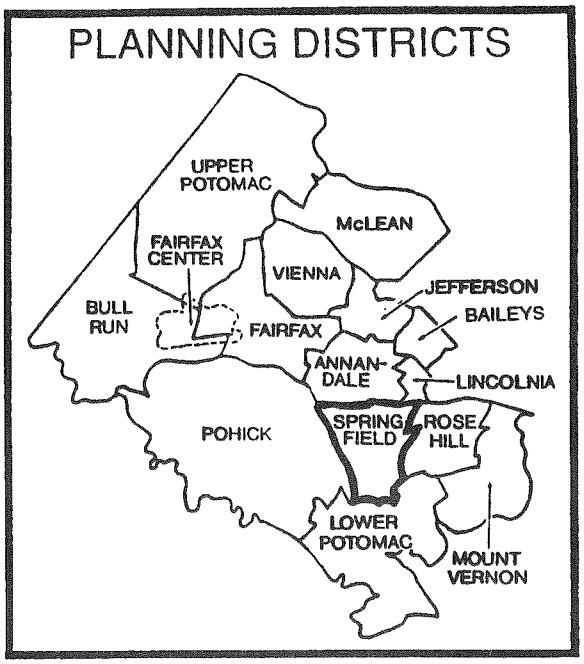
SPRINGFIELD PLANNING DISTRICT

Consisting of:

Springfield Community Business Center
I-95 Corridor Industrial Area
S1 - Cardinal Forest Community Planning Sector
S2 - Crestwood Community Planning Sector
S3 - Country Club Community Planning Sector
S4 - Springvale Community Planning Sector
S5 - Belvoir Community Planning Sector
S6 - Newington Community Planning Sector
S7 - Springfield East Community Planning Sector
S8 - Monticello Woods Community Planning Sector
S9 - Beulah Community Planning Sector



SPRINGFIELD PLANNING DISTRICT

OVERVIEW

The Springfield Planning District is generally bounded by the Southern Railroad right-of-way and the Capital Beltway on the north; the Richmond, Fredericksburg and Potomac (RF&P) Railroad right-of-way and Beulah Street on the east; Fort Belvoir, Accotink Creek on the south; and Rolling Road on the west. (See Figure 133)

There were 39,919 persons residing in the Springfield Planning District in 1990, an increase from 31,700 in 1980. This increase in population is partly attributable to new housing construction in the district.

The Springfield Community Business Center commercial area and a regional shopping center, Springfield Mall, are located in the Planning District around the I-95/Old Keene Mill/Franconia Road interchange. These commercial areas contain a variety of retail and office activities. The Franconia-Springfield Metrorail Station will be located near the crossing of the Franconia-Springfield Parkway and the RF&P Railroad, south and east of Springfield Mall.

The Springfield Planning District contains several major transportation corridors: the Capital Beltway and the Southern Railroad form the northern boundaries of the district; I-95 bisects the district from north to south; and the RF&P Railroad traverses the district from north to south. The alignment of the Franconia-Springfield Parkway runs west to east from the Rolling Road/Hooes Road intersection to the Beulah Street/Manchester Boulevard intersection. The Fairfax County Parkway is planned to traverse the Planning District from the Rolling Road/Hooes Road intersection to beyond the Backlick Road/Telegraph Road intersection and then to Route 1. Several minor arterial roads criss-cross the Springfield Planning District, and in four locations their intersections are nodes of commercial activity: Old Keene Mill Road/Rolling Road; Old Keene Mill/Backlick Road; Franconia Road/Loisdale Road; and Franconia Road/Beulah Street.

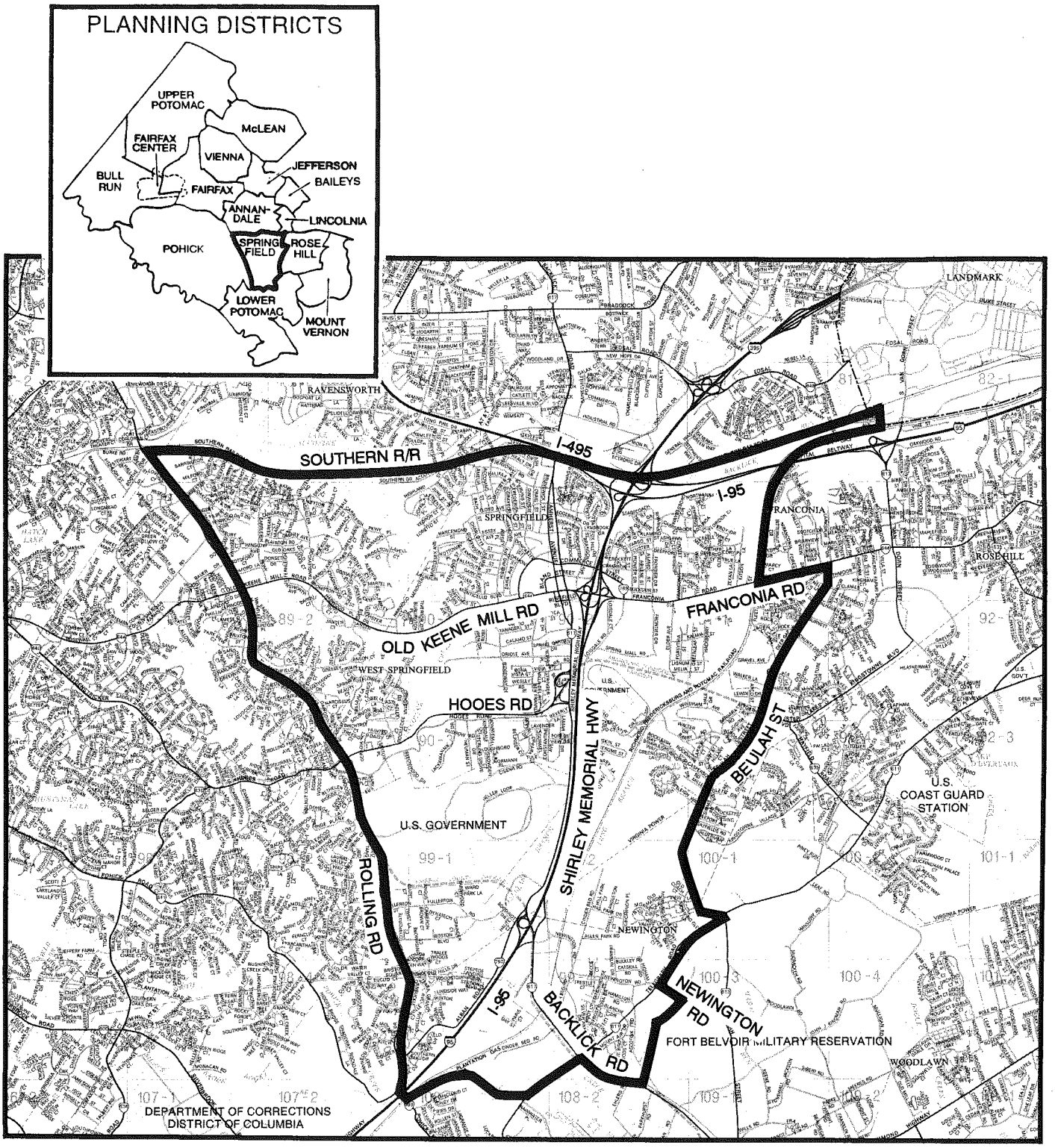
CONCEPT FOR FUTURE DEVELOPMENT

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 Springfield Planning District has been recommended as Suburban Neighborhoods by the Concept for Future Development. The predominant residential character of the area should be maintained by promoting compatible land uses and land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between adjoining land uses, access control, environmental and heritage resource protection, and other appropriate public facility and transportation guidelines.

Several special development areas within the boundaries of the Springfield Planning District are also recommended in the Concept. These areas include the Springfield Community Business Center, the I-95 Corridor Industrial Area, the Franconia-Springfield Transit Station Area, and a portion of the Fort Belvoir Large Institutional Land Area.

The Springfield Community Business Center (CBC) is one of several mixed-use centers in the County designated by the Concept for Future Development to be the focus of revitalization efforts and to maintain a community-serving commercial role. The Springfield CBC is located in the northern portion of the district, and generally in the vicinity of the intersection of I-95 and Old Keene Mill Road.



FAIRFAX COUNTY

SPRINGFIELD PLANNING DISTRICT

FIGURE 133

The I-95 Corridor Industrial Area is located along both sides of I-95 south of the Springfield CBC. This Industrial Area is recommended to retain an overall industrial orientation for future development. It is one of several Industrial Areas in the County designated by the Concept for Future Development to be reserved primarily for industrially oriented activities, which may be incompatible in other locations.

The Franconia-Springfield Transit Station Area (TSA) is located to the east, adjacent to the Springfield CBC. This TSA is discussed in the Springfield East (S7) Community Planning Sector. This is the planned location of a future Transportation Center. The Transportation Center will include the Virginia Railway Express (commuter rail) Springfield Station and the Franconia-Springfield Metrorail Station. Recommendations for the development of this area are intended to take advantage of these transportation opportunities while maintaining the viability of nearby land uses.

Finally, the Springfield Planning District contains part of the designated Fort Belvoir Large Institutional Land Area. Specifically, the site known as the U.S. Army Engineer Proving Grounds (EPG), is located west of I-95 in the Belvoir (S5) Community Planning Sector. This is one of several significant land holdings in the County owned by governmental agencies and not subject to the standard County regulatory procedures. In these instances, it is important to ensure that potential development of these properties supports, to the extent possible, the overall County goals and policies.

MAJOR OBJECTIVES

The primary planning objectives in the Springfield Planning District are the following:

- Develop the Franconia-Springfield Transit Station Area given existing access and environmental constraints;
- Ensure that any future development of the Fort Belvoir Engineer Proving Grounds does not result in adverse impacts on surrounding neighborhoods and transportation service in the I-95 Corridor;
- Encourage revitalization and redevelopment of the Springfield Community Business Center to create a more attractive, commercially viable, and functionally efficient business center and community focal point;
- Protect stable residential neighborhoods from any adverse impacts associated with adjacent non-residential development;
- Protect wetlands and Environmental Quality Corridors;
- Provide opportunities for affordable housing near mass transit facilities and transportation corridors in the vicinity of the Springfield CBC, Springfield Mall, the I-95 Corridor Industrial Area, and the Fort Belvoir Engineer Proving Grounds, for persons with low and moderate incomes; and
- Develop trails and mass transit resources to provide access to the Van Dorn Metrorail Station and the Franconia-Springfield Transportation Center.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Springfield 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 134. Other countywide transportation elements are also depicted.

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

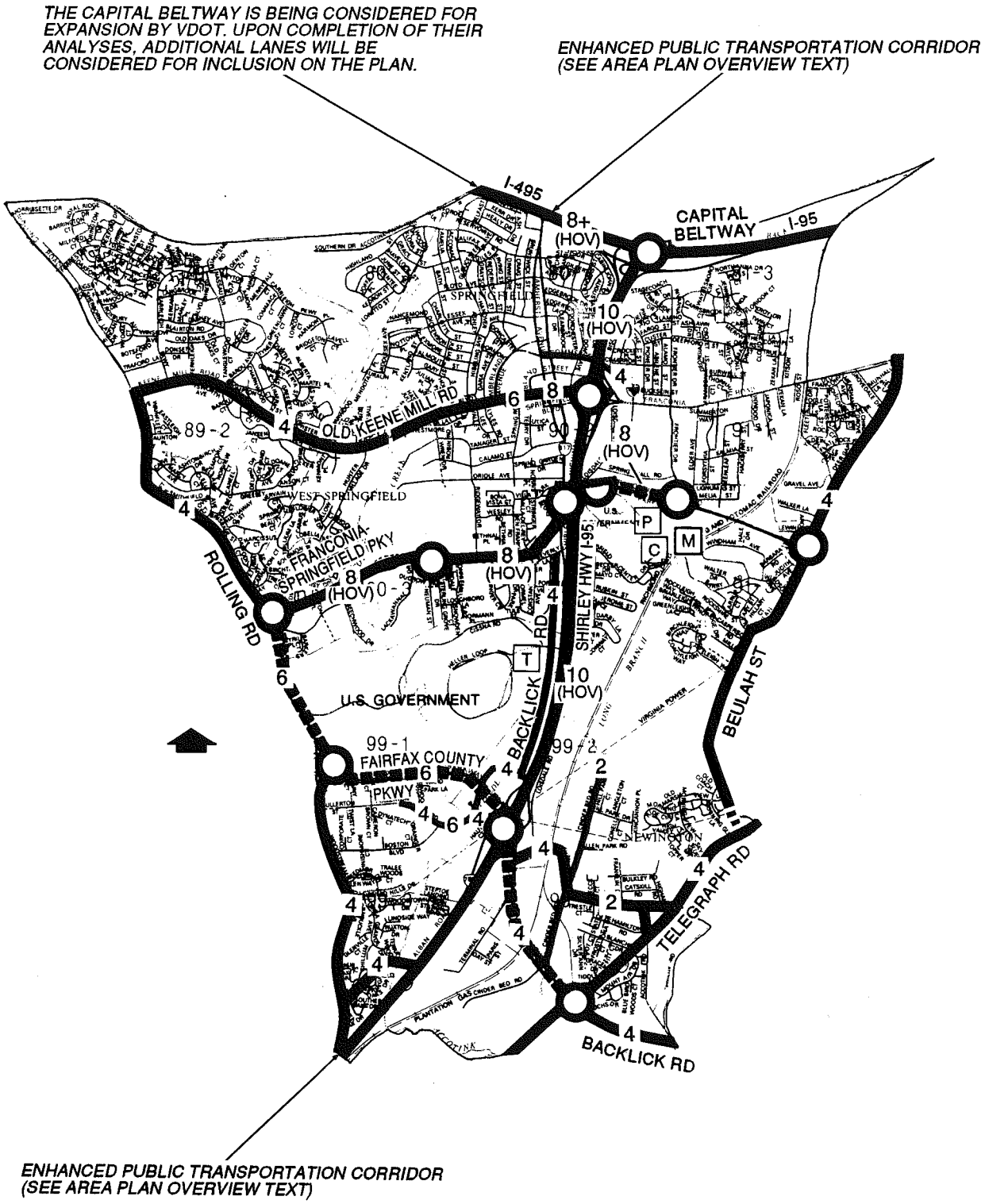
ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR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

- T TRANSIT TRANSFER CENTER (NO PARKING)
- R RAIL STATION
- P COMMUTER PARKING LOT
- C COMMUTER RAIL STATION
- M METRO STATION



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

FAIRFAX COUNTY	COUNTYWIDE TRANSPORTATION RECOMMENDATIONS SPRINGFIELD PLANNING DISTRICT (SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)	FIGURE 134

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

Housing

A list of existing, under construction, and proposed assisted housing for the Springfield Planning District is shown on Figure 135. 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;
- 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;
- 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.

FIGURE 135
SPRINGFIELD PLANNING DISTRICT
ASSISTED HOUSING

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

Location	Planning Sector	Number of Assisted Units	Type of Program
Pathway Homes Pioneer Drive	S8	3 beds	Section 202/8
Springfield Green Spring Garden Drive	S4	19*	14 Fairfax County Rental 5 Public Housing
Green Hills Estates Creedmoor Drive	S5	100	Section 8
The Park Burwell Street	S8	24	Public Housing
Fairfax Affordable Housing Rexford Court	S1	1	Nonprofit Rental

PROPOSED ASSISTED HOUSING

(As of December 31, 1990)

Location	Planning Sector	Number of Assisted Units	Type of Program
Island Creek Beulah Street	S6	50	Unknown

* Scattered Units

Environment

The Springfield Planning District typifies the environmental constraints and opportunities of older suburban sections of Fairfax County. While additional development is possible around the Franconia-Springfield Metro Station, this area is heavily constrained by geotechnical problems and the presence of freshwater wetlands. Environmental policies for Springfield should recognize these constraints and on the need for environmental improvement in the developed areas.

The Springfield Planning District also faces some environmental reclamation challenges. Prior land uses such as gravel mining operations, and natural constraints such as slippage-prone soils, rendered some areas infeasible to develop economically. As land with development potential has become scarce in this planning district, these environmentally constrained lands become subject to increasing development pressures. Plan environmental policies provide guidance for development in these areas.

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Older suburban areas such as Springfield do not have the benefit of state-of-the-art water quality control practices. They are a particular challenge in the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Preservation Act. In addition to surface water, a portion of the Springfield Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those characterized by high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

Slippage-prone, shrink-swell clays and unstable slopes are also environmental constraints in the district. Stream valleys and their associated tributaries make up a significant amount of the habitat that sustains urban wildlife. In the Springfield Planning District, the Accotink Creek Stream Valley is a destination for many forms of wildlife that travel along the tributary stream valley corridors. Maintaining or restoring corridor connections in and around the Accotink Stream Valley Park is important.

Heritage Resources

The Springfield 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 136. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

Potentially important prehistoric archaeological sites have been located throughout the Accotink Creek and Long Branch Stream Valleys. Some of these sites may be buried in stream terraces and are thus well preserved. There are indications that some of these sites may also be among the oldest in the County. Historic resources are located throughout the district, and additional resources may yet remain in undeveloped areas and some may exist within developed areas.

The major heritage resource preservation guidelines for the Springfield Planning District are:

- Consider heritage resources at the earliest planning stages of development;
- Investigate sensitive areas for heritage resources; and
- Preserve significant heritage resources.

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 136, and may be identified in the text and recommendations section.

FIGURE 136

INVENTORY OF HISTORIC SITES

SPRINGFIELD PLANNING DISTRICT

Name	Address	Parcel Number	Date
Mount Air H	8600 Accotink Road Lorton	99-4 ((1)) 47	c. 1830
Newington Railroad Station*	8200 Cinder Bed Road Newington	99-2 ((1)) 4	1903
Oak Grove	6541 Franconia Road Springfield	90-2 ((1)) 85	c. 1820
Olivet Episcopal Church	6107 Franconia Road Alexandria	81-3 ((5)) 22	1898

* Indicates demolition: potential remains for archaeological site.
H Historic Overlay District

The Fairfax County Inventory of Historic Sites, the National Register of Historic Places, 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 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.

Public Facilities

Existing public facilities located within the Springfield Planning District are included on Figure 137. 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 Springfield Planning District:

1. Implement the Regional Stormwater Management Plan by providing necessary storm water detention ponds in the district.

2. The County should consider the acquisition for the same use of the currently leased Alban Road Equipment Management Transportation Agency facility. [tax map 99-1((1))14, 15 and 16; ((5))15 and 16.] (I-95 Corridor Industrial Area Land Unit A)

3. A fire and rescue station is required at the intersection of Beulah Street and Telegraph Road in order to meet the established criteria for fire and rescue stations. (Sector S6)

4. Relocate the Water Authority's shop and storage yard from Huntington to its Cinder Bed Road property. [tax map 99-2((4))16.] (I-95 Corridor Industrial Area Land Unit I)

5. Replace the Franconia Government Center facilities in Sector S9 with a new building at the site of the existing facility. The new facility will be roughly 26,000 square feet in size and will serve the Police Department, the Office of Assessments, and the Lee District Supervisor.

FIGURE 137

SPRINGFIELD PLANNING DISTRICT

EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
S1	Cardinal Forest and Keene Mill Elem. Schools Washington Irving Intermediate			Mt. Vernon Community Mental Health Springfield Office		
S2	Crestwood and Lynbrook Elem. Schools	Richard Byrd Community		Health Department Springfield District Office	Sewage Pumping Station	
S3	West Springfield Elem. School					
S4	Garfield Elem. Elem. School Site		Springfield Fire Station Co. 22			*Springfield P.O.
S5			Alban Road EMTA		Virginia Power Franconia Substation	
S6			Newington EMTA Fairfax Connector Garage		FCWA Site Sewage Pumping Station Refuse Collection Facility	*Newington P.O.
S7	Forestdale Elem.					
S8	Springfield Estates Elem. Key Intermediate Lee High				Sewage Pumping Station	
S9			Franconia Police Station Franconia Fire Station Co. 5 Franconia Government Center			*Division of Motor Vehicles

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

6. Provide a maintenance/fueling facility (preferably in Newington) for the Human Services Transportation Branch, which supplies para-transit services for eligible disabled, elderly, and low-income County residents. (I-95 Corridor Industrial Area Land Unit I)

7. Provide a Springfield Alcohol and Drug Outpatient Center in the Springfield Planning District, to be located in a non-residential area.

Parks and Recreation

Public Parks located within the Springfield Planning District are listed on Figure 138. Additional recreational facilities are available at County public school sites.

Although the Springfield Planning District is generally well served by existing parklands and facilities, anticipated changes in land use will generate increased needs for both active recreation opportunities and preservation of open space. Fortunately, the potential exists to enhance both the quality and quantity of park and recreation resources in this planning district.

With the exception of the S5, S7 and S9 Sectors, Neighborhood and Community Parks are well distributed. Neighborhood Park facilities should be provided in conjunction with new residential development, and Urban Parks should be included in the revitalization of the Springfield Community Business Center and development within the Franconia-Springfield Transit Station Area.

Expansion of five parks -- Amberleigh, Loisdale, Newington, Springfield Forest, and Franconia -- and the acquisition and development of two new Community Park sites are recommended to address current and future recreation needs. Upgrading of athletic fields at existing school and park sites is also recommended.

Franconia Park is located in Sector S8. The approved master plan for this 63-acre site includes a complex of seven athletic fields, a small community center, tennis courts, natural areas, and adequate parking to support these facilities. The scheduling of activities at these facilities is, and will continue to be, determined by the level of development, regardless of how the park is classified. Therefore, any opportunity to provide improved access to the park in conjunction with the planning of adjacent properties should be pursued as a top priority.

The Accotink Stream Valley, which traverses the planning district north to south, is the primary ecological and open space resource of the area. Special attention should be given to restricting the intrusion and mitigating the impacts of industrial development currently adjacent to the EQC.

Completion of the Accotink Stream Valley trail to Hooes Road from Lake Accotink will provide area residents with a major recreational resource in the form of a hiking and biking corridor, over seven miles in length, affording non-vehicular access to a rich diversity of outdoor and indoor recreation facilities to the north. If the current use of the Fort Belvoir Engineer Proving Grounds is redeveloped to alternative uses, the trail should be extended southward from Hooes Road.

Major park and recreation objectives for the Springfield Planning District include:

- Protect the Accotink Stream Valley;
- Expand existing parks and upgrade existing facilities; and
- Dedicate land delineated as EQC to the Fairfax County Park Authority for expansion of Franconia Park.

FIGURE 138

SPRINGFIELD PLANNING DISTRICT

EXISTING PUBLIC PARKS

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
S-1	Carrleigh Park	Royal Ridge Cardinal Forest		Accotink Stream Valley	
S-2	Lynbrook	Byron Avenue Brookfield		Accotink Stream Valley	
S-3	Rolling Forest West Springfield	Hunter Village		Accotink Stream Valley	
S-4		Hooes Road Springvale		Accotink Stream Valley	
S-5				Accotink Stream Valley	
S-6		Amberleigh Newington		Accotink Stream Valley	
S-7	Loisdale Springfield Forest				
S-8		Lee High Trailside Monticello Woods Franconia		Backlick Stream Valley	

SPRINGFIELD COMMUNITY BUSINESS CENTER

CHARACTER

The Springfield Community Business Center (CBC) is located in the northwest and southwest quadrants of the intersection of I-95 (Shirley Highway) and Route 644 (Old Keene Mill Road). The CBC functions as a neighborhood- and community-serving retail and services center and to some extent as a regional employment center. The County has initiated a public/private partnership approach -- the Commercial Revitalization Program -- to improve the economic vitality of central Springfield. Part of this program's focus is to assist in upgrading the attractiveness of Springfield in order to enhance the competitiveness of the Springfield business community, particularly retail establishments, and improve circulation throughout the area, while maintaining the community-serving function of the commercial area. To achieve this end, the Central Springfield Business District Revitalization Plan was developed in 1989. The portion of the CBC north of Old Keene Mill Road is linked to the east side of I-95, and the commercial uses located there, by the Commerce Street overpass.

The Community Business Center is characterized by a number of shopping centers interspersed throughout the area, each center with its own large parking lot. Freestanding structures such as banks, restaurants and office buildings occur in random locations along the internal road network of the area. Each structure is sited differently and has its own access and parking area. Architectural styles are diverse and there are few public amenities. The visual appearance of many portions of the CBC is both uninviting and disjointed.

The area south of Old Keene Mill Road is split by Amherst Avenue and Backlick Road and is characterized by strip commercial uses along both roadways. Access to some areas is difficult. The predominant development is auto-oriented, with uses such as auto dealerships, service stations, and auto repair and accessories shops present. Older retail plazas with second-story offices line Backlick Road. The linear development pattern and numerous curb cuts contribute to traffic congestion and discourage pedestrian orientation. In general, the portion of the Community Business Center south of Old Keene Mill Road consists of individual uses and lacks cohesiveness and identity.

CONCEPT FOR FUTURE DEVELOPMENT

The Springfield Community Business Center (CBC) is recommended by the Concept for Future Development as a mixed-use center which provides community-serving retail uses as well as serving as a community focal point. In addition, the Springfield CBC contains a designated "core" area which allows higher intensity development in recognition of the role this area plays in providing regional employment opportunities. Recommendations for the Springfield CBC are intended to enhance both the community-serving commercial aspects of Springfield as a traditional "town center," and assist in integrating its more recent pattern of development which provides employment to a wider market area.

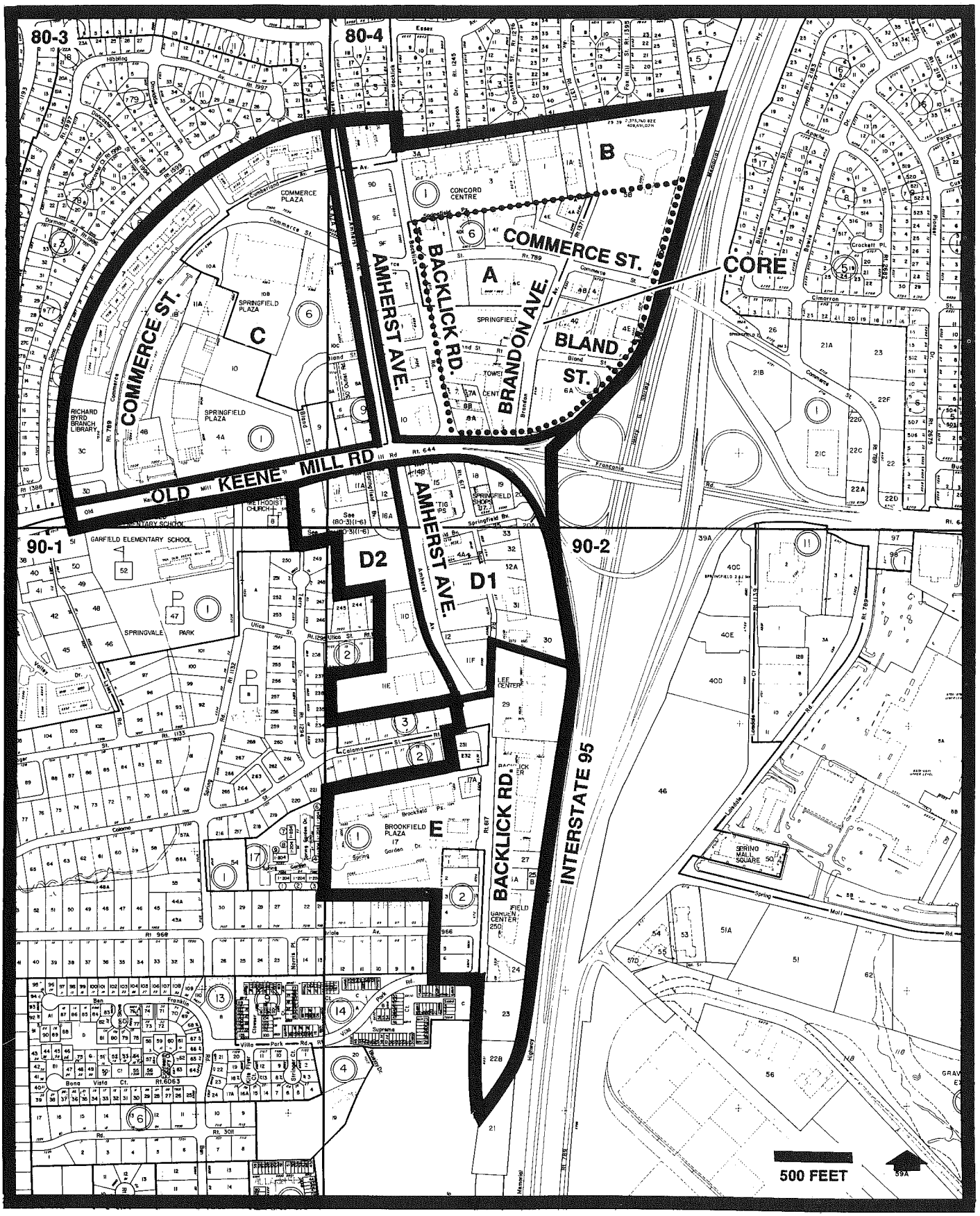
Figure 139 shows the Springfield CBC divided into "land units" for the purpose of organizing land use recommendations. There are five land units designated for the CBC, represented on the map by the letters A through E. These land units will be referred to in the remainder of the Plan.

MAJOR OBJECTIVES

Planning objectives for the Springfield Community Business Center are the following:

- Ensure a harmonious pattern of land uses that promote the stability of bordering residential areas by establishing transition areas and preventing commercial encroachment on residential neighborhoods;

- Revitalize the CBC by enhancing the economic competitiveness of local businesses; addressing inefficient land use patterns; improving traffic circulation; and enhancing the image and visual appearance of both public and private space and buildings;



FAIRFAX COUNTY

SPRINGFIELD COMMUNITY BUSINESS CENTER

BOUNDARY AND LAND UNITS

FIGURE 139

- Establish a Springfield CBC identity and image as a community/town center and meeting place;
- Create a more pedestrian-friendly environment;
- Identify appropriate locations for affordable multi-family residential development within or adjacent to the CBC; and
- Complement efforts made by the local community to revitalize central Springfield.

