhouses, no direct vehicle entrance on Chain Bridge Road. Maximum 2-stories height, 5' wide sidewalks to wrap around onto side streets. Provide bus service. Consolidation of each block.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #4:** McLean Indoor Facility, Chain Bridge Road, Ingleside Avenue, Meadowbrook Avenue, Buena Vista Avenue.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-3	C-2	31,363	5,000
	C-2	C-2	71,377	42,056

<b>Density</b>	<b>Existing</b>	<b>Proposed</b>	<b>Modification Permitted</b>
	R-3 3.0 du	.25 - .50	Retain recreation uses. If redeveloped, low intensity commercial.
	C-2 0.5 du	.50	

**Guidelines**

**Planning Objective** Provide infill of low density as a buffer between CBC commercial uses and single-family residential outside the CBC. Special exception and special permit commercial uses prohibited.

**Land Use Objective** If redeveloped, low density office or medium density mixed-use. No retail. Three stories maximum. Access for office on Ingleside Avenue only.

**Implementation Strategy** Change existing R-3 zoning to PDC. Permit special exception commercial permits for recreational uses only.

**Parking Requirement** As required by existing zoning.

**Design Objective**

**Public Space Guidelines** North: Commercial street type C  
 East: Commercial street type C  
 South: Arterial street type A  
 West: Residential street type D

**Building Envelope Guidelines** Townhouse residential type D.

**Building Relationships** Redevelopment must orient to Ingleside Avenue and buffer residential to the south.

**Special Considerations** Provide landscape buffer where adjoining recreation facility or redevelopment. Bikeway on eastern side, along Ingleside Avenue. Primary pedestrian connection to West McLean should be enhanced along Meadowbrook Avenue. Provide neighborhood park if R-3 rezoned to C-2.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #5:** Chain Bridge Road, Ingleside Avenue, Beverly Road, and Redmond Drive.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-8	C-8	51,802	19,154
	C-6	C-6	435,182	113,246

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	.35	.35 - .50	Maximum FAR to be .50; but building variances allowed through PDC. .50 FAR only with qualifying amenities. .50 FAR only if entire block (exclusive of teen center) is consolidated, existing retail retained, major pedestrian facility through site to connect with pedestrian provision of bus shelter. Redmond Drive to line up with Laughlin Road if feasible.

**Guidelines**

<b>Planning Objective</b>	Maintain a concentration of convenience retail, including supermarket. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office, and entertainment development.
<b>Land Use Objective</b>	Minimum 100,000 sq. ft. retail, approximately 50,000 sq. ft. must be convenience retail including supermarket. Opportunity to develop structured parking concentration and entertainment. Office as residual use.
<b>Implementation Strategy</b>	If redevelopment occurs, PDC allows variance to respond to site conditions.
<b>Parking Requirement</b>	Large sites offer opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 50% of retail parking requirement to be at grade and directly accessible to retail.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: (Beverly Road) Commercial street type C East: (Redmond Drive) Pedestrian street type C South: (Old Chain Bridge Road) Arterial street type A or B West: (Ingleside Avenue) Commercial street type C
<b>Building Envelope</b>	Mixed Use Shopping Center type A. Building entrances oriented toward Chain Bridge Road and Redmond Drive, service and parking oriented toward Beverly Road.
<b>Building Relationships</b>	Clusters at-grade, short term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Beverly Road. Building mass should frame space of Redmond Drive and Chain Bridge Road where not set back for convenience parking. Landscape buffer along Ingleside Avenue.
<b>Special Considerations</b>	Opportunity to create public serving open space at Chain Bridge Road; gateway feature at southwest corner focus. Public amenities to enhance pedestrian crossing at Center Street, southwest and southeast corners and pedestrian crossing at Old Chain Bridge Road and Redmond Drive. Pedestrian space in center of block to be typical condition type E.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #6:** Chain Bridge Road, Redmond Drive, Beverly Road, and Old Dominion Drive.

<b>Zoning</b>	<u>Existing</u> C-6 C-8	<u>Proposed</u> PDC PDC	<u>Existing Land Area</u> 70,672 70,881	<u>Existing Built Area</u> 24,110 20,232
<b>Density</b>	<u>Existing FAR</u> .35	<u>Proposed FAR</u> .35-.50 FAR	<u>Modification Permitted</u> Base density of .35 FAR. Maximum allowable of .50 FAR with qualifying amenities.	
<b>Guidelines</b>				
<b>Planning Objective</b>	Create single or interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties and meet design objectives.			
<b>Land Use Objective</b>	Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual.			
<b>Implementation Strategy</b>	Encourage provision of amenities, consolidation of properties and design objectives through PDC application and density bonus.			
<b>Parking Requirement</b>	Square qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail.			
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	North: (Old Dominion Drive) Arterial street type A South: (Chain Bridge Road) Arterial street type A West: (Redmond Drive) Commercial Street type C Center Street: Pedestrian			
<b>Building Envelope Guidelines</b>	Office/Retail Center type B. Building entrances oriented toward Chain Bridge Road, Center Street and Old Dominion Drive. Service and parking oriented toward Redmond Drive. Building features encouraged at street corners. Plaza feature at Center Street and Old Dominion Drive in open space.			
<b>Building Relationships</b>	Cluster of at-grade, short term convenience parking accessible from Redmond Drive; below grade structured parking accessible from Redmond Drive. Building mass should frame space of all surrounding streets where not set back for convenience parking.			
<b>Special Considerations</b>	Major building and retail entrances must orient toward pedestrian focus on Center Street. Public amenities to enhance pedestrian crossings at Chain Bridge Road, Old Dominion Drive and Redmond Drive. 10' wide sidewalks on Old Dominion Drive and Chain Bridge Road with streetscape. Existing or equivalent retail to be retained. Pedestrian connection between Center Street and Chain Bridge Road to line up with Emerson Avenue.			

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #7:** Chain Bridge Road, Tennyson Drive, Whittier Avenue, and Laughlin Avenue.

<b>Zoning</b>	<u>Existing</u> C-6	<u>Proposed</u> C-6	<u>Existing Land Area</u> 295,428	<u>Existing Built Area</u> 68,140
<b>Density</b>	<u>Existing FAR</u> .35	<u>Proposed FAR</u> .35 - .50	<u>Modification Permitted</u> Maximum FAR remains at .50 only with qualifying amenities, but building amenities variances allowed through PDC.	
<b>Guidelines</b>				
<b>Planning Objective</b>	Maintain a concentration of convenience retail, including supermarket. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office, entertainment uses.			
<b>Land Use Objective</b>	Minimum 75,000 sq. ft. retail, approximately 35,000 sq. ft. must be convenience retail including supermarket. Opportunity to develop structured parking concentration and entertainment. Office as residual use.			
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. If redevelopment occurs, PDC allows variance to respond to site conditions.			
<b>Parking Requirement</b>	Large sites offer opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail.			
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	North: Arterial street type A or B East: Commercial street type C South: Commercial street type C West: Commercial street type C			
<b>Building Envelope Guidelines</b>	Mixed Use Shopping Center type A. Building entrances oriented toward Chain Bridge Road and Laughlin Avenue, service and parking oriented toward Tennyson Drive, Whittier Avenue, Laughlin Avenue, and Chain Bridge Road.			
<b>Building Relationships</b>	Cluster of at-grade, short term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Whittier Avenue. Building mass should frame space of Laughlin Avenue and Chain Bridge Road where not set back for convenience parking. Landscape buffer along Whittier Avenue.			
<b>Special Considerations</b>	Opportunity to create public serving space at Chain Bridge Road; gateway feature at northwest corner to be special place type F. Focus public amenities to pedestrian crossings on Laughlin Avenue at Lowell Avenue and Old Chain Bridge Road. Bikeway along Tennyson Drive and Whittier Avenue. Provide bus shelter at existing bus stop on Chain Bridge Road. 10' wide sidewalks on all four streets and pedestrian connection through block to line up with Lowell Lane. Pedestrian plaza either at northeast corner or along Chain Bridge Road.			



**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #9:** Whittier Avenue, Laughlin Avenue, Emerson Avenue, and South CBC Line.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-4		20,037	1 du
		Same		
	C-2		98,001	46,650

<b>Density</b>	<b>Existing</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	R-4 4 du		
		Same	None
	C-2 .50		

<b>Guidelines</b>	
<b>Planning Objective</b>	Establish commercial townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC.
<b>Land Use Objective</b>	Medium density commercial townhouses.
<b>Implementation Strategy</b>	Existing zoning.
<b>Parking Requirement</b>	As required by zoning ordinance.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Commercial street type C East: Commercial street type C West: Residential street type D
<b>Building Envelope Guidelines</b>	Townhouse commercial types C. All entrances on Whittier Avenue.
<b>Building Relationships</b>	Cluster townhouse with surface parking areas broken by landscaping and varied building forms.
<b>Special Considerations</b>	Provide landscape buffer where adjoining single-family housing. On street bikeway along Whittier Avenue. 5' sidewalk with streetscape on Whittier Avenue. 5' sidewalk to extend along side streets.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #10:** Whittier Avenue, Laughlin Avenue, Emerson Avenue, and Lowell Avenue.

<b>Zoning</b>	<u>Existing</u> Public	<u>Proposed</u> Public	<u>Existing Land Area</u> 84,000	<u>Existing Built Area</u>
	R-4, R-8	PDC	60,000	
<b>Density</b>	<u>Existing FAR</u> Public	<u>Proposed FAR</u> Public	<u>Modification Permitted</u> Maximum FAR only with consolidation of non-public land in block and special considerations below.	
	2 du	.35 to .70		
<b>Guidelines</b>				
<b>Planning Objective</b>	Establish public use and office/retail development which contributes to core image of CBC. New development should provide amenities, consolidate properties and meet design standards. Commercial uses have been allowed by special exception or special permit for residentially-zoned properties within this sub-unit as an interim use. To encourage redevelopment of this sub-unit to be in conformance with the Plan, existing special permits or special exceptions for commercial uses issued for this area should not be approved for extensions or renewals beyond three years from the date of adoption of the Plan. No new special use or special exception permits for commercial use should be approved.			
<b>Land Use Objective</b>	Potential to develop a municipal parking structure on the eastern end of site with the ground floor to be utilized for retail or service functions. A new post office is recommended for the ground floor use. If public parking garage is not feasible, retail with residual offices or entertainment at an FAR of .50 is appropriate.			
<b>Implementation Strategy</b>	Encourages provision of amenities, consolidation of properties and design objectives through PDC application and density bonus up to .70 FAR.			
<b>Parking Requirement</b>				
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	North: Commercial street type C East: Commercial street type C South: Commercial street type C West: Commercial street type D			
<b>Building Envelope Guidelines</b>	Ground floor use must orient toward Emerson Avenue; use corner of Emerson Avenue and Lowell Avenue as opportunity for building or public space feature.			
<b>Building Relationships</b>				
<b>Special Considerations</b>	Special pedestrian amenities at the northeast corner, type F. Bikeway along Whittier Avenue. Height not to exceed three stories. Optional retail uses oriented toward Emerson Avenue. 10' wide sidewalks with pedestrian plaza at Emerson Avenue and Lowell Avenue. Underground or structured parking; retention of existing trees where and if possible.			

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #11:** Chain Bridge Road, Laughlin Avenue, Emerson Avenue, and Lowell Avenue.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-4	PDC	37,462	0
	C-8	PDC	92,225	4,496

<b>Density</b>	<b>Existing</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	R-4 4 du		Base density of .35 FAR. Maximum allowable of .70 FAR with qualifying amenities. FAR of .70 must include underground parking.
	C-8 .35	.70 max.	

**Guidelines**

<b>Planning Objective</b>	Create single or interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties and meet design objectives. Commercial uses have been allowed by special exception or special permit for residentially-zoned properties within this sub-unit as an interim use. To encourage redevelopment of this sub-unit in conformance with the Plan, special permits or special exceptions for commercial uses issued for this area should not be approved for a period that extends beyond July 1, 1997, six years from the date of adoption of the Plan.
<b>Land Use Objective</b>	Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual.
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. Encourage provision of amenities, consolidation of properties and design objectives through PDC application and density bonus, up to .70 FAR.
<b>Parking Requirement</b>	Zoning ordinance.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: (Old Chain Bridge Road) Arterial street type A East: Commercial street type C South: Commercial street type C West: Commercial street type C
<b>Building Envelope Guidelines</b>	Office/Retail Center type B. Building entrances oriented toward Chain Bridge Road, Laughlin Avenue and Emerson Avenue. Service and parking oriented toward Lowell Avenue. Building features encouraged at northwest and southeast corners. Retail to be optional on first floor; maximum height three stories; 25% open space.
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Laughlin Avenue; below grade structured parking accessible from Lowell Avenue. Building mass should frame space of all surrounding streets where not set back for convenience parking. Underground parking to be provided for 0.7 FAR.
<b>Special Considerations</b>	Major building and retail entrances must orient toward pedestrian focus on Emerson Avenue. Focus public amenities to enhance pedestrian crossing at Chain Bridge Road, Emerson Avenue, and Laughlin Avenue. Special pedestrian amenities at the southeast and northwest corner, type F. 10' sidewalks all four streets.

**Subarea #12:** Chain Bridge Road, Old Dominion Drive, Lowell Avenue, and Emerson Avenue.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-5	PDC	12,998	1,641
	C-8	PDC	126,712	40,107

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	C-5 .25		Base density of .35 FAR. Maximum allowable density of .70 FAR with qualifying amenities.
	C-8 .35	.35 - .70	

**Guidelines**

<b>Planning Objective</b>	Create single or interrelated mixed-use development which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives.
<b>Land Use Objective</b>	Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged with office as residual. Retail uses at ground level.
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. Encourage provision of amenities, traffic improvements, consolidation of properties and design objectives through PDC application and density bonus up to .70 FAR.
<b>Parking Requirement</b>	Square qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirements to be at-grade and directly accessible to retail.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: (Chain Bridge Road) Arterial street type A East: Arterial street type A South: Commercial street type C West: Commercial street type C
<b>Building Envelope Guidelines</b>	Office/Retail Center type B. Building entrances oriented toward Chain Bridge Road, Old Dominion Drive and Emerson Avenue. Service and parking oriented toward Lowell Avenue. Landmark feature encouraged at corner of Chain Bridge Road and Old Dominion Drive.
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Old Dominion Drive and Emerson Avenue; 80% below grade structured parking accessible from Old Dominion Drive and Lowell Avenue for .7 FAR. Building mass should frame space of all surrounding streets where not set back for convenience parking.
<b>Special Considerations</b>	Building and retail entrances oriented towards pedestrian focus on Emerson Street wherever possible. Focus public amenities to enhance pedestrian crossings at Chain Bridge Road and at Emerson Avenue. Pedestrian focus on Emerson Avenue. 10' wide sidewalks all streets. Retail uses on first floor throughout. Bus shelter.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #13:** Old Dominion Drive, Whittier Avenue, Emerson Avenue, and Lowell Avenue.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-6	C-6	11,661	26,684
	C-8	C-8	53,248	12,640

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	.35	.35	Maximum FAR remains at .35, but building variances allowed through PDC.

**Guidelines**

<b>Planning Objective</b>	Maintain convenience retail and townhouse office. Infill to be townhouse-type office with at-grade retail or restaurant/retail in 2 stories, residentially compatible architecture. 10' wide sidewalk with streetscape. With redevelopment, provide continuous sidewalk and street trees.
<b>Land Use Objective</b>	Retail office townhouse development.
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. If redevelopment occurs, PDC allows variance to respond to site conditions.
<b>Parking Requirement</b>	As required by zoning. Surface parking to be concentrated at rear of site.

**Design Objective**

<b>Public Space Guidelines</b>	North: Commercial street type C East: Arterial street type A or B South: Commercial street type C West: Commercial street type C
<b>Building Envelope Guidelines</b>	Office/Retail Center type B or Townhouse Office type C. Building entrances oriented toward Emerson Avenue and Old Dominion Drive, service and parking oriented toward Lowell Avenue and Whittier Avenue.
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Lowell Avenue and Whittier Avenue. Building mass should frame space of street where not set back for convenience parking.
<b>Special Considerations</b>	Building and retail entrances oriented toward pedestrian focus on Emerson Avenue. Bikeway along Whittier Avenue. Bike and pedestrian crossing at Whittier Avenue and Old Dominion Drive.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #14:** McLean Square, Holmes Place, Emerson Avenue, Whittier Avenue and Old Dominion Drive.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-8	R-8	41,818	7 du
	C-2	C-2	47,376	29,476
	C-6	C-6	245,674	68,596

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	R-8 7 du	8 du	None
	C-2 .50	.50	None
	C-6 .35	.30 - .50	Allow high intensity retail.

<b>Guidelines</b>	
<b>Planning Objective</b>	Maintain a concentration of convenience retail. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office, entertainment uses and high intensity retail.
<b>Land Use Objective</b>	Minimum 50,000 sq. ft. retail, approximately 25,000 sq. ft. must be convenience retail. Opportunity to develop structured parking concentration and entertainment. Office as residual use. Provide underground parking.
<b>Implementation Strategy</b>	If redevelopment occurs, PDC to allow variance to respond to site conditions.
<b>Parking Requirement</b>	Large site offers opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Commercial street type C East: Arterial street type A or B West: Pedestrian street type E
<b>Building Envelope Guidelines</b>	Office/Retail Center type B. Building entrances oriented toward Old Dominion Drive. Service and parking oriented toward Whittier Avenue.
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Old Dominion Drive; structured or large at-grade parking accessible from Old Dominion or Whittier Avenue. Building mass should frame space of street where not set back for convenience parking. Landscape buffer along Holmes Place.
<b>Special Considerations</b>	Opportunity to create public serving space at Old Dominion; gateway feature at southeast corner. All development to be screened from surrounding residential. Landscaped buffer to adjacent established single-family residential uses. 10' wide sidewalk and bus shelter on Old Dominion Drive, establish internal plaza effect.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #15:** McLean Mews, The Hamptons, and McLean Residential Townhouses.

<b>Zoning</b>	<u>Existing</u> R-8	<u>Proposed</u> Same	<u>Existing Land Area</u> 21.1 ac	<u>Existing Built Area</u> 228 du
<b>Density</b>	<u>Existing</u> 8 - 12	<u>Proposed</u> Same	<u>Modification Permitted</u> None	
<b>Guidelines</b>				
<b>Planning Objective</b>	Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside CBC.			
<b>Land Use Objective</b>	Medium density residential.			
<b>Implementation Strategy</b>	Existing zoning.			
<b>Parking Requirement</b>	As required by zoning ordinance.			
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	West: Arterial street type A			
<b>Building Envelope Guidelines</b>	Townhouse residential type D.			
<b>Building Relationships</b>	Cluster townhouse with surface parking areas broken by landscaping and varied building forms.			
<b>Special Considerations</b>	Provide landscape buffer where adjoining single-family housing. Provide off-street bike path type H.			

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #16:** Old Dominion Drive, Chain Bridge Road, Corner Lane, and Brawner Street.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-2	R-2	School	
	C-2	C-2	42,471	3,005
Subarea A	C-8	PDC	127,326	29,201

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	R-2	R-2	None: Retain Franklin Sherman School site as public use. Base density of .35 FAR. Maximum allowable of .70 FAR with qualifying amenities.
	C-2 .50	.50	
	.35	.50	

<b>Guidelines</b>	
<b>Planning Objective</b>	In Subarea A, create single or interrelated mixed-use development which contributes to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives.
<b>Land Use Objective</b>	Minimum 30% development to be retail of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual.
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. Encourage provision of amenities, traffic improvements, consolidation of properties and design objectives through PDC application and density bonus.
<b>Parking Requirement</b>	Square qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirements to be at-grade and directly accessible to retail.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: (Old Chain Bridge Road) Arterial street type A (Brawner Street) Commercial street type C West: (Old Dominion Drive) Arterial street type A 10' sidewalks
<b>Building Envelope Guidelines</b>	Office/Retail type B or townhouse commercial type C. Building entrances oriented toward Chain Bridge Road, and Old Dominion Drive. Service and parking access from Corner Lane. Building features encouraged at southwest corner. Retail uses first floor with office above.
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Corner Lane; below grade structured parking accessible from Corner Lane. Building mass should frame space of all surrounding streets where not set back for convenience parking.
<b>Special Considerations</b>	Major building and retail entrances must orient toward Chain Bridge Road and Old Dominion Drive. Focus public amenities to enhance pedestrian crossing at Chain Bridge Road and Old Dominion Drive. Special pedestrian amenities at northwest corner, type F. Bikeway along Old Dominion Drive. Neighborhood pedestrian connection along Brawner Street. For .70 FAR, consolidation of all properties in each block of Subarea A required. 10' sidewalks on Old Dominion Drive and Chain Bridge Road. Bus shelter, landscape buffer between Franklin Sherman School property with 6'-7' brick wall.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #17:** Chain Bridge Road, Brawner Street, Nolte Street, East CBC Line (McLean Baptist Church included).

<b>Zoning</b>	<u>Existing</u> R-2 C-6	<u>Proposed</u> R-2 C-6	<u>Existing Land Area</u> Church 64,383	<u>Existing Built Area</u>  21,571
<b>Density</b>	<u>Existing FAR</u> C-6 .35	<u>Proposed FAR</u> .35	<u>Modification Permitted</u> Maximum FAR remains at .35, but building variances allowed through PDC.	

**Guidelines**

<b>Planning Objective</b>	Maintain a concentration of convenience retail.
<b>Land Use Objective</b>	Minimum 20,000 sq. ft. retail, approximately 10,000 sq. ft. must be convenience retail.
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. If redevelopment occurs, PDC allows variance to respond to site conditions.
<b>Parking Requirement</b>	50% of retail parking requirement to be at-grade and directly accessible to retail; remainder of parking located at rear of site or underground.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Commercial street type C South: Commercial street type C West: Arterial street type A or B
<b>Building Envelope Guidelines</b>	Building entrances oriented toward Chain Bridge Road, service and parking at rear. Townhouse Commercial type C or freestanding retail type F. Retail first floor with office above.
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Nolte Street. Building mass should frame space of Chain Bridge Road where not set back for convenience parking. Landscape buffer along Nolte Street.
<b>Special Considerations</b>	Enhance neighborhood pedestrian connection along Brawner Street. If church site redevelops: .35 FAR maximum with single-family detached residential facing Calder Road or 50' landscaped buffer with 7' high brick wall. No entrances on Brawner Street or Calder Road. Retain mini-park on Chain Bridge Road.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #18:** Chain Bridge Road, Nolte Street, and Dolley Madison (Salona Village).

<b>Zoning</b>	<u>Existing</u> C-6	<u>Proposed</u> C-6	<u>Existing Land Area</u> 135,049	<u>Existing Built Area</u> 55,391
<b>Density</b>	<u>Existing FAR</u> .35	<u>Proposed FAR</u> .35	<u>Modification Permitted</u> Maximum FAR remains at .35, but building variances allowed through PDC.	
<b>Guidelines</b>				
<b>Planning Objective</b>	Maintain a concentration of convenience retail. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for eating establishment and entertainment uses.			
<b>Land Use Objective</b>	Minimum 50,000 sq. ft. retail, approximately 40,000 sq. ft. must be convenience retail. Office as residual use.			
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. If redevelopment occurs, PDC will allow variance to respond to site conditions.			
<b>Parking Requirement</b>	Structured or underground parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail.			
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	North: Arterial street type C South: Commercial street type C West: Arterial street type A or B			
<b>Building Envelope Guidelines</b>	Office/Retail Center type B. Building entrances oriented toward Chain Bridge Road.			
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Chain Bridge Road; building mass should frame space of street where not set back for convenience parking. Landscape buffer along Nolte Street and at rear of site.			
<b>Special Considerations</b>	Development must be fully screened from single-family homes to east. Provide special pedestrian feature within subarea.			

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #19:** Dolley Madison Boulevard, Chain Bridge Road, and Old Chain Bridge Road.

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	C-3	C-3	28,545	18,032
	C-6	C-6	277,181	67,722

Density	Existing FAR	Proposed FAR	Modification Permitted
	C-3 1.0	1.0	Maximum FAR remains at .50, but building variances allowed through PDC.
	C-6 .35	.35	

Guidelines	
<b>Planning Objective</b>	Maintain a concentration of convenience retail, including supermarket. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office and entertainment uses.
<b>Land Use Objective</b>	Minimum 70,000 sq. ft. retail, approximately 35,000 sq. ft. must be convenience retail. Office as residual use.
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. If redevelopment occurs, PDC allows variance to respond to site conditions.
<b>Parking Requirement</b>	Large site offers opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail.
Design Objective	
<b>Public Space Guidelines</b>	North: Arterial street type A - Potential for Old Chain Bridge Road to be narrowed with center island in between turning lanes to channel traffic and minimize entrances. South: Arterial street type A or B West: Commercial street type C 10' sidewalks and bus shelter; no entrance to parking from Route 123.
<b>Building Envelope Guidelines</b>	Mixed-Use Shopping Center type A. Building entrances oriented toward Chain Bridge Road; service and parking oriented toward Old Chain Bridge Road. Pedestrian plaza/village center opposite Salona Center entrances.
<b>Building Relationships</b>	Clusters of at-grade, short-term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Old Chain Bridge Road. Building mass should frame space of street where not set back for convenience parking.
<b>Special Considerations</b>	Opportunity to create public serving open space at Chain Bridge Road; gateway feature at northeast corner. Focus public amenities to enhance pedestrian crossing at southwest and southeast corners; enhance bikeway and pedestrian connections to the neighborhoods along Churchill Road.

**McLEAN CBD SUBAREA GUIDELINES**

**Subarea #20 (Page 1):** Beverly Road, Elm Street, Chain Bridge Road, Old Chain Bridge Road, and Dolley Madison Boulevard.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
Subblock A	C-8	PDC	61,049	12,509
Subblock B	C-6	C-6	130,419	39,360
Remainder	C-6	C-6	258,354	148,015

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
Subblock A		1 max.	Base density of .35 FAR. Maximum allowable .50 FAR with qualifying amenities.
Subblock B	.35	.70	Building variances allowed through PDC.
Remainder	.35	.70	None.

**Guidelines**

**Planning Objective** Predominantly stable area. If redevelopment occurs in Subblock A, create single or interrelated use developments which contribute to the core image of the CBC. If redevelopment occurs in Subblock B, replace convenience retail and use remaining site as opportunity for parking concentration, office or entertainment uses.

**Land Use Objective** Retail commercial in Subblocks A and B, minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged, office as residual.

**Implementation Strategy** Restrict use by zoning overlay district. In Subblock A, encourage provision of amenities, consolidation of properties and design objectives through PDC application and density bonus. In Subblock B, PDC allows variance to respond to site conditions.

**Parking Requirement** In Subblock A qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Subblock B offers opportunity to develop parking reservoir. 50% of retail parking requirement to be at-grade and directly accessible to retail.

**Design Objective**

**Public Space Guidelines** North: (Dolley Madison Boulevard) Arterial street type A (Fleetwood Road) Commercial street type C  
 East: (Old Chain Bridge Road) Arterial street type A or B. 10' sidewalks on Chain Bridge Road, Old Chain Bridge Road, Elm Street, and Dolley Madison Boulevard. 5' sidewalks on Beverly Road.  
 South and West: Commercial street type C

**Building Envelope Guidelines** Office/Retail Center type B and Townhouse Commercial type C. Building entrances oriented toward major street. Service and parking at rear of site.

**Building Relationships** Clusters of at-grade, short-term convenience parking accessible from Chain Bridge Road. Building mass should frame space of street where not set back for convenience parking.

**Special Considerations** Opportunity to create public-serving open space at Chain Bridge Road. Bikeway along Fleetwood Road. Plaza feature opposite Brawner Street with bus shelter.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #20 (Page 2):** Beverly Road, Elm Street, Chain Bridge Road, Old Chain Bridge Road and Dolley Madison Boulevard

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-2	C-2	164,321	127,706
	C-5	C-5	173,369	131,634

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	C-2 .50	.50	
	C-5 .25	.50	None

**Guidelines**

**Planning Objective** Stable area of predominantly office use, encourage public space improvements.

**Land Use Objective** Office and neighborhood retail.

**Implementation Strategy** Change existing R-3 zoning to C-2.

**Parking Requirement** As required by zoning ordinance.

**Design Objective**

**Public Space Guidelines** North: (Dolley Madison Boulevard) Arterial street type A (Fleetwood Road) Commercial street type C  
 East: (Old Chain Bridge Road) Arterial street type A or B. 10' sidewalks on Chain Bridge Road, Old Chain Bridge Road, Elm Street, and Dolley Madison Boulevard. 5' sidewalks on Beverly Road.  
 South and West: Commercial street type C

**Building Envelope Guidelines** Existing condition.

**Building Relationships** Existing condition.

**Special Considerations** Curran Square considered model for new design and use.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #21:** Old Dominion Drive, Elm Street, and Beverly Road.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-6	PDC	40,716	5,447
	C-8	PDC	64,338	17,930

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	.35	.70	Base density of .35 FAR. Maximum allowable density of .70 FAR with qualifying amenities, to include consolidation of all parcels, underground parking retail, restaurant and entertainment uses. 10' sidewalks all around; pedestrian plaza at Elm Street, Old Dominion Drive and Chain Bridge Road.

**Guidelines**

<b>Planning Objective</b>	Create single or interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives.
<b>Land Use Objective</b>	Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual.
<b>Implementation Strategy</b>	Restrict use by zoning overlay district. Encourage provision of amenities, consolidation of properties and design objectives through PDC application and density bonus.
<b>Parking Requirement</b>	Area qualifies for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirements to be at-grade and directly accessible to retail.

**Design Objective**

<b>Public Space Guidelines</b>	North: Commercial street type C East: Commercial street type C West: Arterial street type A or B Potential relocation to align with Center Street.
<b>Building Envelope Guidelines</b>	Office/Retail Center type B. Building entrances oriented toward Beverly Road, Elm Street and Old Dominion Drive. Service and parking oriented toward Elm Street and Old Dominion Drive. Building features encouraged at southeast corner.
<b>Building Relationships</b>	Clusters of at-grade, short term convenience parking accessible from Elm Street and Old Dominion; below grade structured parking accessible from Old Dominion Drive. Building mass should frame space of all surrounding streets where not set back for convenience parking. Opportunity for two-level retail with entrances from Old Dominion Drive and Elm Street.
<b>Special Considerations</b>	Active public use, such as restaurant, must orient toward public space at southeast corner.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #22:** Old Dominion Drive, Beverly Road, and Ingleside Avenue.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-2		29,612	0
	C-3	Same	91,585	71,214
	C-6		129,317	62,820

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	C-2 .50		None.
	C-3 1.0	Same	FAR of .70 (C-6) provided: consolidation of parcels; provision of pedestrian access to adjacent parcels, first floor retail, pedestrian plaza at Beverly Road and Old Dominion Drive; and underground structured parking.
	C-6 .35		Redevelopment of C-3 preferred, with density of .70, underground parking, and mid-block pedestrian connection to Ingleside Avenue.

<b>Guidelines</b>	
<b>Planning Objective</b>	Concentration of general office use.
<b>Land Use Objective</b>	Commercial office with ground floor retail.
<b>Implementation Strategy</b>	Existing zoning.
<b>Parking Requirement</b>	As required by zoning ordinance.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	East: Commercial street type C South: Commercial street type C West: Commercial street type C 10' sidewalks with streetscape on Old Dominion Drive and Beverly Road. 5' sidewalks on Ingleside Avenue.
<b>Building Envelope Guidelines</b>	Office/Retail Center type B. Building entrances oriented toward Beverly Road and Old Dominion Drive; service and parking entrances from Beverly Road.
<b>Building Relationships</b>	Building mass should frame space of all surrounding streets. Structured parking set behind at center of block.
<b>Special Considerations</b>	Corner of Old Dominion Drive and Beverly Road to be reserved for possible intersection alignment with Redmond Drive. Focus public amenities to enhance pedestrian crossing at southeast corner.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #23:** Ingleside Avenue, Meadowbrook Avenue, Buena Vista Avenue and Park Avenue.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-3	R-5-8	290,109	1 du
	C-2	C-2	20,626	0

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	R-3 3 du	8 - 12 du	
	C-2 .50	.50	

**Guidelines**

<b>Planning Objective</b>	Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. Special exception and special permit commercial uses prohibited.
<b>Land Use Objective</b>	Medium density residential townhouses. In existing commercial zone only, townhouse office.
<b>Implementation Strategy</b>	Change existing zoning to medium density residential. Allow all existing special exception commercial permits to expire.
<b>Parking Requirement</b>	As required by zoning ordinance.

**Design Objective**

<b>Public Space Guidelines</b>	North: Residential street type D East: Residential street type D South: Residential street type D West: Residential street type D
<b>Building Envelope Guidelines</b>	Townhouse residential type D. Building materials, massing and design to be residential cluster townhouse in character. Height and setback requirements as defined in zoning ordinance.
<b>Building Relationships</b>	Townhouse sited perpendicular to the street with front and rear yards; driveway may be used for half of parking requirement.
<b>Special Considerations</b>	Bikeway along Ingleside Avenue. Enhance pedestrian connection to neighborhood on Meadowbrook Avenue.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #24:** Old Dominion Drive, Park Avenue, Dolley Madison Boulevard, and Pine Crest Avenue.

<b>Zoning</b>	<u>Existing</u> R-3	<u>Proposed</u> R-8 - 12	<u>Existing Land Area</u> 193,406	<u>Existing Built Area</u> 15 du
<b>Density</b>	<u>Existing</u> 3 du	<u>Proposed</u> 8 - 12 du	<u>Modification Permitted</u>	
<b>Guidelines</b>				
<b>Planning Objective</b>	Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. Special exception and special permit commercial uses prohibited.			
<b>Land Use Objective</b>	Medium density residential townhouses.			
<b>Implementation Strategy</b>	Change existing zoning to medium density residential. Allow all existing special exception commercial permits to expire.			
<b>Parking Requirement</b>	As required by zoning ordinance.			
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	North: Arterial street type A East: Arterial street type A or B South: Residential street type D West: Residential street type D		All access from Buena Vista Avenue or Park Avenue for 12-16 du/ac	
<b>Building Envelope Guidelines</b>	Townhouse residential type D. Building materials, massing and design to be residential cluster townhouse in character. Height and setback requirements as defined in zoning ordinance.			
<b>Building Relationships</b>	Townhouse sited perpendicular to the street with front and rear yards; driveway to be used for half of parking requirement.			
<b>Special Considerations</b>	None.			

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #25:** Old Dominion Drive, Dolley Madison Boulevard, and Ingleside Avenue.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-2		50,420	7,191
		Same		
	C-5		42,963	3,266
<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>	
	C-2 .50		.35-.50 FAR if existing restaurant uses are retained or similar space is provided within new building.	
	C-5 .25	Same		
<b>Guidelines</b>				
<b>Planning Objective</b>	Commercial edge of CBC.			
<b>Land Use Objective</b>	Medium density office and/or retail.			
<b>Implementation Strategy</b>	Existing zoning.			
<b>Parking Requirement</b>	As required by zoning ordinance.			
<b>Design Objective</b>				
<b>Public Space Guidelines</b>	North: Arterial street type A 5' sidewalk on Route 123 East: Commercial street type C 10' sidewalk on Old Dominion Drive West: Arterial street type A or B 5' sidewalk on Ingleside Avenue			
<b>Building Envelope Guidelines</b>	Office/Retail Center type B or freestanding retail type F.			
<b>Building Relationships</b>	If redevelopment occurs, parking should be located at center of block.			
<b>Special Considerations</b>	Opportunity to develop gateway feature to CBC. Enhance bikeway and pedestrian connections to neighborhood along Ingleside Avenue. If redeveloped, consolidation of both parcels required for .50 FAR with provision of landscaped buffer toward Route 123. Gateway greenspace feature at Route 123 and Old Dominion Drive.			

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #26:** Old Dominion Drive, Ingleside Avenue, Dolley Madison, Elm Street, and Beverly Road.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-2		11,500	0
	C-3	Same	222,282	155,357
	C-6		320,493	198,033

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	C-2 0.5	.50	Old Dominion Drive infill may be .70 FAR if all parking underground; restaurant uses and community retail retained; new first floor retail; 10' wide sidewalk on Old Dominion Drive and Beverly Road with pedestrian connection to the post office along north side.
	C-3 1.0	Same	
	C-6 .35-.70	.50	

**Guidelines**

<b>Planning Objective</b>	Establish as the core area of CBC office development.
<b>Land Use Objective</b>	Office and ground floor retail.
<b>Implementation Strategy</b>	Existing zoning.
<b>Parking Requirement</b>	As required by zoning ordinance.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Arterial street type A (Noyer Place) Commercial street type C East and South: Commercial street type C West: (Old Dominion Drive) Arterial street type A or B (Ingleside) Commercial street type C
<b>Building Envelope Guidelines</b>	Townhouse office type C and major office type E.
<b>Building Relationships</b>	Building mass should frame space of all surrounding streets. Parking to be set behind building at center of block.
<b>Special Considerations</b>	Opportunity to develop extensive landscape to provide continuity to the public space. Bikeway along Noyer Place and Elm Street.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #27:** Dolley Madison Boulevard, Elm Street, Fleetwood Road, vacated Summit Road.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-3	C-2	12,501	7 du
	C-2	C-2	111,026	22,334

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	R-3 3 du	.50	
	C-2 .50	.50	None

**Guidelines**

<b>Planning Objective</b>	Medium density fringe development of office core. Integrated design.
<b>Land Use Objective</b>	Medium density office and potential restaurant uses. Encourage consolidation with pedestrian connection to uses not consolidated.
<b>Implementation Strategy</b>	Change R-3 zoning to C-2
<b>Parking Requirement</b>	As required by zoning ordinance.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Arterial street type A. Access from Fleetwood Road and Elm Street only. East: Commercial street type C South: Commercial street type C West: Commercial street type C 5' sidewalks on Route 123 and Fleetwood Road
<b>Building Envelope Guidelines</b>	Townhouse office type C.
<b>Building Relationships</b>	Cluster townhouse with surface parking areas broken by landscaping and varied building forms. All vehicular access from Fleetwood Road or Summit Road.
<b>Special Considerations</b>	Bikeway along Fleetwood Road.