Urban Design Guidelines

Some of the objectives for the Springfield CBC relate to improvement of the image, appearance, and functioning of the CBC through urban design. The purpose of urban design is to visually enliven and add identity to the CBC. Specific guidelines support the creation of a distinct identity and pedestrian scale within the CBC. The following guidelines apply to all land units and are intended to be used in the development review process:

- Elements that should be incorporated in new development, as appropriate, are landscaping to shade sidewalks and parking lots; identify seating areas; add seasonal color; distinctive paving materials or patterns to indicate focal points or building entrances; coordinated light fixtures; and coordinated signage;
- Public spaces and amenities should be directly accessible to the pedestrian network and pedestrian connections to adjacent blocks are encouraged;
- Building facades should establish a pedestrian-scale relationship to the street;
- Curb cuts should be minimized through consolidation of street access and provision of interparcel access;
- Large areas of surface parking or structured parking should be attractively integrated with major pedestrian networks and accessible from side streets or exterior passageways between buildings;
- Landscape design features should be incorporated into parking lots, plazas, and streetside areas to complement architectural features and carry the Springfield Streetscape Conceptual Design theme as it may be adopted by the Board of Supervisors, into private areas;
- Architectural design features such as variations of window or building details, texture, pattern, and color of materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;
- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building-mounted signs and ground-mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged;
- Underground utilities within the Community Business Center; and
- Lots located adjacent to residential development should be effectively screened and buffered.

Streetscape improvements, in and adjacent to public rights-of-way, should be in accordance with the Springfield Streetscape Conceptual Design as it may be adopted by the Board of Supervisors. The purpose of the streetscape program is to promote a more pleasing and conducive physical environment for commercial revitalization in the Springfield CBC.

The Streetscape Conceptual Design has the following goals:

- Expand pedestrian amenities and special locations;

- Accommodate all users with better signage;
- Focus good views; screen bad ones;
- Coordinate lighting, planting, and street furnishings to create a pleasing image;
- Create a recognizable and memorable sense of place with plantings and other streetscape materials and provide key gathering points and spaces;
- Minimize pedestrian/automobile conflicts - treat auto-oriented boulevards and pedestrian shopping streets differently; and
- Assist motorists and pedestrians in finding businesses and services.

The Streetscape Conceptual Design contains elements such as recommendations for the provision of plantings and landscaping (to differentiate boulevards from shopping streets), pedestrian bollard lighting and highway luminaires, a bandstand, information kiosks with maps, bus shelters, informational signage and service club logos, accented street pavement, and clock tower and plaza area.

To implement the Streetscape Design elements, a number of steps are required:

- Utilize fully all areas of available right-of-way for streetscape improvements;
- Encourage redesign and consolidation of private parking lots to create additional space;
- Limit the size and number of curb cuts;
- Provide additional space for streetscape trees in adjacent parking lots;
- Locate directional signage within rights-of-way or private lands; and
- Encourage adoption of standard design approaches by private landowners.

RECOMMENDATIONS

Recommendations for the Community Business Center (CBC) promote a mixed-use center, combining neighborhood- and community-serving retail uses with a significant office component. Within the CBC, the mix and intensity of uses vary by land unit and build upon existing character and development, as well as efforts to conserve, revitalize, or redevelop them. A portion is designated as the "core" for the Springfield CBC. The core is intended to be the focal point for the CBC, and the place where a high standard of urban design, and the inclusion of office, residential, hotel, and retail uses and community-serving facilities are encouraged to promote pedestrian access and circulation. Higher intensities of development are planned to contribute to the creation of this focal point.

Outside the core area, planned uses are oriented around community- and neighborhood-serving retail uses at less intensity than the core area. Provision of space for small businesses is encouraged. Existing housing opportunities should be retained; new locations for housing are designated along the west side of Backlick Road south of its junction with Amherst Avenue to ensure a mixed-use character for the Community Business Center as well as provide appealing transitions to nearby established single-family neighborhoods. To enhance these areas, a common design theme or image should be established for existing retail facilities. The creation of an attractive streetscape and the provision of visual coherence and improved traffic circulation should be encouraged. Revitalization efforts should benefit the entire CBC.

In all portions of the Community Business Center, provision should be made for additional sidewalks, pedestrian linkages, and bike lanes or pathways. Community-serving facilities, such as assembly halls with meeting rooms, auditoriums for the performing arts, and cultural exhibits, should be incorporated into combination public/private space, when possible. Coordinated signage, landmarks, shaded open space, appropriate lighting, plantings, and street furniture should be added to enhance the identity, appeal, and functioning of the Springfield Community Business Center.

The following apply to all land units:

Substantial parcel consolidation is encouraged to provide for well-designed, efficient projects. Interparcel access, and visual and physical linkage to adjacent commercial properties is desirable. Utilities should be placed underground along major thoroughfares.

Gateways indicate entrances to an area and convey the first visual messages to visitors. Development in gateway locations should be particularly sensitive to this effect and should provide suitable landscaping, signage, and pedestrian orientation. In particular, drive-through uses and other uses that are primarily automobile-oriented are discouraged in these locations.

Recommendations for Land Units

Land Unit A

This land unit is located in the area bounded by Backlick Road, I-95, and Old Keene Mill Road. A portion of Land Unit A extends north of Commerce Street and on either side of Brandon Avenue. Land Unit A is designated as the core area for the Springfield Community Business Center. The greatest potential for pedestrian-oriented development, pedestrian access and movement, and the creation of a focal point for the CBC exists within the core area. The core area is planned for a mix of uses, including office, retail, hotel, and residential.

The core area is reserved for the most intensive development in the CBC. Intensities up to .70 FAR may be allowed to achieve urban design and revitalization objectives. Parcels within this land unit which are most appropriate for redevelopment should be consolidated and should contain the most intensive uses. These include Parcels 80-4((1))4, 4B, 4C, 4D, 7, 7A, 8A, 8B, pt 5B; 80-4((6))4A, 4C, 4D2, 4D4 and 4E, located around the intersection of Brandon Avenue and Commerce Street. The portion of the core area north of Commerce Street and west of Brandon Avenue is planned for intensities up to .50 FAR, with buildings oriented towards Commerce Street to emphasize their pedestrian character and relationship to the streetscape. Retention of renovated shopping centers is desirable and builds upon recent revitalization achievements.

Ground-floor retail uses should be incorporated into multi-story buildings. Restaurants, delicatessens, and outdoor cafes should be encouraged as amenities, when appropriate, to lend activity to the street. To link the core area with the area located south of Old Keene Mill Road, creation of an above-ground pedestrian connection, such as a pedestrian bridge across Old Keene Mill Road, should be encouraged. Effective buffering and screening to adjacent existing residential neighborhoods should be provided in any new development.

Land Unit B

This land unit is located east of Amherst Avenue and adjacent to the core area. To maintain appropriate transitions to the residential neighborhoods to the north, Land Unit B is planned for neighborhood- and community-serving retail uses up to .35 FAR, with a tapering down of intensities to the residential areas. Existing office uses located north of Commerce Street on both sides of Brandon Avenue and adjacent to the Yates Village subdivision should be retained at existing intensities. Streetscape design on the fringe of the core area should match the streetscape design found in the core area. Buildings should be well-screened and buffered to stable residential areas, well-landscaped, and oriented to a public street. Lighting should be designed in such a way that it is not intrusive to the surrounding residential areas.

Land Unit C

This land unit is located north of Old Keene Mill Road between Amherst Avenue and the multi-family housing bordering Cumberland Avenue/Commerce Street. Springfield Plaza is the major feature of this area. Community-serving retail uses are planned at intensities up to .35 FAR. The area west and north of Commerce Street and Cumberland Avenue is planned for residential uses at 16-20 dwelling units per acre. Office uses within the land unit are planned for intensities up to .25 FAR (tax map 80-3((1))3D). Any north and westward expansion of non-residential uses beyond their present limits, especially along Backlick Road and beyond Cumberland Avenue/Commerce Street, is discouraged. Emphasis in this land unit should be placed on creating a pedestrian-oriented streetscape. The appearance of large parking lots should be improved with public amenity features, shaded open space, and landscaping.

Land Unit D

Sub-unit D1 is generally located south of Old Keene Mill Road and north of the Lee Center shopping center, between Amherst Avenue and I-95. Low-rise office uses at overall intensities consistent with the guidelines for Community Business Centers in the Concept for Future Development are planned for this land unit if the following is achieved:

- All parcels east of Backlick Road are consolidated for a single development project;
- Parcels north of Springfield Boulevard between Backlick Road and Amherst Avenue are consolidated for a single development project; and
- All parcels south of Springfield Boulevard between Backlick Road and Amherst Avenue are consolidated for a single development project.

Community-serving retail uses up to .35 FAR are also planned for this sub-unit.

Sub-unit D2 is located south of Old Keene Mill Road between the Springvale subdivision and Amherst Avenue, and north of the junction of Amherst Avenue with Backlick Road. Selected redevelopment and parcel consolidation as well as revitalization of existing office and retail uses is encouraged in order to retain both existing businesses and provide office space opportunities.

This sub-unit is planned for low intensity office use in order to create a transition to the residential area to the west. The following conditions should be met:

- The intensity of development should not exceed an FAR of .32 and no structure, including the mechanical facilities or penthouse, should exceed 50 feet;
- The location of the buildings on these properties should be oriented to Amherst Avenue, Old Keene Mill Road, or Springfield Boulevard, as appropriate, with a substantial buffer in excess of the minimum requirements located along the adjacent stable single-family neighborhood areas. The required barrier should be placed adjacent to the parking lot on the eastern edge of the required buffer; and
- Uses should be limited, and the site layout, architecture, open space area, internal circulation, and access should be designed, to minimize the impact on the adjacent residential area and enhance the image of the surrounding commercial area.

Land Unit E

This land unit is located north of the Franconia-Springfield Parkway, between I-95 and the residential areas west of Backlick Road. With the exception of the Lee Center shopping center, this land unit is located south of the junction of Amherst Avenue with Backlick Road. Retail, low-rise office, and residential uses are planned for this land unit. Community-serving retail uses with intensities up to .35 FAR are planned in order to retain existing businesses and provide space for the start-up of new businesses. Office uses shown on the Plan map should be retained and existing office uses located along Backlick Road should be retained at existing FARs. However, commercial development along the Franconia-Springfield Parkway is discouraged.

That portion of Parcel 90-2((1))23 that is opposite the Grand View townhouse development located on Villa Park Road is planned for transitional low-rise office use. Such office development should consolidate parcels to provide for the existing and proposed roadway improvements, and provide effective noise attenuation measures as needed. Appropriate landscape treatment should be provided where necessary to protect adjoining residential or institutional uses.

The Brookfield Plaza shopping center site, located west of Backlick Road off Spring Garden Drive, is planned for community-serving retail use up to .35 FAR. As an option, residential use at 16-20 dwelling units per acre may be appropriate to create a distinct edge to commercial development and be compatible with surrounding residential uses. Under this option, the following conditions should be met:

- Complete parcel consolidation [tax map 90-2((1))17, ((2))1 and 2] to provide for a well-designed project;
- Provision of effective screening and buffering to adjacent residential neighborhoods;
- Heights of structures do not exceed 40 feet; and
- Access is limited to Backlick Road and curb cuts are minimized. (See Figure 157 in Sector S4.)

I-95 CORRIDOR INDUSTRIAL AREA

CHARACTER

The I-95 Corridor Industrial Area is located along the east and west sides of I-95 in the Newington area near Accotink Creek. The area is characterized by a predominance of industrial, warehouse, fuel storage, vehicle repair, wholesale and commercial retail, "flex-space," and office uses.

Sensitive environmental areas, such as the Long Branch of Accotink Creek are in proximity to or within industrial sites. This area is located in the Accotink Creek watershed and its fairly extensive floodplains; the stream valleys of this channel affect most of the area. Because of its location in the Coastal Plain geologic province, this area is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays. The sensitive environmental areas also contain known and potential historic and prehistoric archaeological sites.

CONCEPT FOR FUTURE DEVELOPMENT

The I-95 Corridor Industrial Area is recommended in the Concept for Future Development to retain an overall industrial orientation. Industrial Areas are intended primarily to provide suitable locations for industrially-related uses. Office and other commercial uses should be limited in these areas for the most part.

MAJOR OBJECTIVES

Planning objectives for the I-95 Corridor Industrial Area include:

- Retain suitable locations for industrial uses;
- Redevelop the blighted industrial areas along Cinder Bed Road and the Long Branch of Accotink Creek north of Backlick Road; and
- Protect environmental quality corridors and provide public trail access.

RECOMMENDATIONS

The I-95 Corridor Industrial Area is adjacent to the S5, S6, and S7 Community Planning Sectors. Figure 140 shows the I-95 Corridor Industrial Area divided into land units for the purpose of organizing land use recommendations. These land units will be referred to in the remainder of this section.

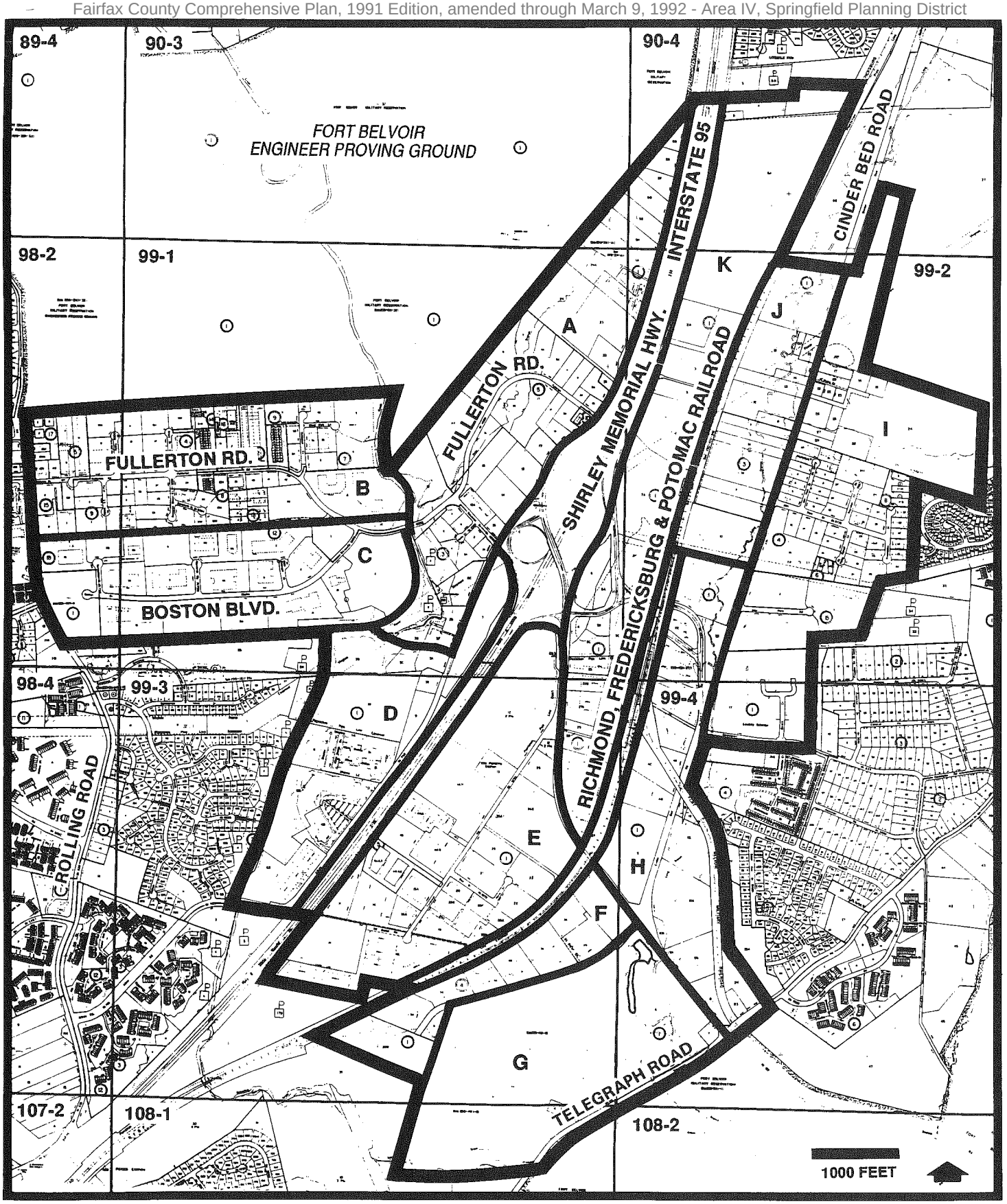
Land Use

Land Unit A

This land unit includes the area located west of Backlick Road and east of the Engineer Proving Grounds (EPG). Several industrial parcels fronting Backlick Road are blighted or in marginal use. Uses along Backlick Road include auto repair shops, auto towing and storage lots, warehouses, self-storage compounds, a lumber yard, and an auto dealership. Industrial uses up to .35 FAR are planned for this land unit. Infill development on vacant parcels should be of a compatible use and intensity, and sensitive to the Accotink Creek EQC.

The County should consider the acquisition of the currently leased Alban Road Equipment Management Transportation Agency facility for the same use (tax map 99-1((1))14, 15 and 16; ((5))15 and 16).

Parcels 90-4((1))5B and 5F currently are developed with automobile-related uses. In any redevelopment, consolidation with Parcels 5A and 5D is encouraged. Development of an auto-related commercial use may be appropriate if coordinated access to Backlick Road and effective landscaping along Backlick Road are provided.



FAIRFAX COUNTY

I-95 CORRIDOR INDUSTRIAL AREA

BOUNDARY AND LAND UNITS

FIGURE 140

Land Unit B

This land unit includes an area of extensive and intensive industrial uses off Fullerton Road west of Accotink Creek. Continued industrial use up to .50 FAR is planned for this area. Infill development should be of similar character and intensity to existing development.

Industrial development on any of the parcels north of Fullerton Road, between Fullerton Industrial Park and Rolling Road, should have access only to the industrial park and should provide effective buffering and an adequate transition to Rolling Road.

Retail and commercial development adjacent to residential areas may be appropriate on the parcels between the Fullerton Industrial Park and Rolling Road [tax map 98-2((5))109A, 115, 120, 132A; ((15))G, H, I and ((17))D, E, F] off Fullerton Street immediately east of Rolling Road (see Figure 162 in Sector S5), provided that such development:

- Is well designed;
- Does not provide access in any way to the Fullerton Industrial Park;
- Has coordinated internal traffic circulation and a coordinated major access opposite the intersection of the north leg of Edinburgh Drive with Rolling Road; (see Figure 162 in Sector S5) and
- Provides an attractive landscaping buffer adjacent to Rolling Road.

Land Unit C

This land unit, located west of Accotink Creek along both sides of Boston Boulevard, is planned for industrial use up to .50 FAR. The Virginia 95 Business Park occupies much of the land with low-rise buildings. Infill development should be of a compatible use and design with existing uses, and provide buffering to adjacent uses.

The 15-acre Parcel 99-1((12))C, located south and east of the junction of Boston Boulevard with Fullerton Road, is planned for industrial uses up to .50 FAR. As an option, community-serving retail uses may be appropriate if Fullerton Road between Boston Boulevard and Boudinot Drive is re-designated as a six-lane facility and Boston Boulevard is designated as a four-lane facility from the entrance to the subject property east to Fullerton Road, with neither Boston Boulevard nor Fullerton Road connected through to Rolling Road to the west, and the following conditions are met:

- The development is designed as a single integrated center and does not appear as a strip commercial center; architectural materials are utilized that are similar to existing buildings within the Virginia 95 Business Park; the development is effectively screened and buffered from adjacent uses and consideration is given to berming around the periphery of the site;
- Building height is limited to a maximum height of 40 feet with an FAR not to exceed .25;
- Landscaping, lighting, and other features are provided along Fullerton Road and Boston Boulevard to continue the existing streetscape; interior parking lot landscaping is provided on-site in accord with Fairfax County guidelines;
- Water quality protection measures to protect the Accotink Creek Environmental Quality Corridor are incorporated into the development of the subject property, with emphasis given in these measures to preventing hydrocarbon runoff;
- The slopes of the Accotink Creek outside the property limits are to remain undisturbed. Land disturbing activities along the slopes within the property limits should be minimized. Consideration will also be given to providing supplemental plantings on the slopes to the Accotink Creek within the property;

- Access to the property is located on Boston Boulevard via a common entrance with the adjacent property to the west [tax map 99-1((12))C1];
- Sufficient right-of-way is provided and specific frontage improvements along both Fullerton Road and Boston Boulevard are constructed as determined appropriate by Fairfax County as development and/or redevelopment occurs;
- The existing bridge over Accotink Creek is reconstructed as determined appropriate by Fairfax County;
- The environmental impacts on the Accotink Creek of any bridge construction should be minimized; and
- Prior to occupancy, interchange improvements constructed as part of the I-95 HOV project are available for use by traffic.

Land Unit D

This land unit is located along Alban Road between Accotink Creek and I-95 and south of Boudinot Drive. The land unit is planned for industrial use up to .35 FAR. In this area, any development should provide substantial buffering between potentially incompatible residential and industrial uses to eliminate visual, noise or other impacts and be designed to preserve natural contours and vegetation.

As an option, neighborhood-serving retail development may be appropriate on the parcel between Alban Road and Shirley Highway, [tax map 99-1((1))7] provided that such development meets the following conditions:

- A well-designed project up to .25 FAR that includes substantial landscaping along Alban Road;
- Dedication of right-of-way and construction along Alban Road, including any necessary access improvements;
- Incorporation into development proposals plans for the I-95 and Fairfax County Parkway interchange and providing necessary dedication;
- Integrated development in a single structure and no drive-through facilities; and
- Encouragement of one-stop shopping.

Land Unit E

This land unit is located between I-95 and the RF&P Railroad tracks south of Backlick Road off Terminal Road. It is the site of a large fuel storage tank farm and a variety of industrial and warehouse uses. This land unit is planned for industrial uses up to .50 FAR.

Land Unit F

This land unit is located south of Backlick Road, west of Cinder Bed Road, and east of the RF&P Railroad tracks and is planned for industrial uses up to .50 FAR. Current development includes low-rise buildings of the Gateway 95 Industrial Park. Infill development of flex-space type uses may be appropriate in this land unit in order to be compatible with existing uses. Additionally, building design should be of a compatible scale and appearance with existing development.

Land Unit G

This land unit is located south of Backlick Road, west of Telegraph Road, and east of Cinder Bed Road. A portion is currently used as a top-soil processing site while another portion was formerly used as a landfill. The land unit also contains extensive EQC land. The area formerly used as a landfill is planned for future use as private recreation use. Development of industrial uses up to .35 FAR on the top soil processing site may be appropriate. However, sufficient documentation will

need to be provided to verify that the top soil processing site is suitable and safe for building and an environmental study must be performed. If found not to be suitable and safe for building, or if environmental issues cannot be resolved, this site should be planned for private recreation use. Land should be dedicated for public park use adjacent to existing parkland along Accotink Creek.

Land Unit H

This land unit is located north of Backlick Road, east of the RF&P Railroad tracks, west of Cinder Bed Road, and south and west of the Fort Belvoir Military Railroad, and south of the Virginia Power easement. Current development includes a VDOT road maintenance compound, industrial, storage, warehouse, and retail uses. The area is planned for industrial uses up to .50 FAR. Development should be sensitive to environmental constraints.

Land Unit I

This land unit is located north of the Fort Belvoir Military Railroad and east of Cinder Bed Road. Existing uses including County school bus and Connector bus parking facilities and garage, a new industrial park, vacant land, and industrial uses exist next to older single-family residences. Industrial uses up to .35 FAR are planned for this land unit.

The area along Long Branch next to Cinder Bed Road north of the Newington Garage is appropriate for industrial use, with substantial buffering and transitional open space required next to any remaining detached single-family residential units. The environmental constraints of the area associated with steep slopes, poor soil, and floodplains require strict conformance with environmental policies. The eastward boundary should generally follow the base of these slopes at an elevation of 165 feet to preserve the integrity of these highly erodible areas.

Parcels east of and above the 165-foot elevation line are planned for residential use. Parcels west of and below the 165-foot elevation line are planned for industrial use.

Land Unit J

This land unit is located north of the Virginia Power easement between Cinder Bed Road and the RF&P Railroad tracks. Blighted industrial parcels are present in this area. This land unit is planned for industrial uses up to .35 FAR. All development proposals should give priority to environmental reclamation and protection. Needed transportation improvements to Cinder Bed Road (see Figure 169 in Sector S6) should be provided by a redevelopment project.

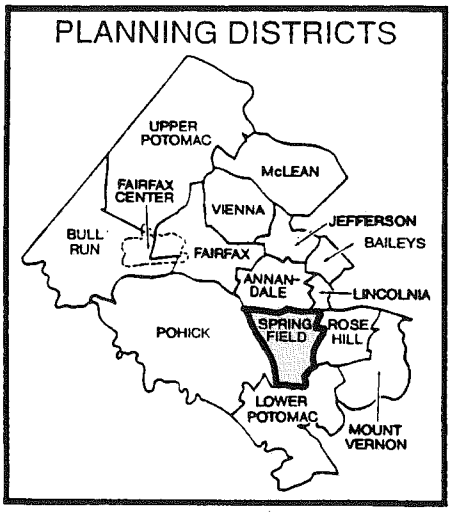
Land Unit K

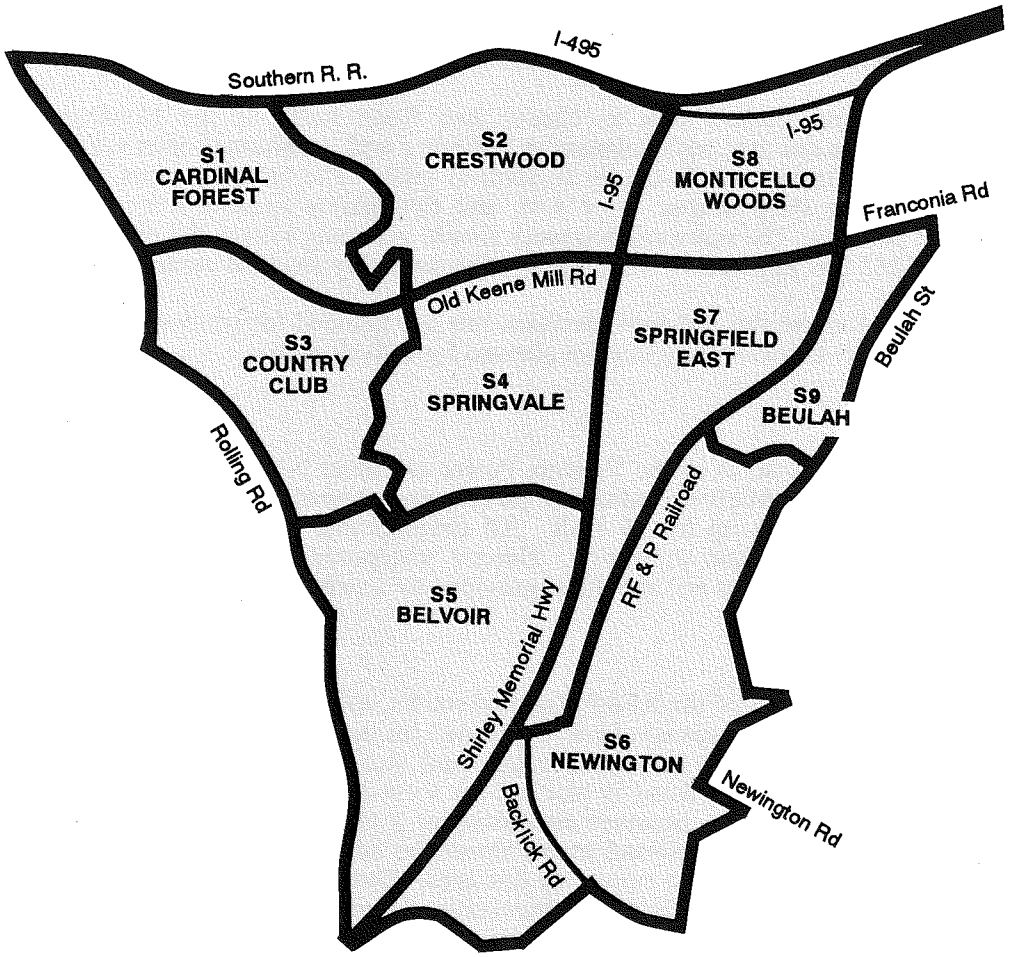
This land unit, located west of the RF&P Railroad tracks, east of Loisdale Road, north and east of Backlick Road, and south of Loisdale Park, is planned for industrial uses up to .35 FAR. The land unit contains vacant land, and industrial, retail, and storage uses. The southeast quadrant of Backlick Road and Newington Road is planned for local-serving retail uses up to .25 FAR (see Figure 169 in Sector S6). The presence and limits of a landfill south of Loisdale Park between Loisdale Road and the RF&P Railroad tracks should be established and development constraints identified before any development occurs in this area. Development of industrial uses up to .35 FAR may be appropriate after sufficient documentation is provided to verify that the landfill site is suitable and safe for building. If found not to be suitable and safe for building, this site should be planned for private recreation use. The landfill site is identified for possible acquisition for public recreational use as shown on Figure 179 in Sector S7.

Public Facilities

1. Relocate the Water Authority's shop and storage yard from Huntington to its Cinder Bed Road property. [tax map 99-2((4))16.]

2. Provide a maintenance/fueling facility (preferably in Newington) for the Human Services Transportation Branch, which supplies para-transit services for eligible disabled, elderly, and low-income County residents.





0 6000 FT

SCALE

FAIRFAX COUNTY

COMMUNITY PLANNING SECTORS
SPRINGFIELD PLANNING DISTRICT

FIGURE 141

S1 CARDINAL FOREST COMMUNITY PLANNING SECTOR

CHARACTER

The Cardinal Forest Community Planning Sector is primarily developed with residential uses. Commercial development is located in the southwest corner. The Cardinal Forest subdivision, which occupies a large portion of the sector, is developed under the Planned Residential Community (PRC) zoning district. This development contains a mix of residential types and densities (single-family, townhouse, and garden apartments) as well as neighborhood-serving commercial development. South and east of Cardinal Forest, development is predominantly detached single-family houses, with some townhouse development in the southeast corner of the sector. A number of institutional uses, and several commercial office buildings are located along the north side of Old Keene Mill Road. A small industrial park is located along the Southern Railroad tracks, off Rolling Road and Morrissette Drive.

Neighborhood shopping is provided by the Cardinal Forest Plaza shopping center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads. In addition, there are several community-serving shopping centers located just outside the sector, to the west of Rolling Road.

Potentially significant heritage resources have been recorded in Cardinal Forest Park and can be expected along Rolling and Old Keene Mill Roads and Accotink Creek and its tributaries. Upland areas have been largely disturbed by recent residential development.

CONCEPT FOR FUTURE DEVELOPMENT

The Cardinal Forest Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Cardinal Forest sector is largely developed in stable residential neighborhoods. Infill development should be of a compatible use, type, and density and 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 142 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.