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #28:** Dolley Madison Boulevard, Beverly Road, Fleetwood Road, vacated Summit Road.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	R-3	C-2	42,688	1 du
	C-2	C-2	119,158	61,605

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	R-3	.50	
	C-2 .50	.50	None

**Guidelines**

<b>Planning Objective</b>	Medium density fringe development to office core. Integrated design.
<b>Land Use Objective</b>	Medium density office.
<b>Implementation Strategy</b>	C-2 zoning district uses and potential restaurant uses. Encourage consolidation with pedestrian connection to uses not consolidated.
<b>Parking Requirement</b>	As required by zoning ordinance.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Arterial street type A. Access from Fleetwood Road and Beverly Road only. East: Commercial street type C South: Commercial street type C West: Commercial street type C 5' sidewalks Route 123, Fleetwood Road and Beverly Road.
<b>Building Envelope Guidelines</b>	Townhouse office type C.
<b>Building Relationships</b>	Cluster townhouse with surface parking areas broken by landscaping and varied building forms. All vehicular access from Fleetwood Road or Summit Road.
<b>Special Considerations</b>	Bikeway along Fleetwood Road.

**McLEAN CBD SUBAREA GUIDELINES**

**Subarea #29:** Elm Street, Beverly Road, and Fleetwood Road.

<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>	<b>Existing Land Area</b>	<b>Existing Built Area</b>
	C-2		266,870	132,989
	C-3	Same	192,853	109,600
	C-6		30,000	3,981

<b>Density</b>	<b>Existing FAR</b>	<b>Proposed FAR</b>	<b>Modification Permitted</b>
	C-2 .50		Maximum FAR remains at .50 but building variances allowed with high intensity residential that exists with McLean House and Ashby. No redevelopment anticipated. Existing mid-block pedestrian connection between Beverly Road and Fleetwood Road.
	C-3 .50	Same	
	C-6 .35		

<b>Guidelines</b>	
<b>Planning Objective</b>	Establish as the core area of CBC office development.
<b>Land Use Objective</b>	Office and ground-floor retail; planned for housing development.
<b>Implementation Strategy</b>	Existing zoning.
<b>Parking Requirement</b>	As required by zoning ordinance.
<b>Design Objective</b>	
<b>Public Space Guidelines</b>	North: Commercial street type C East: Commercial street type C South: Commercial street type C West: Commercial street type C
<b>Building Envelope Guidelines</b>	Townhouse office type C and Major office type E.
<b>Building Relationships</b>	Building mass should frame space of all surrounding streets. Parking to be set behind building at center of block.
<b>Special Considerations</b>	Opportunity to develop extensive landscaping to provide continuity to the public space. Bikeway along Fleetwood Road.

## WEST FALLS CHURCH TRANSIT STATION AREA

### OVERVIEW

The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor between Route 7 and the Dulles Airport Access Road. The Metro station itself lies in the median of I-66 and is bordered on the north by the Washington Metropolitan Area Transit Authority (WMATA) Service and Inspection Yard and Haycock Road. To the south is vacant acreage comprised of parcels owned by WMATA, the City of Falls Church, and private land owners. Adjacent to this vacant site is George Mason High School. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses. The only commercial development occurs along Route 7 to the southwest.

The major challenges with respect to the West Falls Church Transit Station Area relate to the appropriate transit station-related development at adjacent sites and the protection of the existing residential communities. An impact of the Metro station is the increased pressure to develop vacant land and to redevelop certain existing uses in the area. The accessibility of rail transit has generated pressure to redevelop the adjacent low density residential neighborhoods to the southeast of the Metrorail site. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metro-related development be compatible with existing uses near the station.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the West Falls Church Transit Station Area as one of several specialized planning areas that are located around the six Metrorail stations in Fairfax County. Each is part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development to occur. The intention of the Transit Station Area designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses.

Figure 54 shows the boundaries of the West Falls Church Transit Station Area. The area is bounded generally by I-66, Leesburg Pike (Route 7) and the City of Falls Church. The West Falls Church Transit Station Area has been divided into separate "land units" for the purpose of organizing Plan recommendations.

### RECOMMENDATIONS

#### Land Use

The purpose of the planning recommendations for the West Falls Church Transit Station Area is to guide and direct future growth in the area, by recognizing both opportunities and constraints. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metro Station and preserving the existing stable neighborhoods around the station.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

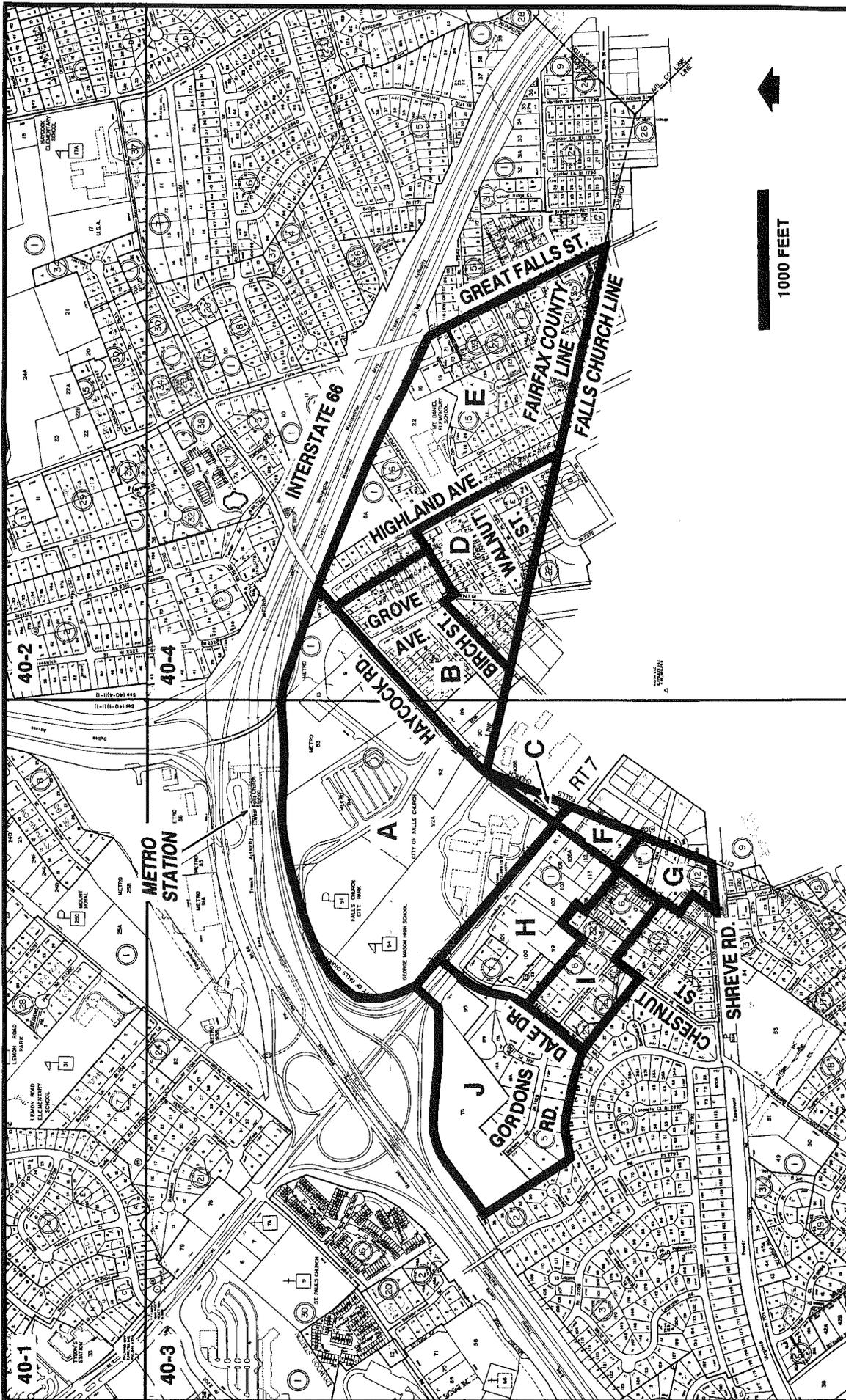


FIGURE 54

WEST FALLS CHURCH TRANSIT STATION AREA  
BOUNDARY AND LAND UNITS

**FAIRFAX  
COUNTY**

By its distinct character, the West Falls Church Transit Station Area warrants special development conditions and incentives that may not be applied elsewhere in the County. Implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these conditions and other implementation strategies only come into effect for development at the higher densities and intensities recommended by the Plan.

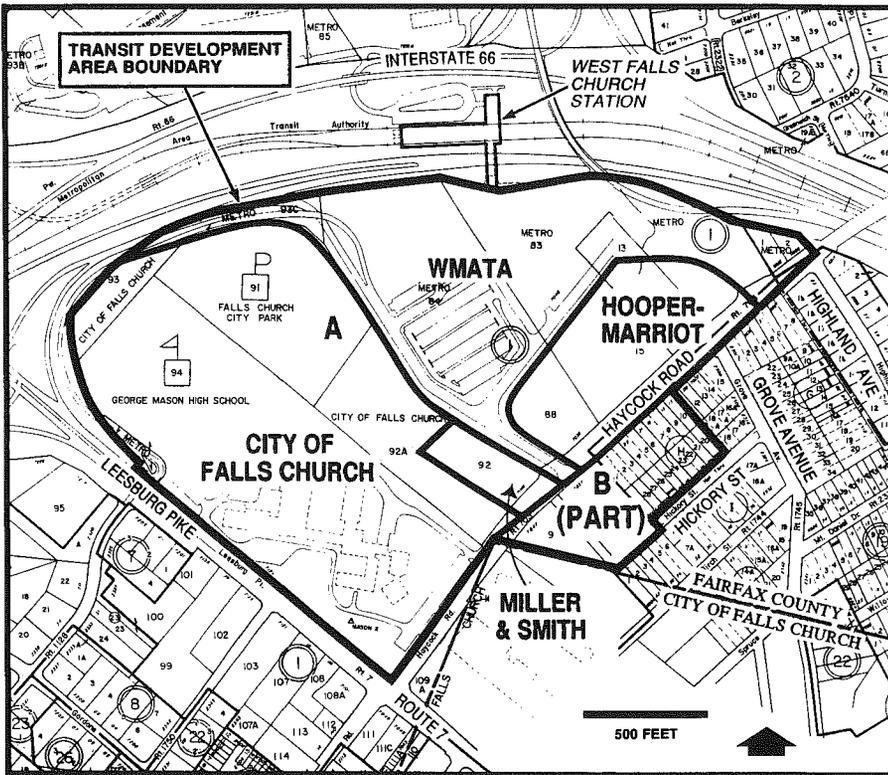
Traffic reduction measures such as ride-sharing, transit incentives and other Transportation Systems Management Strategies (TSMs) are applicable to this area. While the County is striving to implement the planned road improvements and encouraging the use of Transportation Systems Management Strategies, the development community must address the concerns of traffic congestion for any new development within the Transit Station Area. This may be addressed by any number of responses, including transportation systems management, financing for road improvements and/or the deferral of development until adequate road improvements have been implemented. Outside of the West Falls Church Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Station Area should be encouraged to improve, but additional density to bring about change is not recommended.

### Transit Development Area Conditions and Recommendations

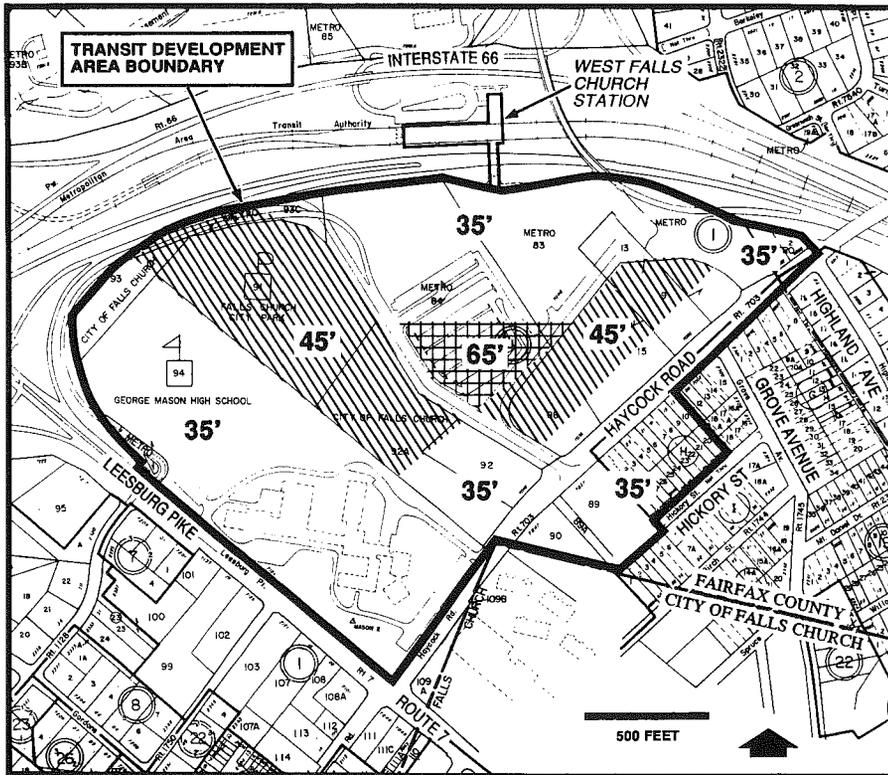
An area determined to be appropriate for higher intensity, mixed-use development within the West Falls Church Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 55, the Transit Development Area is comprised of several land parcels which offer the most viable opportunities for development and redevelopment. This area is generally within a 5 to 7 minute walk of the station. It includes the WMATA property, the City of Falls Church property (school and park), the Miller and Smith tract and the Hooper-Marriott tract which together comprise Land Unit A. This area also includes the northern portions of the Ellison Heights neighborhood along Haycock Road (Land Unit B) west of Grove Avenue.

The land use plan for the Transit Development Area recommends a maximum level of development of 1,120 dwelling units and 220,000 gross square feet of office space. This maximum level of development is recommended in order to achieve the goals and objectives set forth for the West Falls Church Transit Station Area, especially those relating to the promotion of Metrorail ridership, renewal and improvement of the community, and the reduction of auto dependency while maintaining commuter accessibility. In order to achieve these public goals and objectives, it is necessary that new development be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals must be responsive to the following development criteria, which apply to all sites in the Transit Development Area:

1. Development should be in accordance with the design concept illustrated in Figures 55 and 56. In addition, the urban design guidelines for Transit Station Areas contained in the Concept for Future Development should be used as a guide.
2. Proffer a development plan that provides high quality site and architectural design, streetscaping, landscaping, urban design and development amenities.
3. Provide off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provision and implementation of a plan which reduces development traffic to a level deemed satisfactory to the Office of Transportation through Transportation Systems Management (TSM) strategies, especially those which encourage the use of Metrorail.
4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.



**WEST FALLS CHURCH  
TRANSIT DEVELOPMENT  
AREA**



**HEIGHT LIMITS IN THE  
TRANSIT DEVELOPMENT  
AREA**

LOW - 35 FEET

MEDIUM - 45 FEET

HIGH - 65 FEET



5. Provide energy conservation features that will benefit future residents of the development.
6. Provide moderately-priced housing that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.
8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.
9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.
10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

In addition to these general development criteria, site-specific conditions are identified with the following recommendations for each of the land units and tracts within the Transit Development Area. The following sections of this document describe the recommended maximum development level for the five component sites of the Transit Development Area: the WMATA tract, the Hooper-Marriott tract, the City of Falls Church tract, the Miller and Smith tract and the land on the south side of Haycock Road between the City of Falls Church line and Grove Avenue. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community.

#### **The WMATA, Miller and Smith, Hooper-Marriott and City of Falls Church Tracts - Land Unit A**

As illustrated in Figure 54, Land Unit A is comprised of several land parcels which offer the most viable opportunities for mixed-use development. The area includes property owned by WMATA and the City of Falls Church, as well as several privately held parcels. This area, which is approximately 82 acres in size, is the most accessible property from the station and contains parcels having a strong potential for development fronting on Haycock Road. Currently, the City of Falls Church owns and operates the George Mason High School and the adjacent City park. WMATA's Metro station parking, bus pick-up and drop-off facilities and kiss-and-ride facilities are located at the northern edge of the site away from Haycock Road. Several parcels along Haycock Road are adjacent to WMATA property and are in private ownership.

The City of Falls Church's High School site and portions of the park are recommended to remain in the same general use and are therefore planned for public facilities and public park.

There is the opportunity within Land Unit A for a joint development effort between the City of Falls Church, WMATA and the private owners. Taken as a whole, 1,000 additional dwelling units plus 220,000 gross square feet of commercial development are recommended for a portion of the land unit. The distribution of this density is noted below:

- WMATA tract - This three-acre site is appropriate for medium to high intensity mixed-use development not to exceed a maximum 1.0 FAR. It is planned for 130,000 gross square feet of office/retail space;
- WMATA and City of Falls Church tract - This 24-acre site is appropriate for residential development at 25 dwelling units per acre. It is planned for 600 dwelling units;
- Hooper-Marriott tract - This 9.55-acre site is appropriate for high intensity mixed-use commercial and residential development not to exceed a maximum 1.25 FAR. It is planned for 400 dwelling units and 46,200 gross square feet of office/retail space; and

- Miller and Smith tract - This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.

The physical distribution of this density should be accomplished under the ten general criteria previously listed as well as the following site-specific conditions:

- Development should be coordinated under one planning program for the entire site. A development submittal should be provided with the concept plan at the time of filing;
- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station;
- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site; and
- Commercial development should take place in the central portion of the site near the southernmost portion of the WMATA property. This development should take advantage of the pedestrian and vehicular access through the site. In addition, this development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

#### **Haycock Road South (Portions of Land Unit B)**

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing with some vacant parcels. (See Figure 54). Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. The portions that are recommended for redevelopment should provide an area of transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

This area is planned for 120 dwelling units. It is recommended for redevelopment at a residential density between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;
- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and
- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

#### **Alternatives for Development**

For the development levels that are recommended in the Transit Development Area, all of the sites would require rezoning to permit the higher densities and mixture of uses. In the event that an owner does not want to proceed with a rezoning, or wants to develop property without meeting the conditions and criteria in the recommended plan for each property, development could proceed at the base level permitted under the existing zoning, although this would not achieve many of the goals and objectives identified for the West Falls Church Transit Station Area.

It is also possible that a developer would like to develop above the base level but does not want to meet all development conditions and criteria, or does not want to develop at the maximum level defined in the recommended plan. An intermediate level of development has been identified which would require that the following conditions be met:

- All site-specific conditions;
- Criteria #1, #2, #3 and #4 of the general development criteria; and
- One-half of the remaining general development criteria.

If the developer desires the maximum level of development as outlined in the previous text, the following must be satisfied:

- All site-specific conditions; and
- All of the general development criteria.

The base and intermediate levels of development allow for residential development only. The number of dwelling units associated with each of these development levels is described below.

#### **Land Unit A**

- WMATA tract - Base and intermediate level of 715 dwelling units.
- City of Falls Church tract - Base and intermediate level of 0 dwelling units.
- Hooper-Marriott tract - Base level of 286 dwelling units and intermediate level of 319 dwelling units.
- Miller and Smith tract - Base level of 2 dwelling units and intermediate level of 40 dwelling units.

#### **Land Unit B**

- Miller and Smith tract - Base level of 4 dwelling units and intermediate level of 16 dwelling units.
- Mormon Church tract - Base level of 13 dwelling units and intermediate level of 46 dwelling units.
- Other properties - Base level of 4 dwelling units and intermediate level of 24 dwelling units.

For any proposed development beyond the base level, County staff has the discretion to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

#### Urban Design Concept

The proposed plan for the West Falls Church Transit Station Area is intended to fulfill community objectives to orient development to Metro without significant negative impacts on the stable residential neighborhoods near the station. The reconciliation between new development and the existing community is a formidable task, as new development should serve to enhance the character, appearance and function of the immediate and larger community. Added to this objective are the goals of orienting development toward the Metro Station and improving access to the station. While the land use recommendations provide a method of addressing these concerns, their successful achievement requires the application of an urban design concept.

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. A higher level of urban design also results in positive impacts for the community, since it attracts and encourages redevelopment and revitalization efforts while reinforcing conservation of stable residential areas.

Urban design recommendations for the West Falls Church Transit Station Area are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. These recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the Transit Station Area.

### Building Heights

To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Transit Station, it is recommended that development should taper in building heights as shown in Figure 55. A maximum height of 65 feet is recommended for the portion of the WMATA property nearest to the Metro station parking area. The 65-foot maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Route 7 and the Dulles Airport Access Road. Outside of this area, heights are recommended to taper from a four-story medium range maximum (45 feet) to a three-story low range maximum (35 feet).

### Pedestrian Circulation

Improvements in the pedestrian circulation system are needed throughout the Station Area to facilitate access to the Metro station and new development. Within the Transit Development Area specific attention should be given to a system of pedestrian walkways which not only facilitates access to the station and surrounding development but also serves as a cohesive element to tie parcels and uses together.

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 56. Such a public space on this site would serve several purposes:

- Organize circulation between the Metro station and buildings constructed on various sites;
- Serve as a focal point for community activities related to new development and the Metro station by the transit user;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;
- Enhance the overall image of this area and create a special identity for the Metro station area; and
- Provide a strong physical and visual link between the City of Falls Church at Haycock Road and the Metro station.

### Open Space and Landscaped Buffers

Figure 56 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development.

### Recommendations Outside of the Transit Development Area

#### **Surrey Lodge and Areas North of Shreve Road, West of Route 7, and South of Dale Drive (Land Unit H)**

The area contains mostly single-family detached homes, strip retail use including fast food and nursery operations, office use and underutilized parcels. The area has good visibility and access from Route 7. Since proximity to the Metro station is good, that portion of the area west of Chestnut Street is planned for residential use at 12-16 dwelling units per acre. The parcels along Route 7 east and immediately west of Chestnut Street are planned for commercial use and should provide screening next to residential areas.

### **Historic Highland View Property (Portions of Land Unit J)**

This parcel is mostly vacant with steep slopes to the north. It is well buffered by trees and overlooks I-66 and Route 7. The historic structure should be carefully considered in all site designs. Although the planned density for the site is 2-3 dwelling units per acre, it should be developed in a single-family attached or cluster configuration. Again, preservation of the historic structure and site buffering is a priority.

### **Balance of the Transit Station Area (Portions of Land Unit B and Land Units C, D, E, F, G, I, and J)**

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should probably not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties. Finally, a more uniform frontage is encouraged for commercial properties to correct the negative elements associated with strip development. (See Area I Plan, Jefferson Planning District, Sector J10 for additional recommendations that pertain to a portion of the West Falls Church Transit Station Area.)

### Transportation

The recommended Transportation Plan includes recommendations for road improvements, public transit improvements and Transportation Systems Management Strategies. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

- Ridesharing programs;
- Bus transit planning and promotion;
- Parking management programs; and
- Non-motorized connections.

### **Recommended Road Improvements**

Planned roadway improvements in the vicinity of the West Falls Church Transit Station Area are shown on Figure 57.

### **Recommended Public Transit Improvements**

The potential exists to expand County-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church Metro Station should be given consideration for County-provided service. As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons Corner area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Route 7 to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The County's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.



### **Implementation and Phasing of Transportation Improvements**

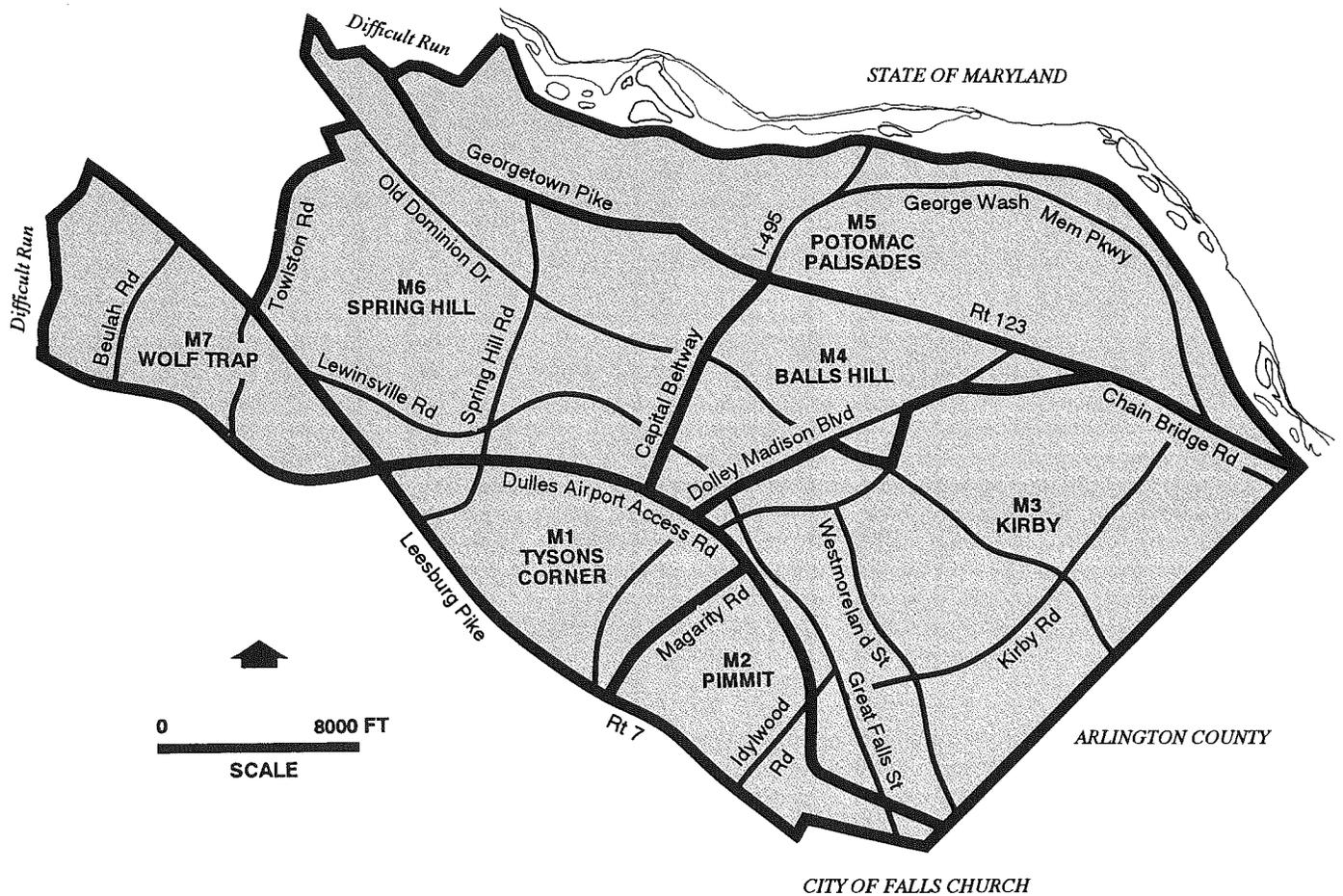
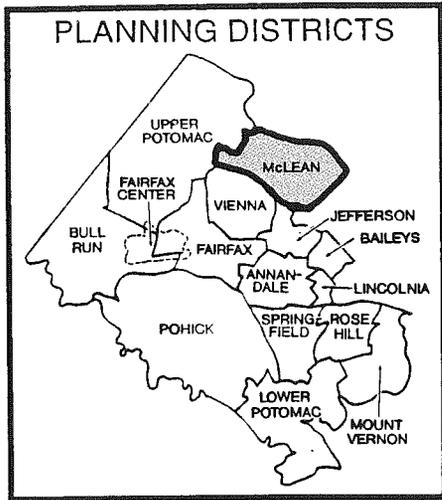
The traffic impact of any proposed development in the station vicinity should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

### **Pedestrian Circulation Recommendations**

For the entire Transit Station Area, a pedestrian circulation system is recommended which provides an interconnected system of walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience.

A streetscape program should be developed for the segments of Route 7, Haycock Road and Great Falls Street that lie within the vicinity of the Transit Station Area to meet the functional needs of commuters and make the walk to the Metro station more pleasant. Special treatment along both sides of these streets includes street trees, pedestrian-level lighting, special paving, coordinated graphics and street furniture. Streetscape design should be retrofitted into the existing rights-of-way and should augment existing and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. For those pathways which can accommodate possible bicycle trails, the decision regarding specific bicycle routes should be made by each community.



<b>FAIRFAX COUNTY</b>	<b>COMMUNITY PLANNING SECTORS McLEAN PLANNING DISTRICT</b>	<b>FIGURE 58</b>
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## M1 TYSONS CORNER COMMUNITY PLANNING SECTOR

**\*NOTE: The Board of Supervisors has designated the Tysons Corner Urban Center (Sector M1) as the subject of a special study. A community task force, working with County staff, will develop a specific plan for the Tysons Corner Urban Center. Specific land use recommendations for this area will be put forth at the completion of this special study effort. Until revised recommendations are adopted, the text presented below will serve as the Plan Guide. This text reflects the Tysons Corner Area recommendations contained in the Area II Plan, adopted August 26, 1975, and all amendments through March 9, 1992. Maps and other figures that accompany this text (following Figure 59) are referenced alphabetically in order to differentiate these items from other figures contained in this Area Plan. Please note that the text, maps and figures for this sector may be outdated in some instances.**

### TYSONS CORNER AREA

The 1,700-acre Tysons Corner Area is located in northeastern Fairfax County, centered around the intersections of Interstate 495 (Capital Beltway) with Route 7 (Leesburg Pike) and 123 (Dolley Madison Boulevard/Chain Bridge Road) (See Figure 59). During the past fifteen years, a substantial amount of commercial, industrial and multi-family residential development has been concentrated in the Tysons Corner Area in accordance with the Comprehensive Plan. Because of the area's outstanding regional access from freeways and arterial roads, the existing nucleus of high intensity development and the amount of remaining vacant land, Tysons Corner has become one of the most strategic locations in the Washington metropolitan area for the expansion of industry, commerce and supporting high density housing.

The area is generally bounded by the Dulles Airport Access Road (DAAR) and the right-of-way of its extension to Route I-66, Magarity Road, the Capital Beltway, Old Courthouse Road and the Old Courthouse Spring Branch of Difficult Run (See Figure A). Much of the area is vacant, while a substantial amount of acres are in single-family use, mostly in locations which suggest the land is being held speculatively for nonresidential redevelopment. This large amount of vacant and marginally utilized land at Tysons Corner presents a significant opportunity for the realization of a well-planned and designed urban center of positive economic and social value to the County and its residents.

Yet the dynamic attraction and potential of the area alone do not assure that Tysons will fulfill its promise. In the past decade, the development pace in the Tysons area has outstripped even the most optimistic predictions of planners and developers. New and improved transportation facilities have failed to keep up with need, resulting in massive traffic congestion, especially at peak travel hours. At the same time, the environmental limitations of the area have been highlighted by a sharpened awareness of ecological concerns now buttressed by a substantial and increasing body of Federal and State laws. The dispersion of interacting uses in Tysons--an industry here, a restaurant there--continues to force people into their autos to move even within the area and has failed to give Tysons Corner a coordinated focus.

The powerful economic demand for new high intensity uses foreseen for the Tysons Corner Area is a positive force which must be reconciled continually with limited traffic capacities. Environmental features need to assure that the total area provides the focus, variety of uses, functional coordination and balance befitting the business center of northeast Fairfax County.

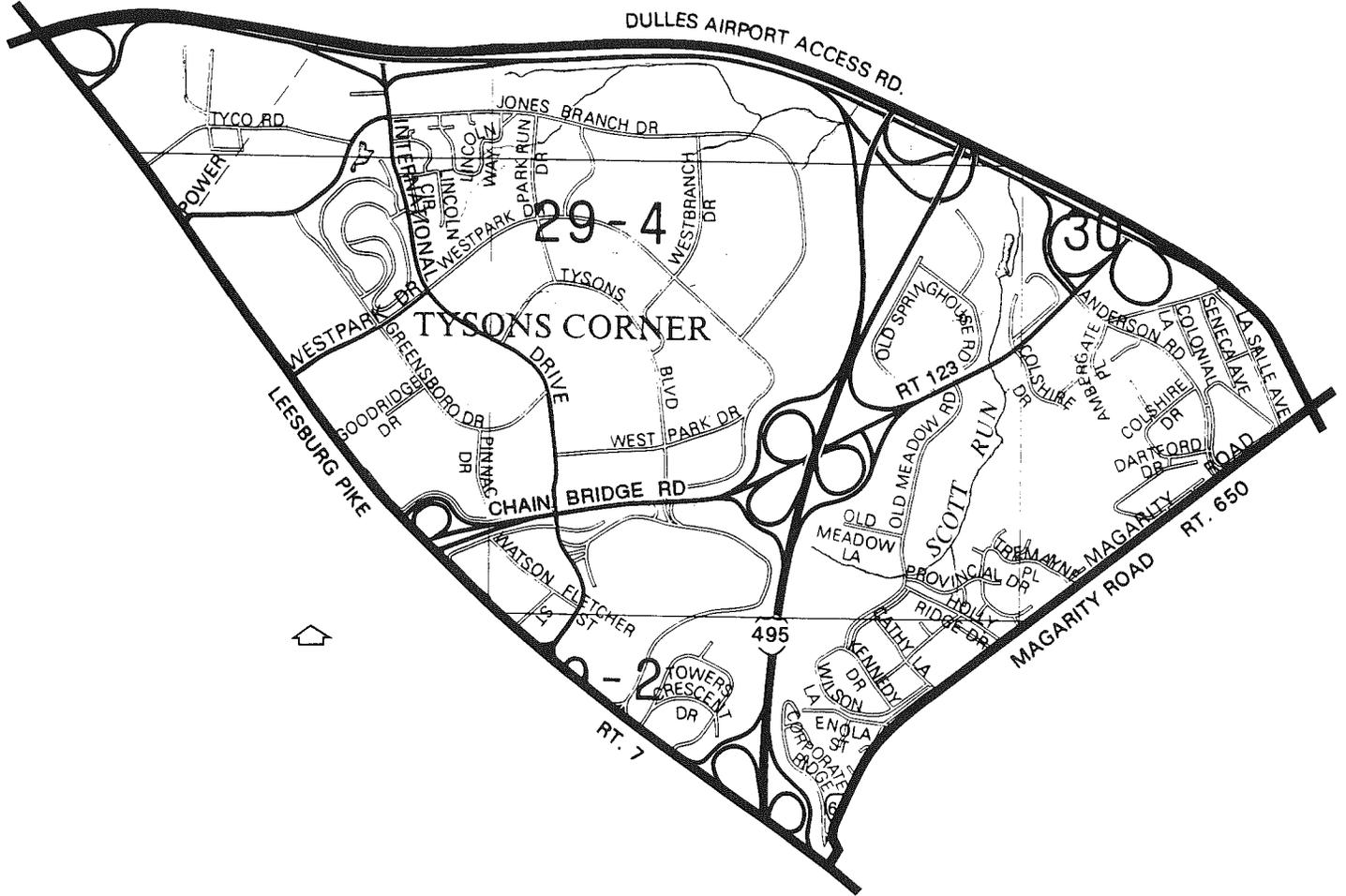
The major goal for the Tysons Corner Area supported by this study is the creation of a Planned Development Center which 1) is attractive, well-designed and functionally efficient, 2) includes a wide range of relatively high intensity uses beneficial to the quality of life and economic well-being of the County and 3) has a minimum of substantial adverse impacts on the surrounding area.

#### Area Opportunities and Constraints

Major opportunities and constraints identified and explored are summarized as follows:

# M1

## TYSONS CORNER COMMUNITY PLANNING SECTOR



*See Tysons Corner Area text for recommendations.*

### **Opportunities**

- The projected demand for office, commercial, and research and development land uses in the Tysons Corner Area, if realized, will provide a significant increase in employment and shopping opportunities in the County and will broaden the County's tax base with uses offering very favorable cost-revenue relationships.
- Innovative and imaginative development plans can preserve and capitalize on environmental features in a manner which might prove too costly for less intensive development.
- The Tysons Corner Area offers an attractive opportunity for employment locations and supporting housing facilities to be developed in close proximity to one another with the resulting potential for reducing job related auto usage, reduced commuting times, energy conservation, and the creation of an around-the-clock community in the area.
- The planned relatively intense development of Tysons Corner will produce the positive side effect of reducing the pressure for such high intensity development in other less appropriate locations around the County.
- The Tysons Corner Area already has most of the necessary community facilities (with the significant exception of transportation facilities) already in place or programmed.

### **Constraints**

- Traffic congestion, already a problem, must be alleviated through extensive and potentially expensive improvements to the transportation network if Tysons Corner is to continue to develop to the realization of its full potential.
- Potential adverse downstream effects on the three watersheds with headwaters in the Tysons Corner Area must be minimized.
- Environmental assets such as high quality vegetation, natural landforms, and unique geologic features should be preserved.
- The existing land use pattern, current development activity and recent rezonings limit the practical consideration of a full range of land use options for many of the remaining parcels of vacant land.
- Protection against damaging intrusions of high intensity uses into surrounding neighborhoods, either physically or visually, is important to maintaining the stability of these areas and to insure the harmonious development of the total community.

### Background of the Tysons Corner Area Study and Task Force

In its adoption of the Area II portion of the Comprehensive Plan on August 25, 1975, the Board of Supervisors included the following statement for incorporation into the Plan:

"The Tysons Corner Complex Area is designated as a special study area requiring continual monitoring and restudy, especially with respect to issues of achieving plan objectives in the implementation and phasing of public facilities."

On September 8, 1975, the Board of Supervisors adopted a staff proposal for a special study including the provision for the creation of a broad-based task force with representation from large and small businesses in the area, landowners of major undeveloped tracts, residents of the area as well as knowledgeable and interested citizen leaders from the surrounding McLean and Vienna communities. At the same time, the Board requested that several blocks abutting the complex area be included in the study area.

Based on the adopted countywide and area policies, goals and objectives, an extensive analysis of existing conditions and the identification of development opportunities and constraints, the staff and task force considered various development options with particular emphasis on the available tools for implementation of the ultimate recommendations.

A somewhat unique feature of the study was planning and execution of an urban design charrette for Tysons Corner, jointly conceived by the task force and staff and sponsored by the task force and the Northern Virginia Chapter of the American Institute of Architects. In June 1976, four architects, two landscape architects representing the Potomac Chapter of the American Society of Landscape Architects, an economist and a transportation expert provided their time as a community service for an intensive four-day study of the Tysons Corner Area. Although the eight professionals were Washington area residents, all were independent of the staff and the task force. They brought to their analysis and recommendations a fresh perspective, limited preconceived biases and many new approaches to longstanding problems. Many of the concepts developed in the charrette were used in the planning process and are reflected in the recommendations.

#### Adoption of the Tysons Corner Area Study

In taking their action on the Tysons Corner Area Study on June 19 and 26, 1978, the Board of Supervisors made modifications to the Study and adopted by reference the key concepts, land use, transportation, environmental, economic and public facility recommendations of the study as an amendment to the Comprehensive Plan. The Tysons Corner Area Study plan amendment replaces the Tysons Corner Complex Area portion of the Area II Plan; all of Sector M1 (Tysons Corner Community Planning Sector); and three small segments of Sector V3 (Spring Lake Community Planning Sector)--the block bounded by Old Courthouse Road, Kidwell Drive and Gallows Road, eleven parcels along the southwest side of Old Courthouse Road and the southeast side of Route 123 immediately to the southwest of the Tysons Corner Area near or along Route 123, and the block bounded by Route 123, the Vienna town line and Old Courthouse Road.

The Tysons Corner Area Study document (published in November, 1977) includes an examination of land use, environmental, transportation, economic and public facility characteristics of the designated 1,700-acre study area as well as review of the tools available for implementation. The opportunities and constraints were considered by the staff and the Tysons Corner Area Task Force in the formulation of the recommendations. The voluminous background document, while incorporated in the Plan by reference, is not printed directly in the text of the Comprehensive Plan. The material is available for reference by obtaining a copy of the Tysons Corner Area Study as modified by the Board of Supervisors.

## RECOMMENDATIONS

### General

Based upon review of the goals and objectives for the planning of a development center, taking into account the previous plans, existing conditions, opportunities and the constraints affecting the Tysons Corner Area, after extensive consultation with the Board-appointed task force of area citizens, businessmen and developers, and after the assistance of the intensive professional assessment of the area in the urban design charrette, the following recommendations have been developed to set the framework and to guide the appropriate development of the Tysons Corner Area.

The plan recommendations which follow are organized to begin with the general concepts which guide and apply to all the Plan's specific recommendations, then to address more specific functional planning concerns in the areas of environment, transportation, economic development, and public facilities, to spell out specific land use recommendations for the Study Area on a tract-by-tract basis, and finally to present an impact evaluation of proposed Plan recommendations.

### Key Concepts for Guiding Development at Tysons Corner

The Tysons Corner Area presents significant opportunities for the realization of a planned development center which might be described as the "downtown" of Fairfax County. The outstanding regional access to the Tysons Corner Area, the prestige enjoyed by its existing nucleus of high intensity development, its location within the high quality living and working environment of Fairfax County, and the amount of remaining vacant land have combined to provide the County and the area with this unique opportunity to create a development center of national significance.

The optimally desirable development at Tysons Corner is attainable only with innovative and imaginative development approaches which go far beyond typical and traditional land use, transportation, environmental protection and public facility concepts and solutions. Reaching and implementing these solutions will be facilitated if planning and development decisions by the public and private sectors are guided by these key plan concepts:

- Business, Landowner, Citizen and Government Cooperation;
- Plan Flexibility;
- Mixed-use or Multi-use Development;
- Reduced Auto Dependence in the Land Use Pattern;
- Improved Public Transportation;
- Pedestrian Ways and Sidewalks; and
- Improved Urban Design and Environmental Sensitivity.

#### Business, Landowner, Citizen and Government Cooperation

Neither government nor private business alone can make Tysons realize its potential. Continuing public and private cooperation is vital. A cooperative effort among the area businessmen and landowners with the citizens and governmental agencies is a keystone to the successful attainment of the goals for Tysons Corner since the creation of many of the urban design and other features important to the overall success of the area require joint actions. As a step to increasing focus and direction of communication among all decision-making groups, it is recommended that a Tysons Corner chamber of commerce or Tysons Corner business association be formed. Such an organization should include in its membership representatives from existing area businesses, landowners and developers. Such a group could direct its attention to the creation of urban design standards and projects for Tysons which will insure that new development is harmonious, functional, and supportive to the total area. It could further provide a forum for discussion of common opportunities and problems and provide a point of contact with the wide variety of public bodies and agencies whose decisions and actions affect Tysons Corner.

The plan recommendations which follow are organized to begin with the general concepts which guide and apply to all the plan's specific recommendations, then to address more specific functional planning concerns in the areas of environment, transportation, economic development, and public facilities, to spell out specific land use recommendations for the Study Area on a tract-by-tract basis, and finally to present an impact evaluation of proposed Plan recommendations.

There are a number of private actions which could provide immediate relief to traffic congestion problems. Staggered work hours, or flexitime, spreads work trips over a longer time period reducing peak-hour traffic congestion. The 3-M Company instituted a van pooling program in 1963 where the company purchased 12-passenger vans and made them available on a nonprofit rental basis to employee groups who were interested in pooling work trips. The success of the 3-M program has encouraged other companies to adopt similar arrangements. The van pooling concept could be used by individual companies and groups of companies in the Tysons Corner Area.

In addition, a citizens association should be established with representatives from both the McLean and Vienna communities providing a forum where goals and objectives for the Tysons Corner Area can be continually evaluated.

The County could assist by formation of an administrative Tysons Corner Development Committee which would keep track of the status of all development activity, weigh its implications on transportation and public facility needs and be a central informational source to the business and citizens committees.

### Plan Flexibility

In its planned and developing role as a major regional center, Tysons Corner has attracted and will continue to attract a variety of mix of uses and development concepts which cannot possibly be fully foreseen. The plan should permit some land use flexibility in order to insure that generally acceptable uses that would be beneficial to the area's development and functioning as well as to the County's tax base and employment needs will not be lost because of procedural delays.

In accordance with the policies adopted by the Board of Supervisors that growth should be held at a level consistent with available, accessible and adequate public facilities and that land uses should be consistent with the need to preserve natural resources and meet water and ambient air quality standards, the further development of Tysons Corner must be made contingent upon the provision of adequate facilities, especially transportation and must not be permitted to adversely impact the water and air quality in the area. Wherever new ordinances or policies are necessary to implementation, these should be undertaken by the County.

There are some land use configurations which appear to have more functional efficiency than others, or to provide better compatibility or transitional uses, to be more consistent with the need to preserve natural resources, to meet water and ambient air quality standards and to best use the capacity of the existing road network. These land use patterns are set forth in the tract-by-tract land use recommendations in a subsequent section of this chapter.

While Plan flexibility is necessary and appropriate, several limitations should be particularly noted:

1. When a change from the specific Plan recommendations is proposed, it is the responsibility of the developer or other applicants to demonstrate how the proposal satisfies or better fulfills the policies, goals and objectives of the adopted Plan for Tysons Corner. Such a proposal, for instance, must include public benefits which had not been fully provided within the adopted Plan because of tradeoffs and might include improvement of traffic flow, inclusion of housing for low and moderate-income families, unusual features of environmental protection, developer contributions for the alleviation of traffic congestion, the contribution of desired open space, and imaginative and high quality urban design and site development features.
2. It is important that the concept of Plan flexibility be balanced by the continued inclusion of a reasonable amount of housing, including housing for low- and moderate-income families and individuals, within the land use mix at Tysons. It is desirable to encourage continued development of residential uses in the area to complement the economic development activity taking place and that proposed, and to offer greater opportunities for people to both live and work in the same vicinity.

The provision of low- and moderate-income residential units in new developments is an important County concern. Provision of low- and moderate-income housing units is one of the nine criteria currently used by the Board of Supervisors in determining whether rezoning applications should be granted above the low end of the density range. Given the employment opportunities and shopping facilities, existing and planned, at Tysons Corner, the area is an appropriate location for housing opportunities for low- and moderate-income families in the labor force age group as well as the elderly.

The Tysons Corner Area is already experiencing conflicts between market forces which could encourage continued multi-family housing development and those forces generating nonresidential development which tend to put land prices out of reach for even multi-family residential use.

3. The uses along the northeast side of Gosnell and Old Courthouse Roads should be of such modest intensity as to provide a good transition in use and intensity between the high intensity uses along Route 7 and the residential neighborhoods to the southwest. A major problem of the Tysons Corner area is the need to contain higher intensity land uses within an acceptable geographic boundary. The DAAR, the Beltway, the Pimmit Hills subdivision and the Old Courthouse Spring Branch Environmental Quality Corridor provide strong barriers to encroachment into surrounding low density residential neighborhoods. This advantage is not shared along the southwest perimeter of the Tysons Corner Area between Gosnell Road and the Beltway.

### Mixed-Use or Multi-Use Development

The term mixed-use development refers to a relatively large-scale real estate development characterized by:

1. Three or more significant revenue producing uses--such as retail, office, residential, motel/hotel and recreation--which are mutually supporting;
2. Significant functional and physical integration of project components including uninterrupted pedestrian connections; and
3. Development in conformance with a coherent plan. A multi-use project has more than one use but lacks some or all of the three functions characteristic of mixed-use developments.

The first and third criteria for mixed-use development are more or less self-explanatory. The criterion of significant physical and functional integration perhaps needs further expansion. All project components should be interconnected by pedestrian ways although physically this integration can take many forms:

- A vertical mixing of project components into a single megastructure, often occupying only one city block;
- Careful positioning of key project components around centrally-located focal points (e.g., a shopping gallery or hotel containing a large central court);
- Interconnection of project components through an elaborate pedestrian circulation network (e.g., subterranean concourses, walkways and plazas at grade, and aerial bridges between buildings, or "skyways"); and
- Extensive use of escalators, elevators, moving sidewalks, and other mechanical means of facilitating horizontal and vertical movement by pedestrians.

Figure B is a schematic diagram of the mixed-use Westmont Square project in Montreal depicting its physical and functional integration.

There are several tracts in the Tysons Corner Area where mixed-use or multi-use development could be appropriate. These include all or a portion of the Lerner property in the quadrangle, a portion of the vacant Westpark land holdings, the Hollinswood subdivision upon redevelopment and a portion of the Leasco tract in the northeast quadrant of the Route 123-Route 7 intersection. Under certain circumstances and at an intensity of use the same or less than other typical commercial office developments, the Old Courthouse site could be appropriately developed as a multi-use project (See Figure C).

A mixed-use project on any of these properties would permit a combination of uses, improved internal circulation, a 24-hour environment, pedestrian orientation, market synergy, outstanding urban design features, improved mass transit possibilities and economies of scale in construction.

Figure D shows an illustrative example of a mixed-use development combining hotel office and retail uses. This illustration was taken from a recent study of mixed-use development published by the Urban Land Institute which explored the emerging role of this urban development form.

Mixed-use development in the case of the Tysons quadrangle could not only produce the advantages outlined above but also provide linkages and pedestrian interconnections among the five use areas that ring the periphery of the quadrangle.

Within its current and new zoning ordinances, Fairfax County already has a category which would permit development of such a mixed-use project--namely the planned development commercial (PDC) zoning district.

Given the large size of the tracts being considered and the limitations presently foreseeable in the transportation system, it is recommended that intensities for mixed-use be limited to floor area ratios of 1.0 to 1.5, with the higher end of this intensity range being permissible only where the project can justify the additional intensity. On small parcels and in special circumstances where sufficient public benefits in terms of transportation improvements, a high-quality design and use mix, open space, and environmental features were provided, higher intensities could be considered.

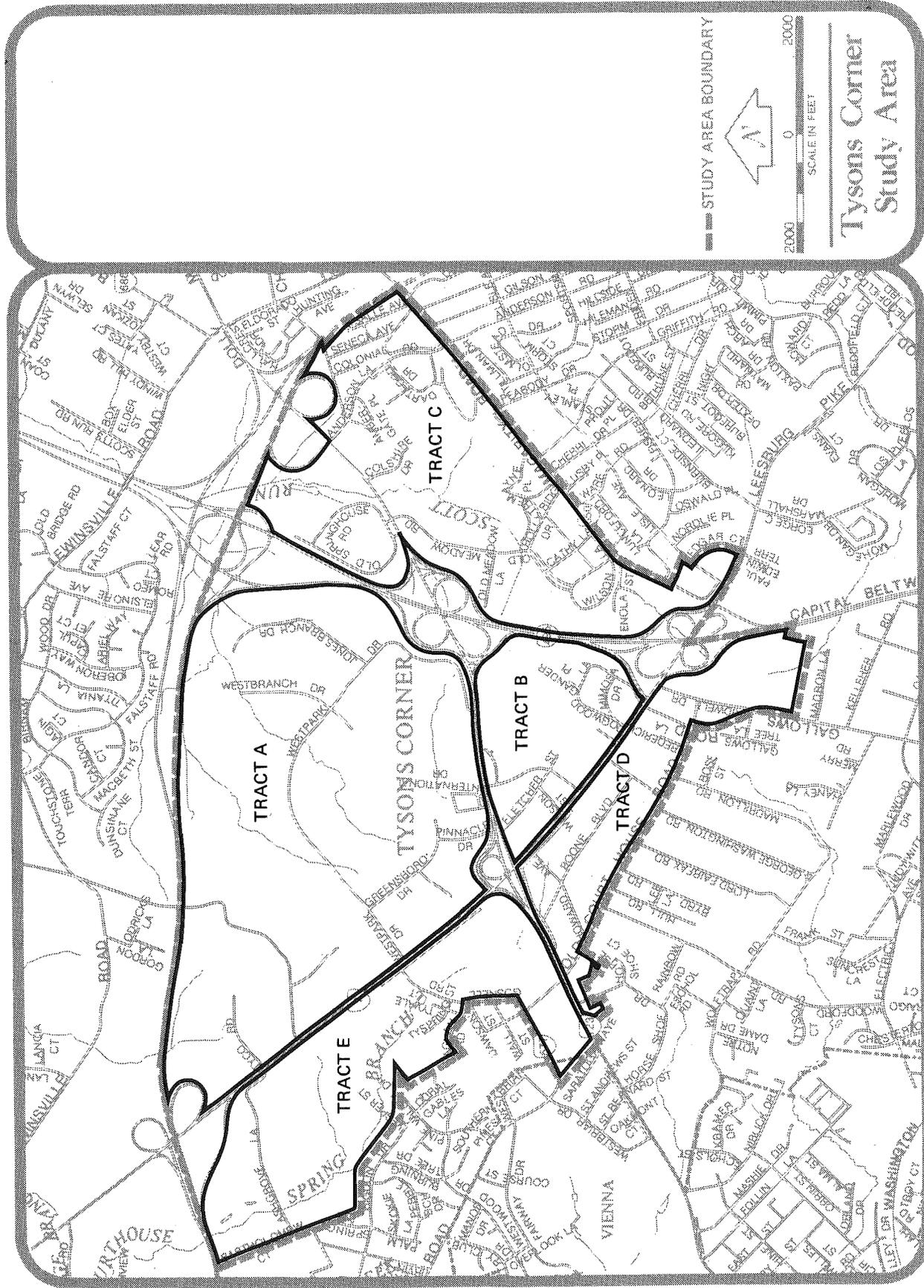
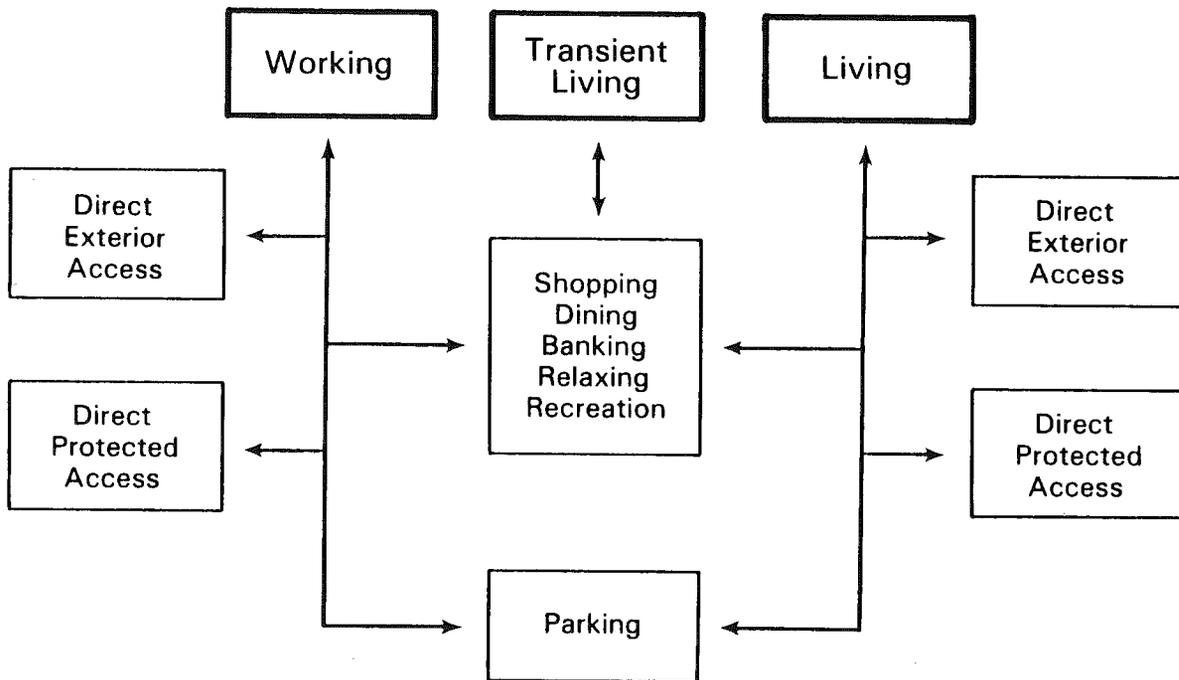


FIGURE  
**A**

TRACT DESIGNATIONS WITHIN THE TYSONS CORNER STUDY AREA

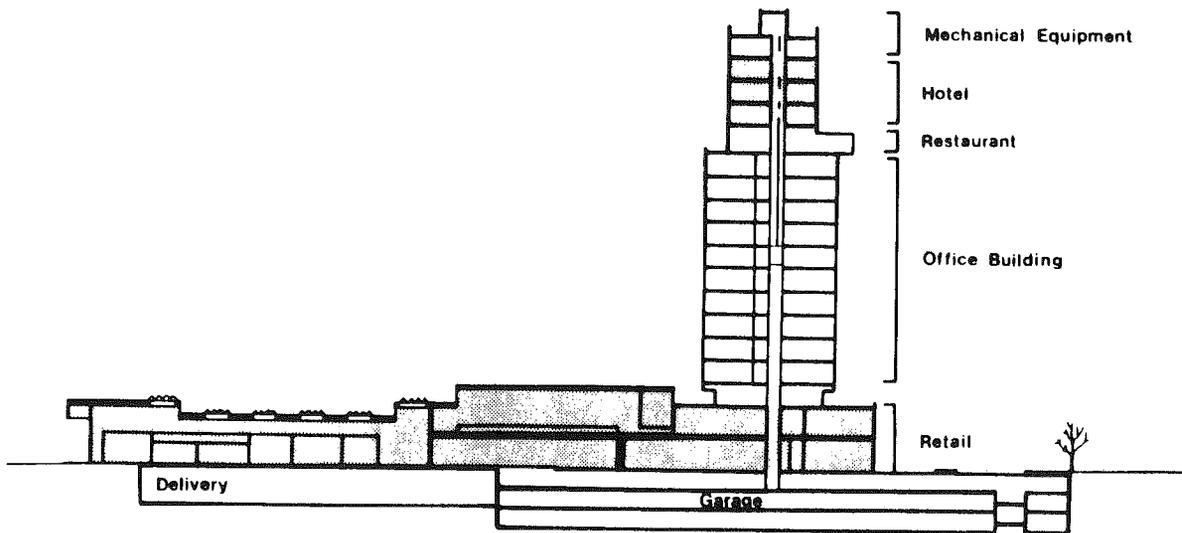


## WESTMOUNT SQUARE PROJECT, MONTREAL





## MIDTOWN PLAZA ROCHESTER, NEW YORK



Section drawing of Midtown Plaza, Rochester, New York, illustrates the important characteristics of mixed use development. The three uses contained within the complex include hotel, office, and retail. The 18-story tower's first 13 floors house offices, the 14th floor is occupied by a restaurant offering a view of Rochester, and the three top floors are devoted to a hotel. The tower rises above a portion of the parking garage and the climate-controlled shopping mall.

### Reduced Auto Dependence in the Land Use Pattern

Both the growing need for energy conservation and the practical limits of the vehicular transportation network within the Tysons Corner area suggest that serious consideration be given to methods of reducing auto dependence.

The location and arrangement of land uses to reduce the distance between interacting uses has been used as an important criteria in the development of specific land use recommendations set forth in a later section of this chapter. While the ideal in some urban planning situations is an auto free environment, the realistic goal for a suburban center such as Tysons is recognition of the auto but the provision of reduced need for and alternatives to its use within the center overall and especially within its sub-areas.

Interacting and complementary uses should be grouped to reduce the necessity of intra-area auto trips having to use Routes 123 and 7 and to encourage pedestrian movement in lieu of auto trips. In finite terms, land use arrangements should allow restaurants and business service establishments near office buildings, convenience shopping near residential uses and general retail shopping close to the employment centers.

### Improved Public Transportation

Another means of reducing auto dependency is through improved public transit. Although rail rapid transit is a future possibility for Tysons Corner, several actions can be taken or investigated which might make bus public transportation more viable in the Tysons Corner Area.

1. At such time as the contract for the extension of the DAAR is awarded, negotiations to permit commuter bus use of the new road link should be instituted by the Washington Metropolitan Area Transit Authority.
2. Consideration should be given to providing bus service along Westpark Drive and Magarity Road by a minor rerouting of existing lines.
3. As a convenience to bus riders and to encourage further bus use, appropriate street furniture including an attractive well-lit route and schedule board should be installed along the outside plaza next to the Hecht Company at Tysons Corner regional shopping center.
4. See-through bus shelters with route and schedule information should be installed at all key points throughout the Tysons Corner Area.
5. The County should immediately survey the Tysons Corner Area to determine the location of all sidewalk deficiencies along arterial and collector streets which constrain the use of buses by those living or working approximately one-half mile from the bus stops. Correction of these deficiencies should be planned and programmed in the next Capital Improvement Program.
6. The possibility for intra-area bus service should be explored especially as additional growth and development takes place in the Tysons Corner Area.
7. In conjunction with the implementation of improved public transit service and routing, commuter parking lots in appropriate and convenient locations should be designated in the near future.
8. The van pooling program discussed in a previous section could augment public bus service between locations where demand is insufficient to justify bus routes.
9. Improved airport bus and limousine services should be encouraged to serve the area. Such services may evolve naturally as more motels and national headquarters firms locate in the area.

### Pedestrian Ways and Sidewalks

A substantial factor adding to the traffic congestion at Tysons Corner is the movement of cars from one location to another within the Tysons Corner Area. Given the distances in the area, the intra-area vehicular movement cannot be totally eliminated but could be reduced by providing good pedestrian facilities.

The tendency of people to walk between two locations is dependent on necessity, safety, weather or climate, time availability, ease of walking and the interesting character of the route. The practice of people walking 750 feet to their cars, driving to another lot, and parking 750 feet from their destination to avoid a 1,000-foot walk is not unusual. Yet the distance between the front entrance of Bloomingdales and the southeast wall of Woodward and Lothrop in the existing Tysons Corner regional shopping center is over 2,000 feet. This commonly-walked distance is only slightly less than the distance between Route 123 and Westpark Drive along the proposed International Drive right-of-way. People will walk reasonable distances if the route is attractive and safe.

A mixed-use development at the core of the quadrangle or in several other locations within the Tysons Corner Area could provide the nucleus of a good pedestrian system. Pedestrian features found in most mixed-use developments are some protection from the weather, few, if any, streets to cross and visual attractions which tend to reduce the perception of distance. However, a good pedestrian system can be constructed without the aid of a mixed-use development.

As a first step, sidewalks should be required along all public road frontages in all site plans in the Tysons Corner Area unless the developer provides an internal pedestrian circulation system which serves the same need or unless the developer can prove the link would have no useful purpose. Trails shown on the countywide trails plan must be built by developers.

1. Owners of existing developments should be encouraged to build links in the sidewalk system where they are lacking, or interconnect existing developments with pedestrian ways. For instance, there is presently no walkway between Tysons Plaza Shopping Center and the former Giant department store building.
2. New major developments should be linked by pedestrian paths which may be more direct than street connections to nearby uses.
3. All sidewalks and pedestrian ways should be well lighted. Intra-site walkways should be landscaped, especially at crossing points, and have benches and other street furniture. Marquees along building frontages could serve as a protection from rain. Wherever feasible, boutique shops, enclosed exhibits or sculpture could be used to reduce the perception of distance and give the pedestrian way a sense of urban environment.
4. The Beltway pedestrian overpass linking the apartment area east of the Beltway and the Tysons Corner regional shopping center which was adopted by the Board of Supervisors as part of the 1973 Tysons Corner circulation plan should be built. Any vehicular overpass of Route 123 should include a sidewalk.

#### Improved Urban Design and Environmental Sensitivity

In the book Language of Cities, author Charles Abrams defines urban design as "The discipline concerned with and the process of giving form to ensembles of structure, to whole neighborhoods, or to the city at large. Urban designers blend the skills of the architect and city planner in an effort to make an urban area comprehensibly, functionally and aesthetically pleasing through articulation of its parts." Many of the land use, transportation, and environmental recommendations of this Plan for Tysons are based at least in part on urban design considerations.

Any new development proposals for Tysons Corner should reflect and contribute to the realization of high quality urban design. Because they are not discussed elsewhere, mention should be made of the need for an area focal point and visual integration.

Tysons Corner is a place where employment opportunities, shopping, housing and recreational facilities are combined into a total urban living environment. Yet as one approaches and passes through the area there is little to indicate its boundaries or give definition to its interacting forces. Devices which may be used to attain visual integration include gateway signs along major arterial approaches, pedestrian ways, lighting, street furniture, and landscaping to provide variety and relief from the dominance of buildings, streets and parking area. While Tysons currently has some attractive individual buildings the overall effect lacks a strong positive urban design aspect.

The Tysons Corner Area also lacks a satisfactory focal point--an identifiable place near the geographic center where people can gather, where pedestrian ways converge, where there are a variety of uses and where there is day, evening and weekend activity. At present the mall crossing at Hecht's in the regional shopping center most nearly fulfills the focal function but this location is too far from the geographic center of the Tysons Corner Area to continue except as a sub-focal point at the time of full development. A logical candidate for the focal point is in the Lerner tract in the quadrangle.

To create a positive total urban design for the area will require greatly increased cooperation among the various developers and owners. Such cooperation will directly benefit the whole community, workers, shoppers, residents and developers with a more attractive and functional environment.

### Transportation

Fundamentally, a circulation plan for an area such as the Tysons Corner Area should address three basic types of travel, to which the functional classification system described previously readily lends itself. These travel needs are:

- Provision for through-traffic;
- Provision for internal circulation; and
- Provision for access to developed property.

The rationale for the recognition of these discrete travel needs is discussed below.

A major component of traffic volumes in most of the business and commercial districts in Fairfax County and other suburban areas is through-traffic. This obviously results from the historic growth of these districts at major intersections where regional accessibility is provided. A limited amount of such development can usually be accommodated on the arterials without a significant change in their operation. However, the continued spread of these districts, accompanied by a continuation in their reliance on the arterials for access, invariably causes increased congestion. As greater volumes of local traffic are generated, turning movements to and from the arterials increase, along with the associated delays, and the level of service is invariably reduced. An incidental result of this deterioration of traffic service is a corresponding reduction in the regional accessibility of the area, which of course is one of the factors which contributes to its initial development. One of the major attractions of the Tysons Corner Area for development is the excellent accessibility to the remainder of the region afforded by the Beltway, Route 7, Route 123, and the planned Dulles Airport Access Road/I-66 connection. However, these facilities are intended to provide for travel mobility, not property access. A principal objective in developing a circulation plan for the area is therefore the promotion of the ability of these roads to carry through-traffic.

Whereas the existence of and need to provide for through-traffic in the Tysons Corner area may be easily recognized, the need to provide for internal circulation may not be as obvious. However, intensively-developed areas generate a substantial number of internal trips, particularly if a mix of land uses is present. For example, office workers may travel to shop at lunch time, and shoppers may desire to visit stores located in different centers. Given the type and magnitude of existing and anticipated development at the triangle and quadrangle, a substantial amount of internal trips may be expected. In general, the concentration of a mix of land uses is highly desirable from a transportation perspective, since opportunities are provided to accommodate many diverse travel needs without reliance on the arterial street network. In some areas such as Rosslyn and Crystal City where densities are sufficiently high, most, if not all, of this internal travel can reasonably be made by walking. However, the large distances present in the quadrangle and triangle and the obvious dominance of automobile access to the area in general and to individual sites in particular, will effectively limit internal travel by walking. Therefore, it is essential to develop a street network which provides for this internal circulation by automobile. Appropriate facilities to provide for this internal circulation are collector and minor arterial streets. As the area continues to develop, the provision of some internal circulation by vehicular modes of travel other than the private automobile should be vigorously explored in an effort to reduce anticipated congestion on the internal street network. In any case, improved pedestrian facilities should be implemented throughout the Tysons Corner Area.

A final need of a circulation plan for the Tysons Corner Area is the provision of access to specific developments. As noted elsewhere in this report, the access function of the street network is contradictory to the mobility function, and care must be exercised in locating points of access. Obviously, local streets are designed for this purpose, and collectors and minor arterials can also be used to some extent for property access. In the latter cases, more attention to site design such as the location and spacing of entrances becomes increasingly important.

The adopted transportation plan for the Tysons Corner Area has been reviewed with respect to its capability to serve the three travel needs identified above and its consistency with the principles of functional classification. As a result of this review, it is recommended that the plan be changed only slightly in order to enhance access to the area south of Route 7 and reduce and organize the access points onto this highway. This modification, shown on Figure E, provides for an internal collector road to serve the parcels in Tract E near the Dulles Airport Access Road which have frontage on Route 7, and provides for the major access to these parcels at the Spring Hill Road/Route 7 intersection. By locating the access in this fashion, better spacing can be provided between the major access to this area and the Route 7/Dulles Airport Access Road interchange.

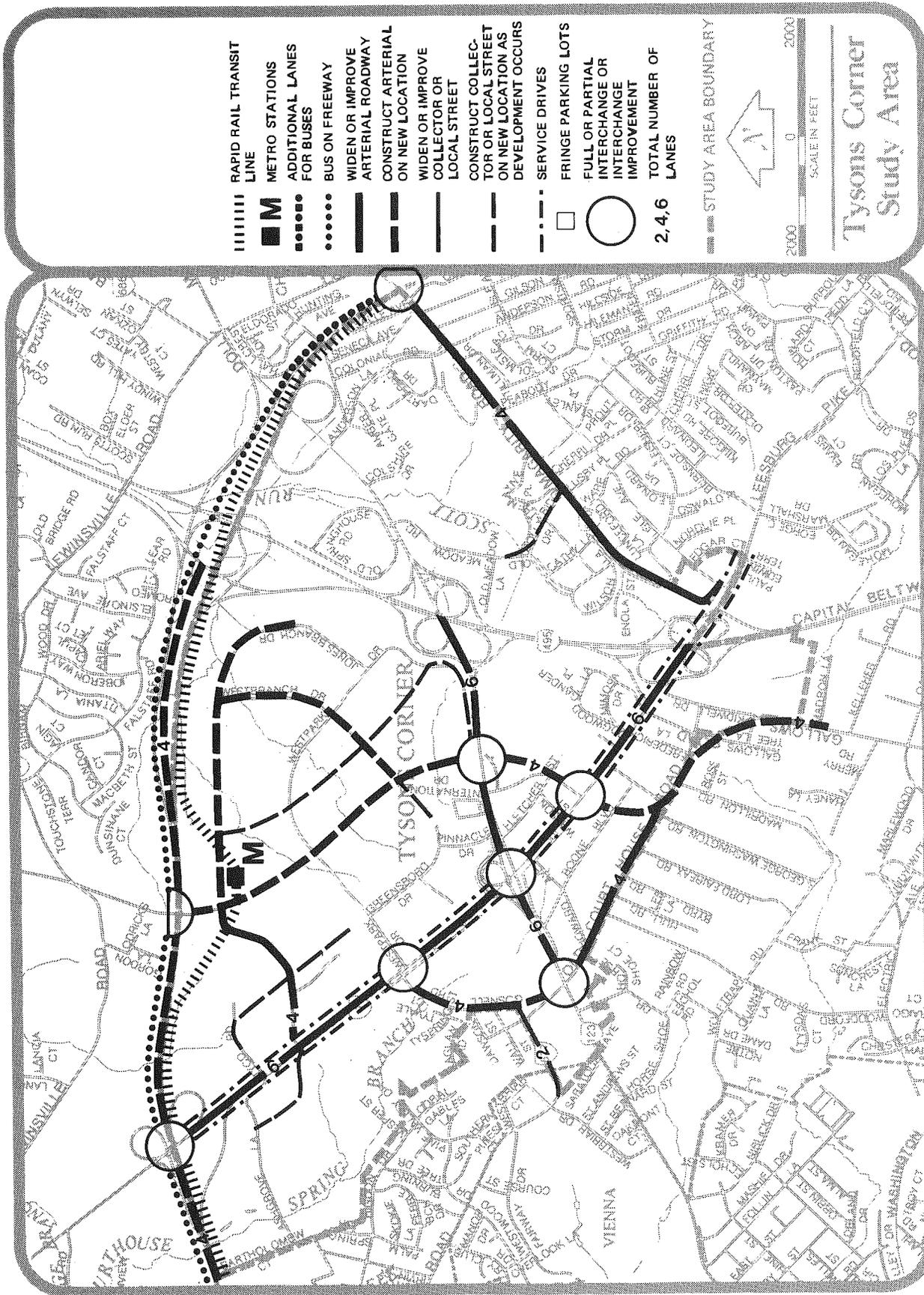
The following is a narrative summary of the road network transportation recommendations (public transit and pedestrian recommendations have been highlighted at the beginning of this section under the heading of Key Plan Concepts for Guiding Development at Tysons Corner).

To improve the flow of through-traffic:

- Extend the Dulles Airport Access Road (DAAR) to meet I-66;
- Construct parallel lanes to the DAAR between Route 7 and I-495 with a partial interchange at Spring Hill Road to permit access to and egress from the quadrangle;
- Widen Routes 7 and 123 to six travel lanes with turning lanes and provide service roads where appropriate to reduce or eliminate curb cuts onto the major roadways;
- Construct grade-separated intersections at International Drive and Route 123 and at Westpark Drive and Route 123 with necessary ramps and cloverleaves to eliminate left turn movements from Route 123;
- Realign and widen Gallows Road to four lanes to connect with International Drive at Route 7 and extend International Drive to Spring Hill Road's intersection with the Dulles Airport Access Road parallel lanes, reducing the amount of local traffic which must use Routes 7 and 123 to cross the Tysons Corner Area; and
- Improve the Route 7/123 intersection to eliminate left turn movements from one road to the other.

To improve internal circulation and provide access to developed property:

- Extend Gosnell Road from Old Courthouse Road to Route 7;
- Upgrade and widen Old Courthouse Road and Magarity Road;
- Provide new or improved interchanges at:
  - Route 123-Old Courthouse-Gosnell;
  - Route 7-Gallows realigned-International; and
  - Route 7-Gosnell-Westpark Drive;
- Extend Jones Branch Drive to the International Drive-Spring Hill Road intersection;
- Complete unbuilt portions of Greensboro Drive from Spring Hill Road to International Drive;



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ADOPTED TRANSPORTATION PLANS

FIGURE

**E**

- Complete Westbranch Drive from Westpark Drive to International Drive and Park Run Drive from Jones Branch Drive to the southern end of Westpark Drive. If the developer of the land over which these road segments cross wishes to change their alignment, he should satisfactorily accommodate the same traffic demand movements that would have been met by these two streets;
- Upgrade and widen Spring Hill Road between Route 7 and International Drive;
- Build a new road into the Sherman-Dardin property (Sub-Tract E3) opposite Spring Hill Road; and
- Reserve land on site plans for any development south of Greensboro and Pinnacle Drives on Sub-Tract A3 in order to provide access to Sub-Tract A4 in the event that the service drive between Route 7 and 123 which now serves as access to Sub-Tract A4 is closed off as a result of road or interchange improvements at Route 123 and International Drive or at Routes 7 and 123.

### Environmental

#### Overall

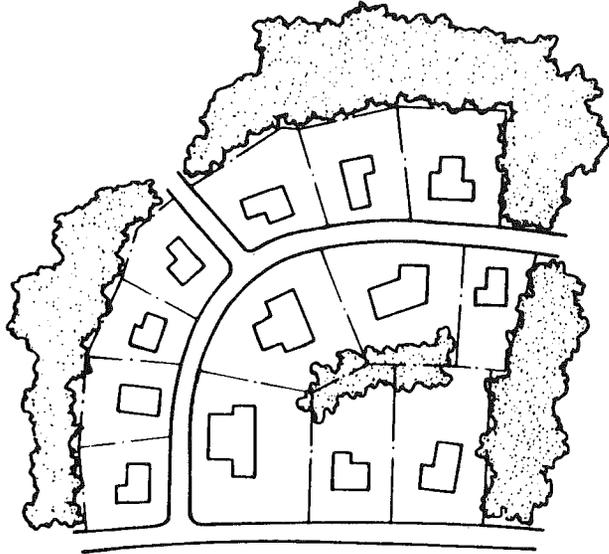
A unique opportunity exists within the Tysons Corner Area to enhance the overall environment. It can be accomplished, but will require the cooperation of the business interests, landowners, residents, and governmental agencies. Individual property owners and developers, particularly the larger ones, will have the greatest opportunities. It is hoped that as development occurs, innovative and sensitive site design and architecture will be accomplished. Also, the coordination of projects that are adjacent or in groups is important. For example, buildings can be clustered to preserve open space. This will benefit developers, property owners and the involved governmental agencies. Less utility costs will be required in the initial outlay of coordinated projects and less maintenance costs will accrue over the years. The following sketches show a comparison of conventional office development and cluster development.

The visual character and outline of Tysons Corner will be rapidly changing in the decade ahead. Suggested below are means and mechanisms for controlling and guiding this change:

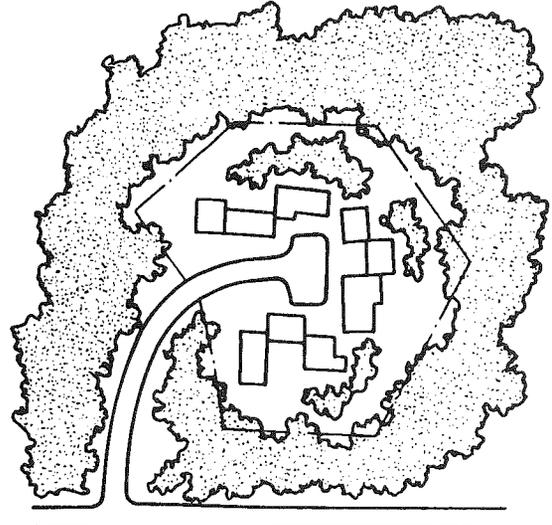
- The existing vegetation south of the Dulles Airport Access Road must be analyzed (in subsequent rezoning applications) not only with respect to retaining vegetative cover in steep slopes and floodplains but also relative to the role it plays in screening and view direction . . . and it should be preserved accordingly;
- The outward views and vistas offered by the Tysons Corner location should be utilized. However, they should be selected (when they involve vegetative clearing) on the basis of sensitivity to those residential areas which surround and must view Tysons Corner; and
- Concerning especially the micro scale, some form of architectural review (e.g., architectural district, Architectural Review Board) should be required to review site plans for sensitivity to building relationship, i.e., to each other (building massing) and to the natural landscape.