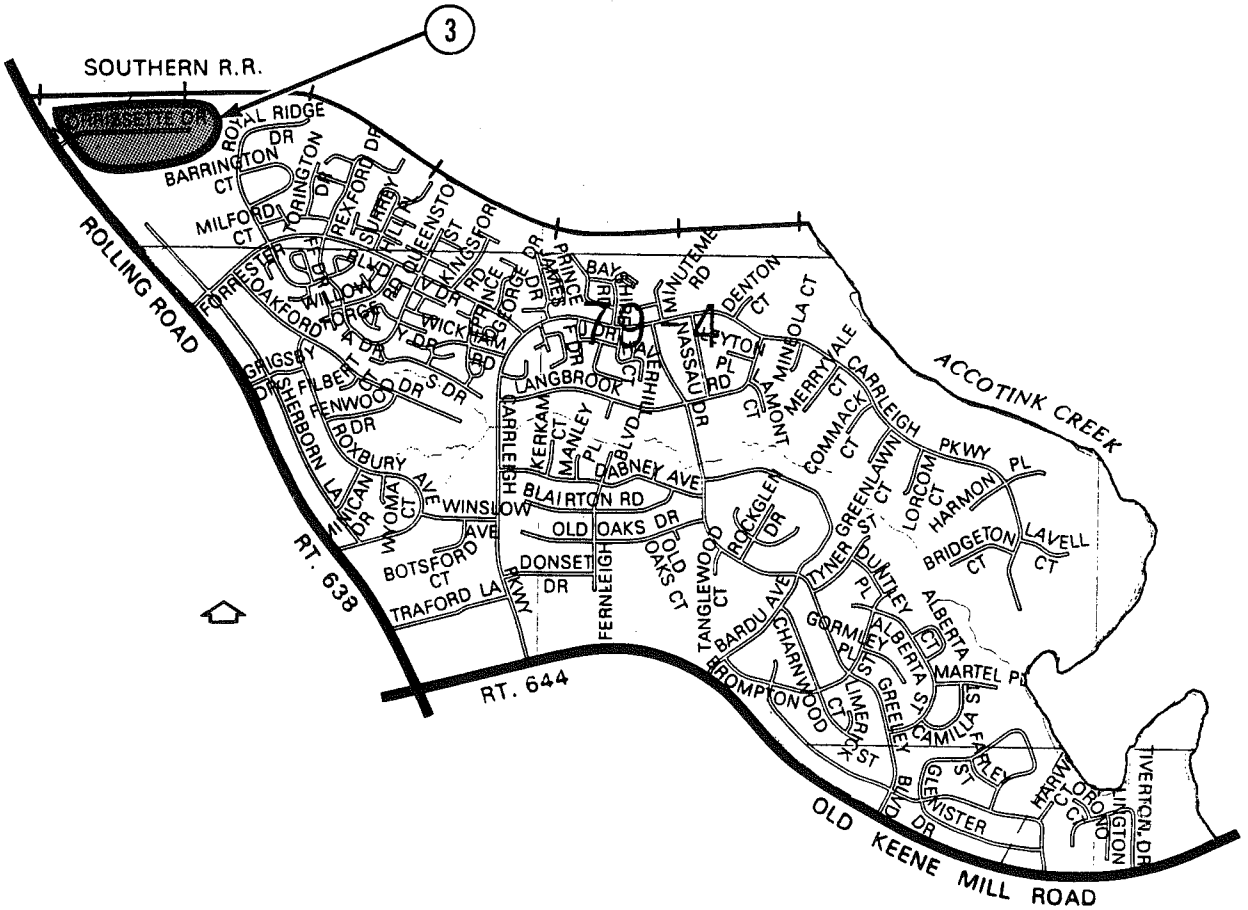
1. The current pattern of land uses in the sector should be maintained, and infill development should be compatible with existing residential densities and types. Additional commercial development should not occur along Old Keene Mill Road. [Not shown]

2. The Cardinal Forest master plan, which is incorporated in the Comprehensive Plan, indicates the extent and type of development in Cardinal Forest. Development in the Cardinal Forest Residential Planned Community (RPC) should be in accordance with the adopted Cardinal Forest Plan map as shown on Figure 143.

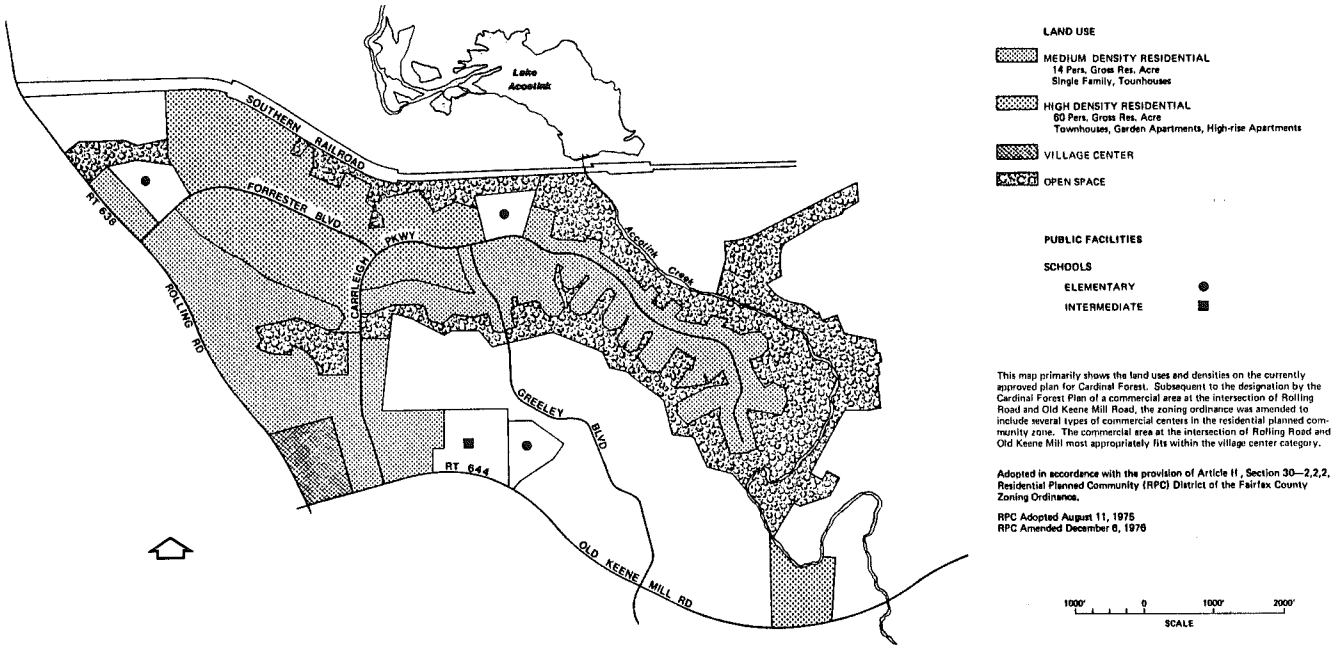
3. The Morrissette Drive industrial area (West Springfield Corporate Centre), located along the south side of the Southern Railroad tracks off Rolling Road and Morrissette Drive, is planned for industrial use up to .40 FAR. Infill development on vacant land should be compatible in use and intensity with existing industrial uses. Such development should provide for screening and buffering to adjacent parkland and residential development. Should this area (Morrissette Drive industrial area) redevelop, it should be considered as a commuter rail station site.

S1

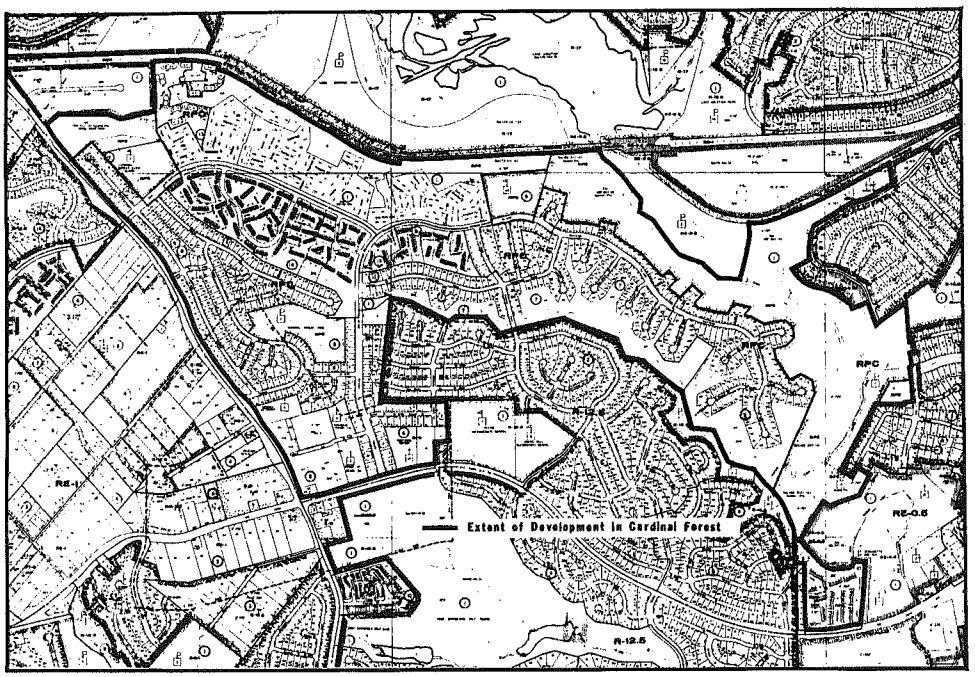
CARDINAL FOREST COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 142



(1) CARDINAL FOREST COMPREHENSIVE PLAN - The Cardinal Forest Master Plan, shown here in a composite land use, transportation, and public facilities map. is displayed according to the use and intensity categories as required by the Residential Planned Community (RPC) zone in the zoning ordinance. This plan is an adopted part of the comprehensive plan of the County.



(2) EXTENT OF DEVELOPMENT IN CARDINAL FOREST - This map portrays the arrangement of building unit types and intensities in the portions of the Cardinal Forest Residential Planned Community (RPC) for which development plans have been approved. Development of the various portions of acreage which comprise the RPC requires County approval of specific development plans.

FAIRFAX COUNTY	(1) CARDINAL FOREST COMPREHENSIVE PLAN (2) EXTENT OF DEVELOPMENT IN CARDINAL FOREST	FIGURE 143

Transportation

Transportation recommendations for this sector are shown on Figure 144. 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.

Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the best way to increase corridor capacity and to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

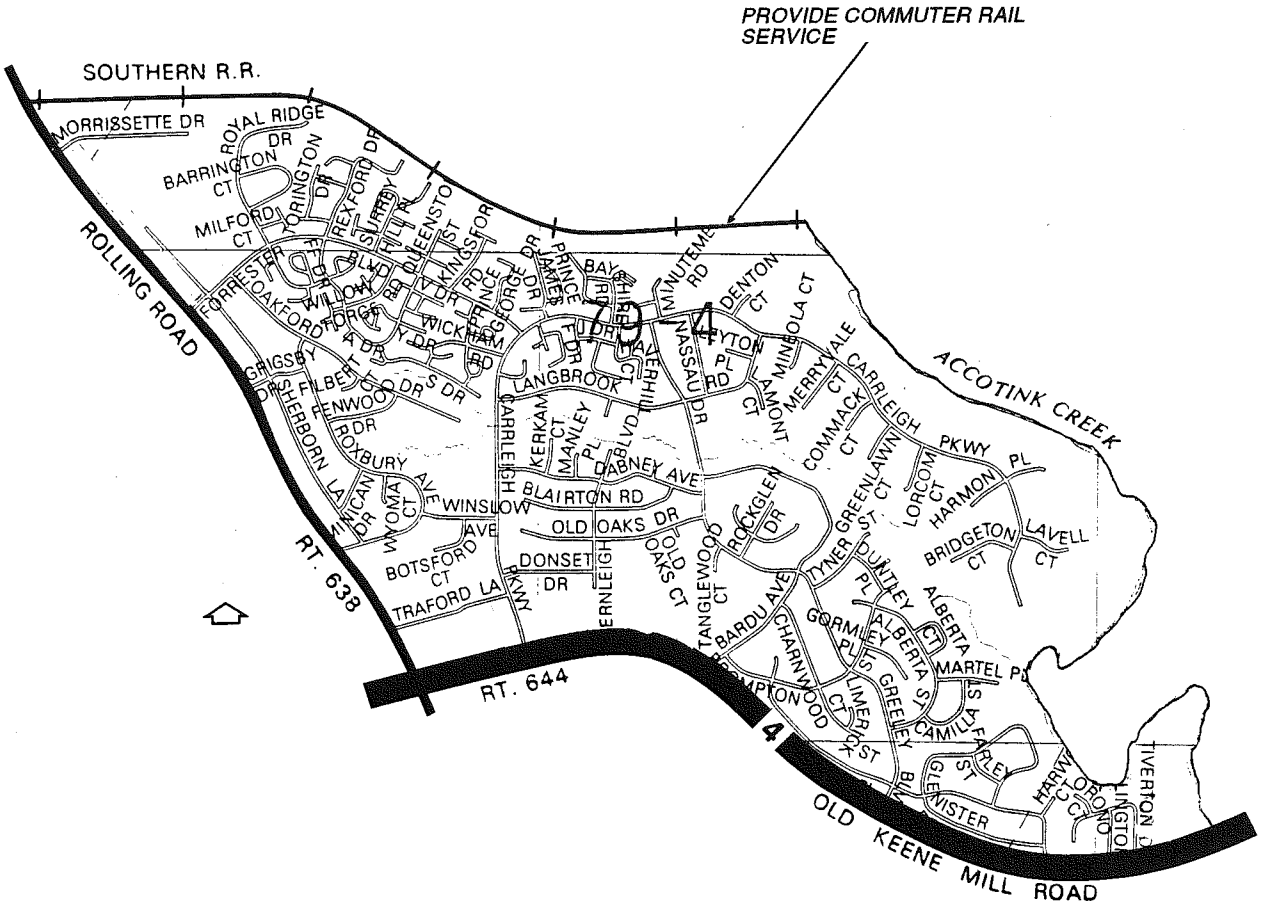
Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 145. 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 146 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.

S1
CARDINAL FOREST 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.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 144

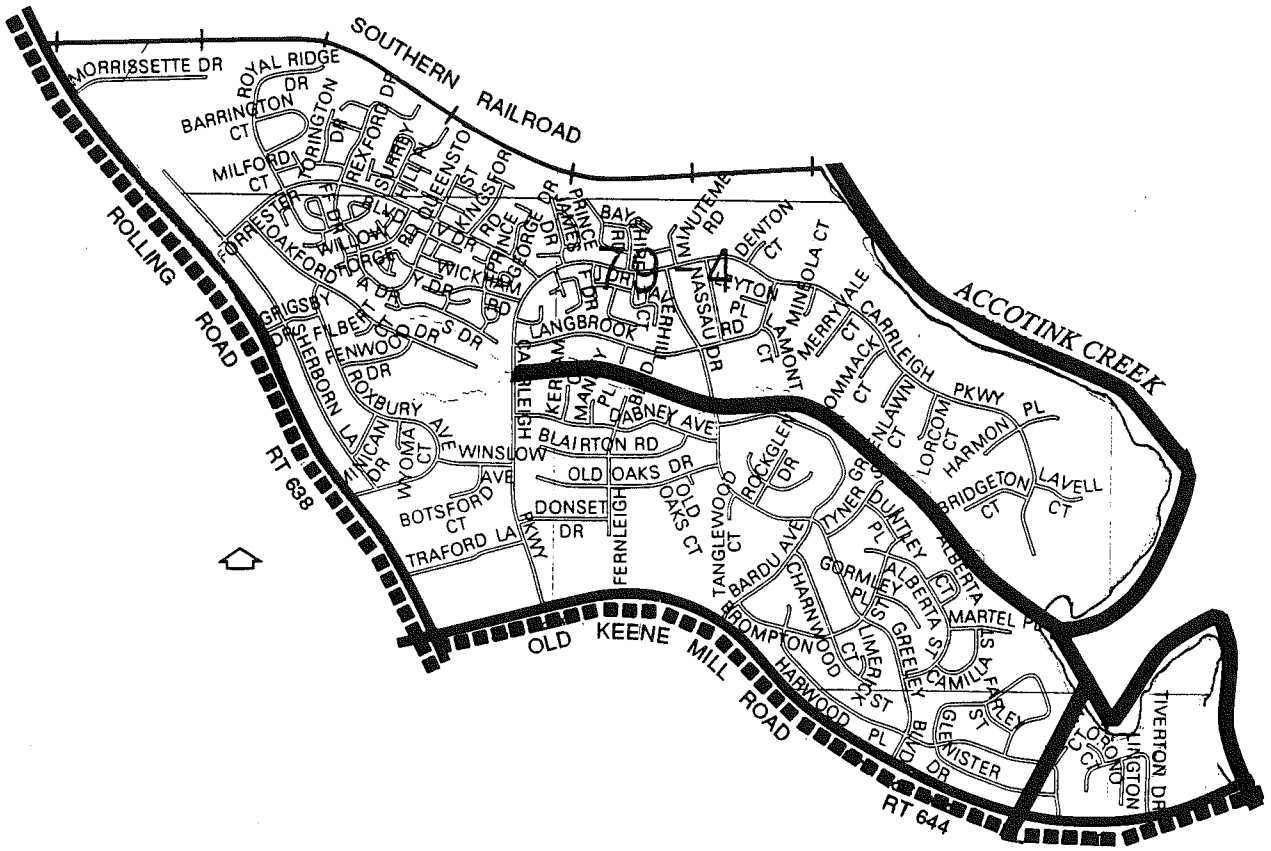
FIGURE 145

PARKS AND RECREATION RECOMMENDATIONS

SECTOR S1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Carrleigh Park	Initiate a master planning process and develop in accordance with approved plan.
COMMUNITY PARKS:	
Royal Ridge	
Cardinal Forest	Upgrade existing facilities to address active recreation needs.
DISTRICT PARKS:	
	This sector is not currently served by a District Park. Water-oriented recreational resources are available at Lake Accotink Park, immediately north of this sector.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley park. Complete development of countywide stream valley trail in this sector.

S1
CARDINAL FOREST 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.

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 146

S2 CRESTWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Crestwood Community Planning Sector is located adjacent to the Springfield Community Business Center (CBC). The Crestwood sector is located on the north side of Old Keene Mill Road between Accotink Creek on the west, the CBC on the south, and I-95 on the east. The area is primarily developed in residential uses with nonresidential uses occurring in the vicinity of Accotink Creek and the Southern Railroad right-of-way. The garden apartments on Cumberland Avenue within the Springfield Community Business Center provide an appropriate transitional use between the stable single-family residential uses and the commercial uses in central Springfield. Housing in the sector is predominantly single-family detached units, with some townhouses and garden apartments.

The sector has community- and neighborhood-serving shopping facilities available in the Community Business Center in central Springfield. Industrial uses are located on the land north of Highland Street and west of Hanover Avenue to Accotink Creek, adjacent to residential uses. Shirley Highway (I-95), Old Keene Mill Road, Backlick Road, and Amherst Avenue are the major roadways in this sector.

Open space areas along Accotink Creek and its tributaries offer the highest potential in this sector for surviving heritage resources. Accotink Creek and its tributaries are also the major environmental features in the sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Crestwood Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

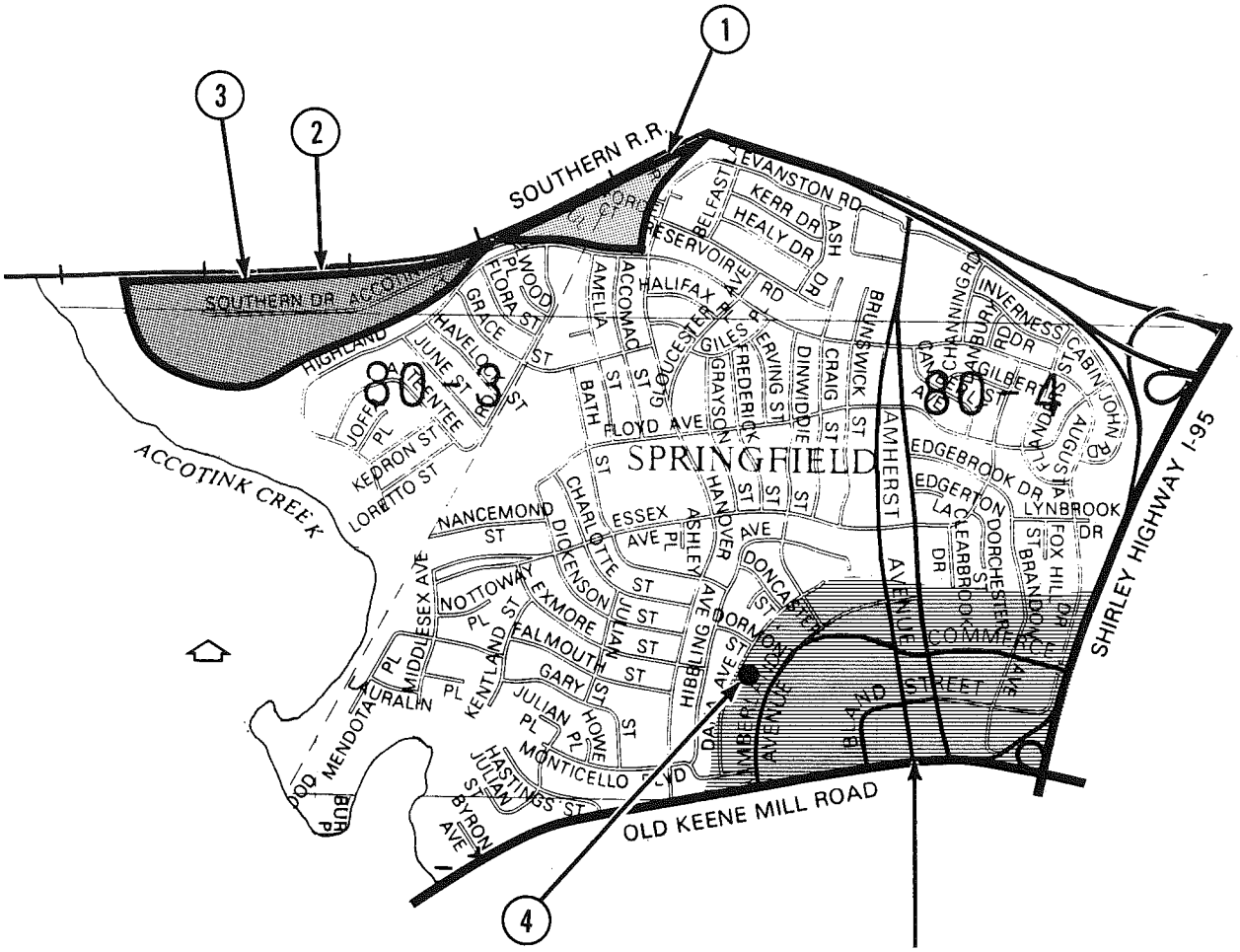
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 147 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. The area north and east of the Springfield Swim Club is planned for residential use at 5-8 dwelling units per acre. This development should be well-screened from adjacent, single-family detached dwellings. In addition, this development should reflect good site design and architectural elements, and include pedestrian features. Acoustical barriers and noise mitigation measures in new homes will be necessary to protect residents from railroad noise. Until the property redevelops in this manner, any modifications to the existing industrial use should incorporate the following:

   - A minimum 60-foot wide buffer and solid barrier around the entire property;
   - Lighting that will minimize adverse impacts upon adjacent residential areas;
   - Light industrial development up to .25 FAR and a maximum building height of 40 feet; and

S2
CRESTWOOD COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 147

- Undergrounding electrical utility distribution lines.

In order for the above mentioned area to achieve the .25 FAR, a detailed transportation analysis should be performed to show that adverse transportation impacts on adjoining residential neighborhoods can be mitigated. Measures to mitigate such impacts should be implemented to the satisfaction of Fairfax County before such development occurs.

2. To minimize the impact of industrial operations in the Highland Street/Southern Drive area on adjacent residential areas, use of the industrially-zoned area west of the Springfield Swim Club should provide for:

   - A minimum 40-foot wide conservation easement along the southern and western edges of the property;
   - A conservation easement along the stream valley;
   - Substantial landscaping along roadways and site entry areas;
   - Lighting which will minimize adverse impact upon adjacent residential areas; and
   - Underground electrical utility distribution lines.

3. The Accotink Creek Environmental Quality Corridor should be protected through public acquisition of the vacant tracts of land north of Highland Street and northeast of Accotink Creek. The industrially zoned area along Southern Drive south of the Southern Railroad tracks (Springbelt Center Industrial Park) is planned for industrial use up to .40 FAR. Infill development should be of a compatible use and intensity with existing development. A minimum 200-foot open space buffer should be dedicated to the Fairfax County Park Authority with any redevelopment.

4. The Springfield Garden Apartments, located along Cumberland Avenue and Commerce Street, are planned for residential use at 16-20 dwelling units per acre and should be preserved as a transitional use between the single-family residential area and the Springfield CBC.

5. In order to retain a distinct "edge" between the residential and commercial uses, and to prevent commercial encroachment, nonresidential use of existing single-family structures near or adjacent to the Springfield CBC should be discouraged. [Not shown]

Transportation

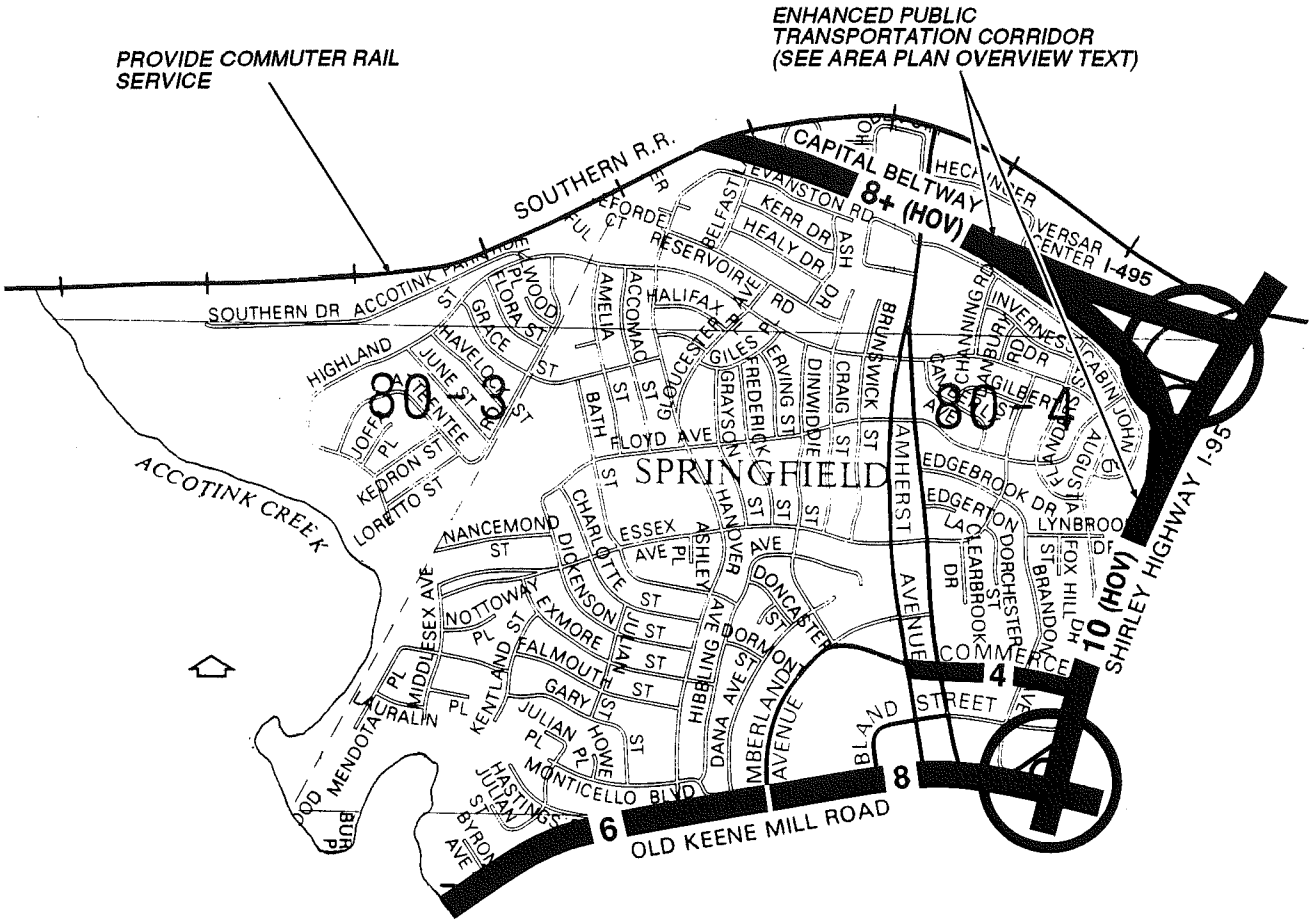
Transportation recommendations for this sector are shown on Figure 148. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 149. 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.