Within the Tysons Corner Area boundaries, areas are designated on the Plan map for private recreation or open space. These include primarily floodplain, existing and planned detention/retention ponds, buffering of streams and minor drainage systems, and highly erodible soils with high quality woodlands on slopes in excess of 15 percent. These areas should be retained in open space unless development plans satisfactorily solve inherent stormwater management and erosion control problems resulting from such development.

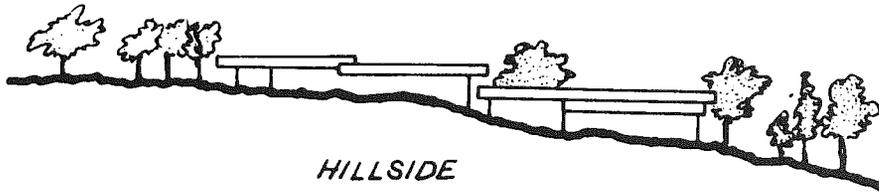
Further environmentally sensitive areas have been identified in the Tysons Corner Area, based on:



CONVENTIONAL



CLUSTER



HILLSIDE

- Slopes in excess of 15 percent;
- An allocation of space for detention/retention ponds to serve future development;
- Avoidance of high water table and highly erodible soils;
- Retention of high quality woodland;
- Avoidance of potential noise impact area;
- Preservation of unique geologic features; and
- Retention of visual and aesthetic features.

These areas are identified on Figure G.

The designation of this latter group of environmentally sensitive areas should not unduly restrict or limit development densities or solutions for the tract provided that general respect for the indigenous landscape is shown.

The indiscriminate leveling and stripping of sites will not be permitted in either category. Their delineations are intended to encourage innovative and sensitive treatment of an important land resource in Fairfax County.

### Specific

Specific environmental recommendations fall into six general categories: preservation, storm drainage, air pollution, noise abatement, beautification, and conservation.

#### **Preservation**

**Heritage Resources.** There are three locations--Ash Grove, Freedom Hill and the probable first Fairfax County Courthouse site--which should be zealously protected. The development that surrounds them should be sensitive to their historic character and their value to future generations.

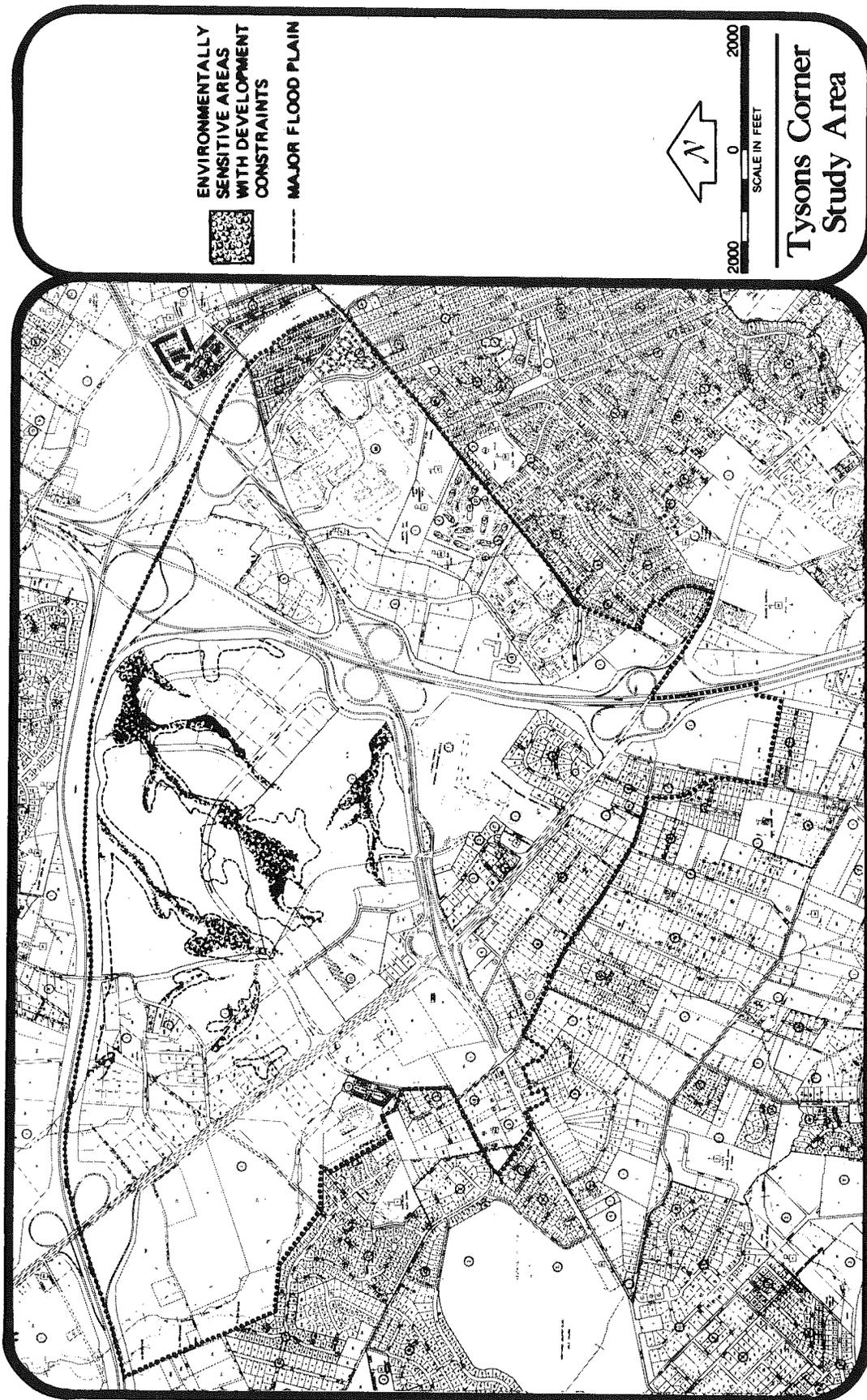
**Natural Zone.** The geologic formation along Route 123 between International Drive and Westpark Drive should be protected as a matter of interest as long as practicable. Records, photos, etc., should be made by interested agencies now as the formation is encompassed by an area needed for future road improvements and cannot be preserved indefinitely. As new bank cuts are made for road improvements, the facings should be sculptured to again display the geologic formation.

The developers should notify the USGS at Reston and the Smithsonian Institution of Washington at the time of excavations on the site and if any fossil finds are unearthed. Although unearthed finds belong to the property owners, the USGS and Smithsonian would like to examine all materials found in order to further their research.

#### **Storm Drainage**

The natural drainage ways--Scott Run, Rocky Run, Pimmit Run, Old Courthouse Spring Branch and Wolf Trap Run--should be respected to the greatest extent possible. The existing tree cover, while not spectacular in size, is significant and would take years to replace in quality should unnecessary clearing be permitted or encouraged. The existing vegetation, supplemented by drainage structures where absolutely essential, will be infinitely more desirable and effective than pipes or concrete ditches. Design objectives should include the assurance of flood protection for downstream property, respect for the 100-year floodplain and the preservation of natural stream bank characteristics where they exist.

The use of porous parking lot surfaces, rooftop reservoirs, cisterns and innovative retention and siltation ponds should be explored and encouraged. Every effort possible should be made to retain stormwater for other use or encourage its return to the ground.



**FAIRFAX COUNTY**

ENVIRONMENTALLY SENSITIVE AREA

FIGURE G

### **Air Pollution**

Current air quality at Tysons Corner can be classified as generally poor. The air pollution monitoring station at the McLean Governmental Center regularly registers levels of photochemical oxidants exceeding standards and levels of carbon monoxide approaching standards. New development with attendant removal of vegetative cover inducing an increase in suspended particulates and increased local traffic inducing increased emissions of carbon monoxide could precipitate contributions to both short range and long range air quality problems. The management of this potential problem requires careful coordination between the County, Virginia Air Pollution Control Board, and prospective developers to:

- Limit the amount of clearing of trees and other vegetation;
- Assure that cleared land is stabilized as soon as possible to reduce the amount of wind-borne dust;
- Assure that heating facilities and other combustion sources of air pollution comply with applicable pollution control standards as promulgated by the Virginia Air Pollution Control Board;
- Prior to receiving County permits to commence construction, development which is expected to generate a significant amount of motor vehicle traffic should receive an indirect source permit from the Virginia Air Pollution Control Board. Any site design feature which could result in air quality standards being exceeded should be modified or eliminated;
- Improvements to roadways should be made concurrent with development to reduce the development's impact on queuing at overloaded intersections. This action could have a major effect in reducing localized carbon monoxide levels; and
- Provisions for inducing public transit usage, such as bus shelters and priority bus lanes could help to reduce auto dependency and the area's incremental contribution to the Washington metropolitan region's photochemical oxidant problem.

### **Noise**

Crossed by several major limited access and arterial highways, the Tysons Corner Area is subjected to a great deal of motor vehicle traffic noise. This can have a significant and deleterious impact on noise-sensitive land uses, particularly residential development.

- Adequate setbacks for residential developments should be maintained in order that occupants are not exposed to unacceptably high levels of noise;
- Where setbacks are not feasible or desirable, a combination of site design, noise attenuation via berms or other appropriate barriers and acoustical insulation of structures should be used; and
- Trees and other vegetative cover should be retained and augmented in order to maintain the small margin of noise attenuation benefit which may accrue.

### **Beautification**

In addition to the physical benefits, the beautification value of trees and landscaping is obvious. Since the Tysons Corner Area is to involve the interrelated development of residential, commercial and industrial uses, conscious efforts to beautify the area are essential. Different uses can be defined, screened, separated or connected as is most appropriate, by landscaping. The area as a totality can be separated visually and physically from adjacent established single-family communities and major arterial rights-of-way by concentrated belts of vegetation around the perimeter. The gateways to the area provide a particular opportunity to improve the image of the whole complex through landscaping. Roadside and median strip planting can soften and beautify

the entire area. A joint effort by the Virginia Department of Transportation, the County, the coming developers and the present owners and occupants will be required to exploit the full potential of effective landscaping. It behooves the County to encourage the cooperation of all the parties involved to realize an effective result.

- Limit the amount of bulldozer activity, grading and clearing when installing the retention ponds. Set and mark, with the assistance of the County arborist, specific limits of clearing boundaries;
- Retain the existing natural vegetation on the steep slope areas (15 percent or greater) within the private open space area and adjacent swales; and
- Preserve woodland areas in locations other than above where practical and particularly in locations where relief will be afforded in large parking areas.

### **Conservation**

- Development is encouraged to cluster in order to preserve the maximum amount of open space and to reduce the costs of providing roadways and utilities;
- Connecting trails, walkways and bicycle paths between various uses should be used to reduce the need for internal automobile traffic;
- Buildings should be sited to take best advantage of the terrain and to provide an interesting and varied skyline. Due to the geologic irregularity of the area location, specific borings should be taken before construction of all foundations and tests made to determine the support volume in any areas of high water table soils;
- All new construction should use the most energy efficient innovations available; and
- Remove or repack areas where loose overburden or fill exist.

## **ECONOMIC DEVELOPMENT RECOMMENDATIONS**

Based on the previous analyses which define the potential for more economic development and housing activities in the Tysons Corner Area, the following recommendations are made:

- The County should continue to recognize and capitalize on the great opportunity which exists in the Tysons Corner Area to attract tax-surplus nonresidential uses. Such uses should include continued development of office/industrial activities such as are characterized by Westgate/Westpark and the office development occurring along Route 7;
- Additional regional shopping opportunities should be provided at Tysons Corner, especially if major stores in such a development complement rather than compete with the existing Tysons regional center;
- Additional housing should be encouraged in locations where it can be appropriately closely related to, or mixed with, non-residential uses for the purpose of alleviating transportation problems, or when such uses are necessary to provide a buffer for development surrounding the Tysons Corner Area. If more housing is desired, consideration should be given to increasing the feasibility of housing uses in the Tysons Corner Area by adding options for higher urban density categories in the planned development residential (PDH) zones and to increasing incentives for housing in the planned development commercial (PDC) zones in the zoning ordinance; and
- Consideration should be given to broadening the scope of retail uses allowable in the PDC zone to include regional scale, especially department store, retail uses to increase the attractiveness of this development option for use in the Tysons Corner Area.

## PUBLIC FACILITIES RECOMMENDATIONS

The following recommendations are made regarding public facilities:

- A McLean post office substation should be provided in the quadrangle to serve the residents and businesses in the Tysons Corner Area and to help relieve the congestion caused by the intensive use of the postal facility on Elm Street in the McLean CBC;
- The use-capacity ratio of the Old Courthouse Spring Branch sanitary sewer trunk should be continually monitored to permit advance programming for replacement before capacity is exceeded;
- Develop the Scott Run Park near Westgate Elementary School; and
- Most recreational facilities should be included as part of any new townhouse or apartment developments in the area. Open space should be provided through environmental protection measures, dedications and proffers along Old Courthouse Spring Branch, Rocky Run, and Scott Run. A continuous park strip, including trail facilities and incorporating Freedom Hill Park, should be acquired between the Old Courthouse Stream Valley and Route 123 to provide a buffer between the high intensity uses at Tysons Corner and the low density residential uses to the west.

## LAND USE RECOMMENDATIONS

This section of the Study specifies guideline recommendations for land use activities. The recommendations are organized by the five major tracts within the area and test recommendations are listed in some detail for a sub-tract where there is vacant land or land with foreseeable redevelopment potential. Existing development is summarized at the end of each tract section and is not discussed except as it relates to proposals for adjacent areas.

- Tract A - Tysons Quadrangle
- Tract B - Tysons Triangle
- Tract C - Westgate-Magarity Block
- Tract D - Gallows Road-Route 7
- Tract E - Route 7-Old Courthouse Spring Branch

Although closely linked in relation to transportation and economic considerations, each of the tracts varies widely with respect to land use and environmental opportunities and constraints.

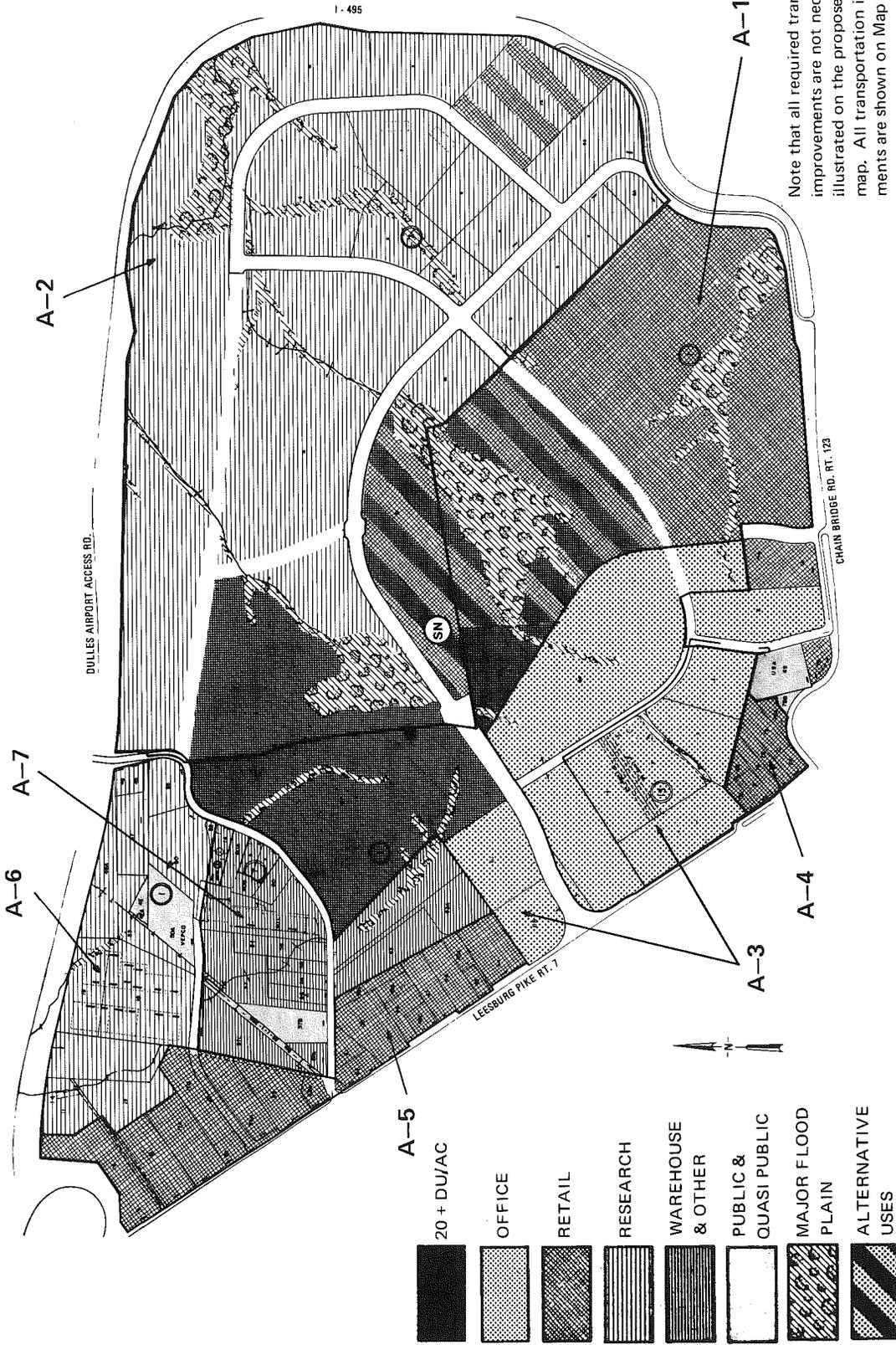
In most cases where the Plan recommendation discusses a possible alternative use, the Plan map which accompanies the Plan text will indicate only the primary use. The graphic presentation should in no way restrict the alternative use if the conditions under which it would be permitted are met. Offices are a permitted use in the research and development industry zone and in all commercial retail zones. Therefore, an office use should be considered as being in conformance with the Plan in all locations where research and development industry or retail commercial are specified, provided the space and bulk or floor area ratio (FAR) requirements of the zone which would implement the specified use are met.

### Tract A--Tysons Quadrangle (Figure H)

The 685-acre Tysons quadrangle has a considerable amount of vacant land plus some minor land area with redevelopment potential is the keystone of a planned development center at Tysons. It is in this tract that the need for Plan flexibility is greatest in order for the County to best realize unique development opportunities.

#### **Sub-Tract A1: Mixed-Use Development Incorporating Retail, Office, Motel and Apartment Uses**

The 117-acre tract, known as the Lerner tract, is zoned C-7 and R-30. The tract is recommended for a mixed-use development incorporating regional scale retail shopping facilities, office, motel and apartments. If a mixed-use development package cannot be put together, a multi-use development would be appropriate provided the development were designed:



**FAIRFAX COUNTY**

PROPOSED LAND USE TRACT A

FIGURE H

- To create a coherent and high-quality focal point for the area;
- To include internal pedestrian ways as well as pedestrian linkages to all adjacent areas, particularly the Westpark Industrial Park, the Rotunda Apartments, the Holiday Inn, the Clarendon Bank and the office complex on the Leasco tract;
- To provide all needed environmental protection features including respect for the natural landforms and vegetation within the environmentally sensitive area; and
- To provide adequately for the needed transportation improvements to serve the area.

Although the intensity of development recommended for Sub-Tract A1 would create traffic congestion unless substantial improvements were made to the road network, the traffic which would be generated by development under existing zoning would probably not be significantly lower. The potential for realizing the functional and urban design objectives of the Plan for Tysons Corner with the recommended well-designed mix of uses on this tract is greater than if the area were to develop under the existing zoning pattern.

There are several factors which underlie the recommended uses for Sub-Tract A1:

- Economic analysis indicated a demand for up to an additional 1.4 million square feet of department store space by 1995 in the Tysons Corner Area;
- Traffic between the existing Tysons Corner regional shopping center and new regional shopping facilities in this location could be carried on a bridge over Route 123 with less impact on Routes 123 and 7 than would be the case if regional shopping facilities were developed in another location within the Tysons Corner Area;
- The C-7 zoned land abutting Route 123 was previously zoned I-L when plans for an automobile sales park were envisioned. The automobile agencies have since located along Route 7 northwest of Westpark Drive. General light industrial use is not appropriate for this site in the context of current area development patterns;
- A hotel/motel near the intersection of International Drive and Route 123 when combined with the existing Holiday Inn would provide a nucleus of a hotel/motel-conference center, a desirable amenity in an area where many national and international firms have facilities; and
- The projected demand for office space and apartments within the Tysons Corner Area indicates the desirability of incorporating office uses on this tract and the need to retain a portion of Sub-Tract A1 for residential use. The projected employment within the Tysons Corner Area suggests a continuing and increasing demand for apartments near these employment opportunities, a concept which is an objective of the Comprehensive Plan as well as for the Tysons Corner Area. If a mixed-use development package including residential use cannot be put together for this tract, the approximately ten acres in the northwest corner of the tract (zoned R-30) is planned for residential use in a range of 30 to 50 units per acre. Use of the R-30, or the PDH-30 or PDH-40 zoning districts with density bonuses would be appropriate.

**Sub-Tract A2: Research and Development Industry, Multi-family Residential and Motel**

The 289-acre Westpark tract has existing research and development and office uses concentrated primarily in the eastern portion. The remaining vacant acreage is zoned for industrial park and commercial designed shopping center and motels.

It is recommended that approximately 150 acres of land, all the vacant land north of Jones Branch Drive and east of the proposed right-of-way for Park Run Drive except the parcel zoned C-7, type industry. The land north of Jones Branch Drive, visible from the Dulles Airport Access Road, should be limited to uses permitted under the I-2 zoning district in order to assure the high-quality development image of this area as a gateway to the Nation's Capital. Such uses should also be designed to provide an appropriate landscaped transition to the planned residential area south of Jones Branch Drive.

At the eastern perimeter of the Westpark tract is a 13-acre parcel zoned C-7. Because of the site's excellent visibility from the Beltway and because of the desirable transient, meeting, and restaurant facilities which could be made available to the many firms in the industrial park, this parcel is recommended for hotel/motel use. However, general retail uses unassociated with the hotel would not be appropriate in this location, and if the hotel use does not materialize, the parcel should be used for an office of R&D industry.

The remaining 47-acre portion of Sub-Tract A2, south of Jones Branch Drive, east of International Drive and north of Westpark Drive, is recommended for multi-family use at 30 to 50 units per acre on the 32+/-acres west of the stream valley using either the R-30 conventional zoning district or planned development housing districts, PDH-30 or PDH-40 with bonus densities, to take maximum advantage of the proximity to employment opportunities, available public transportation, and accessibility to the metropolitan core via the proposed Dulles Airport Access Road parallel lanes rather than through the Route 123/International Drive intersection. Research and development industry is recommended for the 15+/-acres east of the stream valley. The residential section should incorporate recreational facilities and the entire 47-acre portion should include open space, a pedestrian system and other urban design and environmental features emphasized in this plan. The topography in this location would lend itself to a molding of development to the land forms as well as permitting some of the steep slopes to be retained in open space. Nothing in the foregoing should be interpreted to preclude a mixed or multi-use development on the entire 47 acres provided at least 1,150 residential units are included in the land use mix at this location or elsewhere within Sub-Tract A2. A multi-use development on the eastern 15+/-acres including industry, office, motel, housing or limited retail commercial could also be appropriate.

A location in the quadrangle at the intersection of International Drive and the Dulles Airport Access Road parallel lanes would also be a logical terminus for an express bus service to Washington although the cost of land would probably necessitate a decked parking facility rather than open parking. Although no public agency is currently empowered to acquire land in the quadrangle for any future public transportation facilities, it is recommended that Westpark include the possibility for such facilities in its long range plans.

The 20-acre piece of land between Westpark Drive and the northern boundary of the Lerner tract is recommended for mixed-use development (possibly related to the mixed-use or multi-use development on Sub-Tract A1) in order to provide a transition and pedestrian link between the predominantly nonresidential uses on Sub-Tract A1 and the residential uses to the north. A mix of office and residential uses with small retail shops at ground level and possibly a motel is suggested. A similar combination of uses is recommended if a mixed-use development package cannot be put together. It is extremely important that development on this site provide pedestrian linkage between the Lerner tract and the residential and industrial development to the north.

Neighborhood shopping facilities should be provided near the intersection of Westpark and International Drive outside of the environmentally sensitive area to serve the 3,000-4,000 apartments proposed for that area. These may be constructed as part of a mixed or multi-use development or within a small neighborhood commercial district.

### **Sub-Tract A3: Office and Hotel**

The 72-acre Leasco tract, which has been subdivided and sold to individual prospective developers, as well as the 4-acre vacant parcel on Route 7 north of Westpark Drive are entirely zoned for high-rise office. Office is still recommended for the major portion of the tract with research and development industry, without incidental manufacturing or storage, being allowable.

A hotel or hotels with conference facilities connected to the Holiday Inn by a pedestrian way would be appropriate on approximately 5-15 acres. Such a hotel when combined with the existing Holiday Inn and a proposed hotel on Sub-Tract A1 could constitute a convenient conference center for the businesses located at Tysons as well as for other regional or national business and professional organizations, close to a wide variety of restaurants, shopping, and other leisure-time entertainment.

**Sub-Tract A4: Integrated Retail or Office Redevelopment**

This tract is composed of several parcels of land abutting the ramp from Route 123 to Route 7. The current uses include a tire store, frozen food locker, a restaurant, Federal radio tower and Falls Church water tank. Eventual re-orientation of these uses to an access road off Pinnacle Drive and possible redevelopment to result in a more integrated small retail business conglomeration and/or office uses would be appropriate and is recommended.

**Sub-Tract A5: Automobile Sales**

Sub-Tract A5 encompasses all the land along the northeast side of Route 7 between the NADA Building and the Dulles Airport Access Road to a depth of approximately 600 feet and is the location of "Tysons Auto Corner." Although the auto agencies are extensive users of the land, their presence and future economic viability must be acknowledged. The creation of a closely-knit assembly of dealerships fosters comparative shopping and can benefit the auto dealers, the public, and the County by attracting auto sales. Therefore, this tract should be used primarily for auto dealerships and such other compatible establishments as are listed in the new zoning ordinance for commercial highway districts. Care should be taken to maintain sign controls, lighting, and landscaping to afford through travellers and shoppers an attractive and less confusing roadside environment.

**Sub-Tract A6: Research and Development Industry**

The tract of land north of Tyco Road between Spring Hill Road and Route 7 has high visibility from the Dulles Airport Access Road, and should develop in the high-quality research and development industry also recommended for Sub-Tract A2 north of Jones Branch Road.

**Sub-Tract A7: Light Industry or Warehouse**

The land along Spring Hill Road between Tyco Road and the National Automobile Dealers Association office building, heavily buffered from the Rotunda condominium and the research and development industry to the north, should continue to develop in the combination of light industry and warehousing which presently characterizes the area.

Remainder of Tract A:

The land use plan map reflects existing uses for the land related to the NADA office building, the Rotunda apartments, the Clarendon Bank, Holiday Inn and the building housing Tysons Realty and other shops.

Tract B--Tysons Quadrangle (Figure I)

The 131-acre triangle is the site of the Tysons Corner regional shopping center which covers approximately 80 acres of the triangle. (The exact size is dependent on how some vacant land, owned by the center interests and used for parking, is classified.) The tract also has several newer free-standing office and highway-oriented retail uses as well as several commercially used properties with less intense use and obsolete structures that can be viewed as transitional or marginally economic.

**Sub-Tract B1: Road Improvements**

The land area will almost certainly be needed for road and intersection improvements related to International Drive. The Tysons circulation plan includes the realignment of Gallows Road through Tract D to intersect with Route 7 opposite International Drive. This right-of-way which cuts across the triangle is not a public road between Fletcher Street and Route 123 and must be dedicated when the circulation plan is implemented. Present plans call for an eventual vehicular bridge across Route 123 in the approximate location of the gasoline station. The bridge and other intersection improvements may also require a minor amount of shopping center land now used for parking which will probably be replaced with a decked parking facility which is already needed to meet existing parking demand.

Any bridge over Route 123 should include a sidewalk for pedestrian traffic across Route 123.

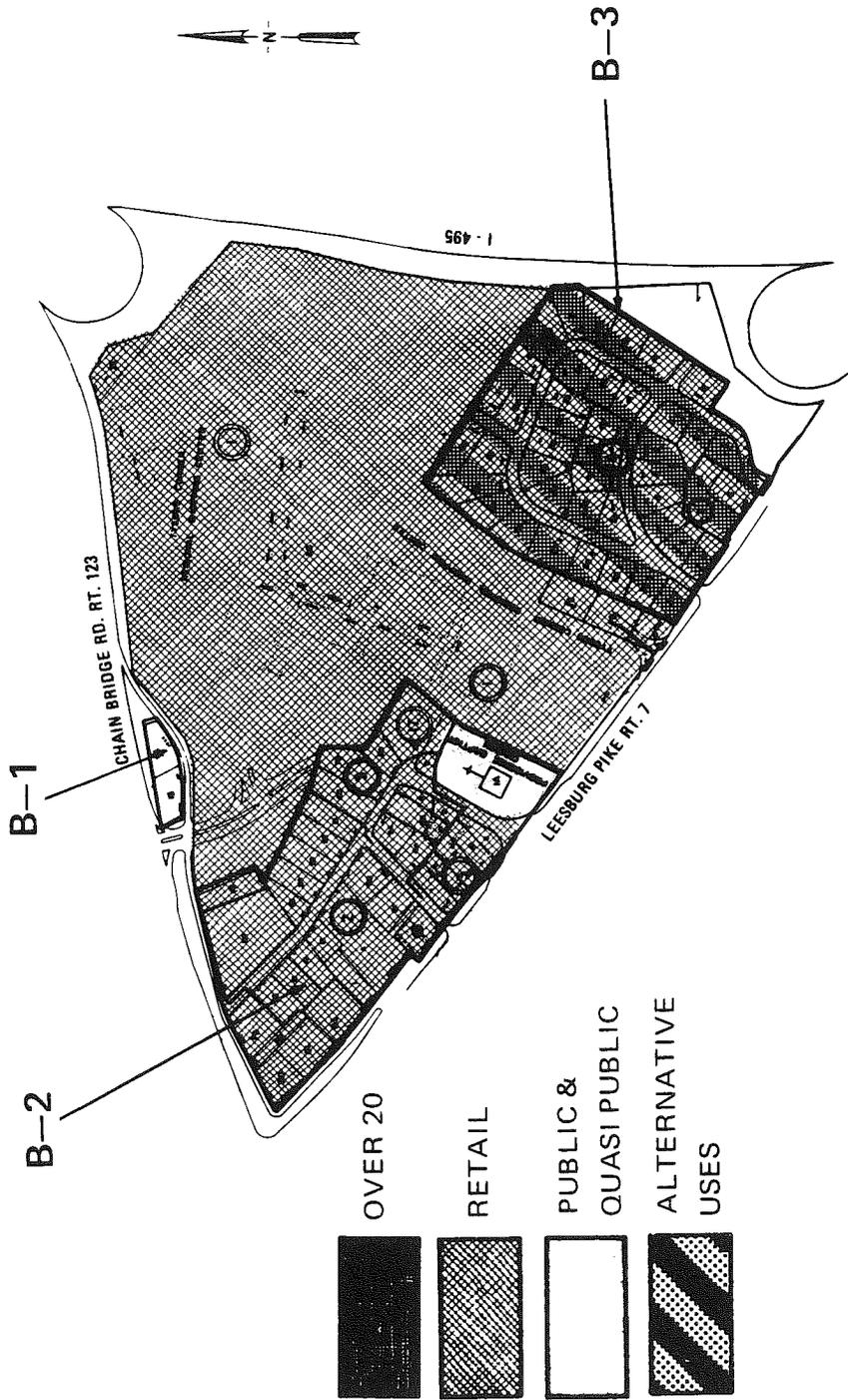


FIGURE  
I

PROPOSED LAND USE TRACT B



**Sub-Tract B2: Retail**

The land in the northwest corner of the triangle contains a church, a high-rise office building plus retail establishments, restaurants, gasoline stations, several houses converted to office space and an undeveloped parcel owned by the shopping center interests and used for Metro express bus fringe parking. While some of these uses are in new and high quality structures, other uses are of a marginal economic nature; and some are in deteriorating buildings. It is recommended that this area continue to be planned for commercial retail use to provide land for small retail and office establishments within walking distance of the center. If the site of the Providence Baptist Church ceases to be used for religious purposes, it should be permitted to develop as retail or office uses to be compatible with adjacent properties. Any retail or office development on the site should be coordinated with the existing regional shopping facilities to the north and east. The access should be from International Drive and should be located as far away from Route 7 as possible. The fringe parking should be retained until the future of Metro-bus/rail line is more clearly defined or until more suitable sites are found near the periphery of the study area. Land should be reserved near the northwestern point for a cloverleaf which will be part of the ultimate Routes 7/123 intersection improvement.

**Sub-Tract B3: Integrated Redevelopment, Mixed-Use or Retail, Office or Multi-family Residential**

This tract is the Hollinswood subdivision together with two parcels on the Route 7 frontage which are the sites of a gasoline station and a restaurant. There are approximately 36 single-family detached homes on half-acre parcels in the subdivision. Residents recognize that their location and economic pressures made it unrealistic to assume that their subdivision would remain in low density residential use. Redevelopment of the tract has been inhibited by the problems of land assembly and the difficulty of providing satisfactory access because of the proximity of the Beltway exit ramp and Dogwood Lane. Unless a major portion of this tract can be assembled, it should be retained in its present low density residential use (2-plus units per acre) as long as possible and not allowed to drift into nonresidential use through a series of spot rezonings and special use permits for low intensity commercial enterprises which would probably be in converted houses. Upon assembly, the tract could be suitable for retail, office or possibly high density residential use, the intensity to be dependent upon the access arrangements which the developer can make.

**Tract C--Westgate-Magarity Block (Figure J)**

Approximately one-quarter of the 398-acre tract is vacant land. The land use pattern has been firmly established and most of the vacant land has limited development options because of existing and committed development, high intensity zoning or the desirability of compatible infill. However, development of the vacant land and redevelopment of about six acres of marginally-used residential land in this section will meet part of the estimated economic demand for industrial, office and high density residential uses in the Tysons Corner Area and its impact on the area transportation network must be considered.

**Sub-Tract C1: Research and Development Industry**

The parcels of remaining vacant industrially-zoned Westgate land along Anderson Road, Colshire Drive, Old Springhouse Road and Old Meadow Road should be developed in research and development industry. Several parcels are almost totally in floodplain and should be preserved as open space. The land owned by the Regency Club and zoned for high-rise apartments should be developed as zoned.

**Sub-Tract C2: Residential, 2-3 Units Per Acre**

Hunting Ridge subdivision was bisected when the right-of-way for the Dulles Airport Access Road (DAAR) extension to I-66 was acquired by the Federal Aviation Administration about 1960. The portion within Tract C has approximately 130 parcels of land. These have been assembled into approximately 39 ownerships and the subdivision has approximately 32 single-family detached dwellings almost equally divided between land zoned R-1 and R-3. Taking into account the parcel shapes, siting of existing housing, and need for yard space, the subdivision has vacant land to accommodate up to 21 new units at 2-3 units per acre and this use and density are recommended.

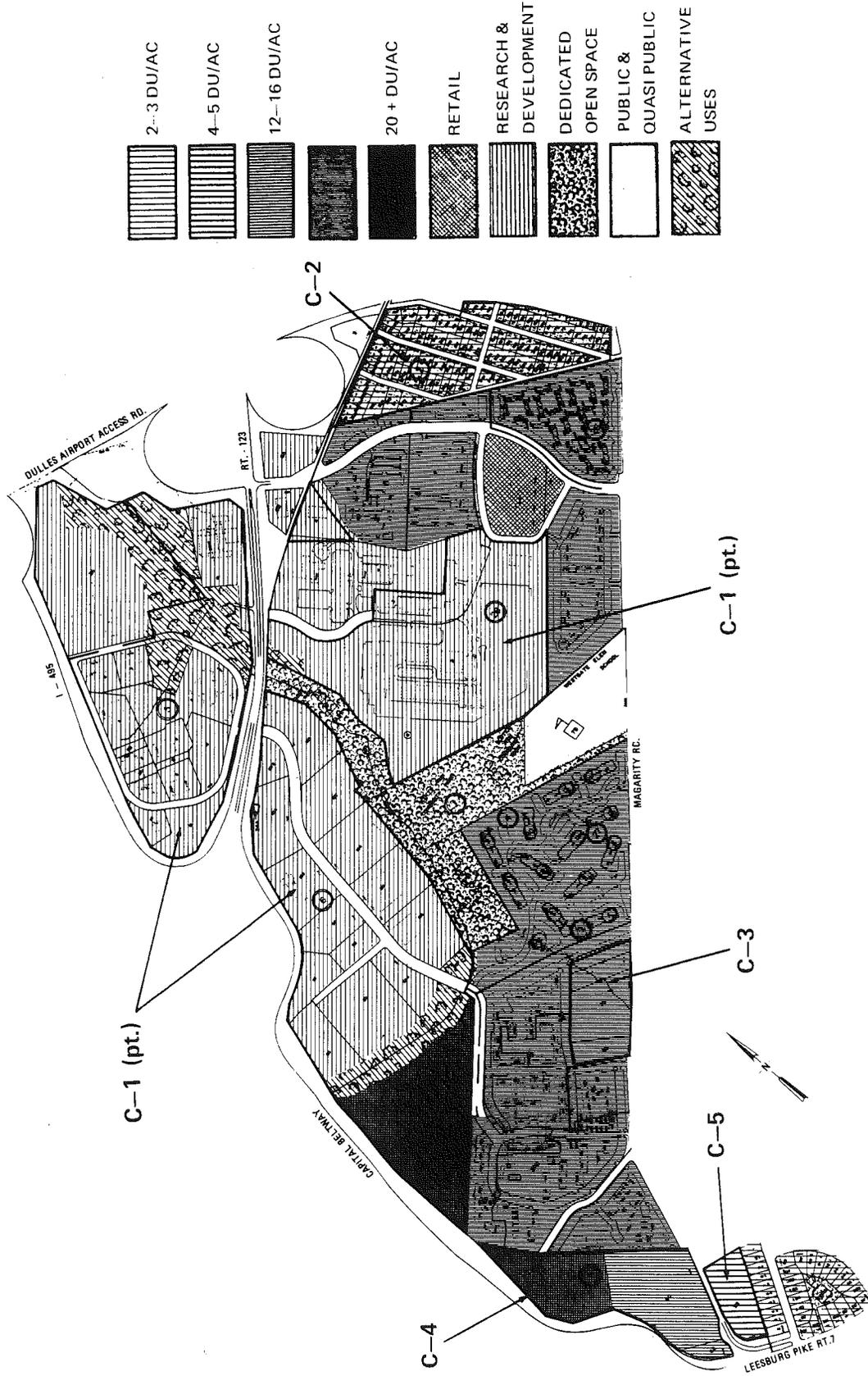


FIGURE J

PROPOSED LAND USE TRACT C



**Sub-Tract C3: Garden Apartments or Park**

As compatible infill, 16-20 dwelling units an acre is recommended as appropriate for this land. However, this tract is the only land within Tract C which is suited for additional park area. Although each of the seven existing apartment and condominium developments along Magarity and Old Meadow Roads has a swimming pool and other amenities, the approximately 2,500 units in these developments have only 24 acres of public open space in Scott Run Park. Therefore, public park is recommended as an alternative use for this property.