S2
CRESTWOOD 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.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 148

FIGURE 149

PARKS AND RECREATION RECOMMENDATIONS

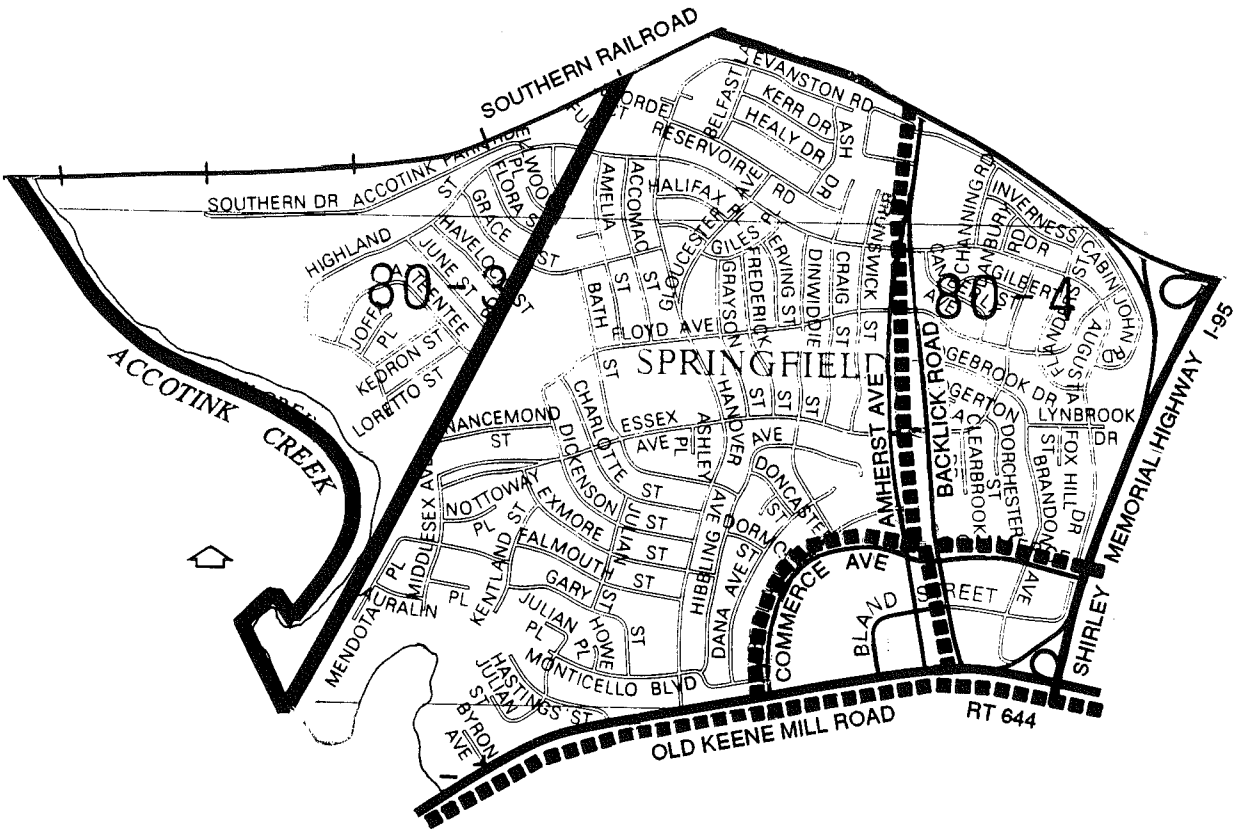
SECTOR S2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lynbrook	No development is planned for this park.
COMMUNITY PARKS:	
Brookfield Byron Avenue	Upgrade existing facilities at school and park sites to address active recreation needs.
DISTRICT PARKS:	
	This sector is not currently served by a District Park. Water-oriented recreational opportunities are available at Lake Accotink, northwest of this sector.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley through acquisition of land and/or donation/dedication of open space easements to the Fairfax County Park Authority. Complete development of the countywide stream valley trail. Expand open space easements on western boundary of Highland Street industrial area and Springbelt Center Industrial Park. If infill development occurs on remaining vacant land in the Springbelt Center Industrial Park, a minimum 200-foot open space buffer should be dedicated to the Fairfax County Park Authority. (Also noted in Land Use Recommendations.)

Trails

Trails planned for this sector are delineated on Figure 150 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.

S2
CRESTWOOD 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.

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 150

S3 COUNTRY CLUB COMMUNITY PLANNING SECTOR

CHARACTER

Single-family detached residential use is the predominant development in Sector S3, with some townhouse and commercial development in the northwest portion of the sector. The completion of the Hunter Village (Daventry) development will add townhouse residential units and substantial Accotink Creek Stream Valley parkland to the developed land uses in the Country Club sector. Old Keene Mill Road, Rolling Road, the Franconia-Springfield Parkway and Hunter Village Drive are the major roadways in this sector. Neighborhood- and community-serving shopping facilities are available at the retail center cluster at the intersection of Old Keene Mill and Rolling Roads.

Surveys along Accotink Creek have located potentially significant heritage resources, especially along Hunter Village Drive and Hooes Road. Other resources have been found along smaller tributaries in the interior. The Springfield Golf and Country Club has potential for heritage resources, particularly from the prehistoric period.

CONCEPT FOR FUTURE DEVELOPMENT

The Country Club Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Country Club Community Planning Sector is largely developed as stable residential neighborhoods. Infill development should be of a compatible use, type, and density and 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 151 indicates the geographic location of land use recommendations for this sector.

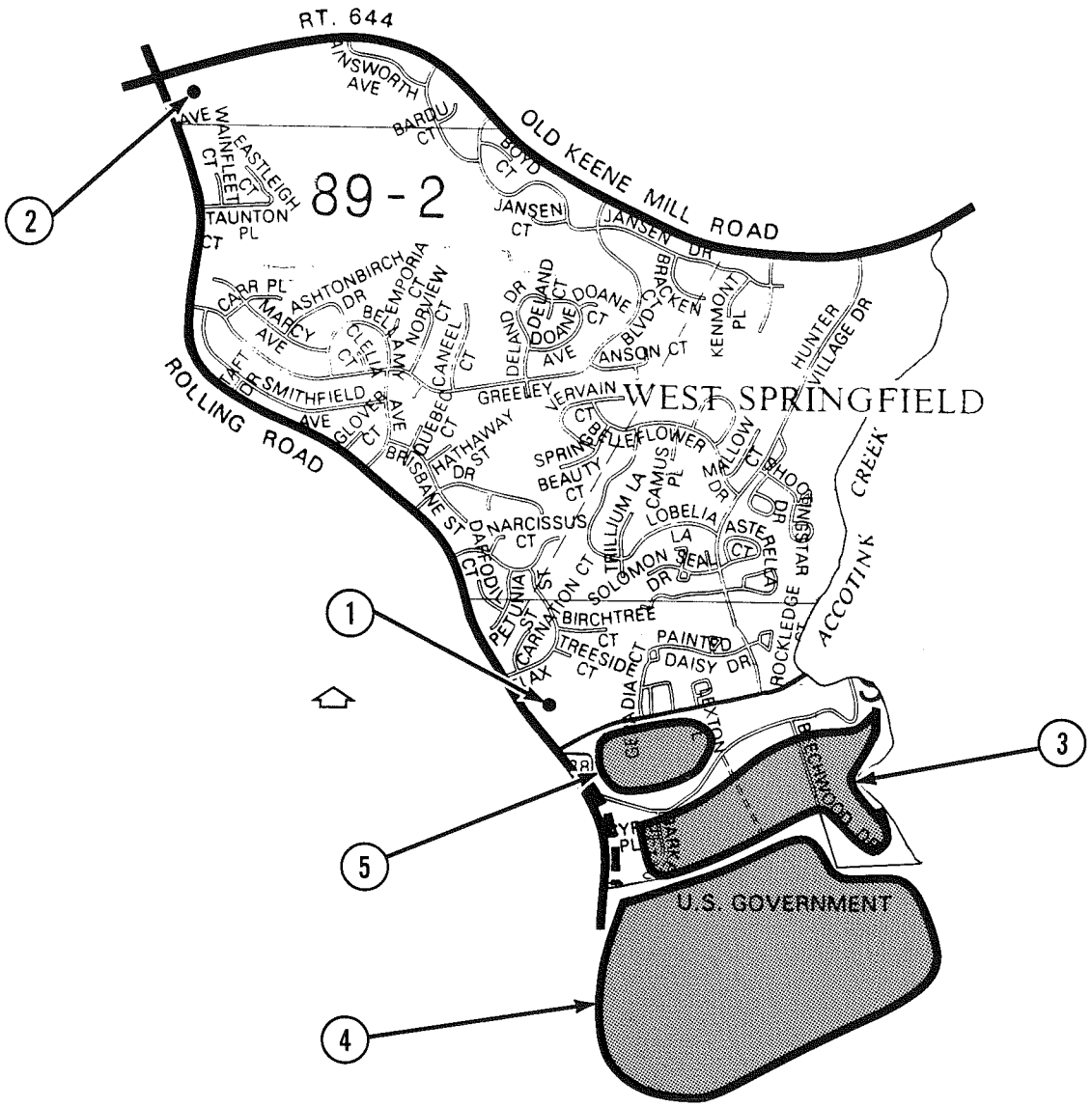
1. Residential development at 4-5 dwelling units per acre is planned for the parcel fronting on Rolling Road, off Wentworth Place.

2. The neighborhood shopping center and adjacent retail uses located at the southeast quadrant of the intersection of Old Keene Mill and Rolling Roads are planned for neighborhood-serving retail uses up to .25 FAR. Revitalization of existing uses is desirable in order to improve the land use relationships and their rundown appearance.

3. The character of the stable lower density development south of Hooes Road, east of the corner properties at Rolling Road, and west of Accotink Creek, should be strengthened through single-family residential infill of vacant parcels at densities compatible with existing development.

4. The Engineer Proving Grounds is designated on the Concept for Future Development as a Large Institutional Land Area. Development or redevelopment plans should be supported only if they are consistent with the County Goals and Comprehensive Plan. Any development of the Engineer Proving Grounds to the south of the sector should be accomplished such that existing residential neighborhoods are adequately protected from visual, noise, and any other adverse impacts of new development.

S3
COUNTRY CLUB COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 151

5. The parcel south and east of the intersection of Rolling Road and the Franconia-Springfield Parkway [tax map 89-4((15))30H] is planned for park use. A portion of the parcel will be affected by the design of the Rolling Road/Fairfax County Parkway interchange. Development of park uses on the parcel should await the completion of all appropriate design studies.

Transportation

Transportation recommendations for this sector are shown on Figure 152. 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.

Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the best way to increase corridor capacity and to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

Parks and Recreation

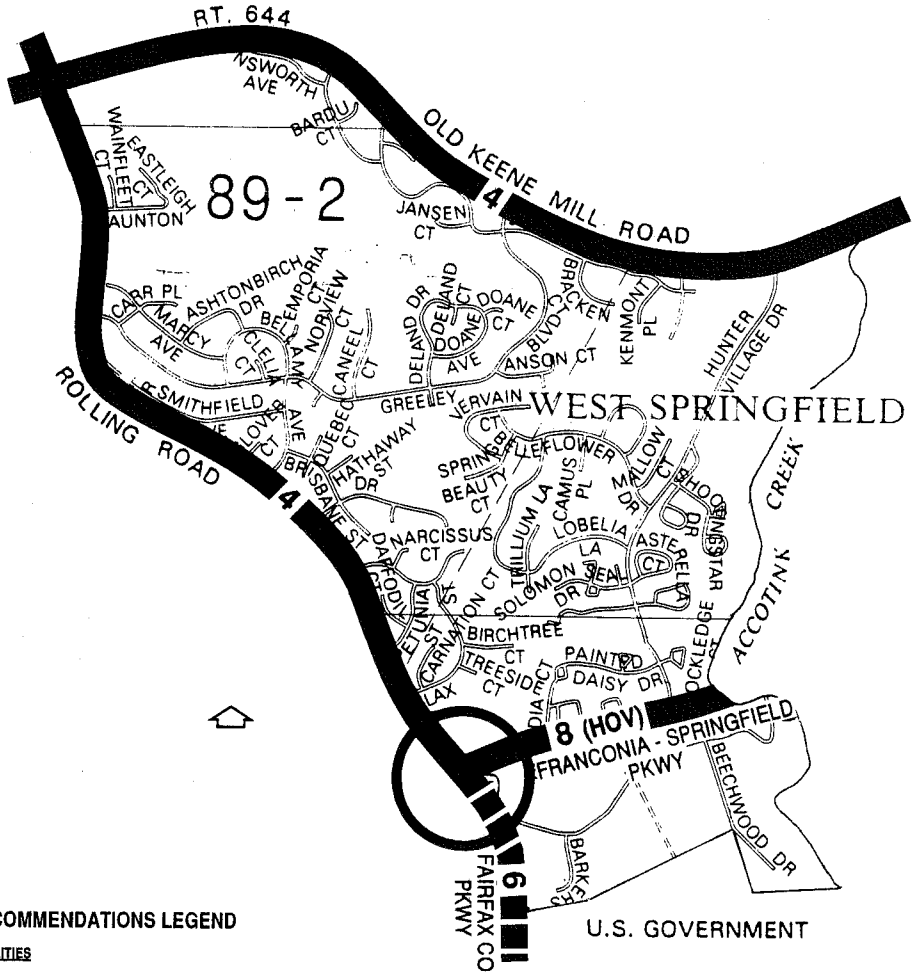
Parks and recreation recommendations for this sector are shown on Figure 153. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 154 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.

Add a trail (over or under) the Franconia-Springfield Parkway. A trail along the stream, under the bridge, would be best.

S3
COUNTRY CLUB 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.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 152

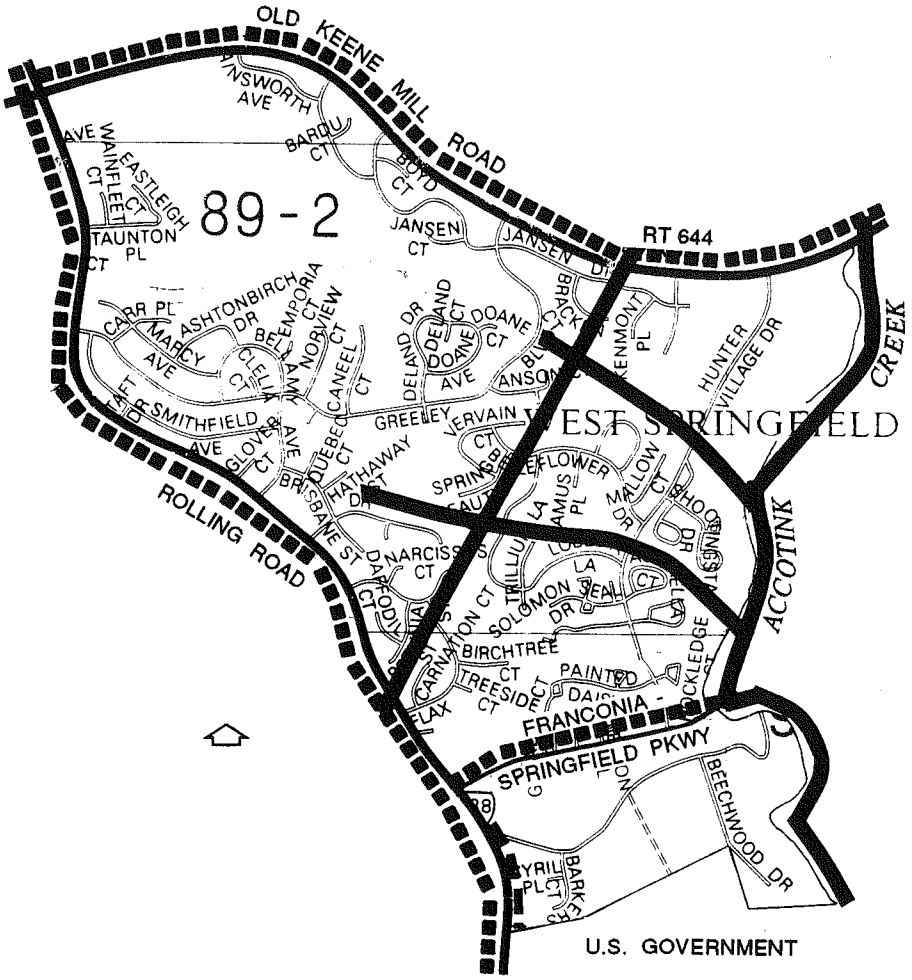
FIGURE 153

PARKS AND RECREATION RECOMMENDATIONS

SECTOR S3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Rolling Forest West Springfield	Initiate a master planning process and develop these parks in accordance with approved plans.
COMMUNITY PARKS:	
Hunter Village	Initiate a master planning process and develop in accordance with approved plans. The residue of Parcel 89-4((15))30H not required for road improvements should be conveyed to the Fairfax County Park Authority (FCPA). Initiate a master planning process for this site and develop a trail head facility with hiking and biking trail connections to the Fairfax Parkway, Franconia-Springfield Parkway, and Accotink Stream Valley Park. Since this entire 24.8-acre parcel was originally dedicated to the FCPA, a parcel of land equivalent to the acreage taken for right-of-way should be identified in the same general vicinity and transferred to the Fairfax County Park Authority.
DISTRICT PARKS:	The western part of this sector is served by South Run District Park. The eastern part of this sector is currently unserved by a District Park.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley park through acquisition of land or dedication/donation of open space easements to the Fairfax County Park Authority. Complete development of the countywide stream valley trail.

S3
COUNTRY CLUB 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.

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 154

S4 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located south of Old Keene Mill Road and west of the Springfield Community Business Center. Development in the sector is predominantly single-family residential, with some townhouse and garden apartment development. Community- and neighborhood-serving shopping facilities are available at the Community Business Center in central Springfield. Freestanding retail commercial uses found in the S4 Sector are located south of Old Keene Mill Road, opposite its intersection with Hanover Avenue.

There are tracts of vacant land along Old Keene Mill Road, the Franconia-Springfield Parkway, and Hooes Road. The approximately 140-acre Hunter Tract is bounded on the west by Accotink Creek, on the north and east by the rear lot lines of single-family residential developments along Oriole Avenue and Ridgeway Drive, respectively, and on the south by the Franconia-Springfield Parkway.

The Hunter Tract is located in the Accotink Creek watershed and contains the main channel and lateral streams of Accotink Creek, with floodplains bordering the western half. High soil-erodibility potential exists near Accotink Creek in the western half, whereas the eastern half, because of its location in the Coastal Plain geologic province, is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays.

The Accotink Creek Environmental Quality Corridor (EQC) runs through the western portion of the Springvale Sector. It consists of the floodplains and stream influence zones of Accotink Creek as well as the stream valley parks that follow the water course. The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.

Much of the western half of the sector is particularly sensitive for heritage resources. Prehistoric resources can be expected on dry terraces along Accotink Creek and its tributaries as well as on upland Coastal Plain deposits. Historic period sites can be expected along Accotink Creek, Old Keene Mill Road and Hooes Road.

Beverly Forest Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Beverly Forest Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb, and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Backlick Road on the east, Hooes Road on the north, the Beverly Park subdivision on the west, and the Fort Belvoir Engineer Proving Grounds on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Springvale Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Springvale Community Planning Sector is largely developed as stable residential neighborhoods. Infill development should be of a compatible use, type, and density and 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 155 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. The Hunter Tract, comprised of Parcels 90-1((1))55, 55A, 57, 58, 59, 60, 60A and 61, is planned for residential use at 1-2 dwelling units per acre. A planned development should provide for the protection of Accotink Creek and help achieve the countywide objective for environmental quality corridors. Any development above the low end of the range should meet all of the following conditions:

   - Planned, clustered development should be used, with maximum attention paid to siting of structures and minimal tree removal;
   - A mix of housing types should be provided, with building heights not to exceed 40 feet;
   - No new residential structures should be built with Franconia-Springfield Parkway frontage. Residential access should be oriented to internal streets within the proposed development with connections from the Franconia-Springfield Parkway; limit access to adjacent neighborhoods from the Hunter Tract;
   - An open space buffer should be provided to abutting residences on the north and east from the rear lot lines of new residences;
   - Other public service uses should be examined for the school site [tax map 90-1((1))62], such as a park-and-ride lot, child care and elderly care facilities, and additional playing fields;
   - At least 10 acres of parkland developed with active recreational facilities and adjacent to the school site should be provided; additional acreage to protect Accotink Creek and other small stream floodplains should be preserved to provide a high degree of protection of the EQC, associated lateral streams, and steep slopes;
   - The Accotink Creek Environmental Quality Corridor should be protected through dedication, easements, and land use controls; and
   - Trails should be provided through the tract, particularly along the lateral stream and Accotink Creek EQC, to connect homes, parkland, and the elementary school site.

2. Commercial development along the Franconia-Springfield Parkway is not appropriate. [Not shown]

3. The vacant parcels north of the Franconia-Springfield Parkway should be developed in residential uses in accordance with the Plan map. The Franconia-Springfield Parkway and associated interchanges and facilities are planned for this area and should be accommodated in any proposed development plans.

4. The tract between Ridgeway Drive and Bethnal Court is planned for residential development at 2-3 dwelling units per acre [tax map 90-1((4))1 and 2]; access points should be minimized.

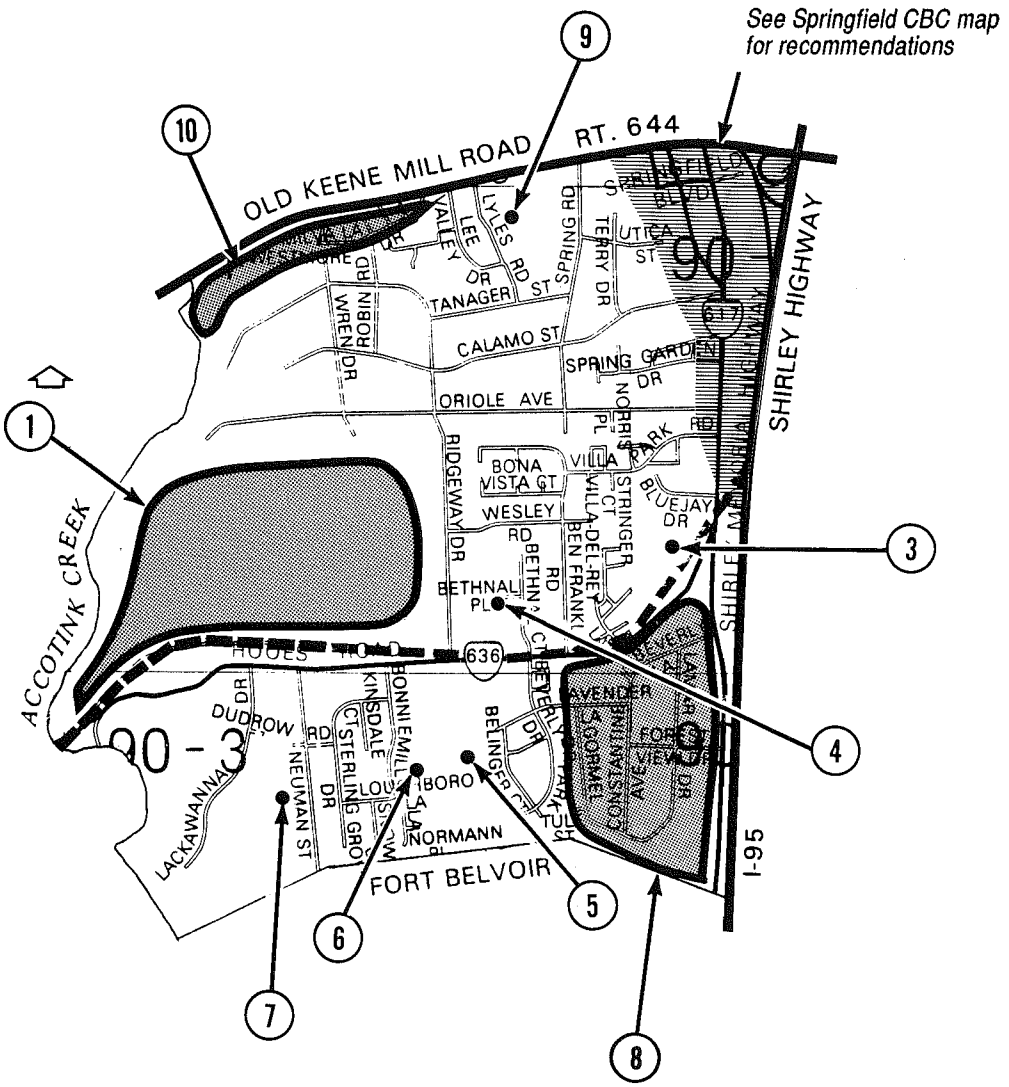
5. Residential uses at 3-4 dwelling units per acre are planned for the vacant land [tax map 90-3((1))26] west of the existing Beverly Park subdivision, with provision of adequate buffering and screening and mitigation of environmental constraints.

6. In order to be compatible with existing adjacent development, vacant land east of Bonniemill Lane [tax map 90-3((5))2] is planned for residential use at 2-3 dwelling units per acre.

7. The area along and west of Neuman Street is planned for residential use at 1-2 dwelling units per acre. Infill development of vacant parcels should be of a compatible use, type, and density with the existing residential development. Access to the Engineer Proving Grounds should not be provided via Neuman Street.

8. Development in the Beverly Forest subdivision should be in accordance with the recommendations cited in the Beverly Forest Community Improvement Plan.

S4
SPRINGVALE COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 155

9. The area south of Old Keene Mill Road along Lyles Road north of Tanager Street [tax map 90-1((1))38-42, 45, 46, 48-50] is planned for public park and incorporation into Springvale Park. As an option, residential use at 2-3 dwelling units per acre may be appropriate if consolidation of all parcels is achieved and buffering and screening to Old Keene Mill Road is provided, with provision for access to the area via Tanager Street.

10. The area along the south side of Old Keene Mill Road between Hanover Avenue and Wren Drive is planned for residential use at 5-8 dwelling units per acre. Noise attenuation measures, including noise barriers should be provided. As part of any new residential development, new development should be compatible with and adequately buffered from the Springvale and Monticello Forest subdivisions. Commercial development should be restricted to areas planned for commercial uses, as shown on the Plan map, to prevent commercial encroachment on residential areas.

    The area between Accotink Creek and Wren Drive is planned for residential use at 5-8 dwelling units per acre, provided the following conditions are met:

    - Proposed development should accomplish substantial consolidation of contiguous parcels between the area opposite Hanover and Byron Avenues. A coordinated and attractive development should be achieved. Such development should avoid the location of dwelling units or parking areas which create a redundant or monotonous design. The density permitted should transition from low density to the east proximate to the Accotink Creek to a higher density to the west proximate to the existing garden apartments and commercial development;

    - Landscaped buffer areas preserving existing tree cover should be provided from the project boundary proximate to Springvale. In the areas of steeper slopes, an undisturbed buffer of at least 70 feet should be provided between Springvale and any proposed lots. In the areas of flat topography, a combination berm and wooded buffer of at least 50 feet should be provided. Except for the location of utilities and berms, existing mature hardwood trees should be retained. Also, landscaping and/or a landscaped berm treatment, not less than 25 feet in width, should screen the proposed development from the Monticello Forest neighborhood located across Old Keene Mill Road. Particular attention should be paid to protect those dwelling units located between Hanover Avenue and Hastings Street;

    - The existing trees within the area of the Accotink floodplain should be preserved;

    - Neighborhood park facilities should be provided. The Accotink Creek area should remain substantially in its natural state and be used for passive recreational purposes, and a countywide stream valley trail should be provided; and

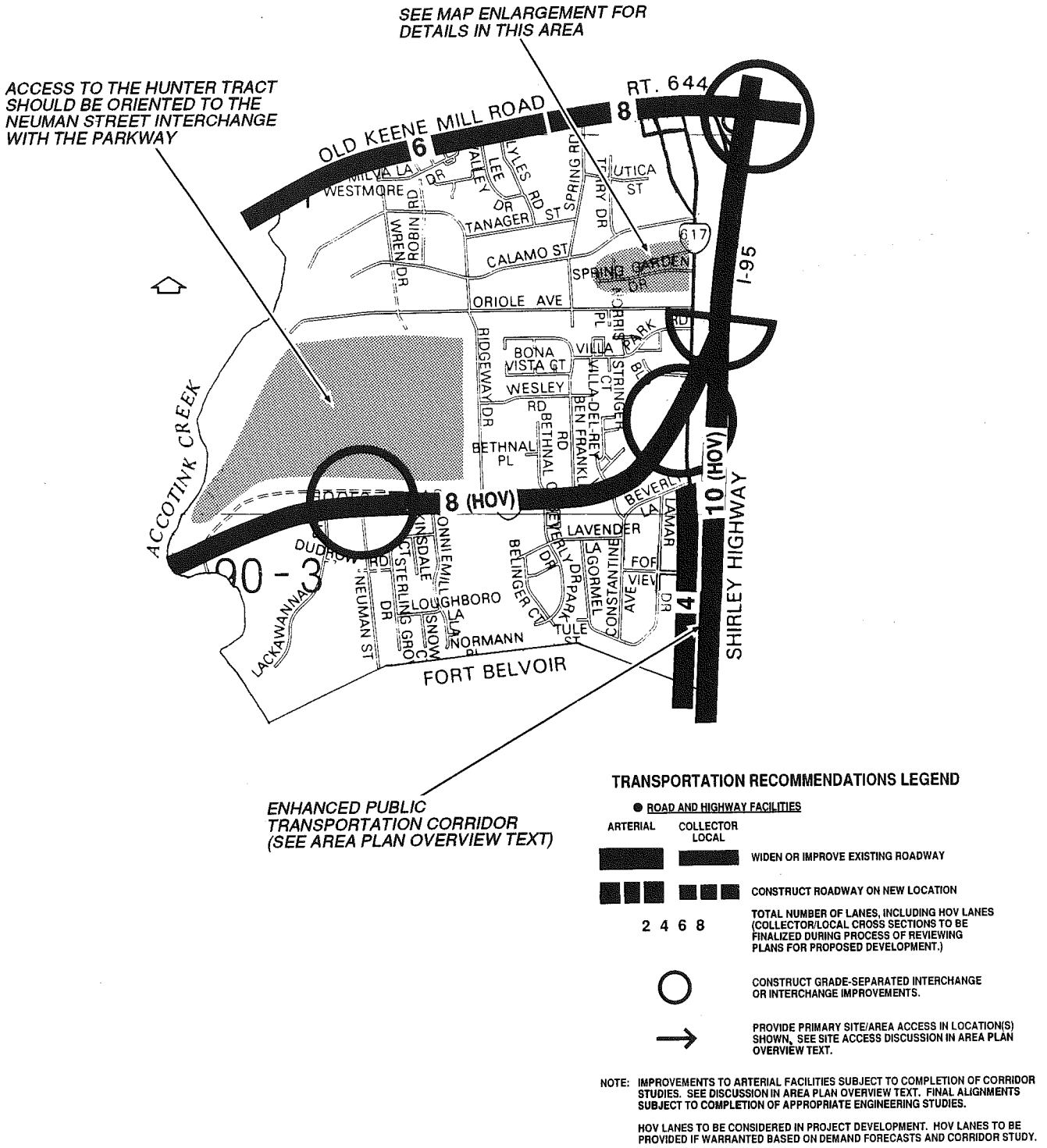
    - Site development should provide for the reduction of site runoff into Calamo Run.

Transportation

Transportation recommendations for this sector are shown on Figures 156 and 157. 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.

Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

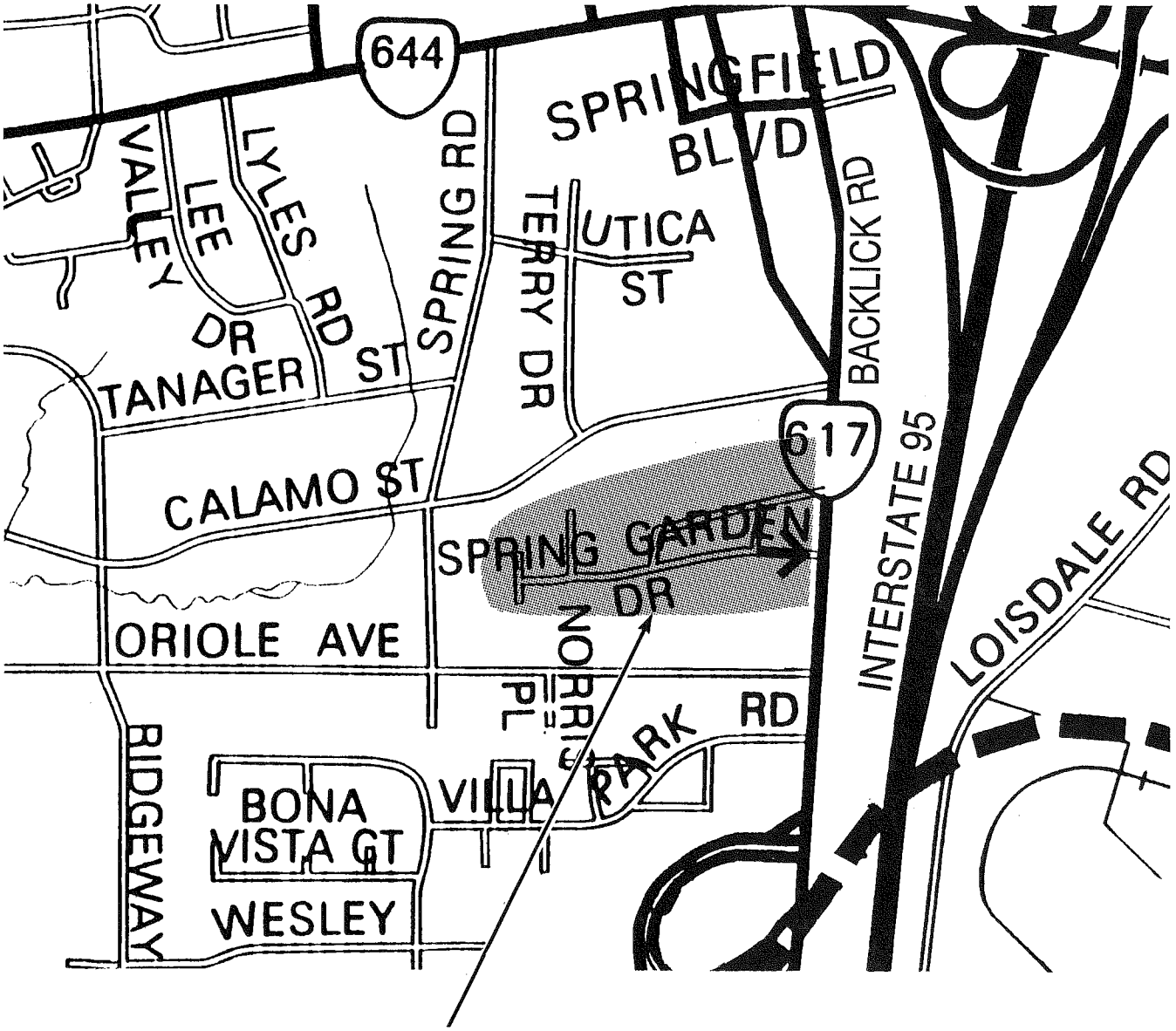
S4
SPRINGVALE COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY

TRANSPORTATION RECOMMENDATIONS

FIGURE 156



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.

FAIRFAX COUNTY	ACCESS RECOMMENDATIONS S4 SPRINGVALE COMMUNITY PLANNING SECTOR LAND UNIT E SPRINGFIELD CBC	FIGURE 157

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 158. 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 159 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. All trails should have the least possible impact on the environment and the Environmental Quality Corridor system.

An approximately 200-foot trail segment should be added along Lavender Lane to connect Beverly Forest subdivision with Hooes Road Park.

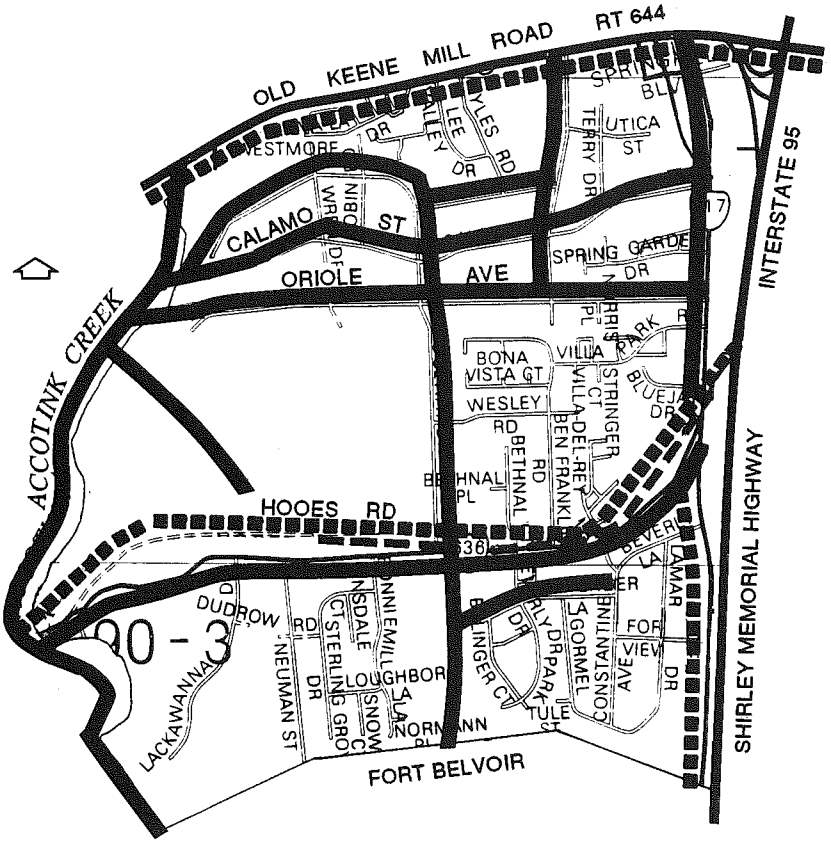
FIGURE 158

PARKS AND RECREATION RECOMMENDATIONS

SECTOR S4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Park facilities should be provided in conjunction with new residential developments.
COMMUNITY PARKS:	
Springvale	Consider acquisition of adjacent properties to expand park uses (tax map 90-1((1))38-42, 45, 46 and 48-50).
Hooes Road	Update master plan to reflect changed athletic field needs, and complete development accordingly.
	Seek dedication of parkland adjacent to school site in the Hunter Tract for development of active recreation facilities. (Also noted in Land Use Recommendations.)
	Upgrade existing athletic fields at school and park sites to address active recreation needs of the area.
DISTRICT PARKS:	
	This sector is not currently served by a District Park.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Protect EQC and provide public trail access through acquisition/dedication of land or easements on privately owned portions of Accotink Stream Valley in accordance with FCPA policy. Complete development of countywide stream valley trail.

S4
SPRINGVALE 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.

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 159

S5 BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

The Belvoir Community Planning Sector is located east of Rolling Road and west of Alban and Backlick Roads. The Fort Belvoir Engineer Proving Grounds (EPG) are located in the northern portion of the sector. The southern portion within the Alban Road/I-95 area contains residential subdivisions. The sector contains significant and fragile environmental features.

Industrial development exists both east and west of Accotink Creek and various types of residential development occur west of this creek. A Virginia Power right-of-way and a gas pipeline right-of-way proceed easterly through the middle of the area.

The Belvoir sector is located in the Accotink watershed and, specifically, contains the main channel of Accotink Creek; there are extensive floodplains in the eastern part and much of the area is included in the Accotink Stream Valley. Steep slopes and abundant vegetation that provide scenic amenities and habitat for wildlife border the Accotink. Severe soil erodibility potential exists in the area's western half. The eastern half lies in the Coastal Plain geologic province; as such, it is an area of sensitive aquifer recharge.

Some of the open space areas within this sector are known to contain potentially significant heritage resources. Of particular interest is the Fort Belvoir Engineer Proving Grounds which has been the subject of a heritage resource survey. Preservation actions applicable to heritage resources on Fort Belvoir are determined by Fort Belvoir.

CONCEPT FOR FUTURE DEVELOPMENT

The Fort Belvoir Engineer Proving Grounds is designated on the Concept for Future Development as a Large Institutional Land Area. This designation reflects its current use as part of the Fort Belvoir military reservation. Land use guidance for this area states: "Development or redevelopment plans should be supported only if they are consistent with the County Goals and Comprehensive Plan." Suburban Neighborhoods are recommended for the southern portion of the sector within the Alban Road/I-95 area.

RECOMMENDATIONS

Land Use

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

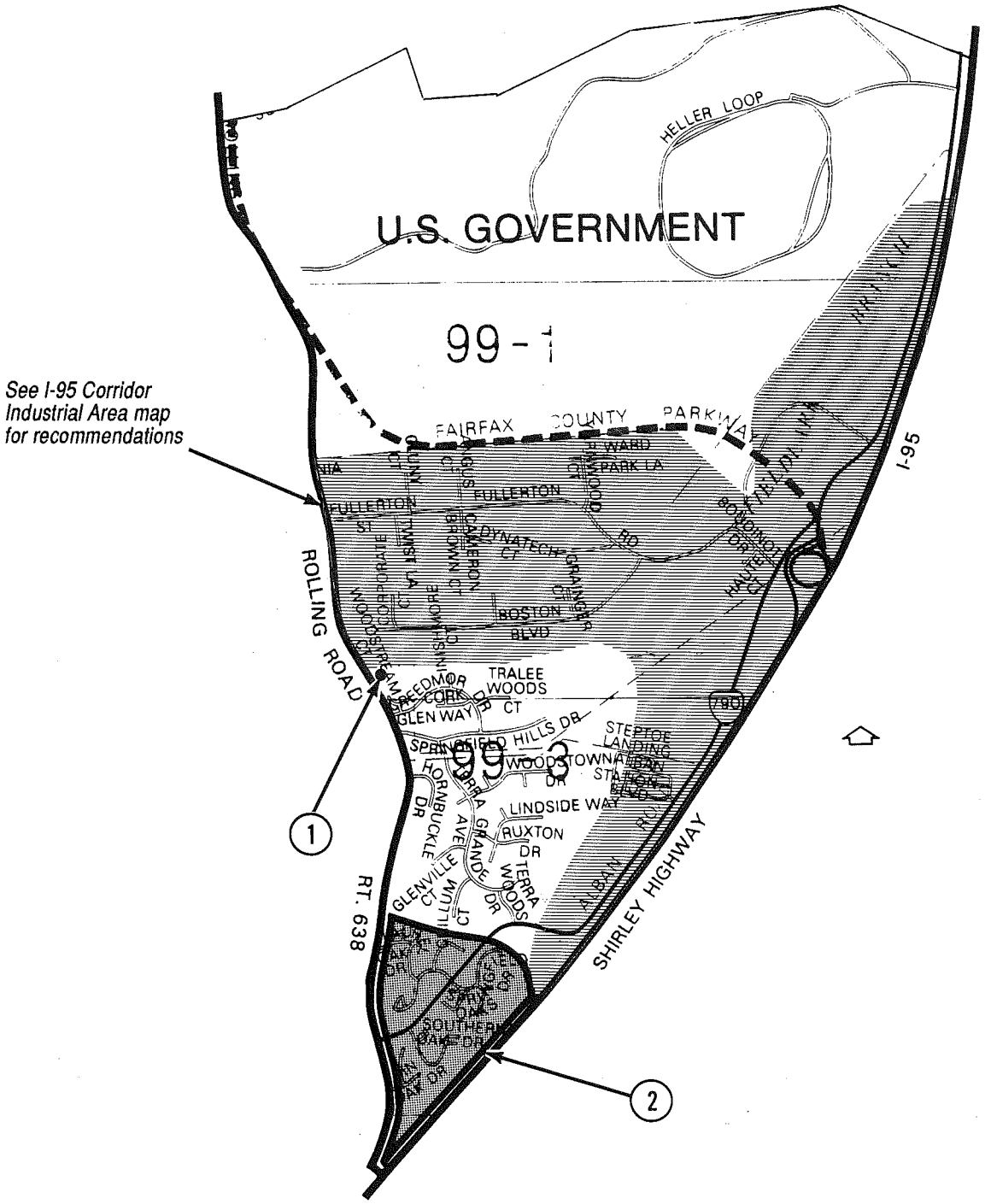
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 160 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. Immediately south of the Virginia 95 Business Park on the east side of Rolling Road is Parcel 98-2((1))9A. Because of the narrow frontage and substantial depth of the parcel, it is planned for low-rise office use up to .25 FAR or institutional-type use to serve as a transition between the industrial land and adjoining areas planned and/or developed residentially, with the following conditions:

    - A substantial, landscaped buffer is provided along the frontage of the property and on the southern boundary next to the adjoining townhouse community;

S5
BELVOIR COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 160

- The character and quality of the development is compatible with the general residential character of the area; and

- Highway improvements are provided to allow the entrance to the property to operate at acceptable levels of service, as determined by the County.

2. Residential use at 4-5 dwelling units per acre is planned for the Springfield Oaks subdivision in the southwest portion of the sector if the following conditions are met:

   - Substantial consolidation for the purpose of coordinated development;

   - Development should be clustered;

   - An undisturbed buffer of approximately 100 feet should be provided next to existing, detached single-family residential development and;

   - Highway improvements adjacent to the site should be provided to ensure that the site's traffic impacts on Alban Road and Rolling Road are mitigated and to ensure that the intersection and the site's access operate at an acceptable level of service as determined by the County.

3. Commercial development should be limited to the areas now developed in commercial uses to prevent commercial encroachment into residential areas. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figures 161, 162 and 163. 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.

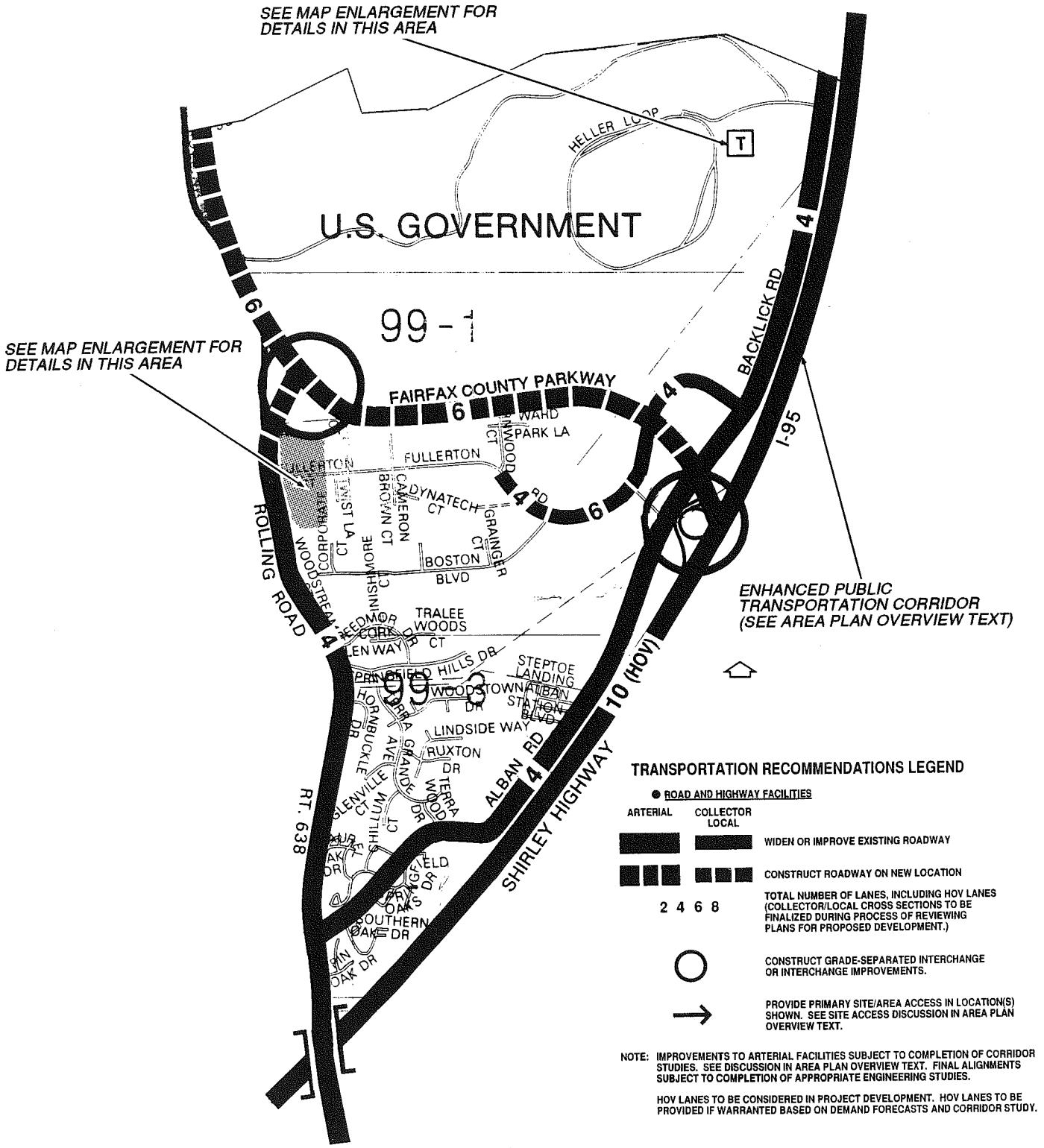
Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 164. 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.

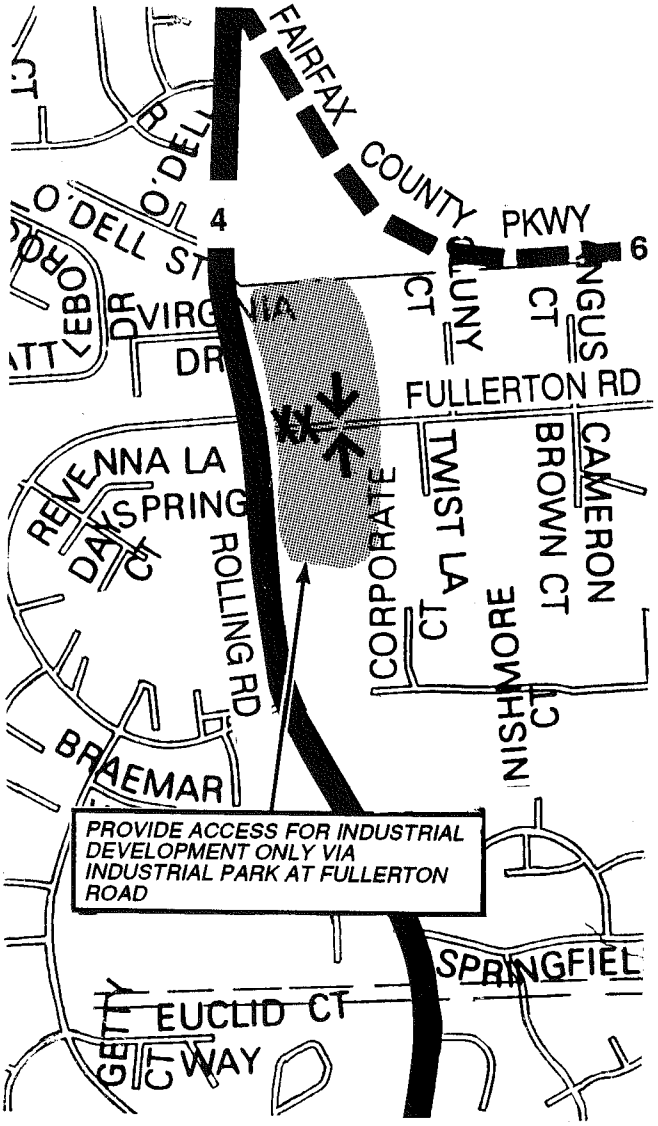
Trails

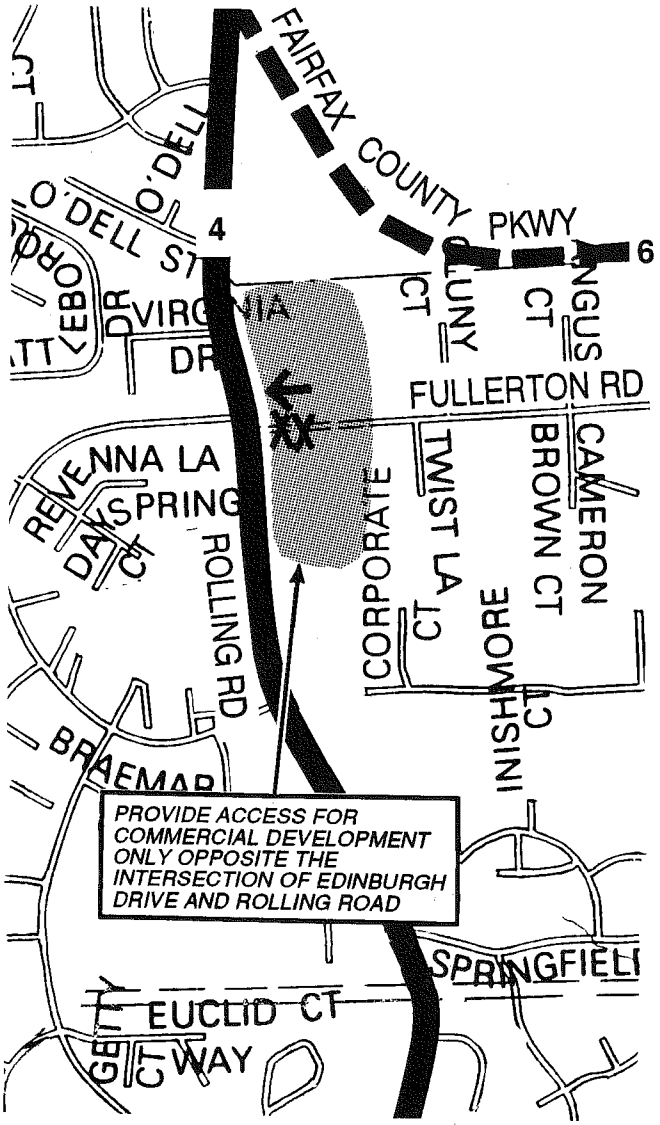
Trails planned for this sector are delineated on Figure 165 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

S5
BELVOIR COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 161





TRANSPORTATION RECOMMENDATIONS LEGEND

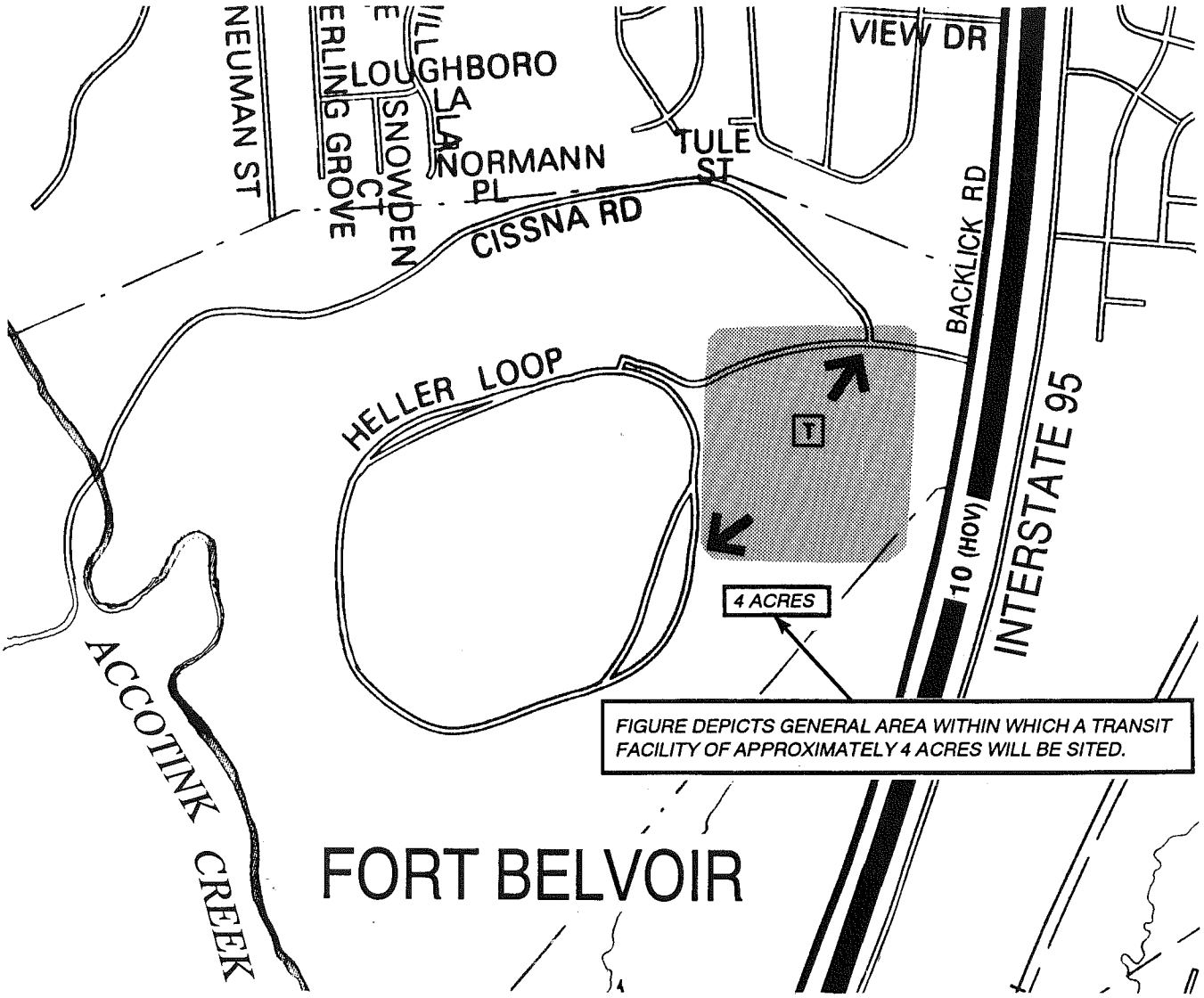
● ROAD AND HIGHWAY FACILITIES

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.

FAIRFAX COUNTY	ACCESS RECOMMENDATIONS S5 BELVOIR COMMUNITY PLANNING SECTOR I-95 CORRIDOR INDUSTRIAL AREA LAND UNIT B	FIGURE 162



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

● 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.

FAIRFAX COUNTY	TRANSIT FACILITY RECOMMENDATIONS S5 BELVOIR COMMUNITY PLANNING AREA	FIGURE 163

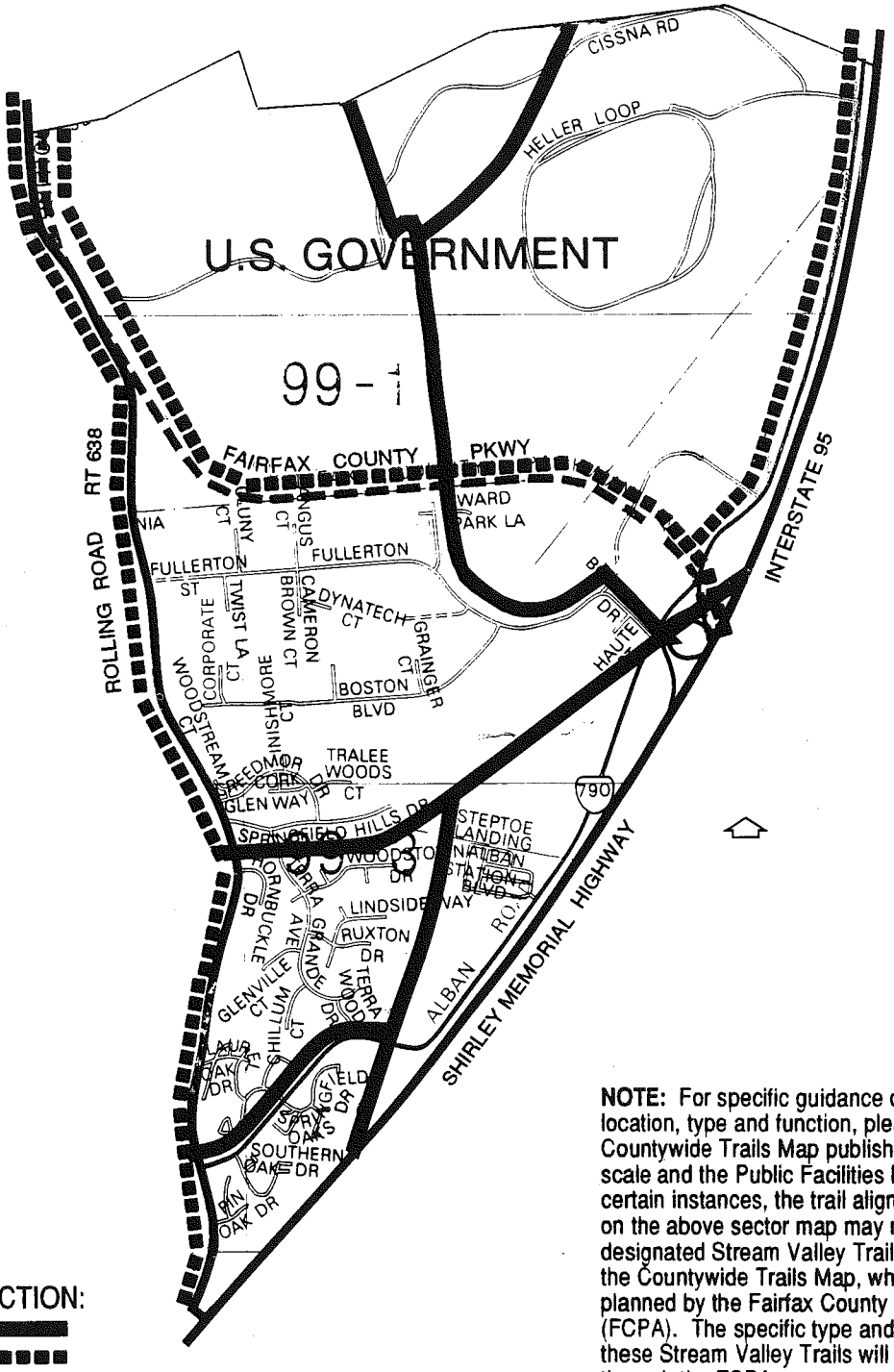
FIGURE 164

PARKS AND RECREATION RECOMMENDATIONS

SECTOR S5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential developments.
COMMUNITY PARKS:	This sector is not served by any existing Community Parks. Provision of community parkland and facilities should be required if significant land use changes occur in this sector.
DISTRICT PARKS:	This sector is not served by an existing District Park. However, it would lie within the service area of the expanded Newington Heights Park proposed in the Pohick Plan in Area III.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Protect Accotink Stream Valley and Fieldlark Branch of the Accotink Stream Valley through land dedication and/or donation of open space easements to Fairfax County Park Authority.