**Sub-Tract C4: Multi-family Residential or Office**

This tract contains 15.6 acres in three adjoining parcels. All three parcels are zoned PDC and abut I-495. The desirability of setting any structures back from the Beltway and the necessity of incorporating noise attenuation measures in the development combine to suggest high-rise apartments on this tract. Compatibility with Dolley Madison and Magarity Woods garden apartments and the limitations of the Magarity/Lisle/Route 7 intersection, even as improved, would indicate a residential density not to exceed 16 units an acre to be appropriate. In order to reconcile the realities of the situation and the conflicting development objectives, it is recommended that the northern parcel be planned for 20-plus units per acre and the other two parcels be planned for 12-16 dwelling units per acre. However, if the two major parcels or all three parcels are developed as a unit, up to 30 dwelling units an acre should be permitted on the combined tract. Appropriate noise attenuation measures should be provided for any residential development on this tract. Transportation improvements should be provided to the Magarity Road/Lisle Avenue/Route 7 intersection to ensure that the intersection operates at an acceptable level of service as prescribed by the Virginia Department of Transportation (VDOT).

Office use may be considered as an option if the following conditions are met:

- Consolidation and coordinated development of the three subject parcels;
- Transportation improvements to the Magarity Road/Lisle Avenue/Route 7 intersection are provided to ensure that the intersection operates at an acceptable level of service, as prescribed by VDOT;
- The height of all structures should be limited so as not to be obtrusive to the existing residential communities to the north and east;
- Provision of a substantial open space buffer of at least 50 feet consisting of existing tree cover and additional landscaping along the northern and eastern boundaries to minimize the visual impact on the adjacent residential communities; and
- Sensitive siting of all office and ancillary buildings, parking garages, surface parking areas and roadways to preserve the stream valleys and associated slopes.

**Sub-Tract C5: Residential 4-5 Units per Acre**

Development of a 3.45-acre parcel between Magarity Road and Lisle Avenue should be limited to 4-5 units an acre to be basically compatible with the Pimmit Hills development, permit clustering to accommodate the access and topography of the parcel, and limit the impact on the Magarity-Lisle intersection.

Remainder of Tract C

There are one multiplex, six garden apartments and one high-rise apartment development in Tract C, all shown on the Plan map at their developed density.

### Tract D--Gallows Road-Route 7 (Figure K)

The 162-acre section is unique among the five sub-tracts in the Tysons Corner Area in that it has no substantial barrier to the expansion of intensive uses outside the Tysons Corner Area boundaries, in this case Old Courthouse Road. Therefore, the provision of transition uses along the northwest side of Old Courthouse Road is a key element in the planning of this section. The tract is characterized along Route 7 by a wide range of commercial uses including retail stores, an auto sales establishment, gasoline stations, fast food restaurants and offices.

#### **Sub-Tract D1: Low-Rise Office or Multi-family Residential**

The 45-acre tract bounded by Howard Avenue and Boone Boulevard, the rear lot line of the K-Mart, Gallows Road and Old Courthouse Road, is partially developed with offices. Much of the area has been developed as mid-rise offices or townhouse offices. The portion of this tract west of Kendall Avenue should be developed in low-rise office, not to exceed five stories to provide a relatively low intensity transitional use as a buffer between the retail uses along Route 7 and the planned medium and low density residential uses on the south side of Old Courthouse Road in Sector V3.

The portion east of Kendall Avenue is recommended as suitable for garden apartments at 16-20 units an acre with low-rise office uses, not to exceed five stories, as an alternative use.

#### **Sub-Tract D2: Retail or Mid-Rise Office**

The frontage along Route 123 and Route 7 as far east as Kidwell Drive for a one-block depth is presently developed in a mixture of retail commercial uses (including an auto dealership, gas station, fast food restaurants) and mid-rise offices. This tract is recommended for commercial retail infill on both vacant and redeveloped land. Additional mid-rise offices would also be appropriate, generally not to exceed 90 feet and a floor area ratio of 1.0. However, height limitations could be slightly modified for land below average grade and the significant reduction of surface parking by provision of some type of structured parking facility. The automobile dealership would be more appropriately located in Tracts A or E where automobile dealerships are concentrated and land is still available for expansion of this use.

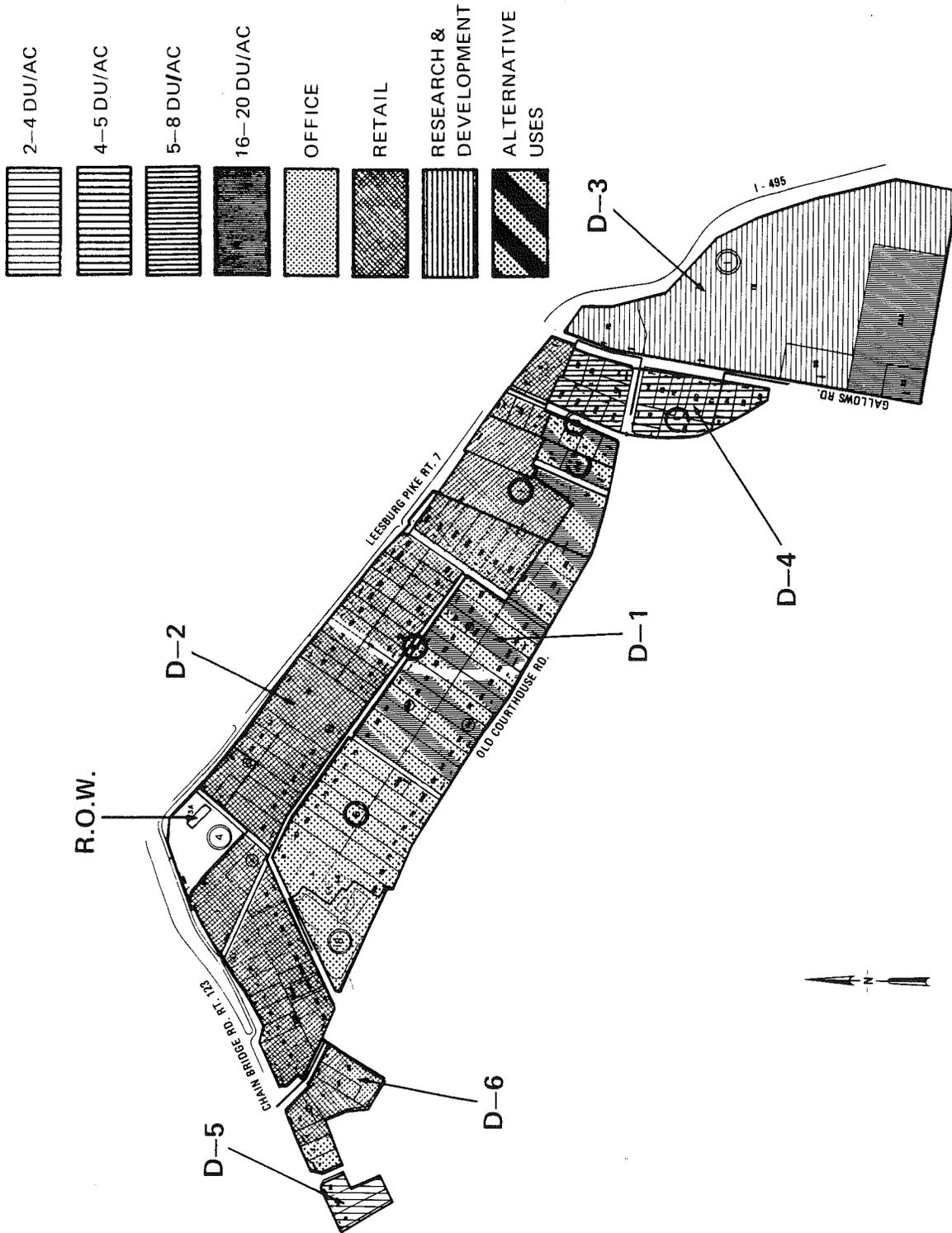
#### **Sub-Tract D3: Multi-family, Residential and Research and Development Industry**

This 47-acre tract includes all the land in the Tysons Corner Area between Kidwell Drive, Gallows Road and the Beltway. The 10 acres abutting the Nordam subdivision, most of which is already zoned for garden apartments, is recommended for 16-20 units an acre residential use. The remainder of the tract is recommended for research and development type industry heavily buffered from the adjoining residential neighborhood and the Beltway. The developer should phase construction with the widening of Gallows Road, and necessary turning lanes should be provided. Industries whose peak-hour and predominant flow patterns complement rather than add to those created by existing and other planned development should be encouraged. Site plan and architectural review by the Board of Supervisors would be desirable.

The 3-acre I-3 zoned parcel abutting Route 7 which is part of this tract is also recommended for research and development type industry because its entire Route 7 frontage is within the Beltway entrance ramp approach area. Therefore, access to the parcel must be via Gallows and Old Courthouse Roads where retail or motel traffic is not appropriate.

#### **Sub-Tract D4: Townhouses at 5-8 Units per Acre and Office**

The 10-acre tract is located between Gallows Road and Kidwell Drive. The planned widening and realignment of Gallows Road and the development of the industrial site to the east will isolate the tract from the nearby residential neighborhood and bring it under pressure for redevelopment. Transitional residential uses to protect the nearby low density residential development from commercial encroachment are desirable. A density of 5-8 units per acre is recommended for the portion north of Old Courthouse Road and office use not to exceed 5 stories south of the road.



PROPOSED LAND USE TRACT D

**Sub-Tract D5: Residential 2-3 Units per Acre**

This is a 3-parcel 2-acre tract located on Route 123 just southwest of the easterly end of Horseshoe Drive. Ideally, the nonresidential uses in Tysons Corner should not extend southwest of Old Courthouse Road. However, there is already commercial zoned and developed land between Old Courthouse Road and Horseshoe Drive. Therefore, the eastern end of Horseshoe Drive has become the best available boundary for nonresidential uses on the southeast side of Route 123. This line must be firmly held with no exceptions or special use permits if Tysons Corner is to be contained with no strip commercial development along Route 123 toward Vienna. A density of 2-3 units an acre, the same use and density as that planned for the rest of the Horseshoe Drive area, is recommended for this area.

**Sub-Tract D6: Retail and Office**

Sub-Tract D6 is 5 acres of land located along Route 123 and Old Courthouse Road in the southwest quadrant of the intersection of those two streets. Six of the eight parcels are zoned for commercial retail use and two for low-rise office near Horseshoe Drive. Given the existing situation, the plan realistically must accept the zoning while emphasizing that no further nonresidential uses either through zoning or special use permit should be allowed in this quadrant. Further, in the unlikely event that redevelopment of this tract occurs, any residential use up to 16-20 dwelling units an acre is recommended.

**Tract E--Route 7-Old Courthouse Spring Branch (Figure L)**

The 313-acre Route 7-Old Courthouse Spring Branch tract is the second least intensely developed portion of the Tysons Corner Area. Much of the low density residential land is zoned and programmed for higher intensity development. Major uses include automobile dealerships, a free-standing discount store, a community shopping center where discount stores predominate, a plant nursery, a high-rise for the elderly, a 47-unit townhouse development and a garden apartment development.

A key factor in the planning of this tract is the Old Courthouse Spring Branch Stream Valley and environmental quality corridor. In order to protect this sensitive feature and provide a buffer to the low density neighborhoods to the west, a park buffer strip of approximately 90 acres (11 acres of which are located outside the Tysons Corner Area) has been developed along the Old Courthouse Spring Branch Stream Valley. The title to this land has been taken by the Fairfax County Park Authority primarily through covenants and dedications made at the time of previous rezonings. These commitments and pending near-term construction activity effectively reduce the land area where a full range of planning alternatives can be realistically considered.

**Sub-Tract E1: Park Buffer Strip**

The 79-acre portion of the recommended park buffer strip along the Old Courthouse Spring Branch Stream Valley and the western perimeter of the Tysons Corner Area is in five segments.

- The Old Courthouse Spring Branch floodplain bisects Parcel 29-1((1))10C. The floodplain isolates about 10 acres of Parcel 10C and one acre of Parcel 28-2((1))23A on the west side of the stream. It is recommended that all of the land west of the eastern floodplain limit be included in the park buffer. However, the land area west of the floodplain might alternatively be developed in a residential use at 1-2 units an acre if its access were through Irvin Street or Teets Lane in the Spring Lake community.
- As part of an agreement made at the time the portion of the Sherman-Dardin tract abutting Route 7 was rezoned to commercial and industrial uses, a 19.4-acre section along the stream valley was covenanted for dedication to the Fairfax County Park Authority when the front portion is developed.
- An 11.1-acre strip along the stream valley was conveyed to the County as part of a recent commercial and industrial rezoning of the Capper tract immediately to the southeast of the Sherman tract.

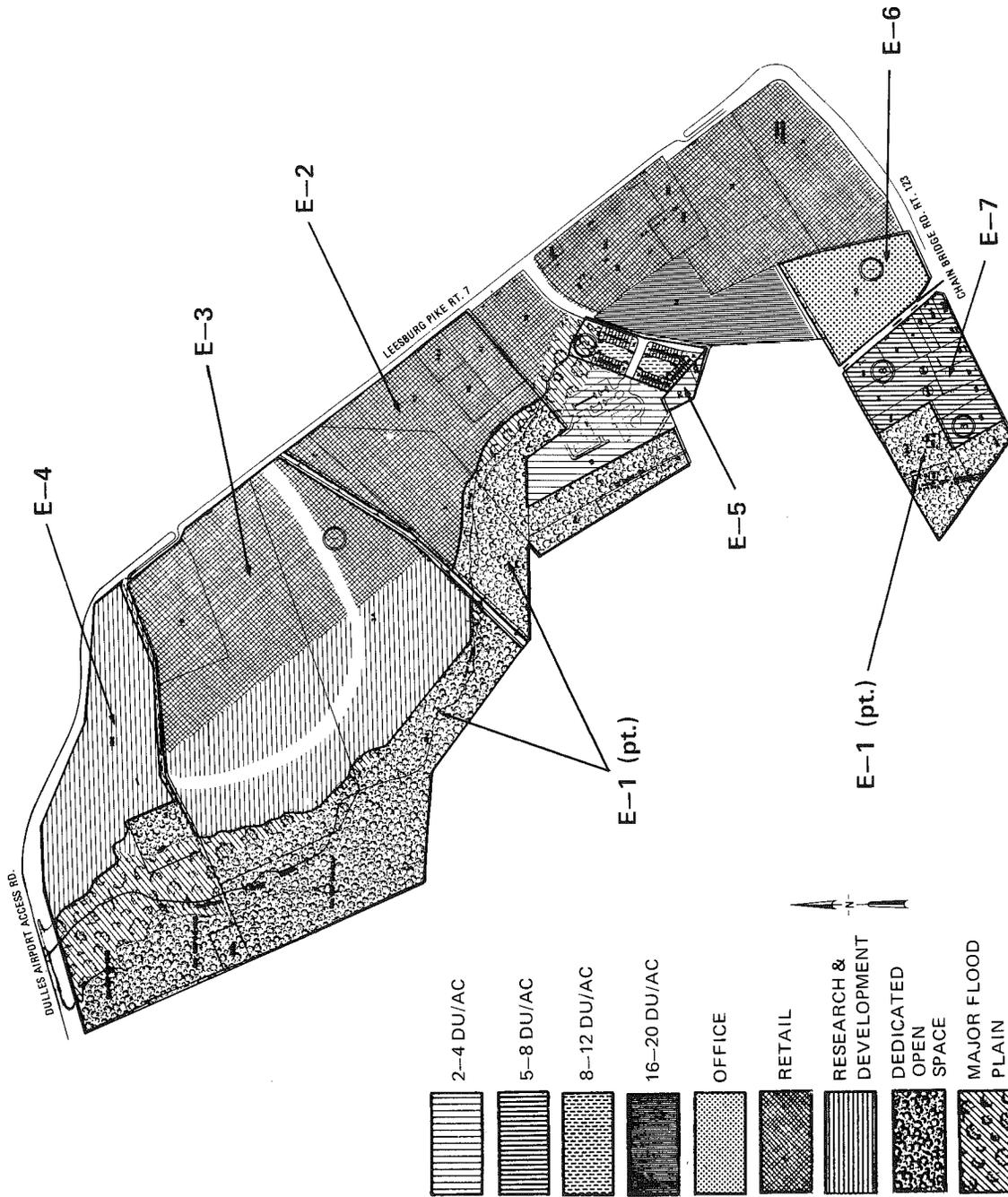


FIGURE L

PROPOSED LAND USE TRACT E



- A 7.7-acre segment of the buffer is to be located along the west boundary of the Tysons Towers apartments.
- On the south side of Old Courthouse Road is the 6.8-acre Freedom Hill Fort Park. An 11-acre buffer strip outside the Tysons Corner Area is to connect the northern portion of the buffer to the park. By acquiring an adjoining 1.9-acre parcel with frontage on Route 123 it will eventually be possible to have a trail along the stream from the DAAR to Route 123.

**Sub-Tract E2: Retail and Automotive Sales**

Known as the Capper property, this 37-plus acre tract was rezoned to commercial retail and light industry to permit a plant nursery, which is no longer there, to become a garden center with a 4.5-acre automobile dealership at the northeast corner. As part of the rezoning, over 11 acres of stream valley at the rear of the property were proffered for parkland to which the Board of Supervisors has already taken title (Sub-Tract E1). A 1.7-acre sliver of land under separate ownership between the light-industry zoned portion of the Capper property and the Virginia Power right-of-way is recommended for a similar use. (The requirements of the previous Zoning Ordinance have resulted in most automobile dealerships locating on land zoned for light industry. The current zoning ordinance would provide a highway commercial district for this use.)

**Sub-Tract E3: Retail, Automobile Sales and Research and Development Industry**

This 110-acre property, known as the Sherman-Dardin tract is zoned for commercial use on approximately 40 acres immediately adjacent to Route 7 and for industrial use on approximately 40 acres toward the rear of the property. As part of the rezoning agreement, 19.4 acres of the remaining 29 acres are covenanted to parkland use (part of Sub-Tract E1). A 7-acre segment of the commercial land has been sold and developed as an automobile dealership. Because automobile dealerships and other highway-oriented uses predominate on the northeast side of Route 7 and have a substantial foothold on the southwest side, similar uses on the commercially-zoned portion of this tract are logical.

The industrially-zoned portion is recommended for research and development type industry. A recommended amendment to the Tysons Corner circulation plan would continue Spring Hill Road into Sub-Tract E3, swinging to the northwest to provide an access to Sub-Tract E4 outside the DAAR exit ramp area on Route 7. Garden apartments at densities up to 16-20 units an acre could be recommended as an alternative use for the portion of the industrially-zoned land south and west of the Spring Hill Road extension.

The remaining 9 acres zoned RE-1 at such time as it passes out of private residential use should be added to the industrially-zoned portion or reserved for private open space.

**Sub-Tract E4: Research and Development Industry**

The 21-acre tract east of the Old Courthouse Spring Branch Stream Valley should be accessed only from the Spring Hill Road extension to eliminate vehicular turning movements in the DAAR ramp exit area on Route 7. Therefore, the timing of development and the appropriate land use on this tract are largely dependent on the timing and character of development on the adjoining Sub-Tract E3. Research and development industry is recommended since this use seems the most likely development alternative for abutting industrially-zoned portion of Sub-Tract E3. The research and development use would also be consistent with the recommendations along the DAAR in Tract A. However, if the garden apartment alternative were exercised on Sub-Tract E3, extension of the residential use into Sub-Tract E4 could be suitable. Any development on this tract should both protect the Ash Grove House, a historic site, and should provide extensive buffering and vegetative screening for an attractive vista from the DAAR.

**Sub-Tract E5: Residential 4-5 Units per Acre.**

Two small parcels totalling less than two acres are located on the northeast side of Raglan Road off Gosnell Road. These parcels are recommended for development at 4-5 units an acre, a density compatible with that recommended for the adjacent parcel to the west in Sector V3.

### **Sub-Tract E6: Office**

The 10-acre vacant parcel of land, located in the northeast quadrant of the Old Courthouse Road-Route 123 intersection, is the traditionally identified site of the original Fairfax County Courthouse and as such has some historical significance. An office building(s) limited to 40 feet in height and so designed as to give focus and identification to the historic site and/or townhouses in the 5-8 units per acre density range would provide a use in keeping with the historic nature of the site and provide a transition between the large auto dealership to the northeast and the low and proposed medium density residential uses to the southwest.

### **Sub-Tract E7: Residential 5-8 Units per Acre.**

The 12-acre tract is composed of 13 land parcels, 3 of which are vacant, 2 are in commercial retail use including a service station, and 8 on which are located 9 dwelling units. A basic objective of the Comprehensive Plan is to contain high intensity development in such areas as Tysons Corner within certain prescribed boundaries and prevent fingers of strip commercial development from reaching out along major arterials in the area. Based on this planning objective, Sub-Tract E7 is an area which should not have strip commercial uses. However, the low market value of the existing housing on this tract makes it a prime candidate for redevelopment. New housing on half-acre parcels does not appear to be a viable option in this location because of the costs involved in redevelopment and the size of the tract in a location which would require a service drive along Route 123 or reverse frontage development. Therefore, a residential density of 5-8 units per acre is recommended both to end any commercial uses and to be a transition between the office use proposed for Sub-Tract E6 and the low density development to the north and west.

### Remainder of Tract E

The remaining portions of Tract E are already developed or under construction with commercial uses along the Route 7 frontage and a townhouse and garden apartments development on Gosnell Road. These should be shown on the plan map in their current use. Tysons Towers apartments for the elderly were built on a parcel of single-family zoned land under a special exception for senior citizen apartments permitted by the Zoning Ordinance. This parcel should be shown on the Plan map for residential use at 3-4 units an acre to emphasize the fact that the high density development is a special use and should not be used as justification for extension of higher than currently planned densities in adjacent Sector V3.

## **BUILDING HEIGHT CONTROLS IN THE TYSONS CORNER AREA**

This section of the Plan seeks to provide the Board of Supervisors with a perspective from which to measure the effective height of major structures in Tysons Corner. The perspective is a result of the evaluation of the effect of the underlying natural topography, the interrelationship between the structures, and the visual impact upon adjacent communities and from major thoroughfares. This section first presents urban design objectives for the land use in the Tysons Corner area. Next, a concept plan for achieving the objectives is described. Guidelines are proposed for the Board of Supervisors to use when deciding building height limits. Finally, recommendations for specific districts in the area are presented.

While the Comprehensive Plan up to the 1984 Edition establishes a maximum elevation (590 feet above sea level) and a twelve story building height limitation for the Quadrangle of Tysons Corner, and other height controls for some tracts located southwest of Route 7 between I-495 and Route 123, it is silent for the remainder of the area. Furthermore, these height limitations were not always honored for building height considerations. A detailed study has not been made heretofore of the relationship of the major structures - existing and proposed - with each other and with the surrounding community. Competing goals of the Plan, such as the goal for Tysons Corner to be a major economic development center and a goal to protect surrounding neighborhoods from visual intrusions, currently make it difficult to evaluate the reasonableness of the heights of proposed structures. Methods for visualizing how proposed buildings will appear in the landscape have been utilized on an individual basis for significant rezoning or special exception applications.

This section of the Plan is a further effort to respond to Board concerns for improved quality of development in conjunction with its objective to increase the amount of commercial economic development within the County. In planning terms this translates into increased emphasis on urban design. Urban design is the planning and design of the physical man-made environment so as to make it functionally efficient, visually pleasing, economically viable and socially supportive. The details of building characteristics, streetscapes, land uses, open spaces, circulation, and human activity are studied to produce a desirable living and working environment.

Priority for application of urban design principles appear most appropriate in three situations: the development centers; areas around Metro stations; and in areas being studied for revitalization programs. Initial efforts already undertaken to respond to the Board's direction have included: the incorporation of urban design factors in the Comprehensive Plan for the Fairfax Center Area (Rte. 50/I-66); emphasis in good urban design in the Metro station studies; and the contracting for an urban design consultant to assist in evaluation of the development proposals for the Lehigh Site (Kingstowne). In addition, staff capability in the urban design field has been enhanced.

While Tysons Corner is approaching maturity as a development center in the short term when compared to the Fairfax Center Area, the Lehigh Site, and the Centreville development centers, it remains completely appropriate to apply urban design principles to new development proposals within its boundaries.

It should be noted that application of urban design principles does not imply increasing the intensity of the land development. Intensity of development remains regulated by the provisions of the Comprehensive Plan and Zoning Ordinance. The objective of urban design is to improve the quality of development and to reduce adverse impacts of development. Height recommendations, herein, are offered in the context of good urban design, i.e., the height to which it is possible to construct a building without violating the urban design concept plan proposed. It is noted that other factors, such as the capacity of the transportation network, may require a limit on the Floor Area Ratio (FAR) to reduce traffic generation. In such a circumstance, it may be desirable to scale down height and mass.

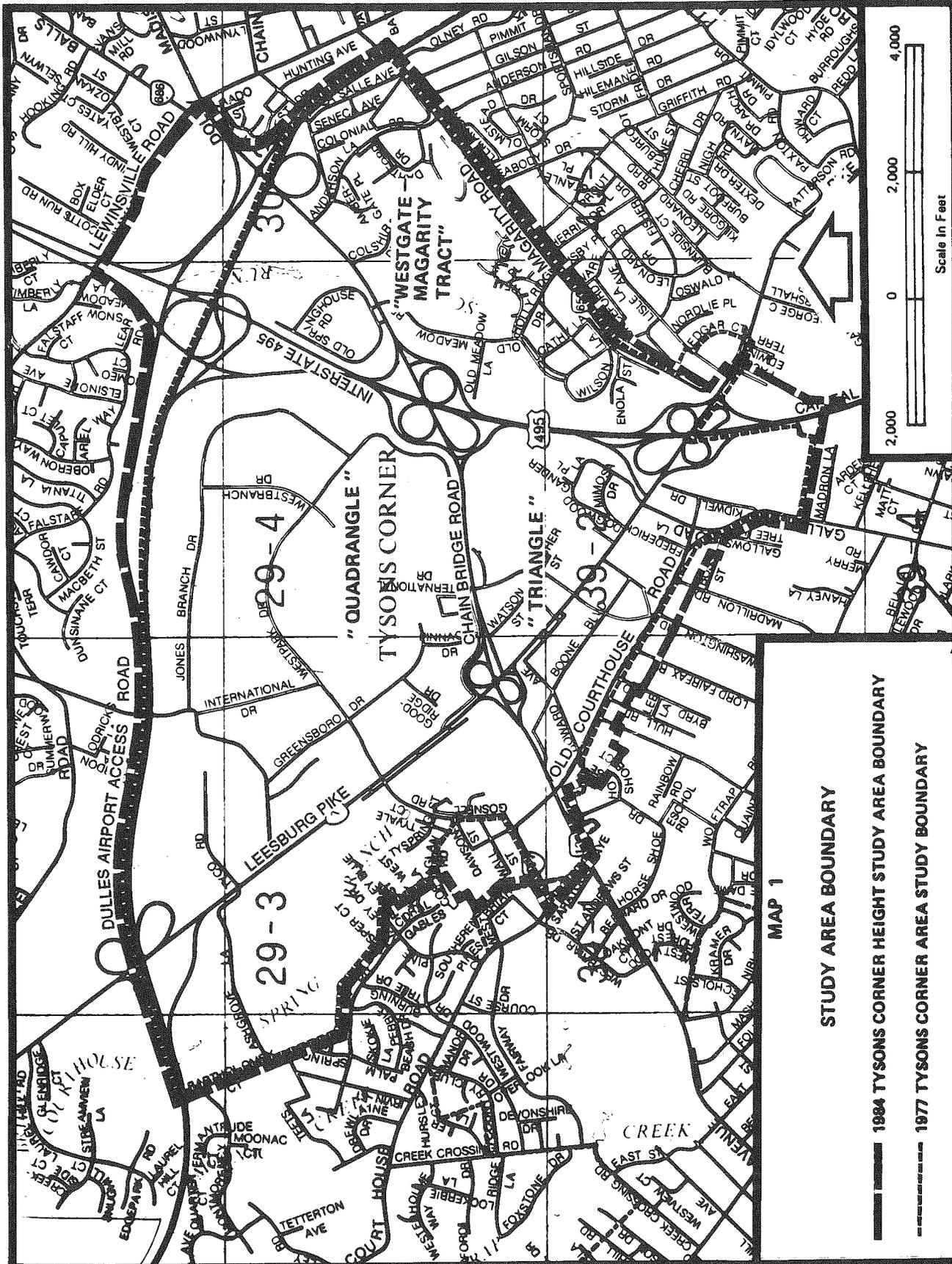
The subject area (Figure M) includes the core area of Tysons Corner Area as described in the preceding section of the Plan. Three relatively small areas have been added to recognize existing commercial or office development: Tysons-McLean Office Park site north of the DAAR, offices along the south side of Old Courthouse Road, and a hotel and offices in the southeastern quadrant of I-495/Route 7 interchange. Mosscrest subdivision, located west of Gosnell Road, is also added due to the need to retain its residential character.

Consideration of building height is approached first by an evaluation of existing conditions at Tysons Corner. Data on land use, zoning, transportation, height increase requests, developable land and physical characteristics of the area have been collected and analyzed and used in conjunction with urban design objectives developed for this area to formulate an urban design concept plan. The plan identifies a desirable urban form and locations for focal points, activity centers, gateways, buffers and appropriate height relationships among the form-giving elements such as buildings, highways, hills, and open space. The urban design concept plan divides the area into districts on the basis of current development characteristics. These districts are used as the basis for building height determinations.

The plan then considers present policies on height found in the Comprehensive Plan and controls on height under the Zoning Ordinance. Finally, guidelines for establishing building height limits are developed and applied to formulate recommendations.

## URBAN DESIGN OBJECTIVES

Urban design is a logical extension of a land use plan. It is therefore appropriate to use the planning objectives listed in the 1977 Tysons Corner Area Study to guide the creation of urban design objectives. These objectives include or expand on the planning objectives and are suggested as follows:



**FAIRFAX COUNTY**

TYSONS CORNER STUDY AREA BOUNDARY

FIGURE M

1. Make the Tysons Corner Area more legible by providing a set of image elements such as focal points, paths, edges, nodes, landmarks and districts which can be easily identified and recognized. These elements should be organized to provide a high quality image of the area, and thus should continue to attract high quality uses. These image elements are further described in the Urban Design Concept Plan.
2. Strengthen the overall identity of the area by providing appropriate introductions at major entry roads. These introductions, however, should be responsive to the character of the paths and the surrounding districts.
3. Locate the major focal point (activity center) with a sense of place and identity for the areas where people can go and participate in a variety of activities. Maximize mixed-use development potential at the focal point by featuring public amenities such as a pedestrian-oriented major public plaza.
4. Locate land uses and development characters into appropriate groupings to become distinctive, identifiable districts. These districts may contain their own focal points and identities through adequate visual and/or functional separation.
5. Provide spaces and paths with a landscaping theme that will serve as effective unifying elements among the districts, produce a strong visual identity and heighten the level of variety and interest in the appearance of the area.
6. Strengthen the image of a node, which is located at the junction of roads with physical forms to create a nodal center within the area and thus avoid its becoming a mere incidental crossing of paths.
7. Identify landmarks and utilize them as major structuring and identifying elements in the area. These landmarks are most appropriate at focal point, node or gateway locations, and can be used to strengthen the image of the area and aid viewers orientation. Alternative structures, such as arches, carillons, plazas, obelisks and fountains may, in certain instances, serve as landmarks more appropriately than significant buildings.
8. Encourage the establishment of strong edge definitions within the area. Reinforce existing edge or transitional areas with special buffer and landscape treatment to establish a clear demarcation between districts and along the area boundary.
9. Be sensitive to natural topography in locating building to increase clarity of urban form and image.
10. Provide open space to afford visual relief and interest in the area. The open space should also incorporate places for activities such as public gatherings, display and other events and incorporate a pedestrian circulation system to unify the surrounding developments into a functional and visual unit.
11. Match future development with the alleviation of traffic congestion. Provide excellent access to and around the focal points, separate the various types of traffic to reduce conflicts and congestion, and generally increase the clarity and legibility of the circulation system.
12. Provide improved pedestrian facilities and minimize the conflicts between pedestrian and vehicular traffic.
13. Provide public open space and major pedestrian routes with exposure to sunlight and protection from wind.
14. Encourage structured parking, particularly in high intensity mixed-use areas where it will help maximize the amount of green space provided.
15. Encourage the provision of street level retail uses in office buildings, particularly in mixed-use areas, in order to generate more lively street life.
16. Protect the adjacent stable residential areas from development encroachment or visual intrusion. Wherein they can aid in the achievement of this objective, mature trees should be retained to the maximum extent practical.

17. Establish a natural landscaping theme and program to enhance the visual quality of the Tysons Corner Area and reinforce its high quality image. All landscaping within the area should be selected to: 1) provide a variety of color, shapes, and patterns throughout the area, 2) enhance development within the area, and 3) help create a strong unified image and identity. To achieve these objectives, landscaping should be consistent in placement and species along major roadways throughout the area, use a variety of flowering trees, shrubs, and flowers at entrances to major developments and adjacent to individual buildings, and parking lots should be landscaped in accordance with the regulations contained in the County Zoning Ordinance. All plantings within the highway right-of-way must conform to VDOT standards and permit requirements for landscaping materials.
18. Coordinate all signage in scale, color, materials, and placement and have it consistent within each individual development. Signage in the area should fulfill the objectives of being easily understood by the motorist, of creating a unified image of identity for the area, and of providing high legibility for individual businesses and corporations.

## URBAN DESIGN CONCEPT PLAN

The Urban Design Concept Plan contains the basic information on the desirable urban form for the Tysons Corner Area for the purpose of the height study. The development of this concept is only a preliminary step toward a complete urban design study and could be used to guide studies of more specific design elements such as landscaping, open space, signing, pedestrian system and other details in the future. The next step should be to establish the Tysons Corner Citizens' Association and Development Committee described under heading "Key Concepts for Guiding Development at Tysons Corner," in this section of the Plan.

The Urban Design Concept Plan divides the area into districts containing similar development characters and identifies the locations for major activity centers, focal points, gateways, nodes, edges and paths. All these elements contribute to the formulation of image and thus the urban form for the area. The Urban Design Concept Plan is illustrated on Figure N.

### Districts

Twenty districts have been designated within the area. Each district generally has its own development character and potential so that it can be recognized and organized into an overall pattern. Figure O portrays the districts.

### Major Focal Point (Activity Center)

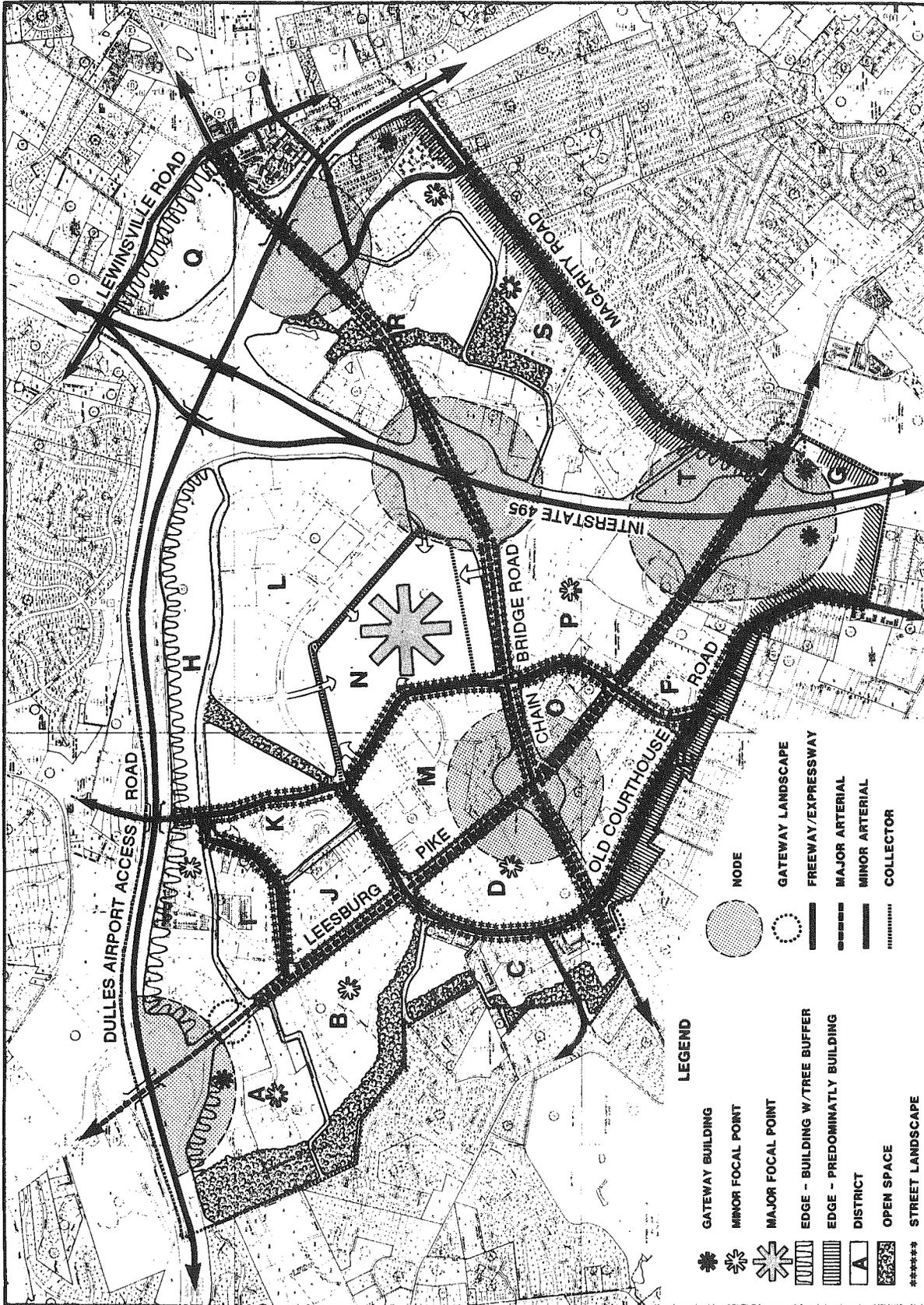
As identified by the Comprehensive Plan, the Tysons II site in the Quadrangle is the logical candidate for the major focal point/activity center because it has the potential to become an identifiable place near the geographic center where people can gather, where pedestrian ways converge, where there are a variety of uses and where there is day, evening and weekend activity.