S5
BELVOIR COMMUNITY PLANNING SECTOR



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.

KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 165

S6 NEWINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Newington Community Planning Sector is located west of Telegraph Road and Beulah Street and east of the industrial areas served by Cinder Bed Road and Backlick Road. The sector contains residential developments and a large tract of vacant land west of Beulah Street, which is planned for residential development. Single-family detached houses and townhouses account for all of the housing. There is some housing on large lots along Telegraph Road, Accotink Road, and Beulah Street. The Mount Air Historic District is located east of Telegraph Road and Accotink Road between the Fort Belvoir Military Railroad and Newington Road/Snyder Road.

Extensive floodplains run from north to south and the eastern portion of the area contains former gravel-extraction sites. Two Virginia Electric Power Company easements cross this area.

Shirley Highway (I-95), Backlick Road, Newington Road, Telegraph Road, and Beulah Street provide access to the sector. The RF&P Railroad also travels through the area, with a military railroad spur to Fort Belvoir.

Mount Air, a Greek Revival house built about 1830 with an 1859 addition, is located in this sector. The structure shows the evolution of a residence that has been altered to meet the needs of its occupants over 100 years. The Mount Air Historic District protects the early nineteenth century structures and its landscaped environs by stressing the importance of careful site planning for all new construction.

This sector has produced numerous significant and potentially significant heritage resources. Most of the Long Branch and Accotink Creek floodplains and adjacent uplands are possible locations for prehistoric and early historic period resources.

CONCEPT FOR FUTURE DEVELOPMENT

The Newington Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

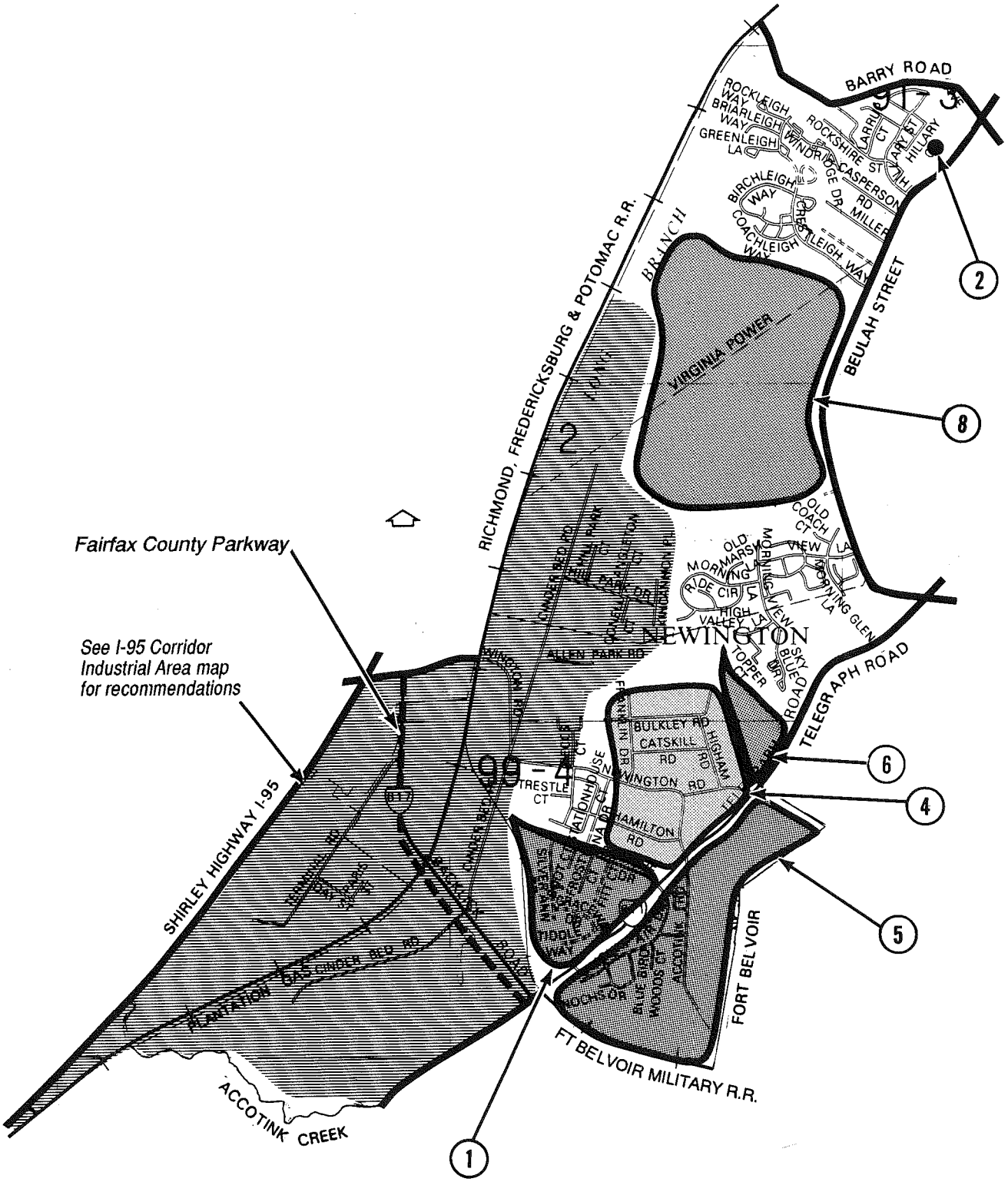
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 166 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. Infill development of the parcels south of Hunter Estates subdivision west of Telegraph Road, and east of the Fort Belvoir Military Railroad (e.g., the Raceway Farms subdivision in the vicinity of Blanche Drive) is planned for single-family detached houses at a maximum of four dwelling units per acre.

2. The small area [tax map 91-3((1))8A, 9A and ((4))1A, 1B, 2, 3] on the west side of Beulah Street, adjoined on two sides by the Windsor Park townhouses, is planned for residential development at 4-5 dwelling units per acre, with coordinated, safe access to Beulah Street and provision for widening and straightening Beulah Street as part of the development.

S6
NEWINGTON COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 166

3. Commercial development in the sector should be limited to those parcels planned and zoned for such use. [Not shown]

4. The Hunter Estates subdivision is planned for residential use at 1 dwelling unit per acre. Vacant land in the vicinity of Hamilton Road west of Accotink Road is also planned for residential use at 1 dwelling unit per acre. Development of these parcels should be sensitive to the Chichester family cemetery.

5. The area east of Telegraph Road is planned for residential use at 1-2 dwelling units per acre and private open space use; development should be sensitive to the historic and environmental constraints in the area.

6. The approximately 35-acre tract [tax map 99-2((1))36, 99-4((1))32, 33] west of Telegraph Road and south of the Landsdowne development is planned for clustered, single-family detached residential use at 1-2 dwelling units per acre. The marine clay located on the steep slopes of Parcel 36 should be avoided. Land for a public park, adjacent to existing parkland, should be provided.

7. The Lehigh Area is bounded by Beulah Street on the east, the Long Branch of Accotink Creek on the west, the Amberleigh subdivision on the north, and the Hunter Estates subdivision on the south (see Figure 167). The following general policies apply to development in the Lehigh Area which is north of and does not include the Hunter Estates subdivision:

   - Promote a balanced planned development community that will serve as a showcase community and future focal point of the County.

   - Plan residential densities within the planned development community to a maximum overall average of 3-4 dwelling units per acre with bonuses, as appropriate. A balanced mix of housing types is encouraged in order to promote diversity and avoid the excessive development of one type of dwelling unit. A broad range of affordable dwelling units that meets the needs of all ages, family sizes and income levels should be provided. At any given time the level of residential development should be related to the densities and character of adjoining properties, as well as transportation and environmental constraints.

   - Compatible land use and streetscape design should occur throughout any development.

   - Protect stable adjoining neighborhoods through use of compatible densities, unit type, design or natural features (e.g., trees, topography) which effectively screen or buffer incompatible or adverse uses. Developers should provide transitions using single-family houses.

   - Encourage creation of neighborhood areas that exhibit a distinct character with clearly defined boundaries and setbacks to provide a unique sense of identity. Clustering of residential neighborhoods should be planned in order to accomplish this objective, as well as promote usable open space within a reasonable walking distance.

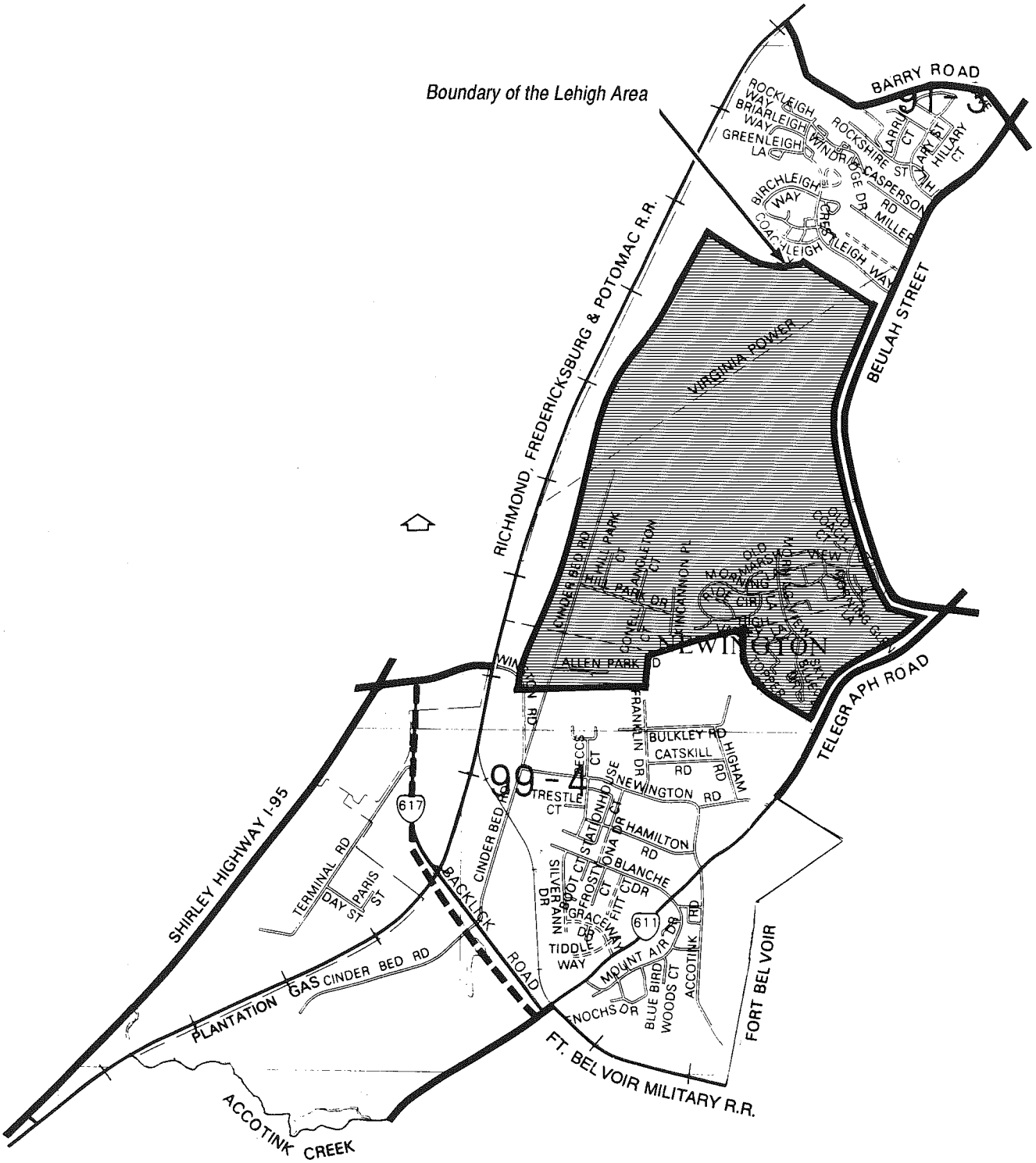
   - Ensure that the necessary public facilities are in place prior to the completion of residential or commercial development. Public parkland dedication and parkland facilities should be provided in accordance with requirements and standards set by the County Park Authority.

   - Any phased development techniques, if used, should plan the arrangement and relationship of uses, buildings, streets, and other permanent elements so as not to preclude future alternative development considerations to achieve an overall coherent design.

   - Development must avoid areas of low stability, such as slopes composed of marine clay, unless thorough engineering and geotechnical reviews can overcome the severe conditions.

   - Soil engineering studies are necessary to determine the uniformity of the material and the degree of compaction in areas of former gravel pits and fill soils.

S6
NEWINGTON COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LEHIGH AREA	FIGURE 167

- Retain forest cover to the greatest extent possible throughout the site, not only for visual buffers and wildlife habitat, but also to help prevent excessive stormwater runoff and erosion.

- Before development occurs, areas suspected of containing toxic substances should be thoroughly tested to determine the contents of the groundwater and soil. If contamination at potentially detrimental levels is found, exhaustive measures should be taken to eliminate the source(s) of the contamination or to prevent development within contaminated areas.

- Prevent development from increasing downstream drainage problems that may impact off-site locations. Adequate stormwater detention or retention facilities should be incorporated into development plans.

- Promote a complete network of hiking, biking, and riding trails to be incorporated into the development plan for the area. Facilities should be provided for safe and convenient pedestrian access to and from residential neighborhoods and commercial areas. This network should also provide for access through EQCs and other open space areas and for exercise and recreational use.

- Encourage development to take into account the opportunities for energy-conscious design, such as proper solar orientation of buildings.

- Incorporate land use design techniques which effectively minimize noise and enhance vistas and other visual amenities. Development should consider the potential negative impacts of the high voltage transmission lines that pass through the area. Vegetative buffers and screening should be provided where aesthetically sensitive uses cannot avoid being located within sight of easements.

- Dedicate all rights-of-way necessary to accommodate planned transportation improvements.

- Construct improvements which are necessary to accommodate development-generated traffic, particularly at locations adjacent to the site where new or expanded access points are provided onto existing roads.

- Contributions toward resolving area road problems by performing construction or pre-construction activities on other roads in the area, or through financial contributions for such improvements, are needed to support higher intensity developments.

- Needed transportation facilities should exist prior to completion of each phase of development to satisfactorily accommodate the anticipated traffic of each phase.

- Provide plan designs that create safe and harmonious vehicular and pedestrian access, especially in areas where high vehicular traffic volumes may exist.

- Promote alternative transportation strategies, including more use of public transportation, ride-sharing, car/van pooling, shuttle service, and satellite parking, among others.

- Provide improvements for individual entrances to neighborhoods and major development areas, including appropriate deceleration and storage lanes.

- Provide the minimum number of controlled access points to the surrounding street system to sufficiently disperse site-generated traffic and provide multiple access routes where applicable.

- Design neighborhood road systems to accommodate bus feeder routes to Metro stations.

- Virginia Department of Transportation and Fairfax County design standards must be satisfied.

8. Parcels 90-4((1))17 and 27, 99-2((1))39A, 39B, 39C and 39D, are planned for residential use at 3-4 dwelling units per acre. Development should provide for extensive buffering between the industrial and residential areas as well as provide for the eventual reclamation of former gravel extraction sites in the area and adhere to the general policies for the Lehigh Area.

   Any development in this area should be carefully designed to be well-buffered from adjacent areas. Reclamation should increase its visual character and open space desirability through earth berming, runoff retention ponding, plantings, and other measures. Development should consist of a planned community with a variety of dwelling unit types, large open spaces, and amenities. Access to Beulah Street should align with the Kingstowne Village Parkway and connect to Morning View Lane in the Landsdowne subdivision. The planned Franconia-Springfield Transportation Center and the completion of the Franconia-Springfield Parkway connecting to Beulah Street will make the area more accessible to mass transit.

Transportation

Transportation recommendations for this sector are shown on Figures 168 and 169. 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.

Heritage Resources

The Mount Air historic mansion, related outbuildings and surrounding site vegetation should be maintained and preserved to reflect the 19th century character of the site. In addition to the use of restrictive easements or revolving funds to help protect Mount Air, development on adjacent sites should be oriented to complement the historic property and provide the necessary landscape buffer zones to effectively reduce adjoining architectural and traffic impacts.

The house, outbuildings, and gardens all form the site complex, and it is important that all elements be protected in any plans for alteration of the mansion house site. All alterations or development within the historic district should be reviewed by the Architectural Review Board.

The Mount Air Historic District should be studied for possible expansion beyond its present boundaries.

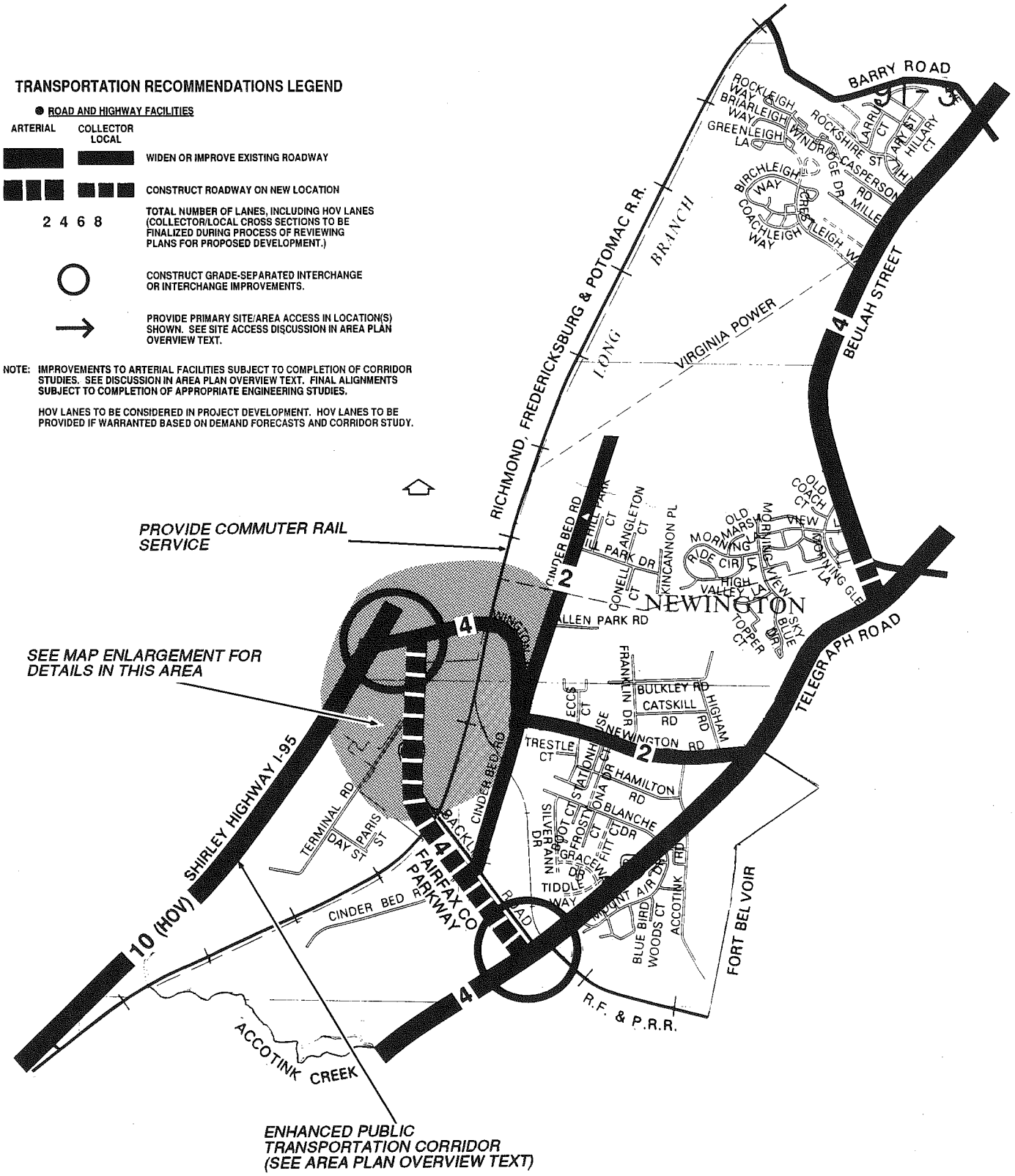
Public Facilities

A fire and rescue station is required at the intersection of Beulah Street and Telegraph Road in order to meet the established criteria for fire and rescue stations.

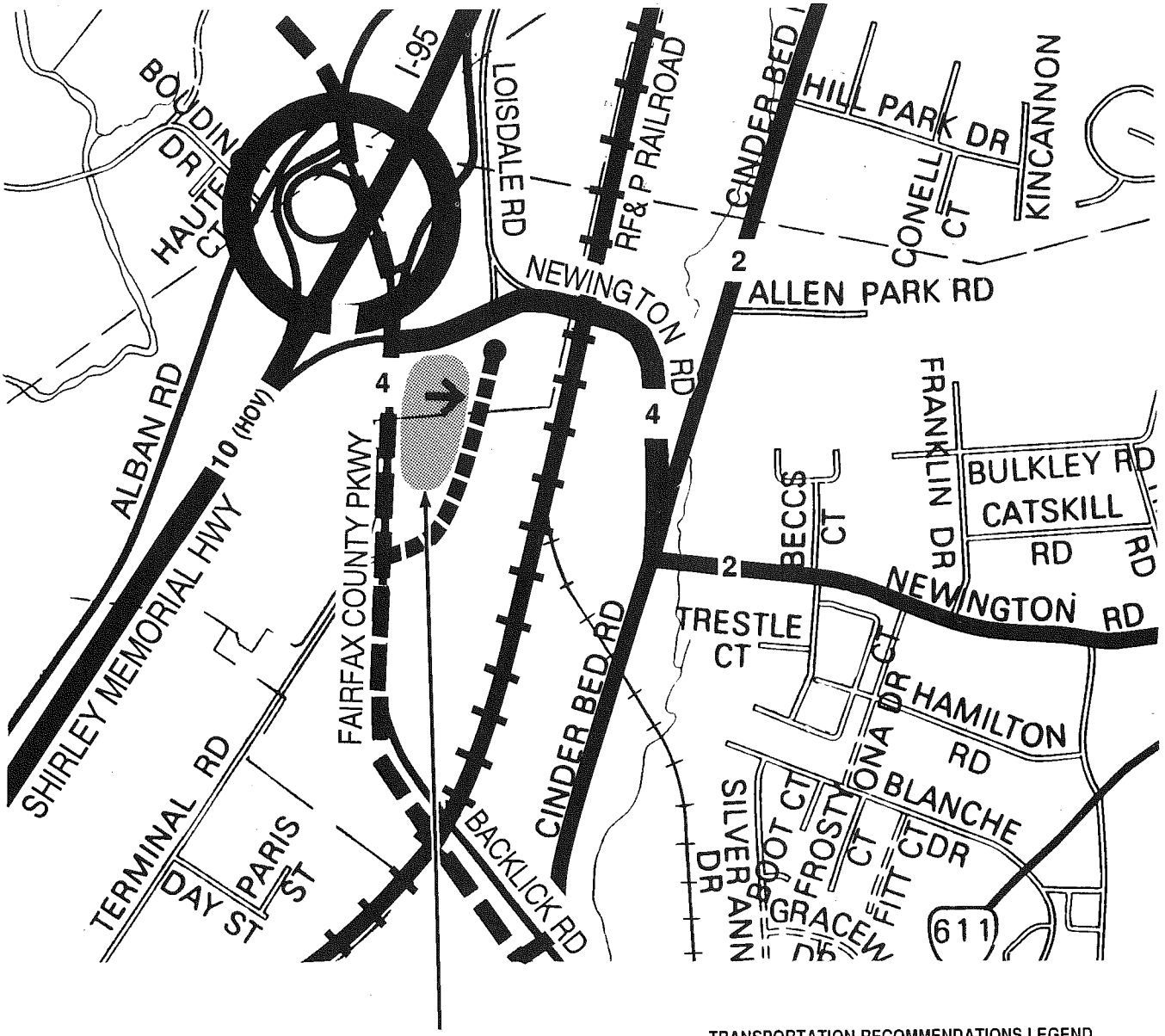
Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 170. 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.

S6
NEWINGTON COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 168



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.

FAIRFAX COUNTY	ACCESS RECOMMENDATIONS S6 NEWINGTON COMMUNITY PLANNING SECTOR I-95 CORRIDOR INDUSTRIAL AREA LAND UNIT K	FIGURE 169

FIGURE 170

PARKS AND RECREATION RECOMMENDATIONS

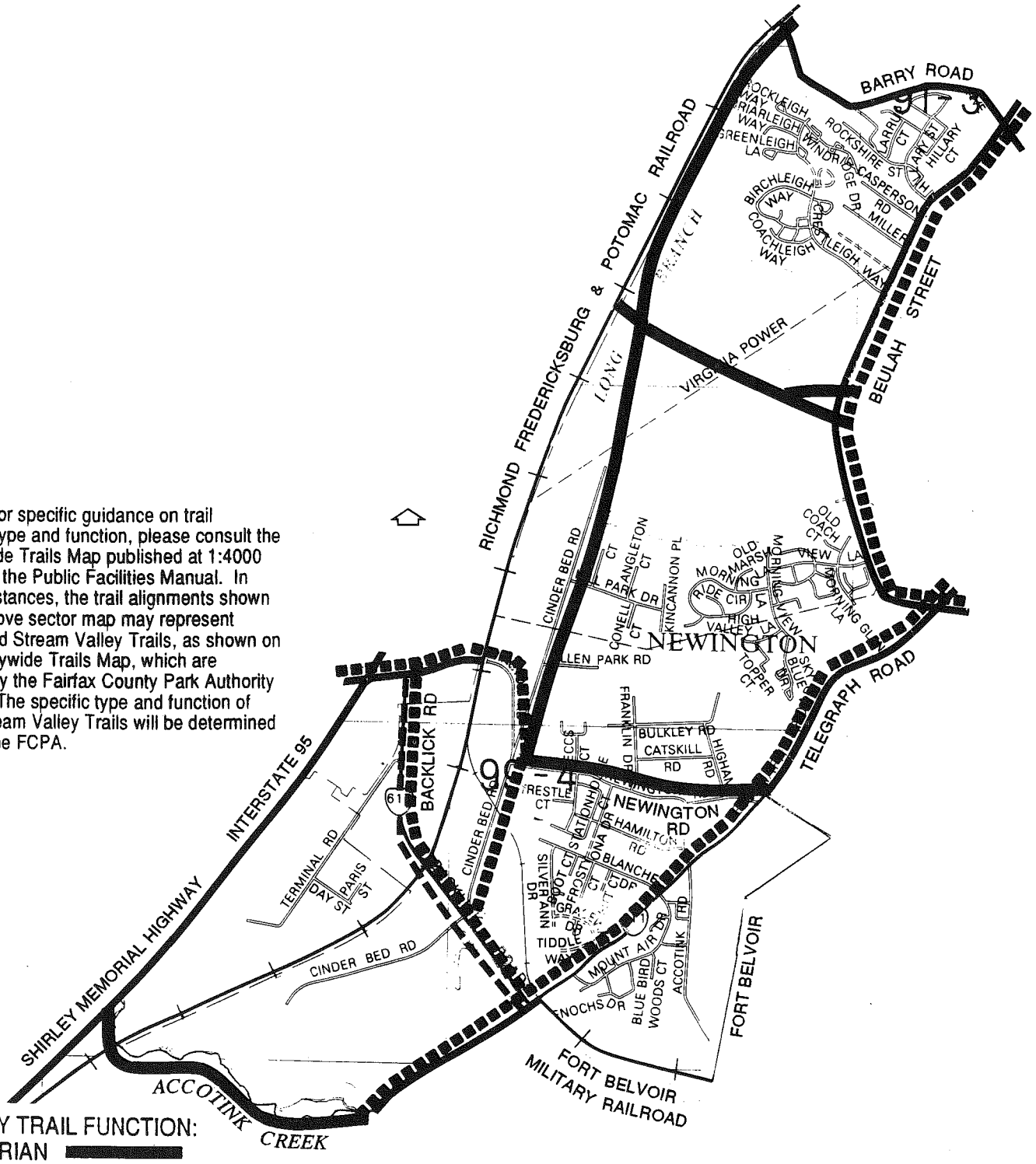
SECTOR S6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Park facilities should be provided in conjunction with new residential developments.
COMMUNITY PARKS:	
Amberleigh	Consider expansion of the park on the western boundary to protect environmentally sensitive areas of the Long Branch of Accotink Creek. Complete development in accordance with approved master plan.
Newington	Seek dedication of land on the eastern boundary of the park to expand recreational uses to meet the aggregrate needs of service area. (Also noted in Land Use Recommendations.)
	Identify a Community Park site where land can be dedicated singularly, or in combination with other development, to meet the aggregrate needs of the service area. (Also noted in Land Use Recommendations under the Lehigh Area).
DISTRICT PARKS:	
	This sector is not served by an existing District Park; however, it would lie within the service area of the expanded Newington Heights Park proposed in the Pohick Plan in Area III.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Protect EQC and provide public trail access through dedication or acquisition of land and/or of open space easements on privately owned portions of Accotink Stream Valley in accordance with FCPA policy. Complete trail development.
	Protect the Long Branch EQC through open space easements on privately owned properties.
	Seek historic preservation easements on selected historic properties. In cooperation with the property owner, initiate the process to place an historic preservation easement on the Mount Air property and recommend nomination to the Virginia Landmarks Register with subsequent nomination to the National Register for Historic Places and that Mount Air be designated as a Heritage Resources Park.

Trails

Trails planned for this sector are delineated on Figure 171 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.

S6
NEWINGTON COMMUNITY PLANNING SECTOR



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.

KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 171

S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR

CHARACTER

The Springfield East Sector is located between I-95 and the RF&P Railroad, south of Franconia Road, and north of the portion of the I-95 Corridor Industrial Area along Loisdale Road. The sector encompasses the Franconia-Springfield Metrorail station area; Springfield Mall and adjacent retail, office; and hotel uses, the Federally owned Parr Warehouse site and the Springfield Center Industrial Park; Springfield Forest, New Charleston, and Loisdale Estate subdivisions and adjacent residential properties; and parcels bordering the RF&P Railroad tracks. All of the housing in the sector is comprised of single-family detached units.

The Springfield East sector includes the Franconia-Springfield Transit Station Area, which is bordered by Franconia Road on the north, I-95 on the west, the RF&P Railroad tracks on the east, and the Loisdale Estates neighborhood on the south.

The Metrorail station is planned for a site northwest of the RF&P Railroad and adjacent to the right-of-way, south of Melia Street and the Springfield Forest subdivision, and south of the Franconia-Springfield Parkway. The Franconia-Springfield Parkway crosses the sector east-to-west and bisects the Transit Station Area just north of the proposed station.

Springfield Mall is a regional shopping center. Traffic congestion and circulation problems in the area present access problems for the residential neighborhoods which surround the mall. Traffic circulation around Springfield Mall is difficult because of the many turning movements which are necessary.

The portion of the area southeast of the I-95/Franconia Road intersection is located in the Accotink watershed and contains the upper tributaries of Long Branch. The stream valleys of these upper tributaries cover most of the central and eastern portion of this quadrant. The headwaters of the Long Branch of Accotink Creek form the basis of an environmental quality corridor in this area. Vegetation and wildlife habitats along the stream enhance the open space system. Portions of the area are located in the Coastal Plain geologic province within an aquifer recharge zone and may contain slippage-prone swelling clay soils.

Oak Grove is a heritage resource found within the Springfield East sector. Built around 1820, Oak Grove is one of three remaining plantation houses in the Springfield-Franconia area. Additionally, major undeveloped areas along the RF&P Railroad have a high potential for significant heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that a Transit Station Area be delineated around the site of the future Franconia-Springfield Metrorail Station. The Metrorail station is planned for the area immediately south of the Franconia-Springfield Parkway and west of the RF&P Railroad. The Franconia-Springfield Metrorail Station is included within the Washington Metropolitan Area Transit Authority's Adopted Regional System, but construction of the station has not been started.

The Concept for Future Development also recommends that the remaining portion of the S7 Sector develop in Suburban Neighborhoods.

Major objectives for the Franconia-Springfield Transit Station Area include:

- Provide appropriate transitions between varying land uses to mitigate adverse impacts;
- Preserve the stable single-family detached residential character of Windsor Estates (located in Sector S9), Loisdale Estates, and the area east of Frontier Drive, including Springfield Forest and New Charleston, through appropriate screening and buffering at transition boundaries;

- Encourage projects that use the design potentials of existing topography, trees, and character, and projects that optimize the Transit Station Area's opportunities through creative design, including open space;

- Complete the land acquisition and development of Springfield Forest Park;

- Encourage and implement a coordinated program of transportation system management strategies that reduces traffic congestion and increases the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes more evenly, and increasing pedestrian and bicycle travel; and

- Protect the Accotink Environmental Quality Corridor system.

RECOMMENDATIONS

Land Use

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.

Areas Outside the Transit Station Area

Figure 172 indicates the geographic location of land use recommendations for this area. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Commercial development in the Franconia Road corridor should be limited to the area that is already commercially zoned and developed. Commercial encroachment into residential areas should be discouraged. [Not shown]

2. The Loisdale Estates subdivision is a stable residential area planned for 2-3 and 3-4 dwelling units per acre. Infill development should be of a compatible use, type, and density and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

3. The vacant parcel within Loisdale Estates (tax map 90-4((1))10) should remain in open space use and is planned for private recreation use.

4. The planned use of Parcel 90-4((1))3 is public park. If the property is not acquired and develops at its underlying zoning for transitional low-rise office use, the following conditions should be met:

    - The provision of a substantial landscaped open space buffer which would mitigate the visual impact on nearby residences to the north;

    - The limitation of the low-rise office units to a height which is compatible with nearby existing and planned activity to the north and east; and

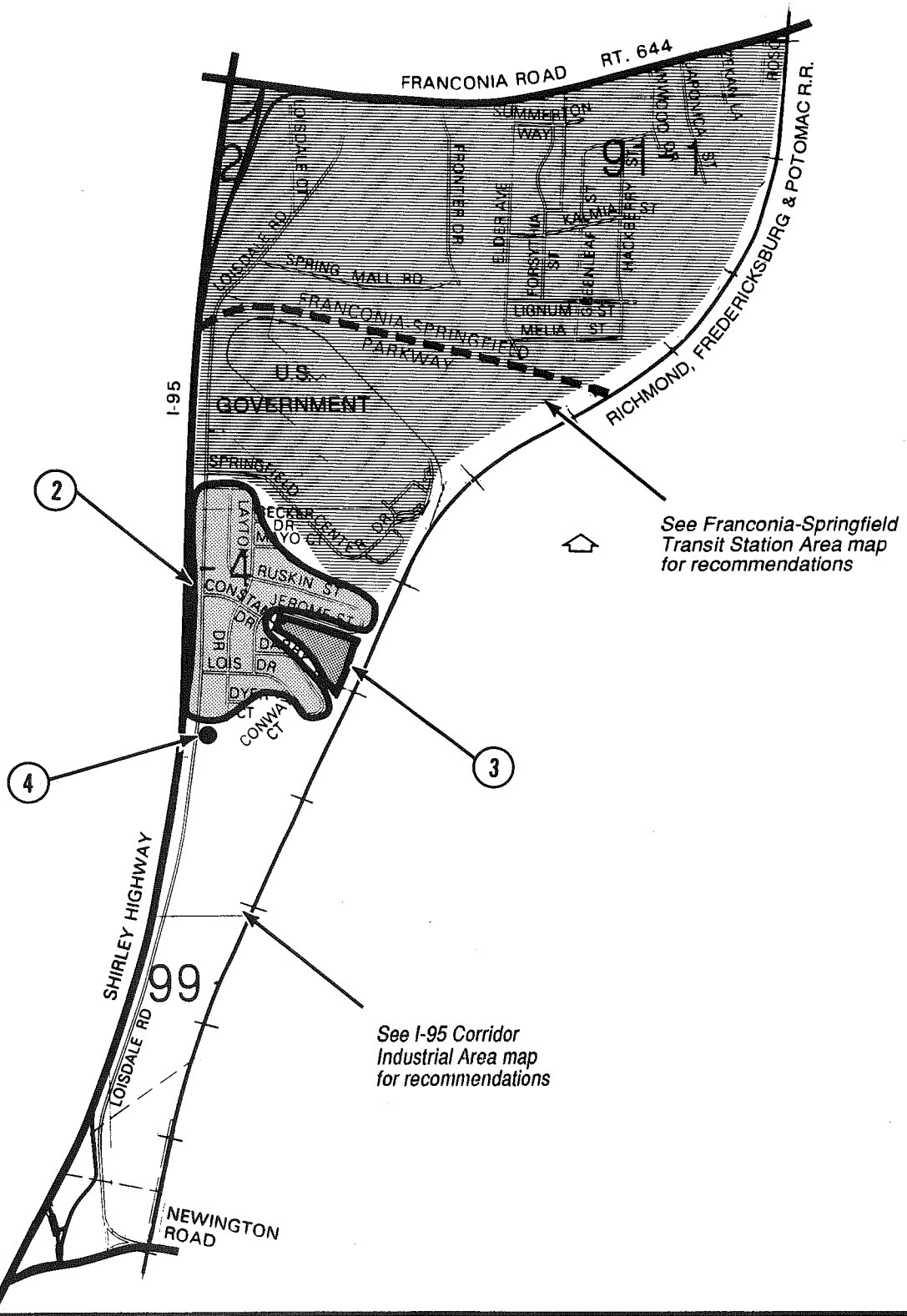
    - The provision of signs, whose size, character, and location are compatible with and result in no adverse visual impact on nearby residential units.

Areas Within the Transit Station Area

Urban Design Concept

Attractive and functional pedestrian systems, complementary architectural themes, and physical landmarks or focal points are a few of the design elements that can help achieve a cohesive and coherent identity and a more apparent "sense of place" for the Franconia-Springfield Transit Station Area. These elements can be created through redevelopment, primarily in non-residential areas.

S7
SPRINGFIELD EAST COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 172

The urban design concept for the Transit Station Area consists of text detailing urban design objectives and guidelines, and a map, which depicts the locations of gateways, focal points, activity nodes, and streetscape treatment areas. (See Figure 173). The urban design goal for the Franconia-Springfield Transit Station Area is to create a cohesive physical and visual environment that is orderly, functional, and aesthetically appealing. To achieve the urban design goal, several objectives have been formulated as follows:

- Create visual and functional linkages between activity nodes and a coherent pattern of visual relationships;
- Establish visual consistency in the built environment to strengthen the Transit Station Area's identity;
- Protect stable neighborhoods through buffering and screening; and
- Incorporate design amenities in development projects to create a sense of place.

Guidelines to meet urban design objectives in the Transit Station Area include the following:

- Establish gateways to provide identifiable entrances to the Transportation Center and the commercial areas within the Transit Station Area;
- Encourage the construction of focal points, including public art, that orient pedestrian circulation and provide visual landmarks;
- Devise design guidelines for streetscape improvements, street furniture, signage, landscaping, and lighting;
- Develop efficient internal vehicular circulation routes to promote smooth traffic flow that link activity nodes to each other and the Metrorail station;
- Remove visual clutter by burying utility lines along major streets; and
- Create architectural themes, which should include uniform setback standards, to provide spatial definition of street area through massing of structures, building scale, and facade treatment.

A gateway defines the major entrance into an area or community. Gateways should be easily recognized as such and are composed of a sign, symbol, landscaping, or other device.

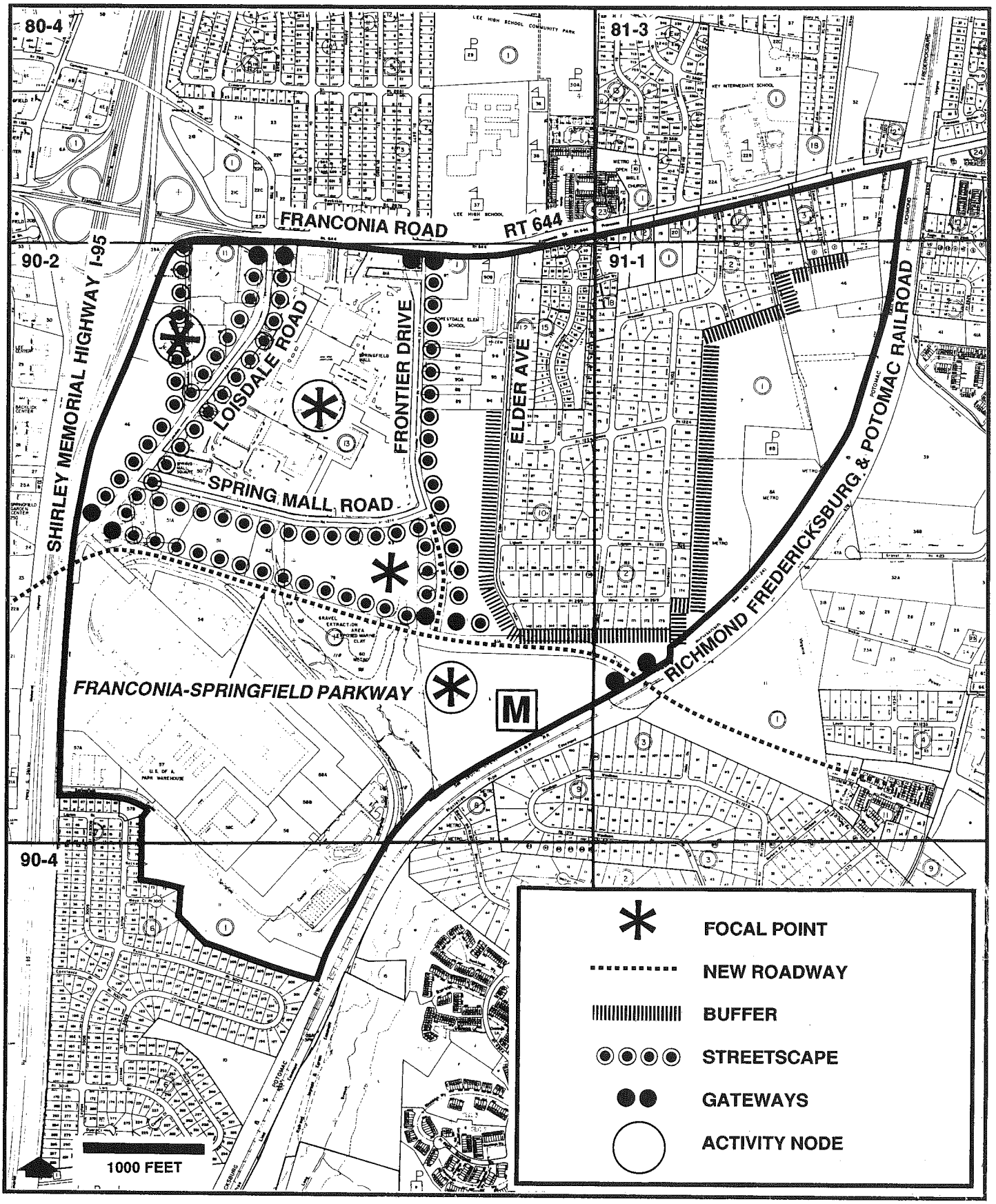
A focal point is usually a structure or vertical symbol that punctuates a view or attracts visual attention. Focal points serve as places for gathering or meeting and for gaining one's bearings. They can be seen at a distance and are generally located near the center of activity.

An activity node is a place where talking, sitting, walking, playing, performing, shopping, eating, or business take place. It is a place that hosts a variety of interpersonal transactions or individual actions. An activity node is a point where corridors of movement cross or a place where a lot of people need or want to go.

These design guidelines and objectives should be used in evaluating development proposals for land units within the Transit Station Area.

Figure 174 shows the Franconia-Springfield Transit Station Area divided into "land units" for the purpose of organizing land use recommendations. There are nine land units designated for the Transit Station Area, represented on the map by the letters A through I. These land units will be referred to in the remainder of the Plan.

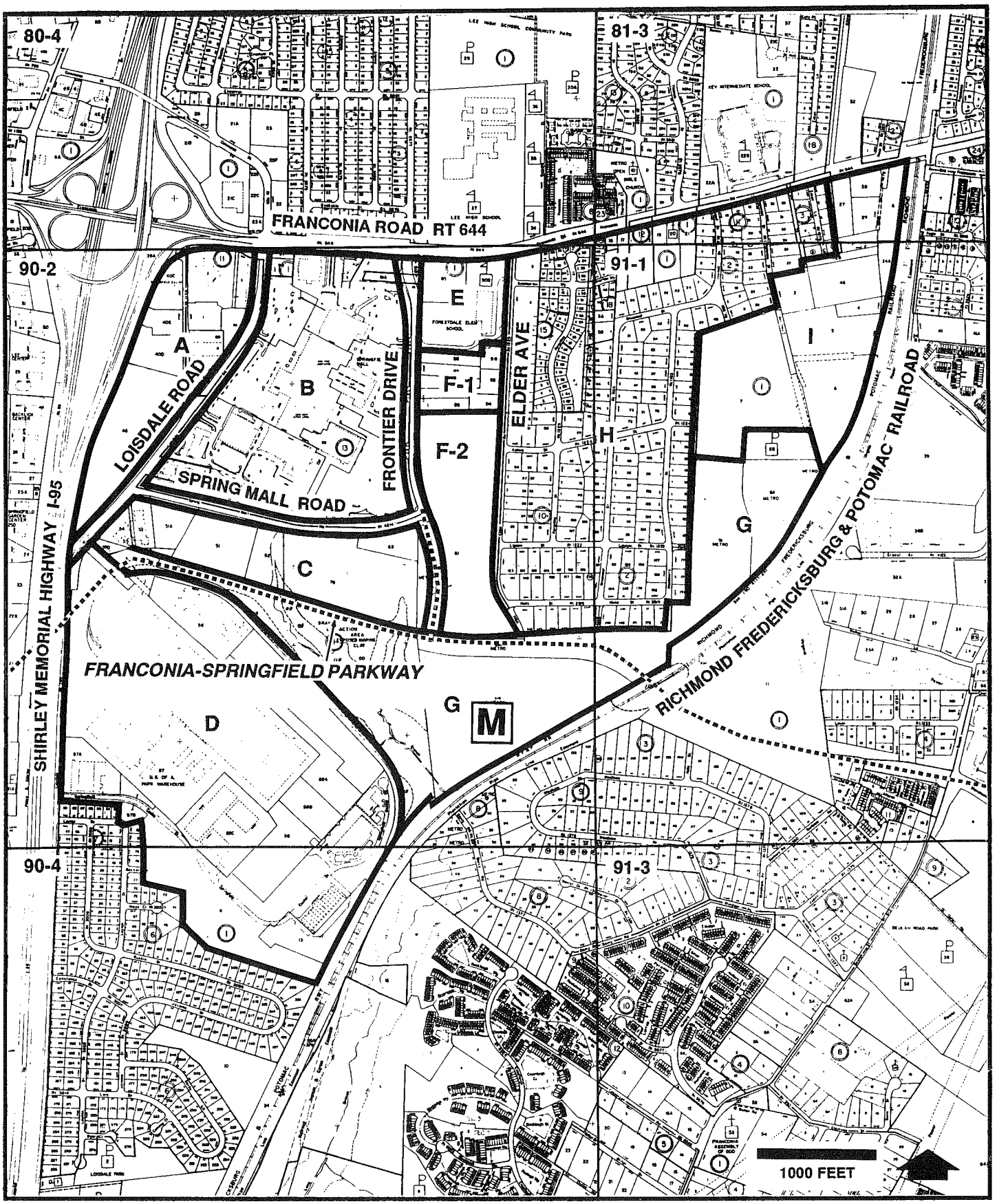
Due to the limited access, the area around the station is planned for density/intensity levels that are compatible with existing development and appropriate for an area of constrained access. Given environmental features present, the alignment of the Franconia-Springfield Parkway, the railroad spur to the GSA site, etc., pedestrian access to the proposed Metrorail station is difficult. After the station is constructed, substantial access problems to the station from nearby properties will remain. Both the distance and the obstacles to be crossed (such as parking lots, stormwater management ponds, and wetland mitigation areas) need to be addressed so that greater pedestrian access is encouraged.



FAIRFAX COUNTY

FRANCONIA-SPRINGFIELD TRANSIT STATION AREA
URBAN DESIGN CONCEPT

FIGURE 173



FAIRFAX COUNTY

FRANCONIA-SPRINGFIELD TRANSIT STATION AREA
BOUNDARY AND LAND UNITS

FIGURE 174

It is important that each development provide safe, barrier free and appropriately sized pedestrian connections to the Metro and railway stations. These paths should provide traffic-sheltered, well-identified, and pleasant access between uses and to the transit area, if possible, even where a shuttle bus and shuttle bus service is specified. All pedestrian ways should be designed so as to discourage parking by commuters on the streets of the Springfield Forest community.

Land Unit A

This land unit is planned for mid-rise office and hotel uses with ancillary uses such as exhibition space, banks, and restaurants. Office buildings and hotels are located in the northern portion of the land unit. Intensities up to .50 FAR and building heights compatible with surrounding structures are planned. Access and internal circulation should be provided as shown on Figure 176 in Sector S7.

Land Unit B

The area is the site of Springfield Mall and adjacent retail uses. Springfield Mall is planned for retail uses up to .50 FAR to recognize its regional-serving function. The area along the perimeter of the mall property is planned for community-serving retail uses up to .35 FAR. Drive-through facilities are discouraged in this land unit.

Land Unit C

This land unit is located south of Spring Mall Road and west of Frontier Drive. The Franconia-Springfield Parkway traverses its southern boundary. Development should be primarily Metro-related residential and office uses in medium- to high-rise structures. Consideration should be given to providing efficient access to the Metro station. Development in this area should achieve parcel consolidation [tax map 90-2((1))62, 63 and 76]; dedicate land for the Parkway/Frontier Drive interchange; be sensitive to the Long Branch of Accotink Creek; and provide screening and buffering to adjacent highways. A transition and effective buffering to residential uses to the east must be incorporated into the site design.

Land Unit D

This land unit is located south of the Franconia-Springfield Parkway; south and west of the Long Branch Stream Valley, and west of the RF&P Railroad. Land Unit D is planned for industrial uses up to .50 FAR to recognize existing uses and to minimize traffic generation in an area with limited capacity. A railroad spur and the Long Branch of Accotink Creek separate this land unit from adjacent WMATA-owned property and serve as barriers to linking the Metro site with Land Unit D. The General Services Administration's Parr Warehouse site occupies a major portion of this land unit. A concrete pipe manufacturing firm and the Springfield Center Industrial Park (containing several combination office/warehouse buildings) also are found in this area. If in the future, the GSA Parr Warehouse site is declared surplus or otherwise proposed for private redevelopment, development plans should be supported only if they are consistent with the County's goals and the Comprehensive Plan.

Land Unit E

This land unit is planned for public facilities and residential use at 1-2 dwelling units per acre. The Forestdale Elementary School and the Oak Grove Plantation House, which is considered an historic site, occupy this land unit. Both uses should be well-buffered from Frontier Drive. When Frontier Drive is widened, buffering and screening to the above uses should be provided and consideration should be given to providing a berm.

Land Unit F

This land unit contains two sub-units. Sub-unit F1, located south of Forestdale Elementary School between Frontier Drive and Elder Avenue [tax map 90-2((1))86-89, 90A and 94-96], is planned for office use up to .58 FAR, provided the following conditions are met:

- Complete consolidation within the sub-unit;
- Total height of the buildings does not exceed 65 feet;
- Adequate right-of-way for Frontier Drive widening is dedicated;
- A sidewalk is provided along Frontier Drive; and
- A left turn lane to serve the proposed southern entrance is provided at the existing cross-over, to be constructed within the existing median.

Sub-unit F2 is located immediately north of the Parkway and situated between Elder Avenue and Frontier Drive and its extension. Development of the area between Springfield Forest and Frontier Drive should be limited to residential uses not exceeding 5-8 dwelling units per acre to provide an effective transition between Springfield Mall and adjacent single-family structures in the Springfield Forest subdivision. Access should be limited to Frontier Drive and buffering of 100 feet on the east side of the property should be provided.

Land Unit G

This land unit consists of property owned by the Washington Metropolitan Area Transit Authority (WMATA) and is planned for public facilities. A proposed Transportation Center containing 1,800 structured parking spaces and 12 bus bays is planned for this land unit along with the Franconia-Springfield Metrorail Station. An additional 1,700 short- and long-term parking spaces are planned to be added upon completion of the Metro station. This entire land unit contains significant wetlands, marine clays, and Environmental Quality Corridor (EQC) land, which pose development constraints and stormwater management and wetlands mitigation issues.

South of the Parkway immediately west of the proposed Franconia-Springfield Transportation Center, Parcel 90-2((1))60 is planned for public facilities, including possible use as a Metrobus maintenance and garage facility. A fifty-foot buffer with earth berms with planting and fencing is recommended for the northern edge of the property to buffer planned residential uses for the property immediately to the north.

The Franconia-Springfield Transportation Center facilities should be designed so that pedestrian and bicycle access from the Springfield Forest subdivision to the Metrorail station platform is provided over a safe corridor. Such access should not be in a right-of-way that would lead non-residents of Springfield Forest to enter and park on subdivision streets as a short cut to the Transportation Center and Metrorail station.

Land Unit H

The land unit is an existing single-family residential area. Infill development within this area should be of a compatible use, type, and density and be in accordance with the Plan map. The woods surrounding the Springfield Forest subdivision protect the neighborhood from the visual intrusion of Springfield Mall and the Franconia-Springfield Parkway. After construction of the Metrorail station, this buffer will be an important amenity to retain.

Land Unit I

The land unit is situated on the west side of the RF&P Railroad, east of Springfield Forest, and south of Franconia Road and is planned for residential use at 2-3 dwelling units per acre. As an option, residential use at 5-8 dwelling units per acre is appropriate if the following conditions are met:

- Substantial parcel consolidation is achieved within the land unit;
- Dedication of sufficient land to provide for a 10.5-acre park that is adjacent to or adds to existing park property;
- Establishment of a 100-foot buffer to Springfield Forest; and

- Provision of a shuttle bus and shuttle service between residences in Land Unit I and the Franconia-Springfield Transportation Center.

Transportation

Transportation recommendations for this sector are shown on Figures 175, 176, 177 and 178. 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.

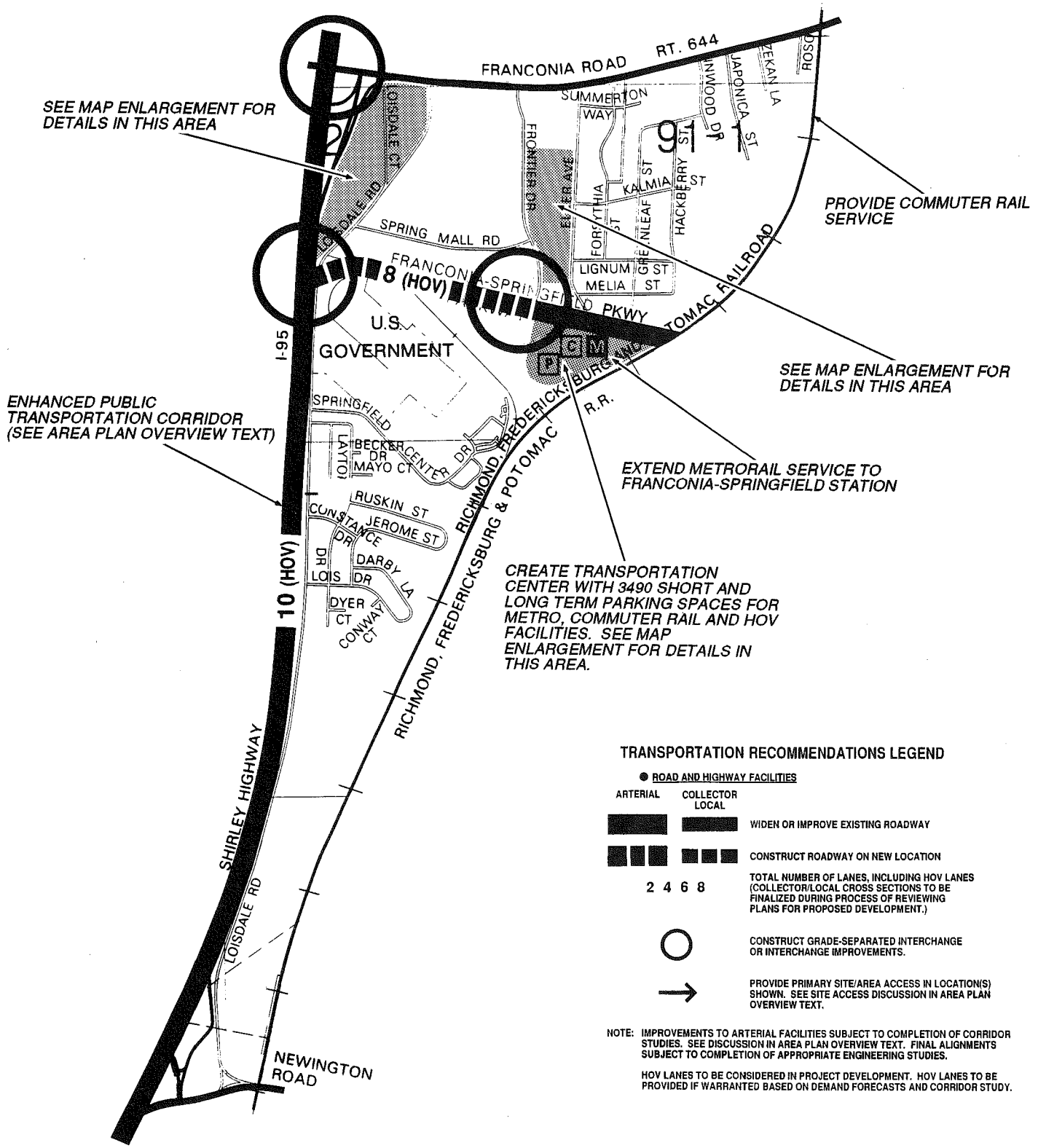
Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 179. 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.

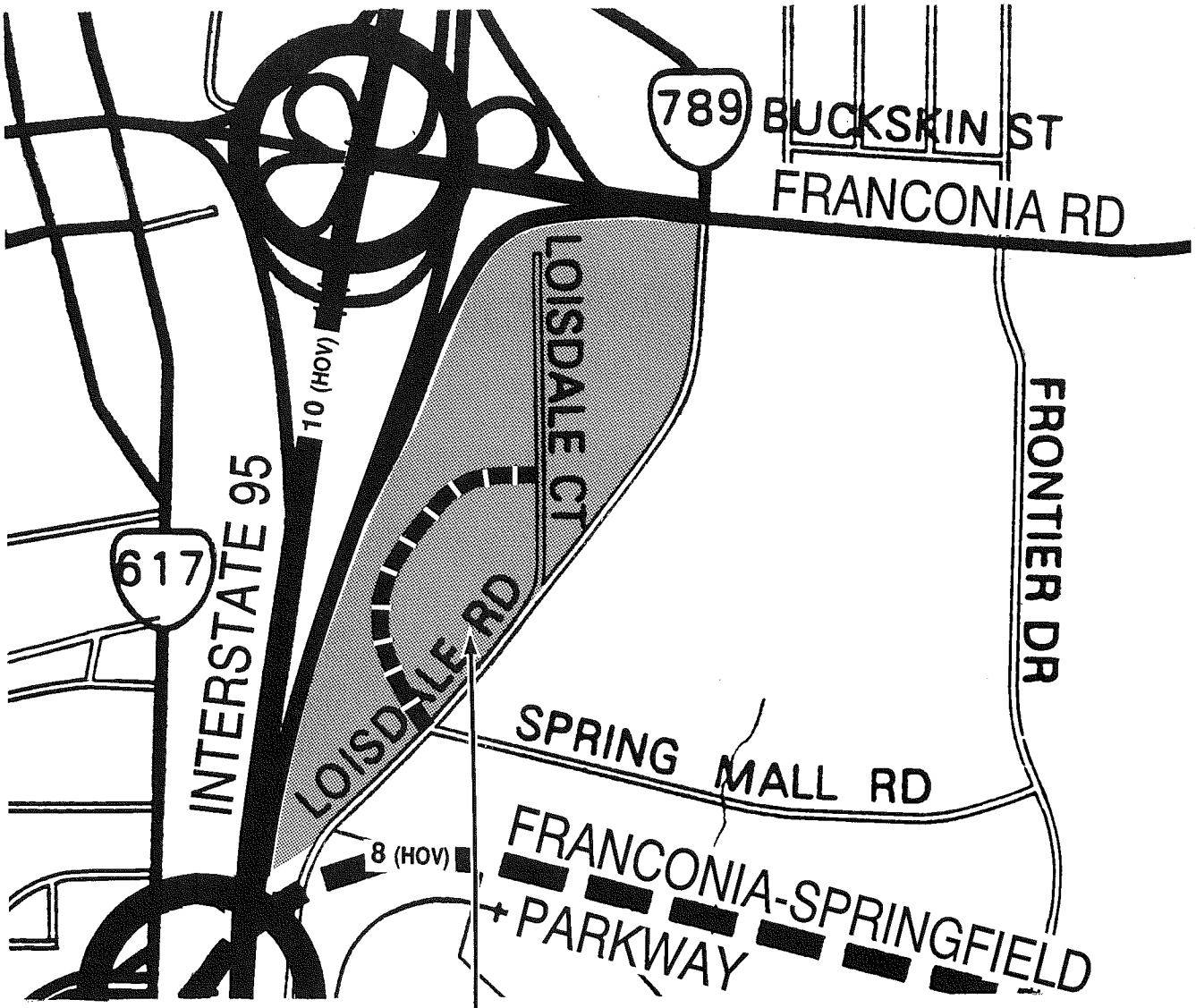
Trails

Trails planned for this sector are delineated on Figure 180 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.