The major focal point/activity center should therefore contain mixed-use developments that encourage a varied range of activities. In addition to the office uses, shopping mall, and hotels, convention facilities could be provided.

Recognizing that a high volume of pedestrian traffic in this center is essential, related facilities should be provided. A pedestrian plaza would be a desirable element which could become a focus itself within this activity center.

As a major focal point/activity center for the whole area, this center should not only offer varied opportunities for people to come in and participate in the activities, but also invite visual attention. Special character should be created on the site and provide a strong, positive image to the viewer and assist in the general orientation and reading of the area.

The proposed Tysons II development generally satisfies the characteristics described above to function as the major focal point/activity center.



# TYSONS CORNER HEIGHT STUDY

FAIRFAX COUNTY, VIRGINIA

STUDY AREA BOUNDARY



11-1-04

FIGURE N  
URBAN DESIGN CONCEPT PLAN



LEGEND  
A DISTRICT

# TYSONS CORNER HEIGHT STUDY

FAIRFAX COUNTY, VIRGINIA

FIGURE O  
DISTRICTS

STUDY AREA BOUNDARY  
N  
11-1-94

### District Focal Points

The visual function of a district focal point is more localized than that of the major focal point which extends its influence throughout the area or even to a larger region. A district focal point may be less discernible from the major paths; however, it is always the most prominent feature and thus the center of focus within a district.

The image of a focal point can be strengthened through the provision of significant activity areas such as concentrations for shopping, employment, recreation, or entertainment, or buildings which most strongly reflect the development character of the district.

Among the twenty districts within the area, some have clearly identifiable focal points; some do not have such distinguishable features.

### Landmarks

A landmark is usually a well remembered physical object that defines a point in the landscape or the area and can be used for image recognition and orientation. It is not necessarily beautiful or historic. The radio tower is a landmark due to its prominent location and height. Other examples include the NADA building, the Honeywell building, the Rotunda, the Marriott Hotel and the Ramada Inn. Landmarks can be used to strengthen the image of a focal point, and a node, and can function as gateway features.

### Paths

A path is a well known and remembered route through an area that viewers commonly follow and observe. A path is not necessarily a route with heavy traffic volume. Rather it has more to do with sense of destination and direction, and uniqueness of the street itself. Most people can remember and describe an area by relating to landmarks, focal points or districts found along the path. The identity of a path can thus be made stronger by appropriate landscaping or reinforced by building facades, building type and setback. There are four major paths in the area. I-495 and the DAAR are the access controlled high speed paths which have more distinctive geometric and landscaping design features than those of Route 7 and Route 123. These are paths with lower speed limits and frequent controlled traffic intersections. The progression along these paths are not typically as fast or smooth as that along I-495 and the DAAR, the viewers thus have more opportunities to observe and appreciate the surroundings than viewers on I-495 and the DAAR do.

Since Route 7 and Route 123 are adjacent to and have access to the majority of the twenty districts in the area, they play important roles in constructing a mental image for most of the viewers traveling through the area. The landscaping of both paths should be enhanced to provide distinctive high quality images. Other minor paths classified as minor arterials or collectors should be given similar considerations.

### Gateways

Because Tysons Corner is an area where development characters are distinctively different from the surrounding residential areas, appropriate gateway features can be placed at the major entrances to the area to announce the entering or leaving of the area and change of characters for viewers on high speed paths such as I-495 and the DAAR. One or a group of significant buildings could be used for this purpose. For viewers on Routes 7 and 123, appropriate landscaping and signing may be sufficient because the speed limit is lower on these paths and the viewers are better able to notice and appreciate details.

### Nodes

A node is a junction of paths and is an important element of image. Since it is the point of decision for the choices of directions, the node should be made to be easily identifiable and understood. Usually the simple perpendicular relationship of two paths is easiest to handle. Due to its role as a point of decision and its visibility from more directions and paths, landmarks, placed at appropriate locations, assist in orientation. The nodes may thus become focal points.

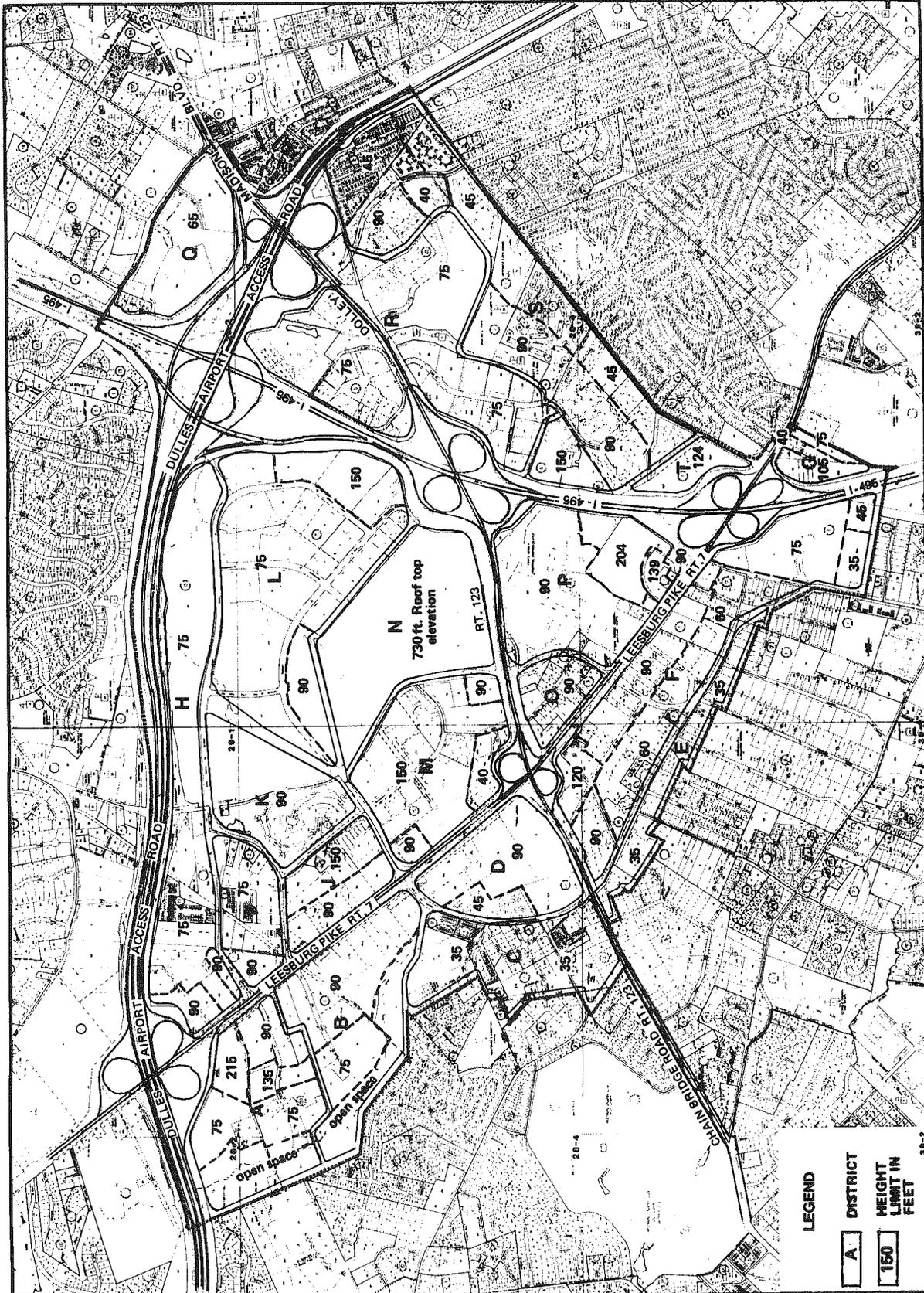
## Edges

An edge is a spatial boundary characterized by changes in scale, use or topography. Examples are the townhouse office developments along Old Courthouse Road, the high intensity residential development along Magarity Road, and the DAAR. There are also edges inside the area where the boundaries between two districts feature a difference in scale and use or a break in topography. Continuity and visibility of strong edges are crucial, however, they are not necessarily impenetrable and are not necessarily isolating barriers. The DAAR, as a strong edge divides the area from the surrounding residential area but keeps them in some visual relation, particularly in the contrast between development characters across the highway. The DAAR is both an edge and a path. An edge in an urban form can help to differentiate the districts and thus make them more identifiable.

## HEIGHT LIMIT DETERMINATION GUIDELINES

The following guidelines are developed from an analysis of existing conditions and the Urban Design Concept Plan for the Tysons Corner Area and are used to determine the appropriate building height limits within the districts.

1. Recognize that the radio (Army communications) tower is not likely to be relocated in the near future. Any height limit consideration should minimize the impact on the communication line of sight particularly for microwave operation. A maximum rooftop elevation of 730 feet above sea level is recommended. This height will leave 100 feet of the upper part of the radio tower available for installing devices for selected communication uses. It is also recommended that appropriate development proposals in the Tysons Corner Area be sent to the Army's telecommunication center for review.
2. Set the approved rooftop elevation of 730 feet above sea level for the proposed First American Bank addition as the maximum rooftop elevation for any future development within the area.
3. Distribute building heights in such a manner so as to prevent the dominant landform from being obscured.
4. Give attention to preservation of the characteristics of individual districts.
5. Encourage design excellence in mixed-use districts to create a focal point, provided the proposed development is justified by the quality of design, the creation of public amenities, and the satisfactory resolution of development issues.
6. Avoid locating the taller buildings to the south of any park or plaza to insure adequate solar access.
7. Create a visual as well as physical and psychological focus on the Tysons II development for the Tysons Corner Area by allowing tall and significant buildings with excellent architectural and landscape architectural design and provision of high quality public amenities. A plaza on the site should be provided with adequate sunlight, spatial definition and other amenity details.
8. Strengthen gateway identity by using significant buildings, structures or landscaping to define a gateway for the I-495 and the DAAR which are high speed and access controlled highways. For Route 7 and Route 123 such buildings may not be necessary to indicate entering and exiting the area. Proper signing and landscaping should be sufficient for this purpose.
9. Nodes as junctions of paths are focal points themselves and could use significant buildings or structures for the purpose of orientation and identifying an area.
10. Minimize visual intrusion to the adjacent residential communities along the DAAR, Magarity Road and the Old Courthouse Spring Branch by restricting excessive heights for the development in these areas.
11. Maintain the existing development scale of the Westpark development in the Quadrangle and apply it to the strip of land located south of the DAAR and between its interchanges with Route 7 and I-495.



# TYSONS CORNER HEIGHT STUDY

FAIRFAX COUNTY, VIRGINIA

FIGURE P  
HEIGHT LIMIT



12. Incorporate the height control guidelines in the Old Courthouse Road Area and expand the provision to cover the entire area between this road and Route 7, east of Route 123.
13. Improve the view of unattractive roofscapes from major access routes by modifying the structure or providing appropriate screening.

#### Building Height on the Perimeter of the Tysons Corner Area

In order to protect the stable residential neighborhoods adjacent to the perimeter of the Tysons Corner Area, it is desirable to establish a policy for the tapering of building heights down from the core to the perimeter of the area. In this way, new development that occurs within the area will be visually compatible with these residential neighborhoods and not encroach upon them. This policy will also physically reaffirm the edges of the Tysons Corner Development Center.

#### Building Height in Relation to Other Development Issues

Height is only one element in evaluating specific development proposals. Within the context of the urban design concept plan recommended herein, height would be evaluated with regard to mass, architectural interest, and the other design factors presented previously. Thus, the recommendations for height limits made below consider height only as one element of the urban design concept plan. Where the height limit recommended is above the limit of the current height controls, the recommendation should be interpreted to suggest merely that it is possible to construct a building to that height without violating urban design concepts. Where the recommended height is lower, it should be interpreted to mean that lower heights are desirable due to one or more of the planning objectives.

Great care must be exercised in considering tall buildings to ensure that they individually or in the aggregate do not generate excessive transportation problems or do not visually intrude on nearby residential neighborhoods. The quality of life of established single family residential communities must be a controlling consideration.

Evaluation of specific development proposals, however, must also consider factors beyond height and urban design. Principal among other factors is the transportation network. The capacity of the transportation system may impose limits on the permissible floor-to-area ratio (FAR) to produce a lower traffic generation projection. This limitation may require a scaling down of height and mass. Alternatively, the proposed development might be accommodated through provision of suitable enhancement of the transportation network. A determination must be made on an individual basis within the context of the overall design. The improvement and development of major arterial highways outside of and serving the ingress and egress of Tysons Corner is an urgent requirement.

#### Uniform Provision of Signage and Landscaping

A mechanism for the orderly and uniform provision of signage and landscaping is necessary to ensure that the related urban design objectives are implemented. Since the benefits of these efforts will accrue to both the private and public sectors, both sectors should provide a portion of the costs. In the short-term, the County could provide a plan and design and landscape architectural services. Funding could be provided through special assessments levied on all properties within the Tysons Corner Area or a pro-rata contribution based on the level of development. In the long term, management of this effort should be the responsibility of the private sector.

### **BUILDING HEIGHT LIMIT RECOMMENDATIONS**

1. District A
  - a. Location  
District A is located in the northwestern corner of the area and in the southwestern quadrant of the Route 7/DAAR interchange on tax map 28-2, 4 and 29-1, 3. The district is bounded by the DAAR exit ramp to Route 7 to the north; the Old Courthouse Spring Branch to the west; Route 7 to the east; and the rear lot lines of Westwood Center development to the south.

- b. **Applicable Height Limit Determination Guidelines**  
2, 4, 5, 8, 9, 10.
- c. **Recommendations**
  - (1) Encourage the current development pattern with variable building heights in the district:
    - (a) Establish 215 feet as the maximum height for the gateway building located on the Sheraton site.
    - (b) Establish 135 feet as the maximum height for buildings which function as a district focal point.
    - (c) Establish 90 feet as the maximum height for buildings located along Route 7 frontage.
    - (d) Establish 75 feet as the maximum height for the rest of the buildings located in the district.
  - (2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives," along Route 7.

2. **District B**

- a. **Location**  
District B is located southeast of District A on tax map 29-3. This district includes the HBL, Inc. (Mercedes-Benz) building in the north, and abuts Gosnell Road on the south, Route 7 on the east and Old Courthouse Spring Branch on the west and south.
- b. **Applicable Height Limit Determination Guidelines**  
2, 4, 5, 10, 13.
- c. **Recommendations**
  - (1) Keep the current C-7 and I-4 height limits, 90 feet and 75 feet, respectively, for developments within this district.
  - (2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives," along Route 7 and Gosnell Road.

3. **District C**

- a. **Location**  
District C is located south of District B, west of Gosnell Road and north of Route 123 on tax maps 29-3 and 39-1. It borders a single family detached residential area to the west. This district is well defined by clear and strong edges on all sides: highway on the east and south; continuous vegetated open space on the north and west.
- b. **Applicable Height Limit Determination Guidelines**  
2, 4, 8, 10.
- c. **Recommendations**
  - (1) Keep the current height limit for single family attached dwellings, 35 feet, for all development within this district.
  - (2) Encourage consolidation of lots along Route 123 and the provision of appropriate landscaping and signage, as described under "Urban Design Objectives," along Route 123 and Gosnell Road.

4. **District D**

- a. **Location**  
This district is located east of District C in the western quadrant of the Route 7/Route 123 interchange on tax map 29-3. This generally triangular-shaped district is bounded on the west by Gosnell Road, the east by Route 7, and the south by Route 123.
- b. **Applicable Height Limit Determination Guidelines**  
2, 4, 5, 6, 8, 9, 10, 13.

- c. Recommendations
  - (1) Establish 45 feet as the maximum height for apartments along Gosnell Road.
  - (2) Keep the current C-3 and C-7 height limit, 90 feet, for the rest of the district.
  - (3) Provide easy access from District C. Safe pedestrian crossover facilities should be considered for several locations across Gosnell Road.
  - (4) Provide appropriate landscaping as described under "Urban Design Objectives," along Route 7, Route 123 and Gosnell Road frontages.
  
- 5. District E
  - a. Location

District E is an elongated, narrow strip of land located south of Old Courthouse Road between Route 123 and Gallows Road on tax maps 39-1 and 39-2.
  
  - b. Applicable Height Limit Determination Guidelines

2, 4, 8, 10, 12.
  
  - c. Recommendations
    - (1) Maintain the existing height control guidelines which limit buildings to 35 feet in height.
    - (2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives," along Route 7 and Gosnell Road.
  
- 6. District F
  - a. Location

District F is located north of District E and is bounded by Route 7, Route 123, Old Courthouse Road, Gallows Road, I-495 and the extreme southern boundary of the subject area.
  
  - b. Applicable Height Limit Determination Guidelines

2, 4, 8, 9, 12.
  
  - c. Recommendations
    - (1) Maintain a height control limit of 90 feet in the area bounded by Route 123, Old Courthouse Road, Howard Avenue, Boone Boulevard and an extension of the Boone Boulevard line east to Kidwell Drive and north to Route 7. However, in the southern quadrant of the Route 7/Route 123 interchange where C-4 zoning is designated, buildings up to 120 feet in height are appropriate to define the node.
    - (2) Maintain a height control limit of five stories (or 60 feet) in the area bounded by Howard Avenue, Boone Boulevard, and an extension of the Boone Boulevard line east to Kidwell Drive, south to Gallows Road and back on Gallows to Old Courthouse Road. It is recognized that a number of buildings 90 feet or higher exist or have been approved in the area (south of Boone Boulevard and its extension) which continues to be planned for a maximum of 60 feet. Nevertheless, the planned limits are appropriate as a means of stepping down the heights to minimize visual intrusion on single family homes, and should be adhered to in the future.
    - (3) Establish 35 feet as the maximum building height on the R-20 parcel in the extreme southern end.
    - (4) For the parcel of land located east of the R-20 parcel and bounded by I-495 on the east, building up to a maximum of 45 feet in height is appropriate.
    - (5) For the remaining area bounded by Route 7, Kidwell Drive, Gallows Road, the extreme southern boundary of the area, and I-495, buildings up to 75 feet are appropriate.
    - (6) Provide appropriate landscaping as described under "Urban Design Objectives," along Route 7, Route 123, International Drive, and Old Courthouse Road.

7. District G

a. Location

District G is a small area located in the southeastern quadrant of the Route 7/I-495 interchange on tax map 39-2.

b. Applicable Height Limit Determination Guidelines

2, 8, 9.

c. Recommendations

- (1) Establish 40 feet and 75 feet as the maximum height for buildings located on tax map 39-2((1))42 and 47, respectively.
- (2) Establish 105 feet as the maximum height for buildings located on tax map 39-2((1))45B, 45C and 46C.
- (3) Provide appropriate landscaping and signage, as described under "Urban Design Objectives," along Route 7.

8. District H

a. Location

District H is essentially defined by the frontage along the DAAR between Route 7/DAAR and I-495/DAAR interchanges on tax maps 29-1 and 29-2. It is bounded by the DAAR, Route 7, Tysons Road, Springhill Road, Jones Branch Drive and the northern boundary of tax map 29-4((7))12.

b. Applicable Height Limit Determination Guidelines

2, 3, 10, 11, 13.

c. Recommendations

- (1) Keep the current I-3, I-4 and I-5 height limit of 75 feet for all developments within this district with the following exception:
  - (a) allow buildings up to 90 feet in height on the C-7 parcels located in the western end of the district.
- (2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives," along Route 7 and Springhill Road.
- (3) Provide a 125-foot setback from the DAAR as recommended by the National Capital Planning Commission.
- (4) Mark and retain mature trees, including a buffer of mature trees along DAAR during the development process.

9. District I

a. Location

This district is located south of District H on tax maps 29-1 and 29-3. It is bounded by Route 7 on the west, Tysons Road on the north, and Springhill Road on the south and east.

b. Applicable Height Limit Determination Guidelines

2, 3, 4.

c. Recommendations

- (1) Keep the current I-5 and C-7 height limit of 75 feet and 90 feet, respectively, for all developments within this district.
- (2) Provide appropriate landscaping as described under "Urban Design Objectives," along Route 7 and Springhill Road.

10. District J

a. Location

District J is located south of District I on tax map 29-3. It is bounded by Springhill Road on the north, Route 7 on the west, Greensboro Drive on the east, and Westpark Drive on the south.

b. Applicable Height Limit Determination Guidelines

2, 3, 4.

- c. Recommendations
  - (1) Establish 90 feet as the maximum height for buildings located on the parcels which have frontages along Route 7 and on the adjacent two I-5 parcels off Springhill Road.
  - (2) Establish 90 feet as the maximum height for buildings located on the vacant parcel in front of the NADA building.
  - (3) Establish 150 feet as the maximum height for buildings in the remainder of the district.
  - (4) Provide appropriate landscaping and signage as described under "Urban Design Objectives," along Route 7, Springhill Road and Westpark Drive.

11. District K

- a. Location

This district is located east of Districts I and J on tax maps 29-1, 29-2 and 29-3. It is bounded by Jones Branch Drive on the north, Springhill Road and Greensboro Drive on the west, and Westpark Drive and the Scott Run tributary on the east.
- b. Applicable Height Limit Determination Guidelines

2, 3, 4, 10.
- c. Recommendations
  - (1) Use the Rotunda building heights as the benchmark for height consideration in this district. Ninety (90) feet is appropriate for the maximum building height.
  - (2) Provide appropriate landscaping, as described under "Urban Design Objectives," along Springhill Road, International Drive and Westpark Drive.

12. District L

- a. Location

This district is located east of District K on tax maps 29-2, 29-3 and 29-4. It is bounded by the Scott Run tributary on the west, Jones Branch Drive on the north, I-495 on the east, and the rear property lines of lots located south of Westpark Drive on the south.
- b. Applicable Height Limit Determination Guidelines

2, 3, 4, 9, 10, 11.
- c. Recommendations
  - (1) Keep the current height limits of 75 feet and 90 feet for I-3, I-4 and C-7 zonings for developments on the similarly zoned parcels.
  - (2) Recognize the existing development pattern east of Jones Branch Drive and allow buildings up to 150 feet on the vacant C-7 parcel.
  - (3) Provide appropriate landscaping, as described under "Urban Design Objectives," along Springhill Road and International Drive.

13. District M

- a. Location

District M is located in the northern quadrant of the Route 7/Route 123 intersection on tax maps 29-3 and 29-4. It is bounded by Westpark Drive on the north, Route 7 on the west, Route 123 on the south, and International Drive on the east.
- b. Applicable Height Limit Determination Guidelines

1, 2, 3, 4, 9.
- c. Recommendations
  - (1) Establish 150 feet as the maximum building height in this district with the following exceptions.
    - (a) The small parcels immediately north of the Route 7/Route 123 interchange should be consolidated for a single development with buildings up to 40 feet in height.

- (b) The hotel sites should retain the C-7 height limit of 90 feet.
- (2) Provide appropriate landscaping, as described under "Urban Design Objectives," along Route 7, Route 123, International Drive and Westpark Drive.

14. District N

- a. Location  
District N includes the Tysons II development which is generally located in the geographical center of the Tysons Corner Area on tax map 29-4. It fronts Route 123 on the south, International Drive on the west and Westpark development on the east. Vacant parcels planned for R&D office development are found to the north.
- b. Applicable Height Limit Determination Guidelines  
1, 2, 3, 4, 5, 7, 10.
- c. Recommendations
  - (1) As the major focal point of the Tysons Corner Area, a major plaza should be allowed with tall buildings fronting on it. The maximum height of the building should be limited to 730' above mean sea level elevation.
  - (2) All other buildings should be tapered down from this plaza focus.
  - (3) Approval of the height increase should be contingent on provisions of transportation and other public improvements and amenity features sufficient to accommodate both associated traffic within an effective regional system and the population projected to be generated by the proposed development.
  - (4) Each of the buildings should be restricted at the height currently contained in the Final Development Plan submitted to the County.
  - (5) Provide appropriate landscaping, as described under "Urban Design Objectives", along Route 123 and International Drive.

15. District O

- a. Location  
District O is located south of District M across Route 123 on tax maps 29-3, 29-4 and 39-2. It is also located in the eastern quadrant of Route 7/Route 123 interchange and bounded by International Drive on the east.
- b. Applicable Height Limit Determination Guidelines  
2, 3, 4, 5, 9.
- c. Recommendations
  - (1) Establish 90 feet as the maximum building height in this district provided that buildings of this height allow for the ultimate development of the district as a coordinated retail and office complex supportive of the existing regional center. Achievement of this desired functional relationship will require:
    - (a) Consolidation of existing parcels whenever possible;
    - (b) Provision of a plaza, a pedestrian oriented circulation system within the district and pedestrian connections with the existing regional center;
    - (c) Ground floor retail uses in office buildings oriented to pedestrian traffic.
  - (2) Provide appropriate landscaping, as described under "Urban Design Objectives," along Route 7, Route 123 and International Drive.

16. District P

- a. Location  
This district is located east of District O on tax maps 29-4 and 39-2. Along with District O, it is located in the so-called Tysons "Triangle", and bounded by Route 123 on the north, International Drive on the west, Route 7 on the south, and I-495 on the east.

- b. **Applicable Height Limit Determination Guidelines**  
2, 3, 9.
- c. **Recommendations**
  - (1) Keep the current height limits (90 feet) for the respective zoning districts. However, exceptions should be acknowledged for the existing Tysons Tower and Marriott sites.
  - (2) Provide appropriate landscaping, as described under "Urban Design Objectives," along Route 7, Route 123 and International Drive.

17. District Q

- a. **Location**

District Q is the only district located north of the DAAR in the northeastern corner of the area. It is bounded by Lewinsville Road on the north, the DAAR on the south, Route 123 on the east, and the northbound lanes of I-495 on the west.
- b. **Applicable Height Limit Determination Guidelines**  
2, 4, 8, 10.
- c. **Recommendations**
  - (1) Establish 65 feet as the maximum building height in this district.
  - (2) Seek consolidation of the R-1 parcels in the northwestern corner of this district for construction of a unified office development.
  - (3) Enforce a vegetated edge along Lewinsville Road for the entire length of the district to strengthen the edge definition and the area boundary.
  - (4) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 123.

18. District R

- a. **Location**

District R is located south of District Q across the DAAR on tax maps 29-4 and 30-3. It is bounded by the DAAR on the north, I-495 on the west, and rear or side lot lines of office use land on the south and east. Route 123 traverses the district generally in an east-west direction. The area south of Route 123 is further bisected by Scott Run flowing in a northerly direction.
- b. **Applicable Height Limit Determination Guidelines**  
2, 3, 4, 9.
- c. **Recommendations**
  - (1) Keep the current I-3 and I-4 height limit, 75 feet, for all developments within this district.
  - (2) For parcels immediately adjacent to the highway interchange, allow a height up to 75 feet for the purpose of establishing a node around the highway interchange.
  - (3) Provide appropriate landscaping, as described under "Urban Design Objectives," along Route 123.

19. District S

- a. **Location**

District S is located south and east of District R on tax maps 29-4, 30-3 and 39-2. It is generally bounded by the DAAR on the east, the southern boundaries of District R on the north, I-495 on the west and Magarity Road on the south.
- b. **Applicable Height Limit Determination Guidelines**  
2, 4, 8, 9, 10.

- c. Recommendations
  - (1) Establish 45 feet as the maximum height for buildings located within 500 feet of Magarity Road.
  - (2) Keep the current R-20 and R-30 height limits, 90 feet and 150 feet respectively, to the correspondingly zoned areas in the rest of the district.
  - (3) Should the existing R-1 and R-3 area at the northeastern corner of the District be planned for more intensive residential uses, building height should be limited to that permitted by right by the Zoning Ordinance, except that in no instance shall building heights in excess of 45 feet be permitted. This portion of the district should be identified as an edge that will be compatible with the established residential character of the Magarity Road area.
  - (4) Provide appropriate landscaping, as described under "Urban Design Objectives," along Magarity Road.

20. District T

- a. Location

District T is located to the southwest of District S on tax map 39-2. It is also located in the northeastern quadrant of I-495/Route 7 interchange.
- b. Applicable Height Limit Determination Guidelines

2, 4, 8, 10.
- c. Recommendations
  - (1) The height as built or proposed at 124 feet is appropriate.
  - (2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives," along Route 7 and Magarity Road.

## M2 PIMMIT COMMUNITY PLANNING SECTOR

### CHARACTER

This sector is bounded by Magarity Road, the Dulles Airport Access Road (DAAR)/I-66 right-of-way to the Arlington and Falls Church boundaries, and by Leesburg Pike (Route 7). The Magarity Road/Lisle Avenue intersection in the southwestern corner of the sector is part of the Tysons Corner Area.

A portion of the West Falls Church Transit Station Area is included in this planning sector. Discussion of the transit station area is found in the section of the Plan entitled "West Falls Church Transit Station Area." The remainder of the sector is a stable residential area which is comprised of long-established, single-family residential neighborhoods.

The one area where there are significant vacant tracts remaining is along Idylwood Road, north of the West Falls Church Metro station, primarily on the west side of Idylwood Road from Hillside Drive to Friendship Lane. A low residential density compatible with the rest of the community should be retained despite any development pressures which may be generated by the presence of the West Falls Church Metro Station.

Commercial activities within the sector are limited. The Tysons Station Shopping Center provides convenience shopping and is proximate to the West Fall Church Metro site. Two buildings have been constructed next to St. Luke's Methodist Church and another office complex is located across Route 7 from St. Luke's Church. Additional local-serving shopping may be needed to meet future growth.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. Remains of the stones have all been recovered and are under the protection of the Daughters of the American Revolution. There are four boundary stones along the Arlington boundary, one being located within this sector. These stones have been approved for nomination to the National Register of Historic Places.

Generally this sector is intensely developed with few areas of undisturbed space. However, even in the residential neighborhood of Pimmit Hills, prehistoric artifacts in excess of 2,000 years old have been reported. Therefore, it is possible that significant heritage resources can be found elsewhere, including Pimmit Hills. The Pimmit Hills neighborhood itself is becoming a significant heritage resource because it represents one of the early post-World War II Veterans Administration financed housing communities.

### Ellison Heights Community Improvement Area

On November 26, 1990, the Board of Supervisors adopted the Ellison Heights Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and storm drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Ellison Heights Community Improvement Area is bordered by Haycock Road on the northwest and includes residential properties along Highland Avenue on the northeast boundary, with the City of Falls Church on the south forming the remaining boundary.

### CONCEPT FOR FUTURE DEVELOPMENT

Most of this sector is recommended as Suburban Neighborhoods under the Concept for Future Development. It contains predominantly single-family residential uses at 2-3 and 3-4 dwelling units per acre. Commercial and institutional uses are limited to the West Falls Church Transit Station Area and the already developed northeast side of Route 7.

## RECOMMENDATIONS

### Land Use

A portion of the West Falls Church Transit Station Area is located in this planning sector. Recommendations for this area are found in the section of the Plan entitled "West Falls Church Transit Station Area."

The Pimmit sector is largely developed as single-family residential neighborhoods. Infill development in that sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 60 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To preserve the stable residential portions of the sector, infill should be residential in nature and compatible with existing development. Specifically,
  - a. Low density residential infill should be continued northwest of Idylwood Road, between Route 7 and Great Falls Street, to preserve the character of the neighborhood, which is planned for development at 2-3 dwelling units per acre. [Not shown]
  - b. The single-family residences with access to Route 7, adjacent to the Reddfield community and northwest of Idylwood Road, are planned for residential use at 2-3 dwelling units per acre. A service road should connect to Idylwood Road as far away from Route 7 as possible (see Figure 61). Buffering should be included along Route 7 as well as between new development and the Reddfield community. [Not shown]
2. The area located southwest of Idylwood Road, west of the Dulles Airport Access Road and north of the West Falls Church Transit Station Area, is planned for 2-3 dwelling units per acre with the exception of Mount Royal Park which is located to the west of the single-family housing. The single-family dwellings should have landscaped buffering from noise and non-residential uses with appropriate pedestrian and vehicular access.
3. A day care facility should be provided in Pimmit Hills. [Not shown]

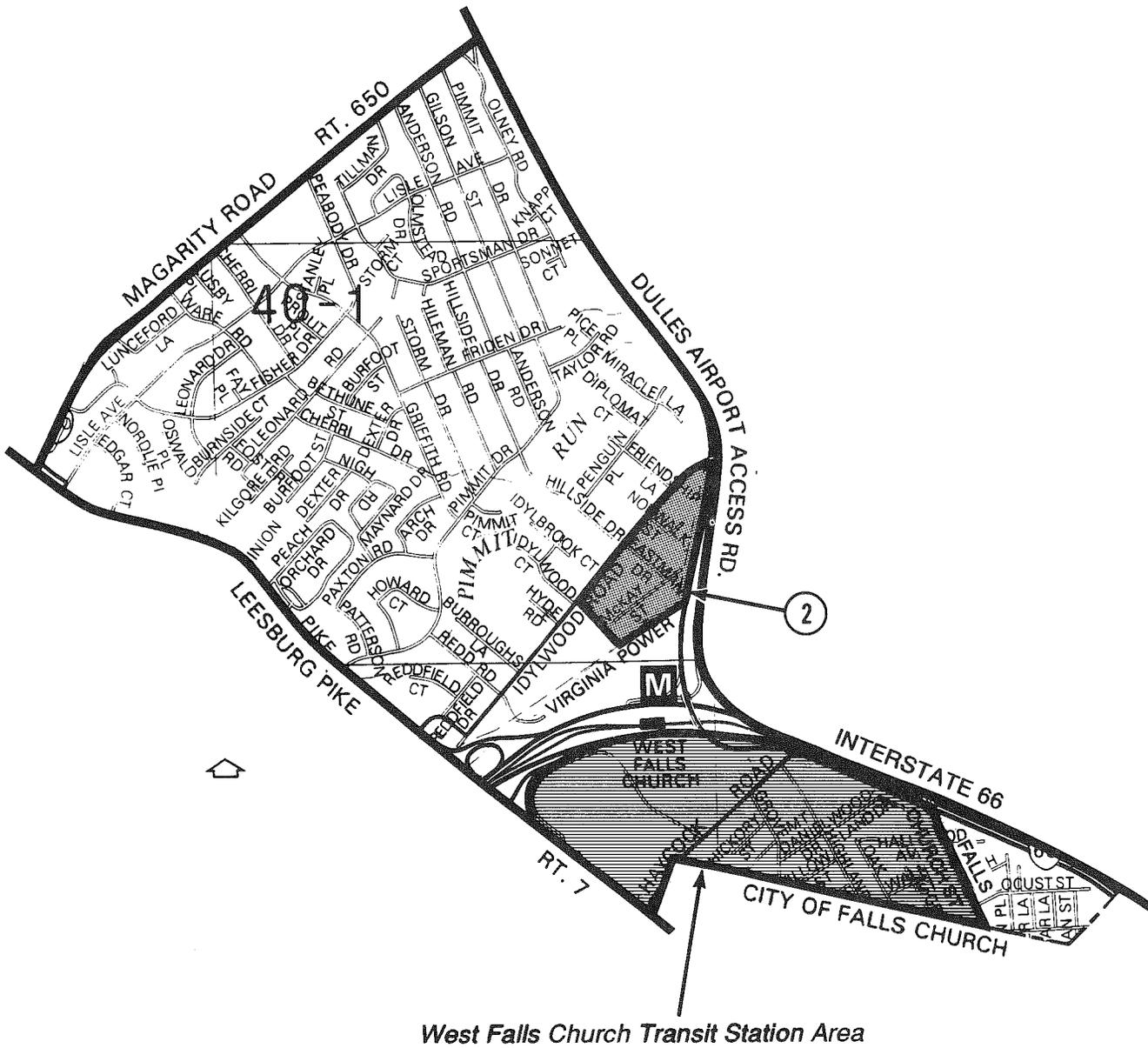
### Transportation

Transportation recommendations for this sector are shown on Figure 61. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 62. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

# M2 PIMMIT COMMUNITY PLANNING SECTOR





**FIGURE 62**

**PARKS AND RECREATION RECOMMENDATIONS**

**SECTOR M2**

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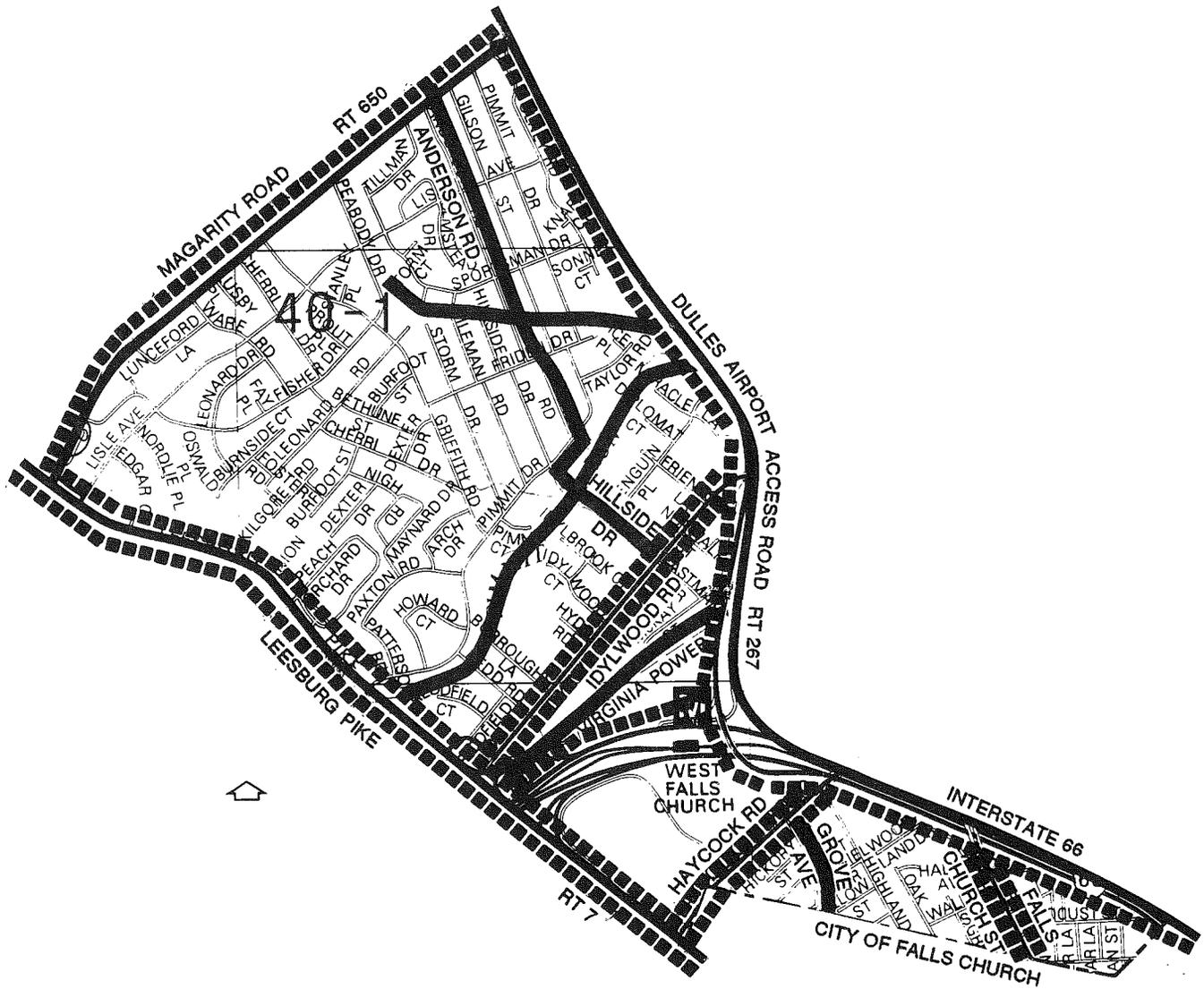
PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Fisher Griffith Lemon Road Lisle Mt. Royal Pimmit Hills Pimmit View Tysons/Pimmit	Complete development of existing parks where needed in accordance with master plans.  Incorporate an urban park into development of the West Falls Church Transit Station Area (TSA).  Provide Neighborhood Park facilities accessible to the existing residential areas as part of new residential development planned for the TSA.
<b>COMMUNITY PARKS:</b>	
Westgate  Olney	Initiate an interagency coordination effort to optimize active recreation opportunities for local residents at the City of Falls Church Park and School properties adjacent to the TSA.
<b>DISTRICT PARKS:</b>	
This sector lies within the service area of Jefferson District Park to the south and Lewinsville District Park north of I-66.	
<b>COUNTYWIDE PARKS:</b>	
Scotts Run Stream Valley  Pimmit Run Stream Valley	Seek conservation/trail easements to protect Pimmit Run Stream Valley and facilitate completion of trails system.

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**Trails**

Trails planned for this sector are delineated on Figure 63 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# M2 PIMMIT COMMUNITY PLANNING SECTOR



**KEY**

- PRIMARY TRAIL FUNCTION:**
- PEDESTRIAN
  - BICYCLE
  - EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

## M3 KIRBY COMMUNITY PLANNING SECTOR

### CHARACTER

This sector is bounded on the north by a combination of roads including Dolley Madison Boulevard, Old Dominion Drive, Chain Bridge Road, and Georgetown Pike. It follows the Arlington boundary to I-66, then the Dulles Airport Access Road right-of-way back to Dolley Madison Boulevard.

The entire sector is characterized by stable residential development. The McLean Community Business Center, a portion of which lies within the sector, is discussed as a separate section in the beginning of the Area II Plan. Sector commercial facilities are located in the McLean Community Business Center and in the Chesterbrook neighborhood shopping center.

The predominant housing type in this well-established, stable area is single-family detached. The sector contains a mixture of old and new residential development. Most houses are generally well-maintained and most lots contain mature trees. There are several residential developments, such as Westmoreland Square and Hallcrest Heights, that have been successfully developed at a townhouse density.

#### Westmoreland Park Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Westmoreland Park Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and storm drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Westmoreland Park Community Improvement Area includes residential properties bounded on the south and west by I-66 and Great Falls Street, on the north by Haycock Road, and on the east by Westmoreland Street, and includes properties fronting on Gordon Avenue and Meridian Street.

### CONCEPT FOR FUTURE DEVELOPMENT

This sector is recommended as Suburban Neighborhoods under the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

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

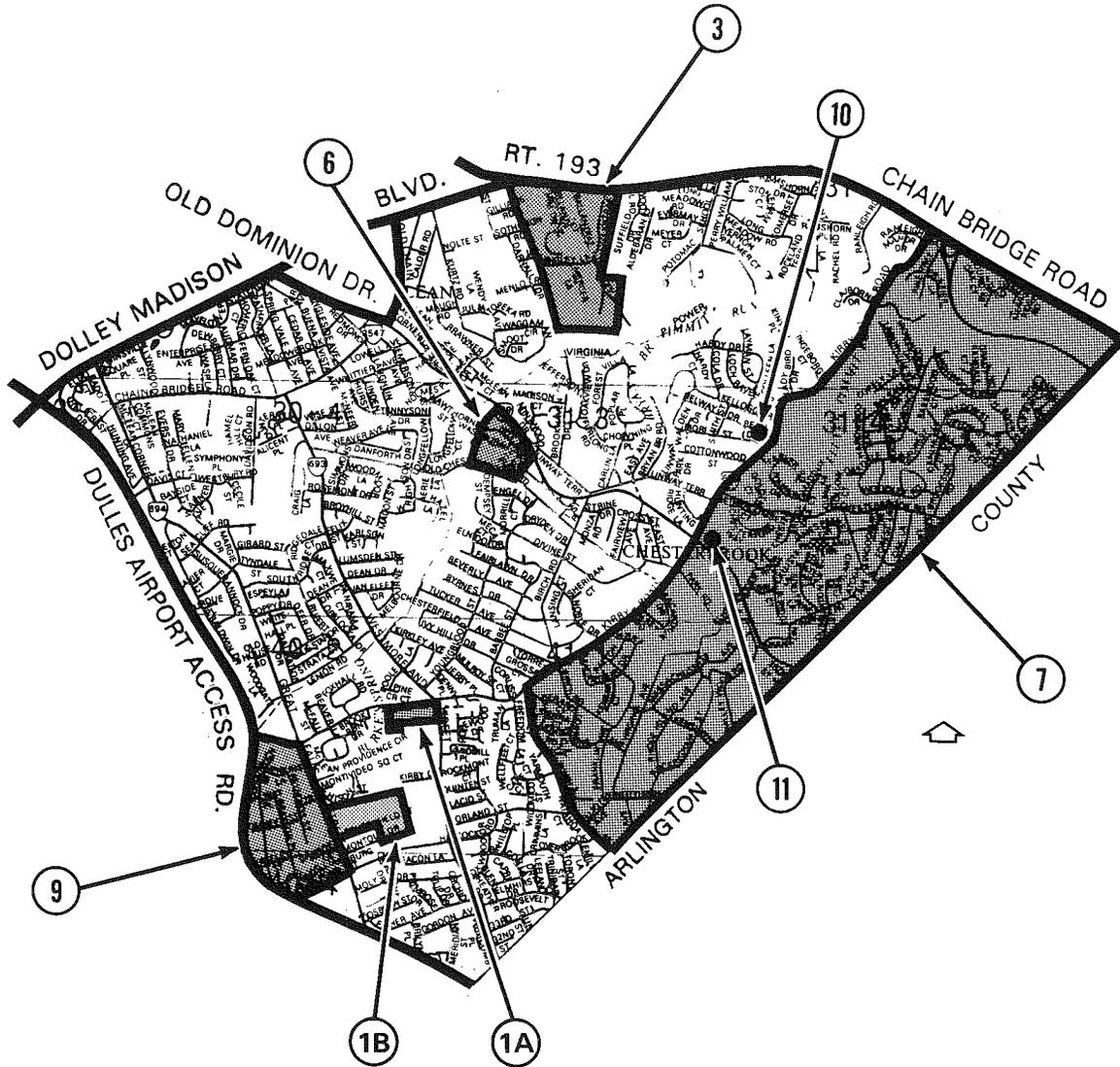
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 64 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To preserve the residential nature of this sector, infill in this sector should be primarily single-family detached housing. Exceptions should be made for inclusion of medium density townhouse developments or mixed housing development which may include townhouses on selected sites. These sites are generally in the vicinity of Kirby Road and Great Falls Street. Two major locations are suitable for new development:

# M3

## KIRBY COMMUNITY PLANNING SECTOR



- a. A major site is located east of the intersection, south of Kirby Road and north of Longfellow Intermediate School. Development here is planned for residential use at 4-5 dwelling units per acre and should provide adequate buffers to the single-family residences across Kirby Road. No more than one entrance onto Kirby Road is recommended. Adequate provisions for improvement to the intersection of Kirby Road should be provided.
  - b. Another site is located south of the intersection, east of Great Falls Street and south of Montevideo Square. Mixed housing development at 4-5 dwelling units per acre is planned. To minimize impacts on the surrounding area, development should include: reverse frontage; a heavily treed buffer; single-family detached housing at the perimeter to interface with existing types; exclusion of tall buildings which are incompatible with the vistas of the surrounding community; and an efficient internal circulation system.
2. Residential development on the vacant and underdeveloped acreage surrounding the Linway Terrace Park, west of Kirby Road, is planned for 2-3 dwelling units per acre. The higher end of the range should only be attained with substantial land consolidation. [Not shown]
  3. Compatible infill not to exceed one dwelling unit per acre is planned for the area south of Dolley Madison Boulevard, north of Pimmit Run, west of Potomac School and the Lynwood subdivision and east of the Salona Village subdivision.
  4. Residential development at 2-3 dwelling units per acre is planned for vacant or resubdivided parcels on both sides of Pimmit Run between Kent Gardens Park and Old Dominion Drive. [Not shown]
  5. Residential development at 2-3 dwelling units per acre is planned for the vacant or resubdivided land in the area south of the McLean CBC, east and north of Tennyson Drive and west of Longfellow Street. Since the substantial existing development is single-family detached housing at a lesser density than that permitted by current zoning, it is desirable that new development be limited to the same structure type and density as the existing development, which is generally 2 dwelling units per acre. [Not shown]
  6. Residential development on vacant or resubdivided land in the area bounded by Old Chesterbrook Road, Old Dominion Drive, Sixth Place and Pimmit Run should be permitted only at the low end of the range, which is 3-4 dwelling units per acre.
  7. The area bounded by the Arlington County line, Powhatan Street, the eastern boundary of the Nantucket and Marlborough subdivisions, the northern boundary of the Marlborough subdivision, Kirby Road, and Route 123 is planned for residential use at 1-2 dwelling units per acre.

Because of the character of existing development in the northern portion of this area, which is bounded on the south by Dumbarton Street and the Chesterbrook Shopping Center, new development at or near the high end of the 1-2 dwelling units per acre range may be appropriate, except in those subareas where steep slopes and stormwater runoff into the streams feeding Little Pimmit Run require less density to maintain adequate environmental protection.

The Franklin Park area to the south of the Chesterbrook Shopping Center, which is located between Powhatan and Dumbarton Streets and the Arlington County line and Kirby Road, has predominantly steep slopes and sensitive stream valleys and heavily treed areas. Because of these environmental constraints, infill development is appropriate only at the lower end of the 1-2 dwelling units per acre density range. Other specific recommendations include:

- The creation of nonconforming pipestem lots should only be encouraged where the result is the protection of EQCs and where the environmental impact of a multi-lot infill development will be minimized by their use.
- Consolidation of narrow and grandfathered nonconforming lots should be encouraged through strict adherence to setback requirements for the areas planned for 1-2 dwelling units per acre.

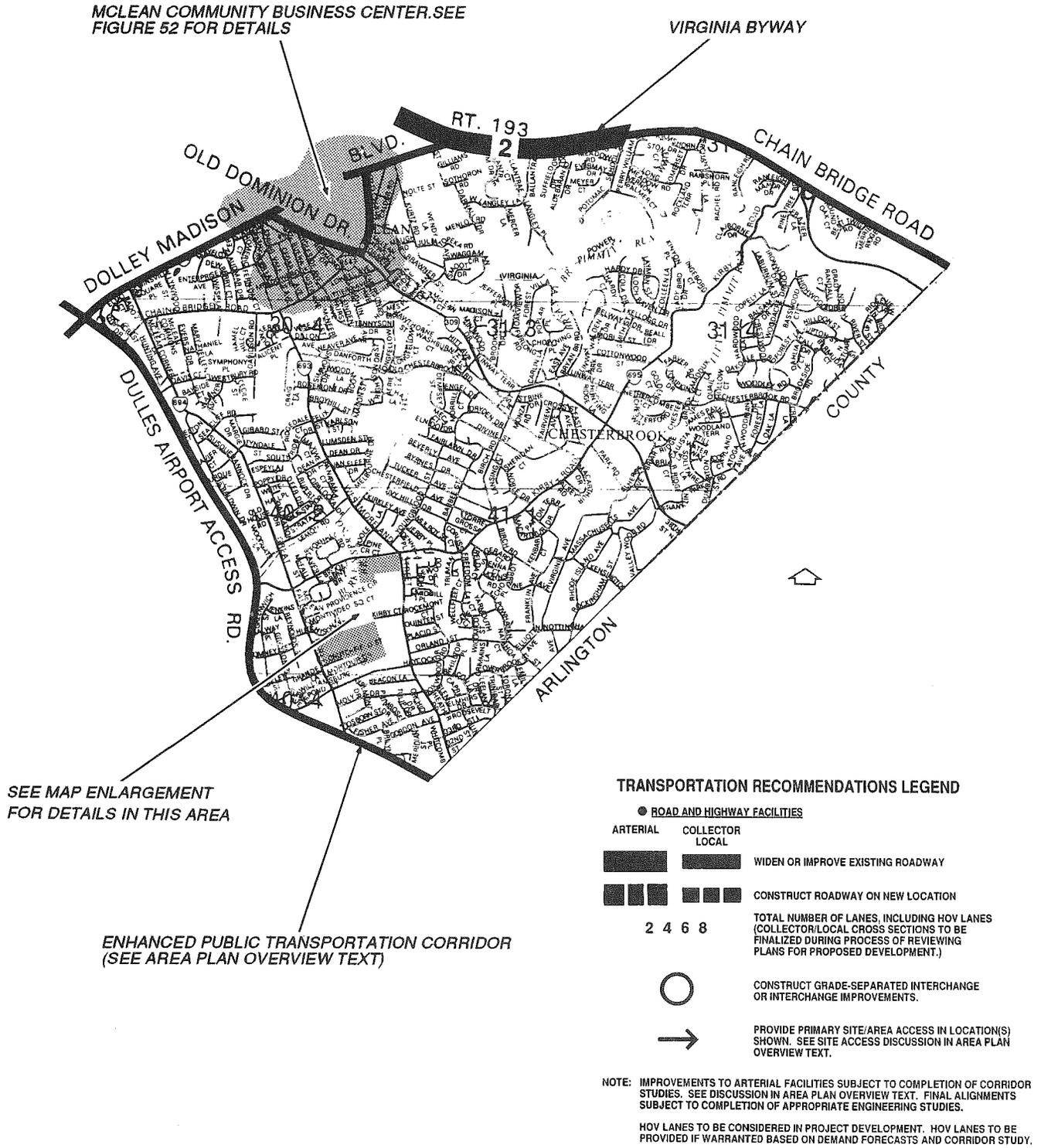
- New multi-lot infill development, which might ordinarily call for a full street, should be accomplished with pipestem drives, where safe access permits, to preserve the character of the neighborhood. Where a standard street is necessary for safe access, adherence to Virginia Department of Transportation standards in such a way so as to conform with the existing character of the roadway network in the area is recommended.
  - To preserve open space and the character of the existing neighborhood, the abandonment and preservation of rights-of-way for segments of eight unbuilt streets in the area is recommended. The abandoned rights-of-way, termed 'natureways' or 'greenways', should be left in their natural wooded state supplemented by a trail, if appropriate, to promote pedestrian circulation, safety and park access. Recommended for preservation as greenways are segments of Rhode Island Avenue, Birch Road, Maryland Avenue, North Harrison Street, MacArthur Drive, North Kensington Street, John Place and Amherst Avenue.
8. Low density residential uses at 1-2 dwelling units per acre are planned for vacant and underdeveloped properties adjacent to Ballantrae Farms on the north side of Route 123 to provide a transition between the 2-3 dwelling units per acre development planned to the east and the less than one unit an acre in Ballantrae Farms to the west. Reverse frontage development should be required. [Not shown]
  9. The area bounded by the Dulles Airport Access Road, Idylwood Road and Great Falls Street is planned for residential use at 2-3 dwelling units per acre, except for the area south of Haycock Road which is planned for 3-4 dwelling units per acre. Development proposals throughout the area should provide landscaped buffers, noise attenuation measures and appropriate pedestrian and vehicular access.
  10. The infill land [tax map 31-3((1))185] being farmed at Mori Street and Kirby Road should be retained as farmland or parkland. It is planned for residential use at 2-3 dwelling units per acre. If residential development should occur, it should be low density single-family detached development consistent with the surrounding area.
  11. The expansion and design improvements of Chesterbrook Shopping Center should be considered within the constraints of currently-zoned commercial space with a maximum intensity of .25 FAR. This facility serves Sector M2 as well as M3 with convenience commercial uses.
  12. The service station at the intersection of Kirby Road and Dolley Madison Boulevard, while considered to serve a function to area motorists using the George Washington Memorial Parkway, represents a nonconforming use and no commercial rezoning or special exception for expansion should be granted. Any modernization should be consistent with the current restrictions on such nonconforming uses. Dolley Madison Boulevard from the Parkway to Tysons Corner should be protected from abutting commercial uses except along the frontage of the McLean CBC. The approach to Washington from Dulles International Airport should continue to be protected from commercial development. [Not shown]

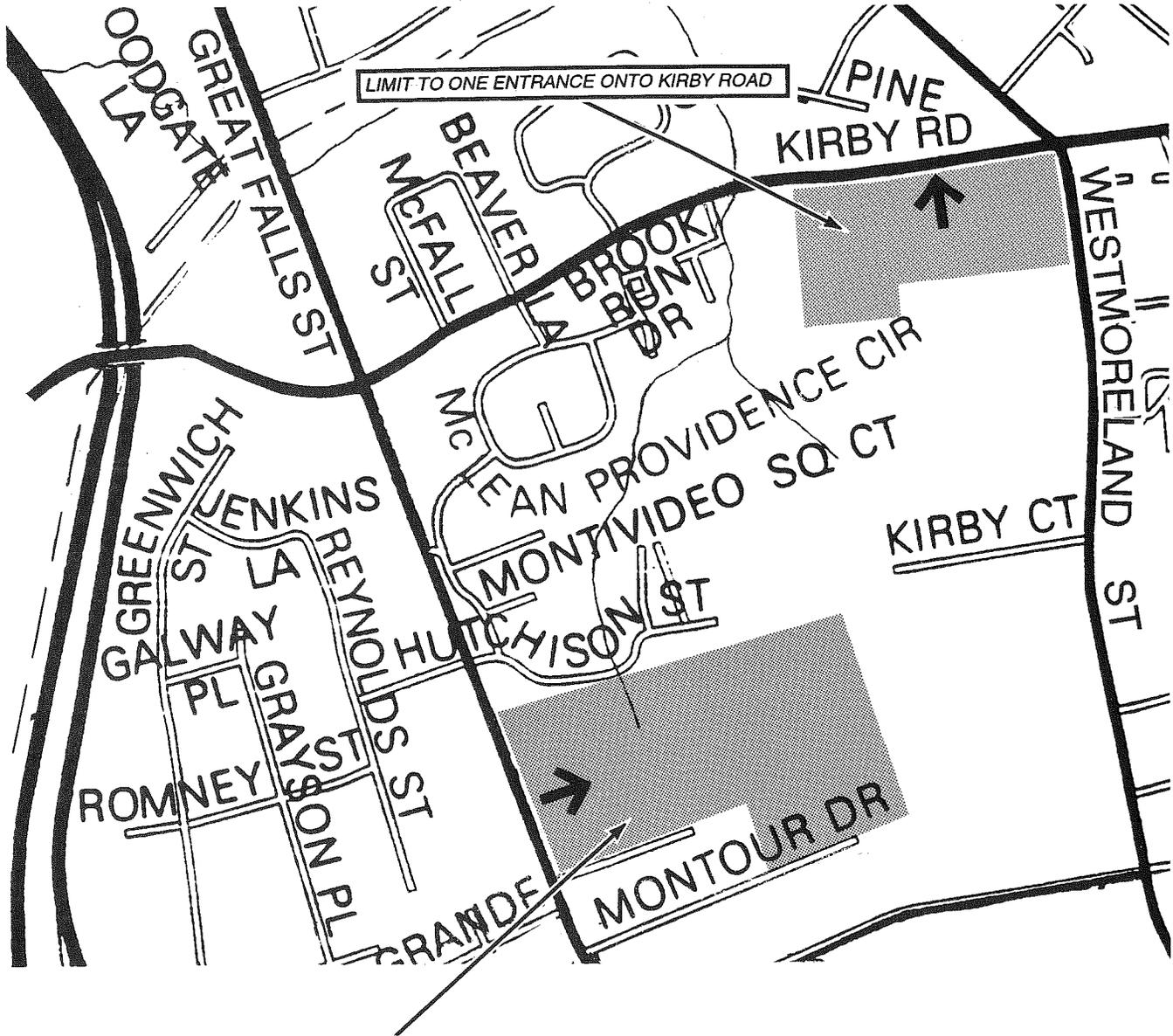
### Transportation

Transportation recommendations for this sector are shown on Figures 65 and 66. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

# M3 KIRBY COMMUNITY PLANNING SECTOR





ORIENT ACCESS TO INTERNAL STREETS

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8

TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)



CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.



PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

### Heritage Resources

1. Langley Fork Historic District - The provisions of the Langley Fork Historic District (Appendix 1, of the Zoning Ordinance) limit development within the district to residential uses. However, present uses include a church and school as well as a service station with a grandfathered use on residential land. All exterior improvements should be designed to be compatible with the scale and appearance of the cluster of historic sites. All development proposals should be reviewed by the Architectural Review Board.
2. The Franklin Sherman School archaeological site should remain as a playground.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 67. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

### Trails

Trails planned for this sector are delineated on Figure 68 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 67**

**PARKS AND RECREATION RECOMMENDATIONS**

**SECTOR M3**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS</b>	
Bryn Mawr Dolley Madison Estates Franklin Woods Kirby	Expand park through acquisition of Pimmit Run EQC on adjacent property to the north.
Pathfinder Potomac Hills	Improve access
<b>COMMUNITY PARKS:</b>	
Kent Gardens McLean High Chesterbrook School Site	Upgrade existing athletic fields to address other recreational needs. Expand park uses and improve pedestrian access through acquisition of adjacent property.
Linway Terrace	Expand park uses through acquisition of the adjacent property.
Haycock-Longfellow	Upgrade existing athletic fields at Longfellow Intermediate School to enhance community use.
<b>DISTRICT PARKS:</b>	
Lewinsville	Complete development in accordance with approved master plan including renovation of the historic property.
<b>COUNTYWIDE PARKS:</b>	
Marie Butler Leven Preserve	Complete development in accordance with master plan and Horticulture Plan.
Pimmit Run Stream Valley Little Pimmit Run Stream Valley	Explore feasibility of a joint public/private sector initiative in cooperation with local civic organizations to establish a "Pimmit Fork" greenway encompassing Pimmit and Little Pimmit Stream Valleys to the Arlington County line and Leven Preserve.
<b>STATE/FEDERAL:</b>	
Fort Marcy (National Parks Service) Old Georgetown Pike	Acquire scenic easements to protect aesthetic character of this Virginia Byway.

# M3 KIRBY COMMUNITY PLANNING SECTOR



**KEY**

- PRIMARY TRAIL FUNCTION:**  
 PEDESTRIAN   
 BICYCLE   
 EQUESTRIAN 

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

## M4 BALLS HILL COMMUNITY PLANNING SECTOR

### CHARACTER

This sector is bounded on the north by Georgetown Pike, along the southeast by a combination of roads passing through the McLean CBC which includes Chain Bridge Road, Old Dominion Drive, and Dolley Madison Boulevard, and on the west by I-495.

The sector includes that portion of the CBC in the Dolley Madison Boulevard, Old Dominion Drive, and Chain Bridge Road triangle. (The CBC area is discussed separately as a special area in the beginning of the Area II Plan.) This is a residential sector with a considerable range in home style, age and cost. It is primarily developed in single-family residential use, the exception being the Kings Manor townhouse development. The only commercial facilities serving this sector are those located within the CBC.

Housing in this well-established, stable residential area is primarily single-family detached. One townhouse development, Kings Manor, is located near and just north of the CBC on a site designated for townhouse development in the Plan.

Vacant and underdeveloped tracts are found in two sites: one is in the Ingleside/Churchill Road triangle opposite the CBC, another along the north side of Lewinsville Road. These areas have generally been designated for low density residential development. Merryhill and Madison of McLean have been developed as low density townhouses.

### CONCEPT FOR FUTURE DEVELOPMENT

This sector is recommended as Suburban Neighborhoods under the Concept for Future Development. The area is planned for residential use at predominantly 1-2 and 2-3 dwelling units per acre, except for the area north of Dolley Madison Boulevard and adjacent to the McLean CBC, which is planned as a transitional density at 4-5 and 5-8 dwelling units per acre.

### RECOMMENDATIONS

#### Land Use

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

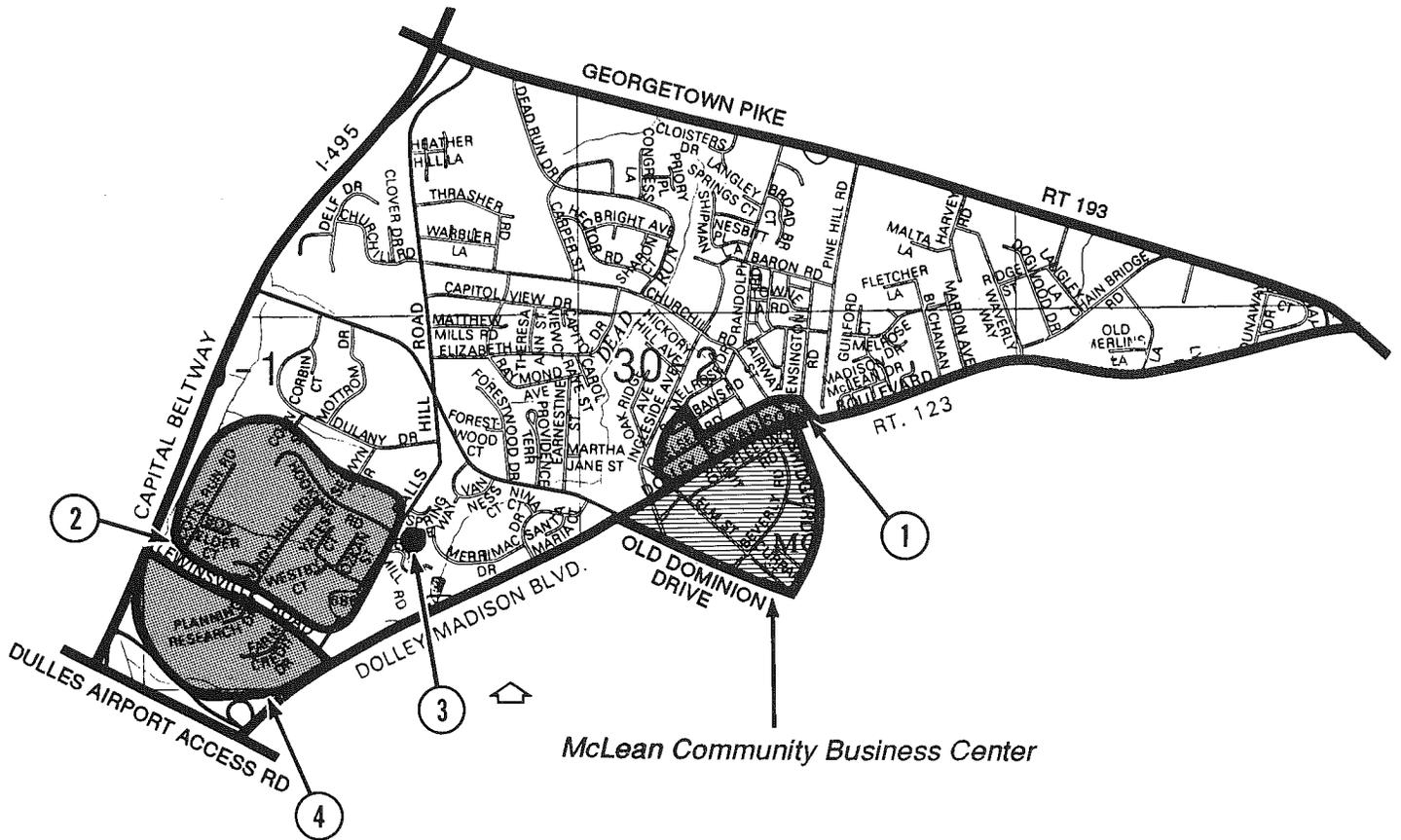
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 69 indicates the geographic location of land use recommendations for this sector.

1. Infill development should be primarily single-family detached residential. The area opposite the CBC is planned for 4-5 dwelling units per acre in the area of the Madison of McLean townhouses. Any new development west of the Chain Bridge Road intersection should respect the existing scattered development through buffering or compatible structure types.
2. Single-family detached residential use at 1-2 dwelling units per acre is planned for the area north of Lewinsville Road, south of Elmwood Estates and west of Balls Hill Road except for those parcels having frontage on Balls Hill Road where a range of 2-3 dwelling units per acre is planned. Development throughout this area should be at the low end of the Plan density range to foster compatibility with existing development.
3. Land between the Spring Side subdivision, Webb Lane and the Langley School is planned for residential use at 3-4 dwelling units per acre.

# M4

## BALLS HILL COMMUNITY PLANNING SECTOR



4. The area west of Lewinsville Road is developed as offices. The current covenant restrictions should be retained and no intensification of use should be considered. No structure shall be located within 440 feet of the property line along Lewinsville Road and no building roof line should exceed the 400 feet elevation (USGS Datum), with the exception of mechanical penthouses.

### Transportation

Transportation recommendations for this sector are shown on Figure 70. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 71. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

### Trails

Trails planned for this sector are delineated on Figure 72 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.



**FIGURE 71**

**PARKS AND RECREATION RECOMMENDATIONS**

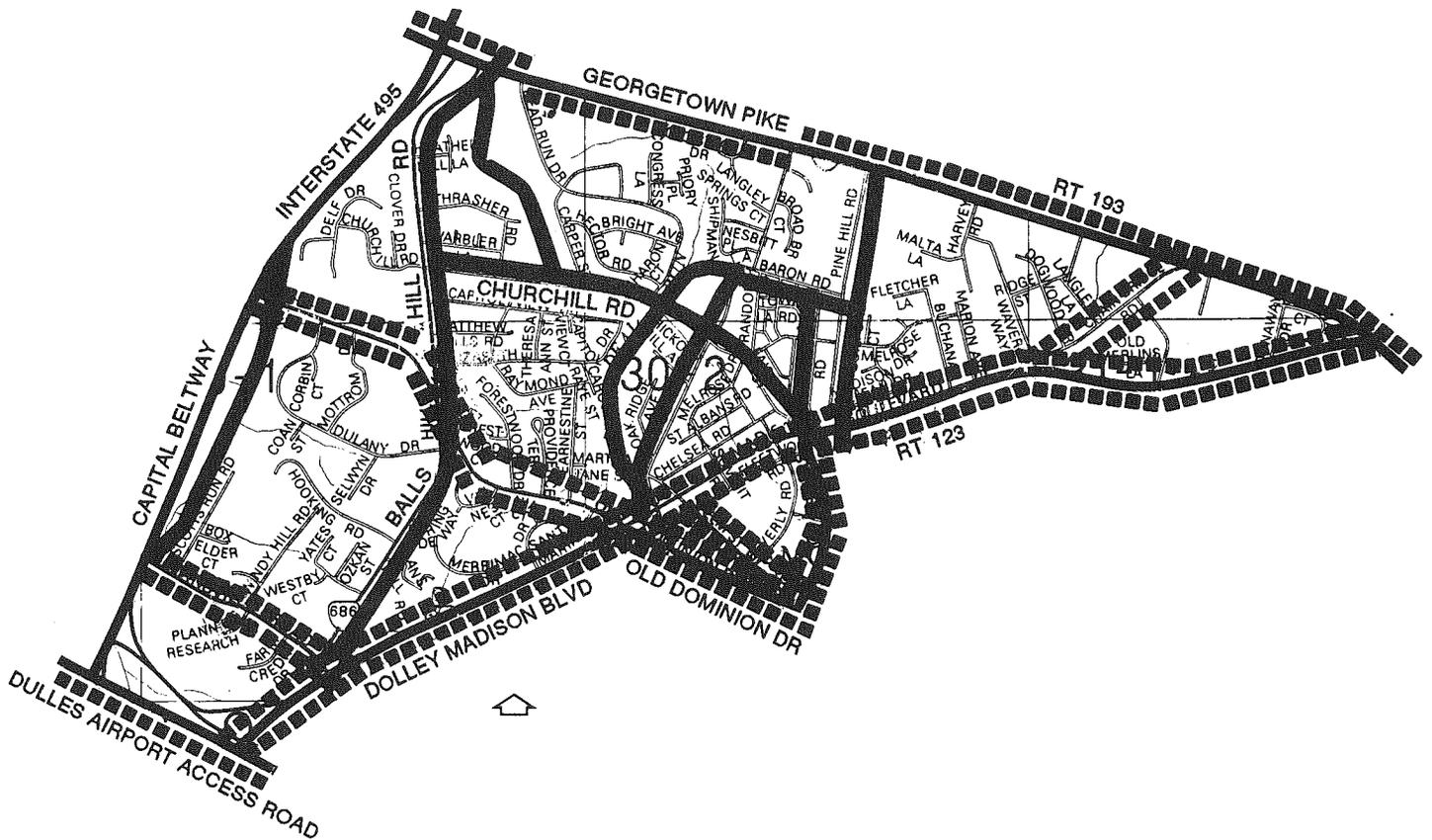
**SECTOR M4**

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PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
McLean Knolls	Complete development in accordance with master plan.  Develop an urban park in the McLean CBC in conjunction with private development to provide a focus for pedestrian oriented activities.
<b>COMMUNITY PARKS:</b>	
Churchill Road McLean Central	
<b>DISTRICT PARKS:</b>	
	This sector lies within the service areas of Lewinsville and Langley Fork District Parks.
<b>COUNTYWIDE PARKS:</b>	
Scotts Run Stream Valley Dead Run Stream Valley	Preserve Scotts Run Stream Valley/EQC and facilitate completion of the trail system from Tysons Corner to the Potomac River through donation/ acquisition of conservation and public access trail easements on privately owned properties.

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# M4 BALLS HILL COMMUNITY PLANNING SECTOR



**KEY**

- PRIMARY TRAIL FUNCTION:**
- PEDESTRIAN
  - BICYCLE
  - EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

## M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR

### CHARACTER

This sector lies along the Potomac River north of Georgetown Pike and Chain Bridge Road. The entire sector is characterized by stable residential development. Special attention is required in this environmentally fragile area to the impact of future development. Large portions of this sector are devoted to public or institutional uses: Federal agencies and parks; a County park and school; and the Madeira School.

Housing in this stable sector is primarily single-family detached homes, many of which are located on large wooded lots with private drives. There is one townhouse development, Merrywood on the Potomac, located in the easternmost portion of the sector.

There are currently no commercial facilities in this sector. There is no demand or requirement for such facilities because of relatively ready access to regional and community shopping centers.

### CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods, as recommended on the Concept Map, with existing institutional uses, but no planned commercial development.

### RECOMMENDATIONS

#### Land Use

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

To protect this scenic and environmentally fragile sector, low density development should be continued throughout this sector.

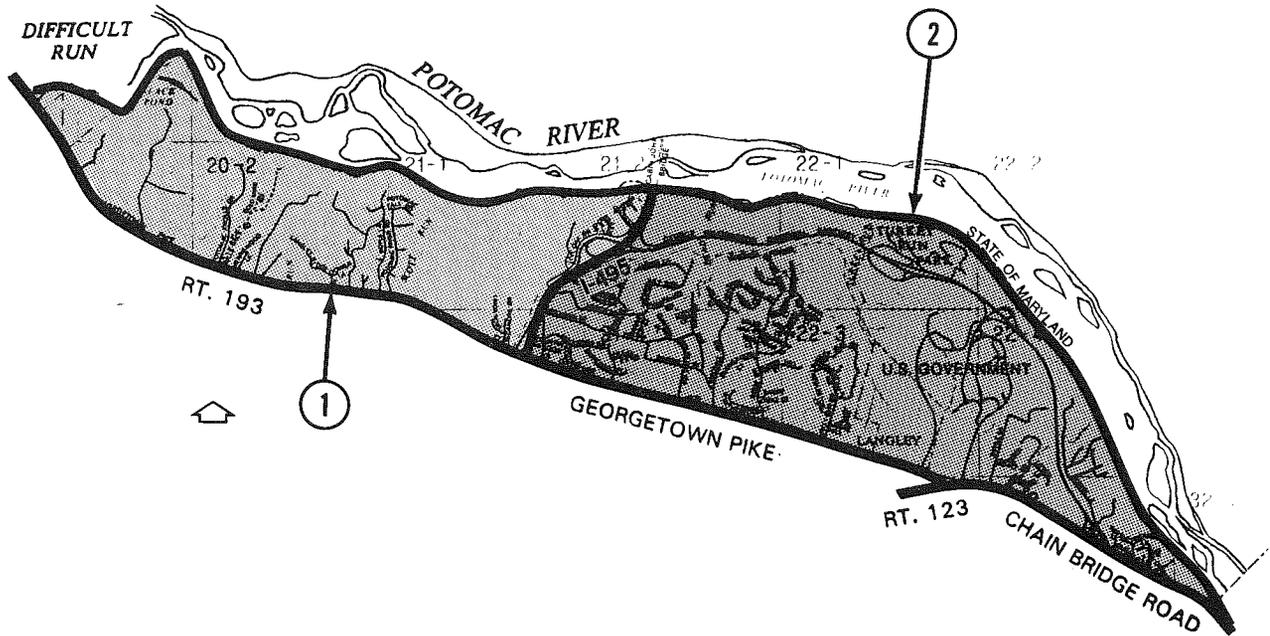
Figure 73 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. West of the Beltway, where three stream valleys cross the sector and where the land is not sewered, a density not to exceed .2 dwelling unit per acre is planned.
2. East of the Beltway where the land is partly sewered and most of the land is already developed, compatible infill at a density not to exceed 1 dwelling unit per acre is planned.
3. Commercial development is not planned for and should not be permitted in this sector. [Not shown]

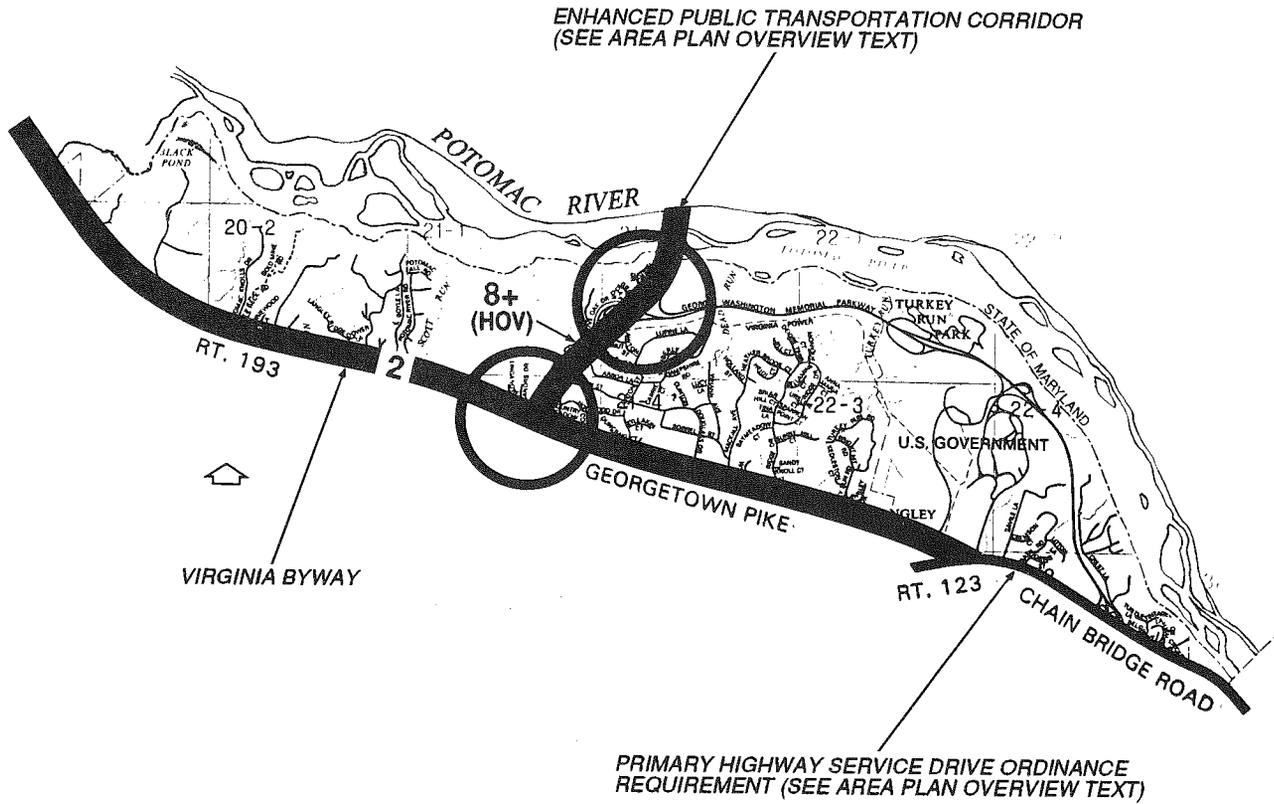
#### Transportation

Transportation recommendations for this sector are shown on Figure 74. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

# M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR



# M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR



### TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL    COLLECTOR  
                 LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8  
TOTAL NUMBER OF LANES, INCLUDING HOV LANES  
(COLLECTOR/LOCAL CROSS SECTIONS TO BE  
FINALIZED DURING PROCESS OF REVIEWING  
PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE  
OR INTERCHANGE IMPROVEMENTS.

PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S)  
SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN  
OVERVIEW TEXT.

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

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

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

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 75. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

### Trails

Trails planned for this sector are delineated on Figure 76 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

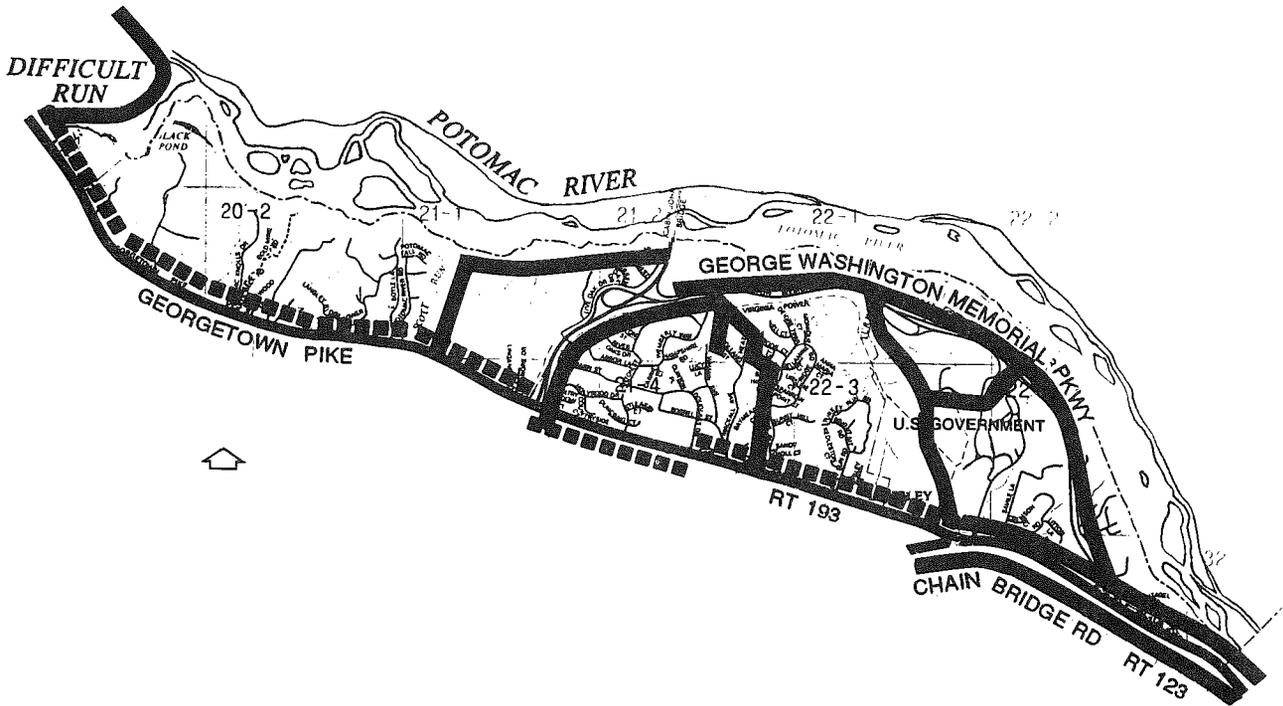
**FIGURE 75**

**PARKS AND RECREATION RECOMMENDATIONS**

**SECTOR M5**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Tollbrook Ridge	Initiate a master planning process and develop this park site. Additional Neighborhood Park facilities are not required in this low density residential area.
<b>COMMUNITY PARKS:</b>	
No new Community Park sites are recommended for this sector. Active recreation facilities are available at Langley Fork District Park and the large amounts of publicly owned land provide high quality open space in this sector.	
<b>DISTRICT PARKS:</b>	
Langley Fork	Since this park is the only site in the northeastern quadrant of the planning district developed with athletic fields, these facilities should be upgraded and expanded to maximize their utilization. Should the western portion of the CIA property ever become available, priority should be placed on acquiring a portion of that site to connect Langley Fork with Langley Oaks Natural Resource Park. This addition to Langley Fork Park would also preserve open space to buffer the significant ecological resources of the Countywide Park and facilitate continuity of trail development along the boundary of Turkey Run Park.
<b>COUNTYWIDE PARKS:</b>	
Scotts Run Nature Preserve	Complete development in accordance with approved master plan.
Langley Oaks	Initiate a master planning process and develop with facilities consistent with management objectives for a Natural Resource Park. (See above for additional recommendation).
Scotts Run Stream Valley Turkey Run Pimmit Run Stream Valley	Preserve stream valley/EQC's and facilitate completion of designated trails through acquisition of open space and public access trail easements.  Seek historic preservation easements on identified historic properties.

# M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR



**KEY**

**PRIMARY TRAIL FUNCTION:**

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

## M6 SPRING HILL COMMUNITY PLANNING SECTOR

### CHARACTER

This sector is bounded on the north by Georgetown Pike, on the east by I-495, on the south by the Dulles Airport Access Road (DAAR), and on the west by Leesburg Pike, Towlston Road, and Old Dominion Drive.

The sector is characterized as essentially a stable suburban low density residential area comprised of single-family detached dwellings. The DAAR serves as a demarcation line between the expanding commercial and industrial areas in the Tysons Corner quadrangle. Present development within the sector is compatible with similar development in western portions of the McLean Planning District and adjacent portions of the Upper Potomac Planning District.

There is one industrial location, Hazleton Laboratories, Inc., in the eastern quadrant of the Route 7 and Towlston Road intersection. The facility is operating under a special permit on land zoned for residential use at one unit per acre.

### CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods with densities ranging from .5 to 3 dwelling units per acre as recommended by the Concept for Future Development. Commercial use is limited to a small existing area at the junction of Old Dominion Drive and Spring Hill Road.

### RECOMMENDATIONS

#### Land Use

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

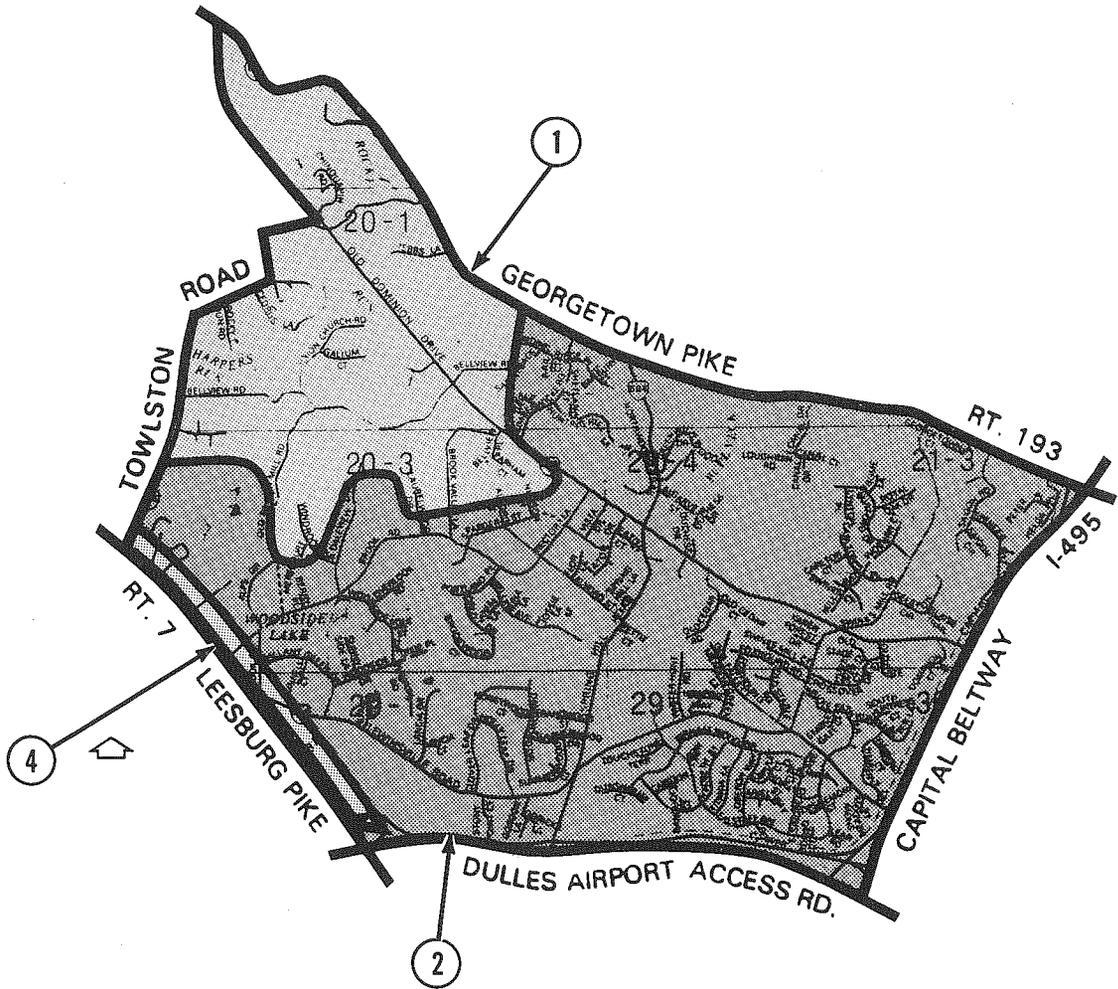
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 77 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Low density residential development should be continued in this sector. Large-lot (2 acres) or estate (5 acres or more) development in the western portions of the sector and extending into the Upper Potomac Planning District is partly in the Difficult Run headwaters and is recommended as a means of achieving the low density development sought in the Difficult Run Environmental Quality Corridor. This area is bordered on the south and east by Woodside, Woodhaven, and Greenway Heights.
2. Vacant land south of Lewinsville Road and east of Gordons Lane is planned for residential use at 2-3 dwelling units per acre. Cluster development is encouraged so that land immediately adjacent to the Dulles Airport Access Road would remain as open space and provide a buffer to the residential area.
3. Vacant land between McLean Hunt and I-495 is planned for residential use at 1-2 dwelling units per acre and should be developed at the same density as McLean Hunt, with clustering to protect Bradley Branch and buffer the residences from the Beltway. [Not shown]

# M6

## SPRING HILL COMMUNITY PLANNING SECTOR



4. Vacant and underdeveloped land along Route 7 should maintain the present maximum 1 dwelling unit per acre density, but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.
5. All other residential development in this sector except as noted above is recommended for a density not to exceed 1 dwelling unit per acre. The area already has substantial development at 1 unit per acre and varies from the large lot and estate development in the western portions of the sector. [Not shown]
6. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]

### Transportation

Transportation recommendations for this sector are shown on Figure 78. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 79. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

### Trails

Trails planned for this sector are delineated on Figure 80 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.



**FIGURE 79**

**PARKS AND RECREATION RECOMMENDATIONS**

**SECTOR M6**

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**PARK CLASSIFICATION**

**RECOMMENDATIONS**

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**NEIGHBORHOOD PARKS:**

McLean Hunt Estates  
Falstaff

Complete development of existing parks.

No additional neighborhood park facilities are needed in this Low Density Residential Area.

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**COMMUNITY PARKS:**

Greenway Heights  
McLean Hamlet  
Timberly

Complete development of Greenway Heights and McLean Hamlet Parks.

There is a critical shortage of active recreation facilities in this sector; therefore, an interim use agreement to develop athletic fields at the "Old Dominion" school site should be considered.

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**DISTRICT PARKS:**

Spring Hill

Acquire additional land to expand outdoor recreation facilities.

The southwestern portion of this sector lies within the service area of Clarks Crossing District Park south of the Dulles Airport Access Road.

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**COUNTYWIDE PARKS:**

Difficult Run Stream Valley  
Bull Neck Stream Valley  
Scotts Run Stream Valley

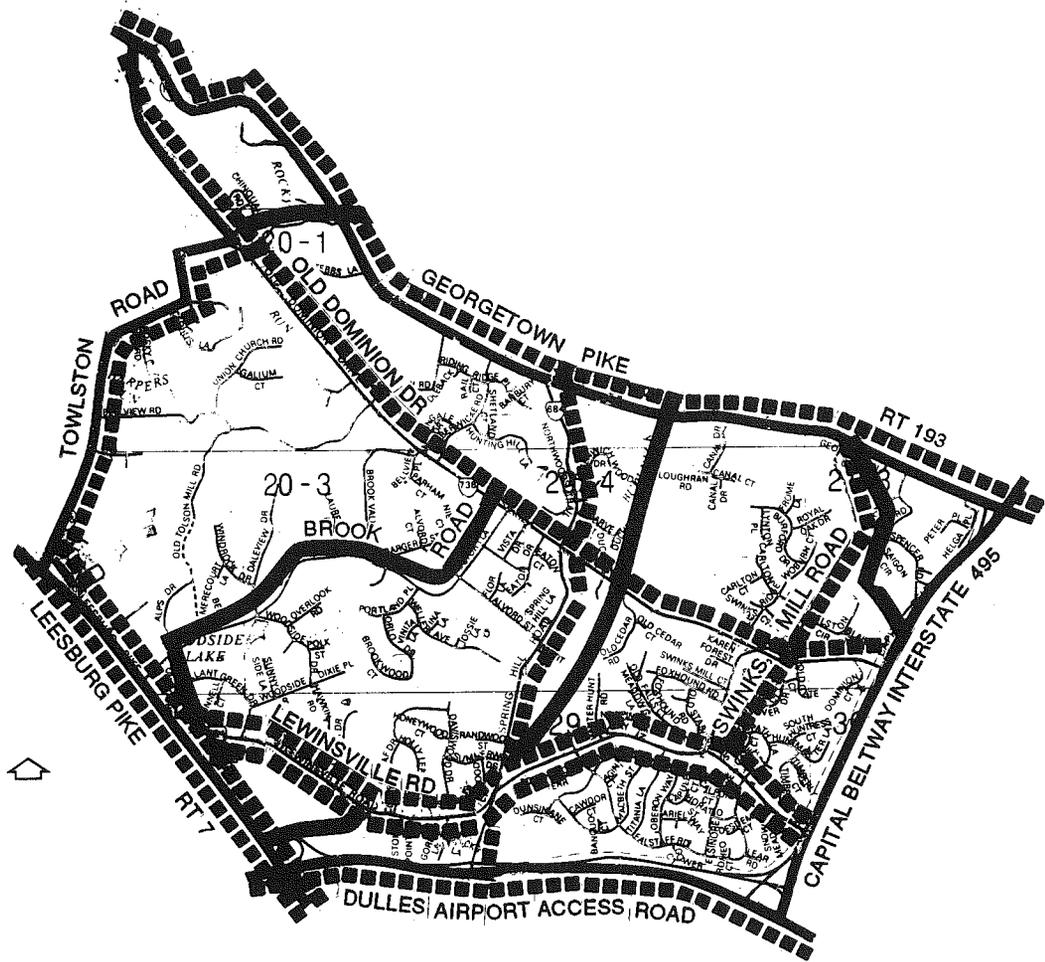
Ensure protection of EQC and public access to stream valley parks by acquisition, dedication or donation of open space easements on privately owned properties. Complete development of countywide stream valley trails. These parklands contain environmentally sensitive natural, cultural and recreational resources. Intrusion of non-recreational development should therefore be restricted or prohibited. Environmental and visual impacts should be mitigated.

Seek historic preservation easements on identified historic properties.

---

# M6

## SPRING HILL COMMUNITY PLANNING SECTOR



**KEY**

- PRIMARY TRAIL FUNCTION:**
- PEDESTRIAN
  - BICYCLE
  - EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

## M7 WOLF TRAP COMMUNITY PLANNING SECTOR

### CHARACTER

This sector is bounded on the north by Leesburg Pike, on the south by the Dulles Airport Access Road (DAAR), and on the west by Difficult Run.

This sector is primarily a stable area of new residential development interspersed with scattered older farm houses. Residences are single-family detached units on low density, primarily one-half acre lots. The DAAR serves as a demarcation line between the expanding commercial and industrial areas in the Tysons Corner quadrangle. Recent development within the sector is compatible with similar growth in western portions of the McLean Planning District and adjacent portions of the Upper Potomac Planning District.

There are no commercial or industrial facilities in the Wolf Trap Sector and none are planned. There are a few parcels remaining in agricultural uses.

Prominent in the sector are Wolf Trap Farm Park, a Federally-owned cultural center, and the headquarters of the National Wildlife Federation on Leesburg Pike.

### CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods at residential densities of .5 to 3 dwelling units per acre as recommended in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

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

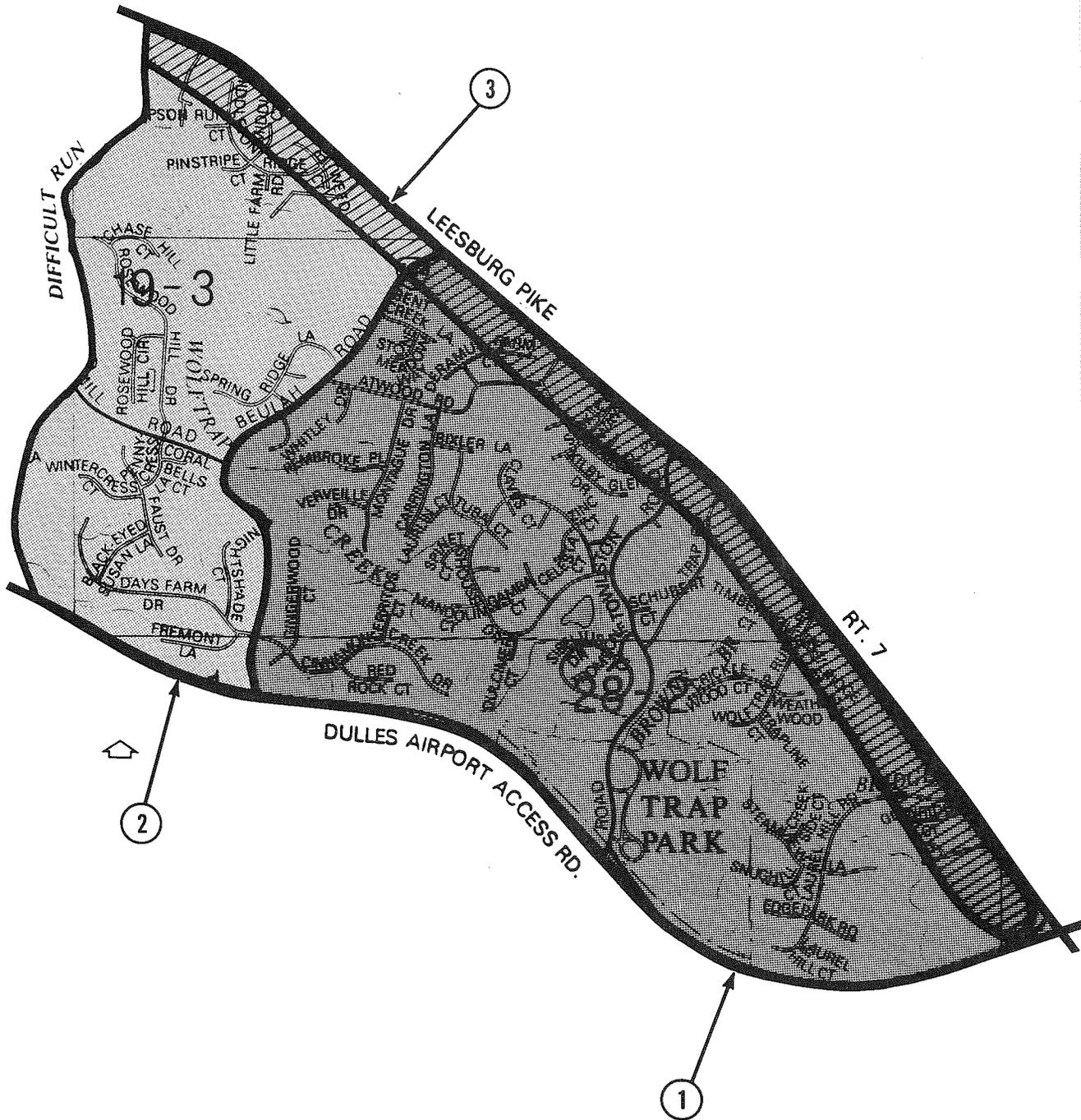
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 81 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Low density residential development at 1-2 dwelling units per acre is planned for the area east of Beulah Road except for a small area west of Beau Ridge subdivision and north of Wolf Trap Run as shown on the Plan map where .2-.5 dwelling unit per acre is planned because of floodplain and steep slope conditions.
2. Development west of Beulah Road, which is partly located in the Difficult Run and not sewered, is planned for .2-.5, .5-1 and 1-2 dwelling units per acre as shown on the Plan map. Developers should design with varying lot sizes corresponding to the planned land use densities on the map and existing development even if the area to be developed covers more than one residential density. Further guidance is found in the environmental section of the Area Overview for Area II.
3. Land along the south side of Route 7 should maintain the pattern of an average density of 1-2 dwelling units per acre, but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.
4. To maintain the present scenic attractiveness of Route 7 in this area, site plans for all developments should be encouraged to feature greater than normal setbacks from the highway and natural buffering as many developments have done. [Not shown]

# M7

## WOLF TRAP COMMUNITY PLANNING SECTOR



**FAIRFAX  
COUNTY**

**LAND USE RECOMMENDATIONS**  
GENERAL LOCATOR MAP

FIGURE  
**81**

5. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]

### Transportation

Transportation recommendations for this sector are shown on Figures 82 and 83. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Parks and Recreation

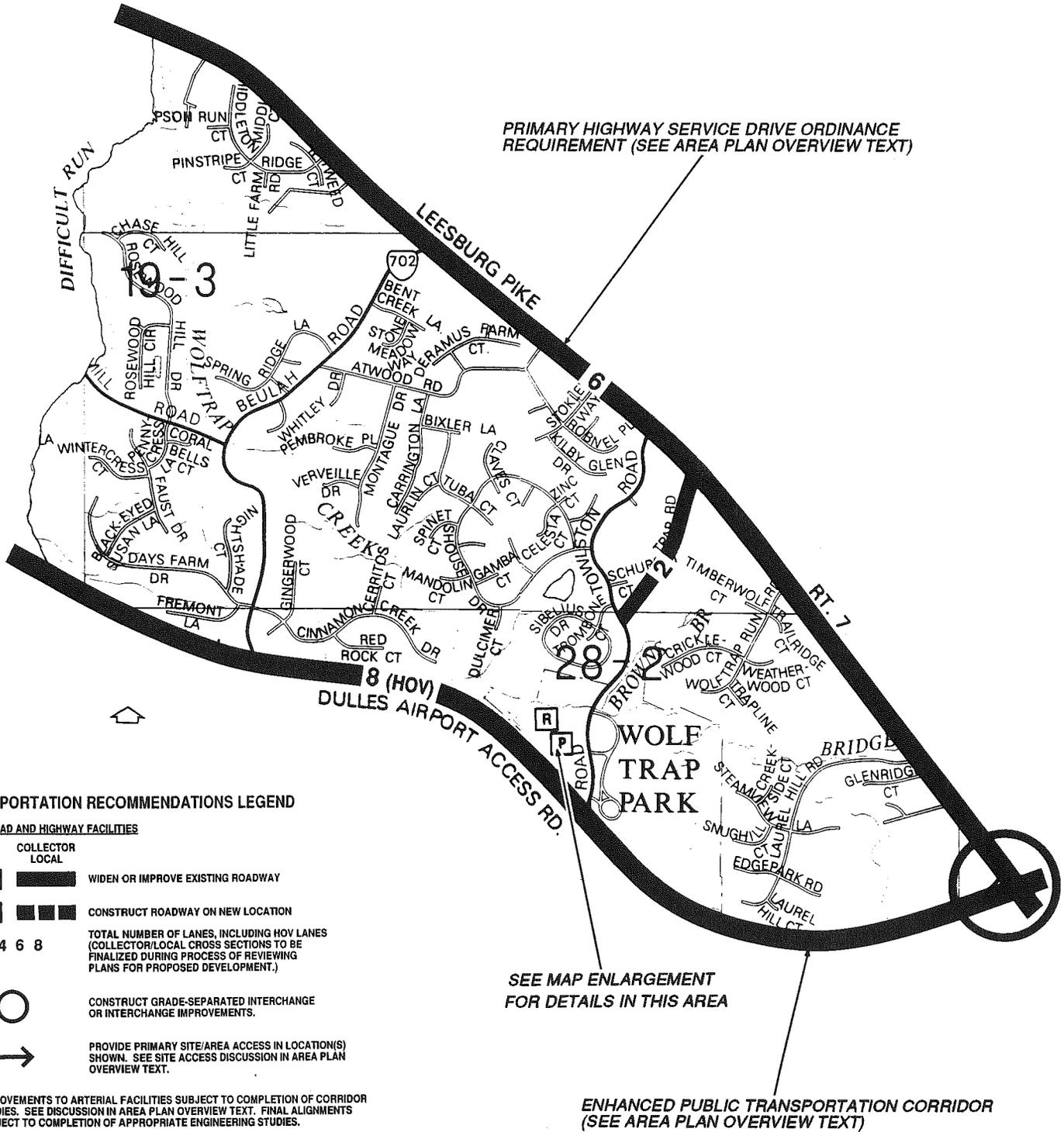
Park and recreation recommendations for this sector are shown on Figure 84. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

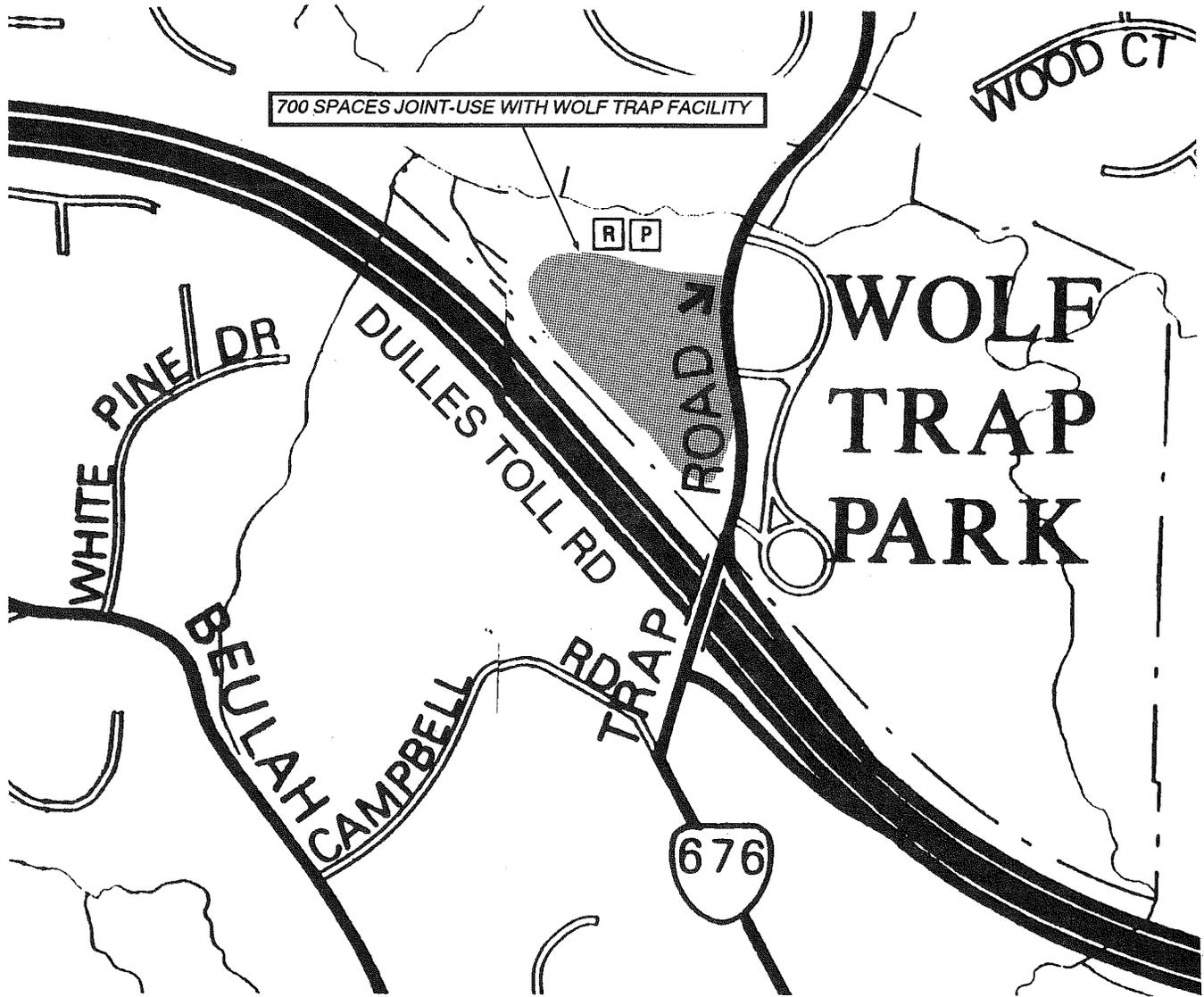
### Trails

Trails planned for this sector are delineated on Figure 85 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# M7

## WOLF TRAP COMMUNITY PLANNING SECTOR





**TRANSPORTATION RECOMMENDATIONS LEGEND**

- **PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)**
- T** TRANSIT TRANSFER CENTER (NO PARKING)
- R** RAIL STATION
- P** COMMUTER PARKING LOT
- C** COMMUTER RAIL STATION
- M** METRO STATION

**FIGURE 84**

**PARKS AND RECREATION RECOMMENDATIONS**

**SECTOR M7**

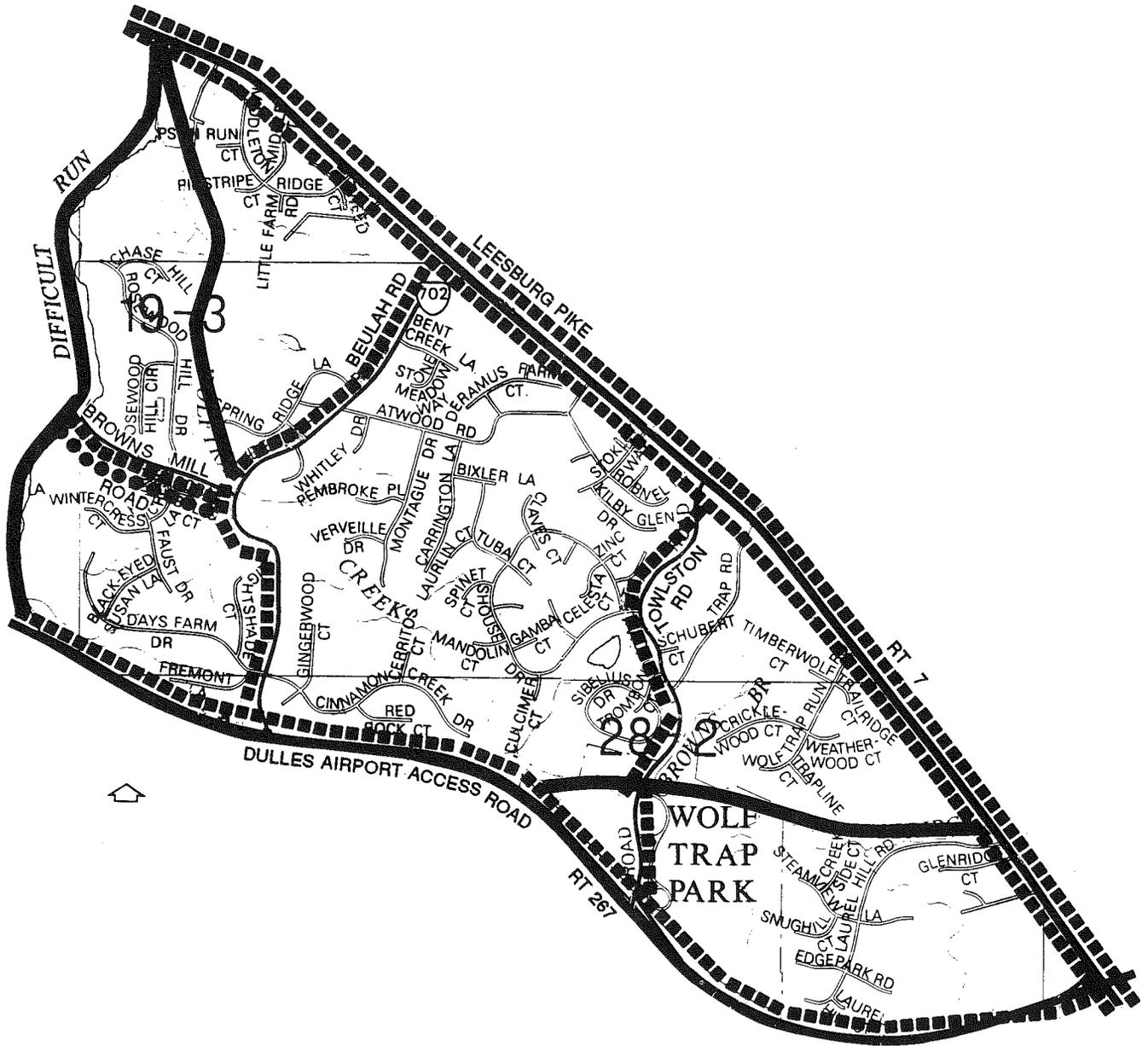
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<b>PARK CLASSIFICATION</b>	<b>RECOMMENDATIONS</b>
<b>NEIGHBORHOOD PARKS:</b>	Neighborhood Park facilities are not required in this Low Density Residential Area.
<b>COMMUNITY PARKS:</b>	Initiate a master plan process and develop the Fire House site for active recreation.  There is a scarcity of active recreation facilities in this sector. An interim use agreement for development of athletic fields at the "Andrew Chapel" School site should be considered.
<b>DISTRICT PARKS:</b>	This sector lies within the service area of Clarks Crossing District Park.
<b>COUNTYWIDE PARKS:</b>	
Difficult Run Stream Valley Wolftrap Stream Valley	Acquire public parkland and/or seek conservation/public access trail easements to preserve ecological resources in these stream valleys and complete development of the Difficult Run "Parks to River" trail.
<b>STATE/FEDERAL:</b>	
Wolftrap (National Park Service)	

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# M7

## WOLF TRAP COMMUNITY PLANNING SECTOR



**KEY**

**PRIMARY TRAIL FUNCTION:**

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

**NOTE:** For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.