S7
SPRINGFIELD EAST
COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 175



PROVIDE ACCESS AND INTERNAL CIRCULATION AS SHOWN

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.)

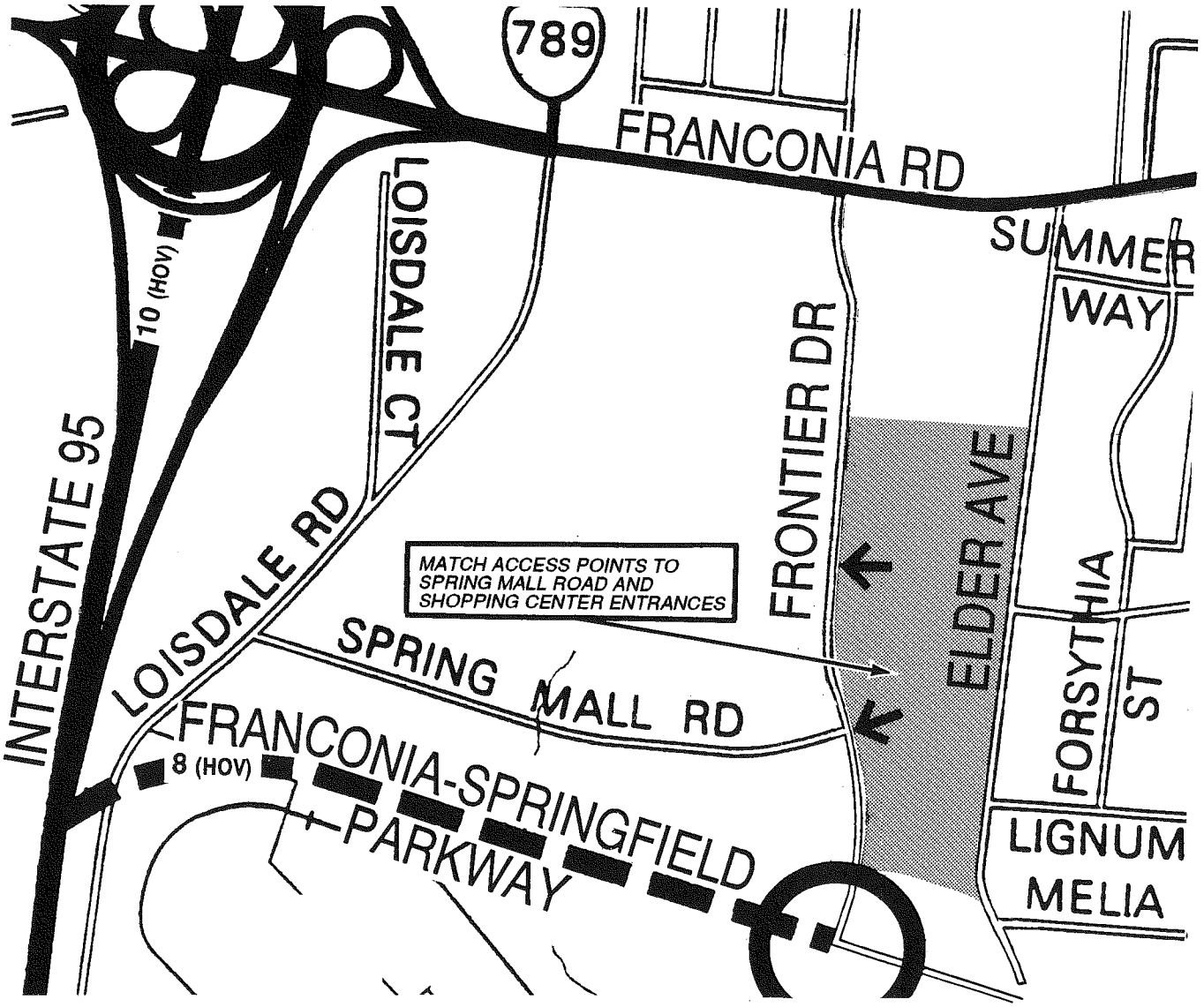
○ — CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ — 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.

FAIRFAX COUNTY	ACCESS RECOMMENDATIONS S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR LAND UNIT A TRANSIT STATION AREA	FIGURE 176



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.)

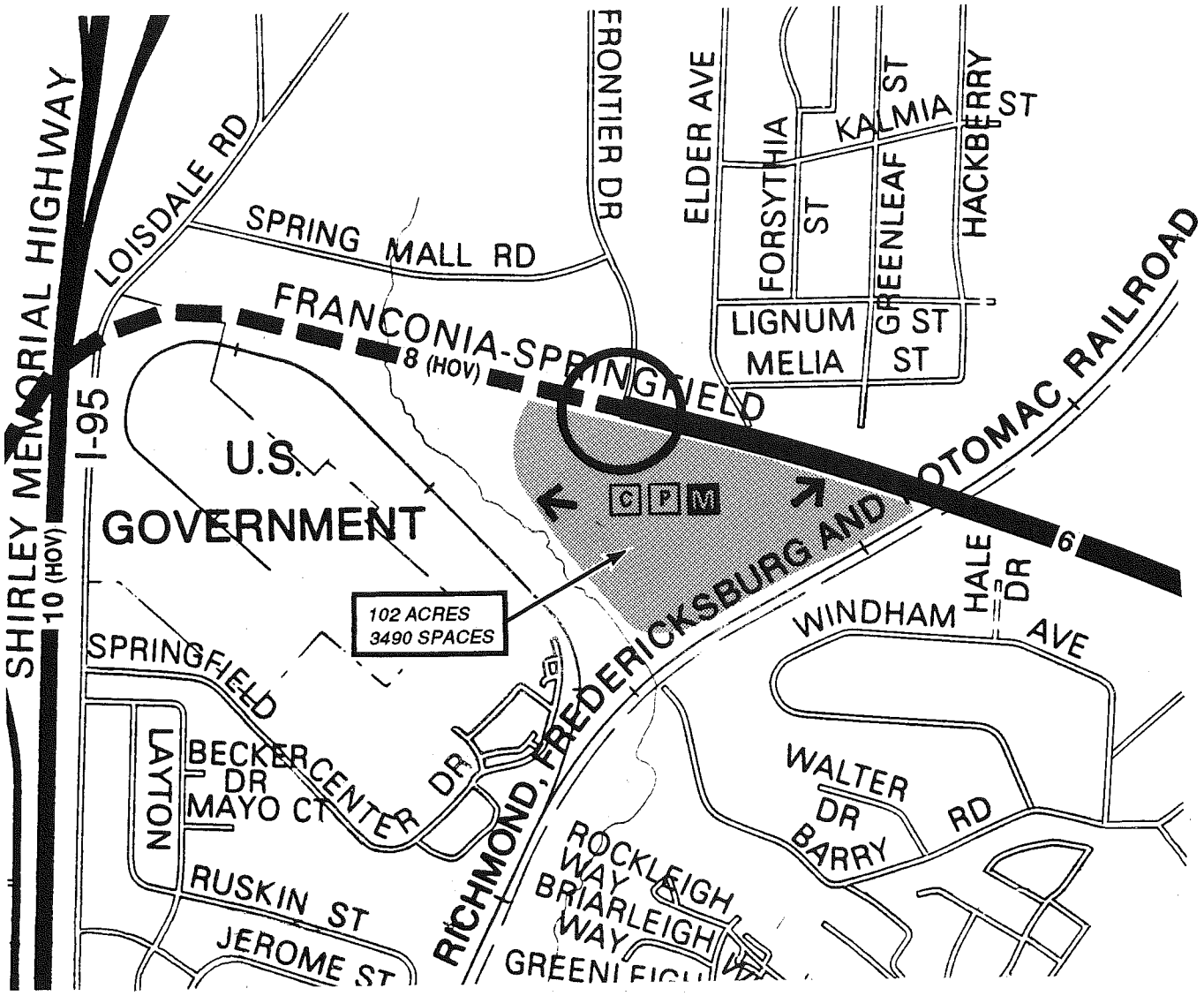
○ — CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ — 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.

FAIRFAX COUNTY	ACCESS RECOMMENDATIONS S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR LAND UNIT F TRANSIT STATION AREA	FIGURE 177



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

FAIRFAX COUNTY	TRANSIT FACILITY RECOMMENDATIONS S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR LAND UNIT G TRANSIT STATION AREA	FIGURE 178

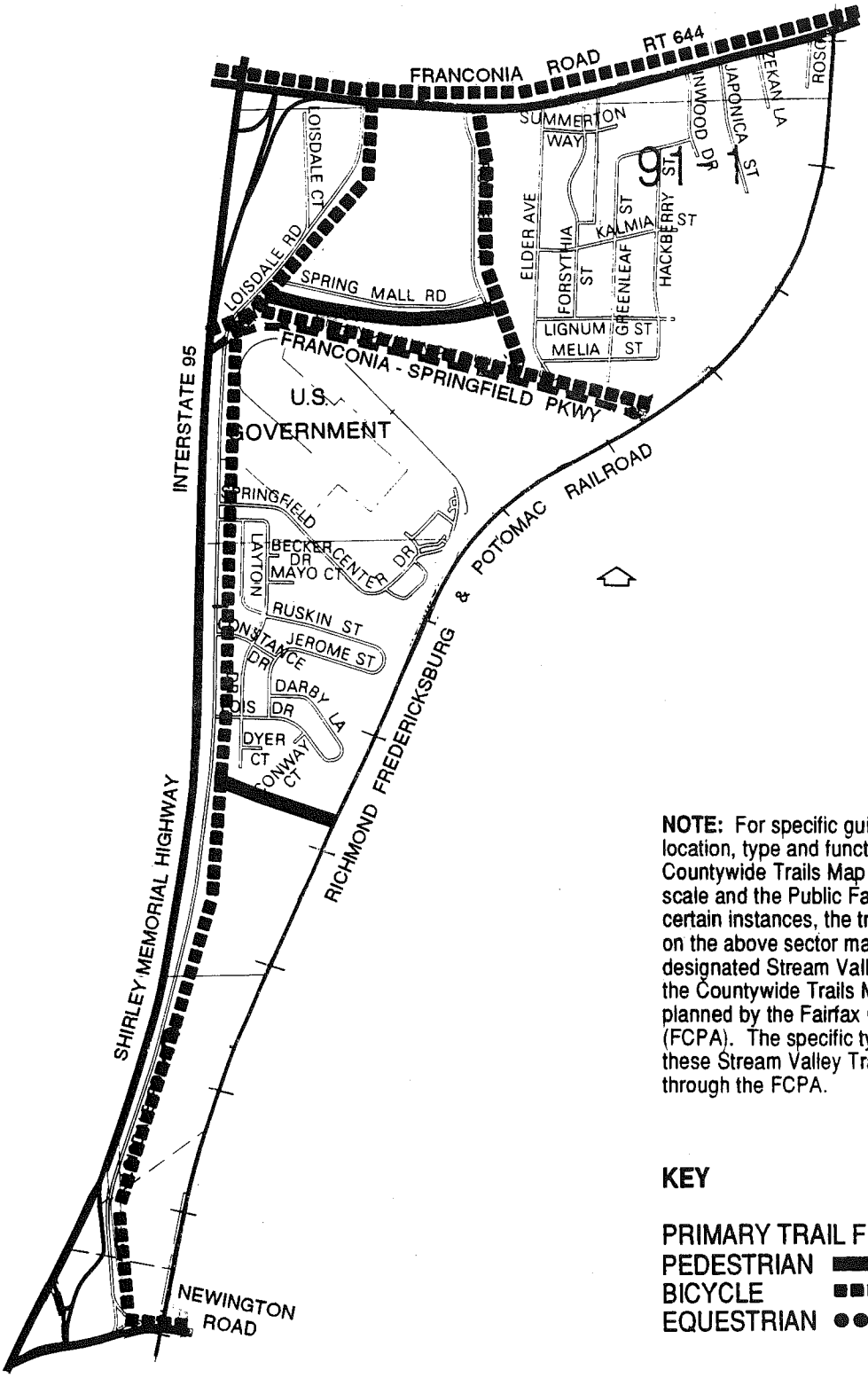
FIGURE 179

PARKS AND RECREATION RECOMMENDATIONS

SECTOR S7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Loisdale	Consider future acquisition of Parcel 90-4 ((1)) 6A to expand active recreation facilities contingent upon determination of landfill contents and safety.
Springfield Forest	Expedite dedication to complete assemblage of this park site. Initiate a master planning process and develop with a mix of Community and Urban Park amenities. Additional Neighborhood Park facilities should be provided in conjunction with new residential development in the Franconia-Springfield Transit Station Area. Urban Parks should be provided in conjunction with commercial development in the TSA.
COMMUNITY PARKS:	
	If Loisdale Park is expanded and athletic fields developed in it, this park will be reclassified as a Community Park.
DISTRICT PARKS:	
	This sector is not currently served by a District Park.
COUNTYWIDE PARKS:	
	Seek historic preservation easements on selected historic properties.

S7
SPRINGFIELD EAST
COMMUNITY PLANNING SECTOR



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.

KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 180

S8 MONTICELLO WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Monticello Woods Community Planning Sector is located north of Franconia Road between I-95 on the west and the RF&P Railroad tracks on the east. The sector is predominantly residential in character. There are commercial uses within the western portion of the sector, along Commerce Street. The former Beltway Metro Station site, located within this sector south of the Capital Beltway and adjacent to the RF&P Railroad tracks, is vacant. Situated between the Capital Beltway and the Southern Railroad tracks and off Farrington Avenue is an industrial park. The rest of the sector consists primarily of single-family detached houses, a townhouse development, schools, vacant land, and parks.

There are several undeveloped tracts, including one east of Kitson Lane, and another with several inaccessible parcels in the Backlick Run floodplain north of the Capital Beltway and south of the Southern Railroad tracks. Access to the Monticello Woods sector is from Franconia Road and Commerce Street, except for the Farrington Avenue Industrial Park, which is reached from South Van Dorn Street via the City of Alexandria. There are areas within the sector with high potential for significant heritage resources. These areas occur between the Southern Railroad tracks and the Capital Beltway, and along the RF&P Railroad tracks.

The S8 Community Planning Sector contains a large number of school sites and a large amount of parkland. The number of playing fields used for active recreation is great. These public facilities define the character of the neighborhood. Users are also drawn from outside the service area of these facilities; noise, overflow parking, and increased automobile traffic on local streets are concerns for residents.

CONCEPT FOR FUTURE DEVELOPMENT

The Monticello Woods Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

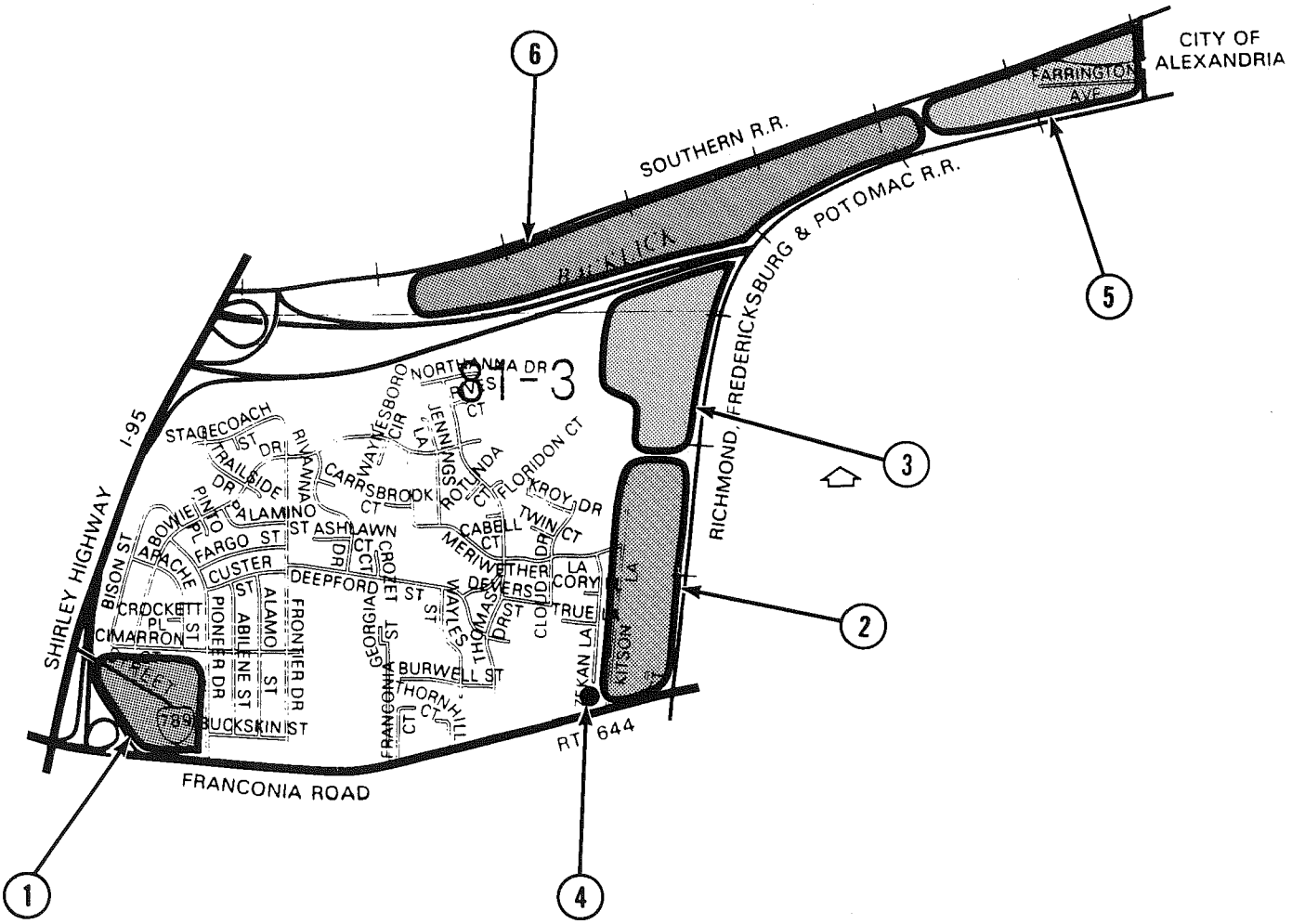
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 181 indicates the geographic location of land use recommendations for this sector.

1. Commercial development along Commerce Street and Franconia Road should be limited to existing commercially-zoned locations to prevent commercial encroachment into adjacent residential neighborhoods. The commercially developed area along Commerce Street and Franconia Road is planned for community-serving retail use up to .35 FAR. Buffering and screening and other measures should be provided from any new development to adjacent residential uses to create appropriate transitions and mitigate adverse impacts. Lighting on commercial sites should be designed to be non-intrusive to nearby residential areas.

2. North of Franconia Road between Kitson Lane and the RF&P Railroad tracks is a vacant tract of about 33 acres (tax map 81-3((1))32, 33A). The site is planned for residential use at 2-3 dwelling units per acre. The tract is narrow, constrained by steep slopes and marine clays, and will require sensitive design to avoid impacting already established neighborhoods; access to the tract should be from Franconia Road.

S8
MONTICELLO WOODS
COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 181

3. The 35-acre former Beltway Metrorail Station site, Parcels 81-1((1))10F, 81-3((1))1, 40 located south of the Capital Beltway and west of the RF&P Railroad tracks, is planned for public park use. The site is located in the Cameron Run watershed and contains part of the Backlick Run Environmental Quality Corridor. The site is wooded; contains floodplain and a critical aquifer recharge area; has slippage-prone marine clay soils and steep slopes and is located next to the RF&P Railroad. Access to the site should be through Franconia Park. As an option, residential use at 2-3 dwelling units per acre is possible if the property is not acquired for public use and if the following is achieved:

   - The tract is consolidated with Parcels 81-3((1))32, 33A into a single development project;
   - Land is dedicated for the expansion of Franconia Park to protect environmentally sensitive land located adjacent to the park;
   - Effective buffering and screening to the Capital Beltway and the RF&P Railroad is provided;
   - Safe bicycle and pedestrian access to Franconia Park is provided;
   - Vehicular access to new development is from Franconia Road only, and Kitson Lane access should be abandoned; and
   - Clustering of dwelling units is accomplished, with significant buffering and screening provided to adjacent existing single-family detached houses.

4. Vacant Parcel 81-3((18))A, about two acres, at the end of existing Zekan Lane should be developed for infill residential use at an overall density of 2-3 dwelling units per acre. To avoid cut-through traffic and reduced safety for existing residents, and to avoid additional accesses to Franconia Road, Zekan Lane should be terminated in a cul-de-sac and not be built through to Franconia Road.

5. Parcels 81-2((1))9, 9B, 9C, 10, 10A, 11, and 13 located within the Farrington Avenue Industrial Park between the Southern and RF&P Railroads are planned for industrial uses up to .40 FAR. Street access should remain from Farrington Avenue.

6. Parcels 81-1((1))10C, 10D, 10E and 10G located between the Southern Railroad and the Capital Beltway and the RF&P Railroad within the Backlick Run floodplain are planned for private recreation use. It would be desirable to secure an open space easement to these vacant parcels which are not accessible by road.

Transportation

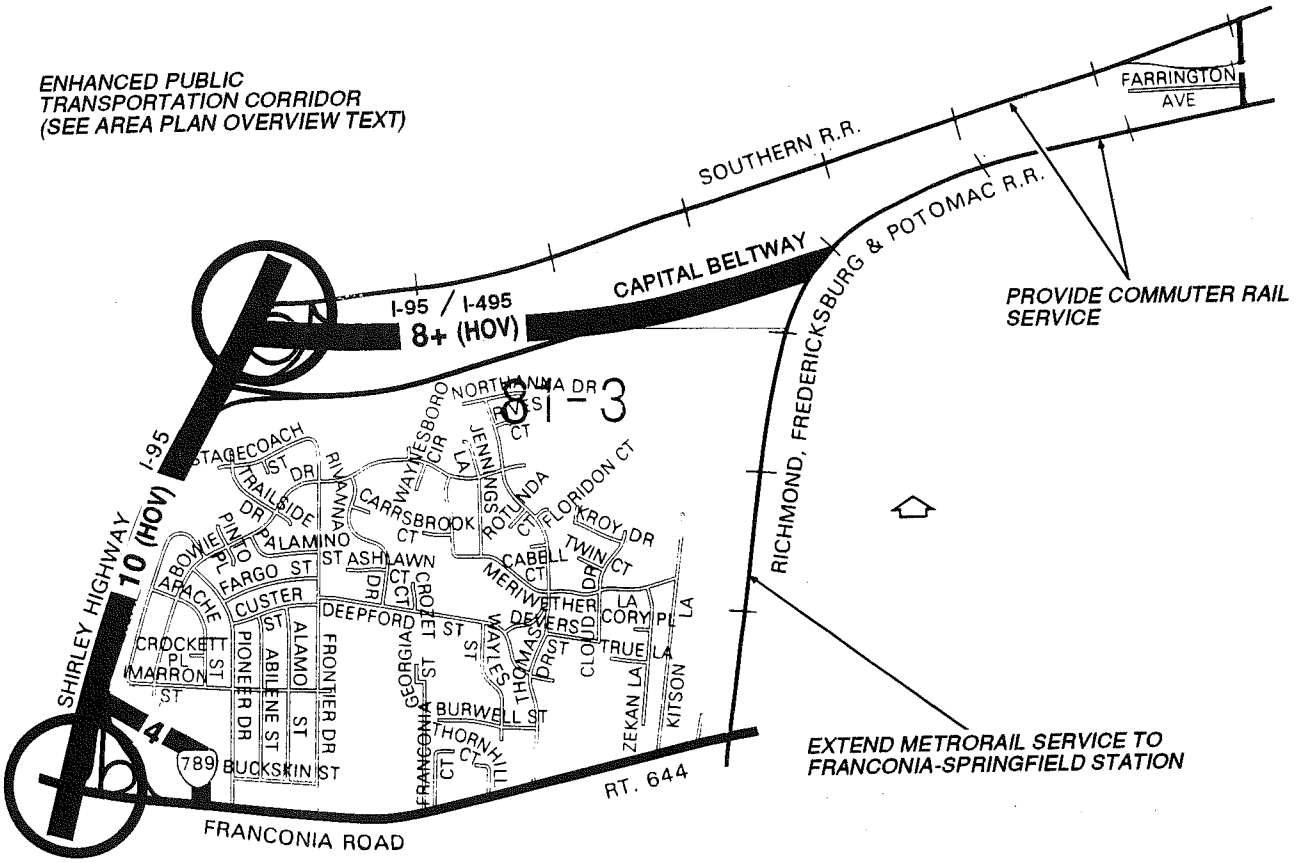
Transportation recommendations for this sector are shown on Figure 182. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

Before Franconia Road is widened, a corridor study should be undertaken to determine the impacts on the adjacent single-family neighborhood. Land use impacts should be mitigated prior to any widening.

Heritage Resources

The Ogden House, an old farmhouse, located behind Key Intermediate School, should be evaluated for possible inclusion on Fairfax County's Inventory of Historic Sites.

S8
MONTICELLO WOODS 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.

FAIRFAX COUNTY

TRANSPORTATION RECOMMENDATIONS

FIGURE 182

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 183. 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 184 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.

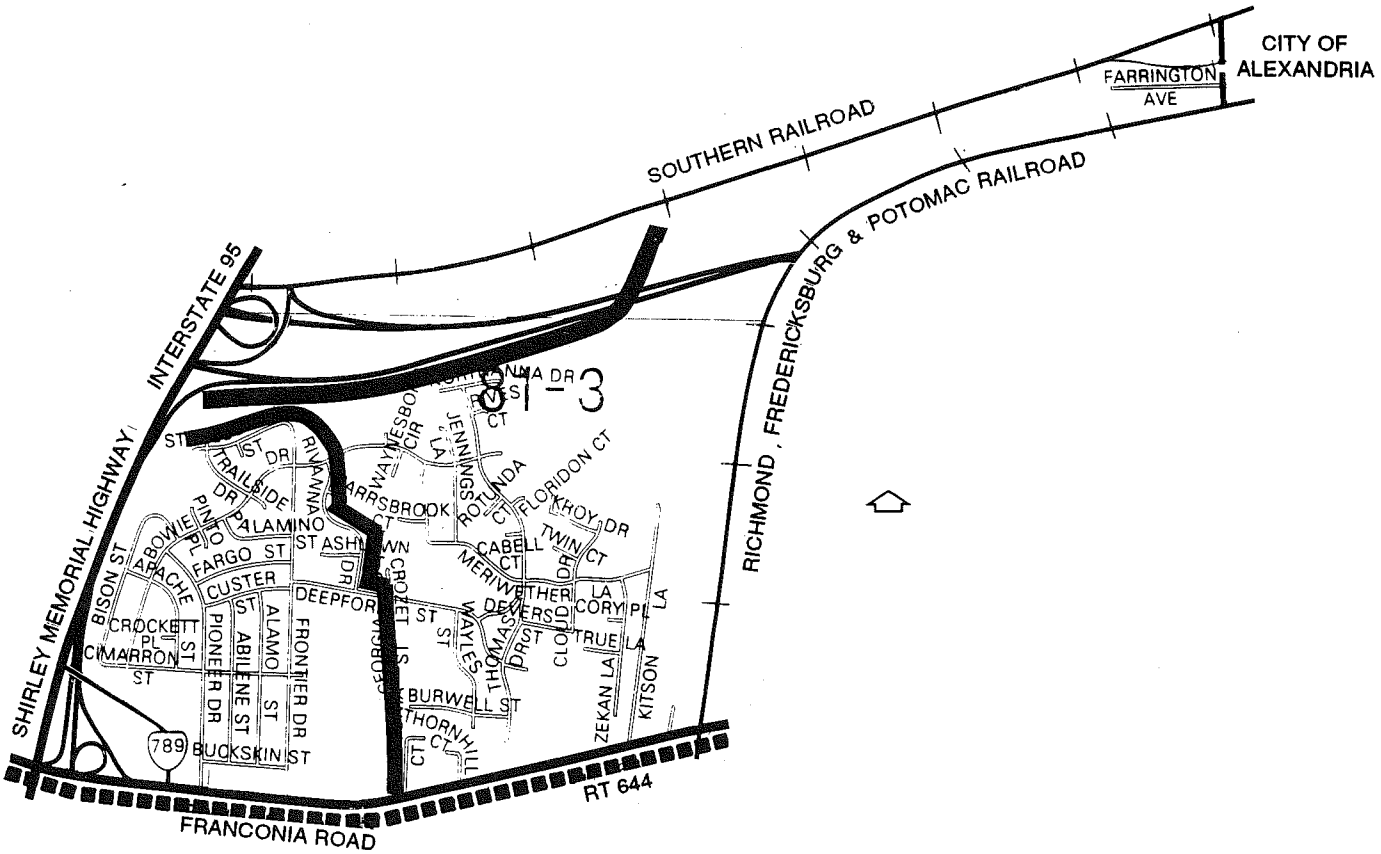
FIGURE 183

PARKS AND RECREATION RECOMMENDATIONS

SECTOR S8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Lee High	Complete development as per the approved 1965 master plan.
Trailside	Upgrade existing athletic fields.
Monticello Woods	No development is currently planned for this park.
Franconia	Complete development in accordance with approved master plan. Seek future dedication of land to the east of the park to expand park uses and protect environmentally sensitive natural resources.
COUNTYWIDE PARKS:	
Backlick Stream Valley	Protect EQC through acquisition and/or donation/dedication of land or open space easements on privately owned portions of Backlick Stream Valley, including Parcels 81-1((1)) 10C, 10D, 10E and 10G. Complete development of countywide stream valley trail.

S8
MONTICELLO WOODS
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.

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 184

S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector, located south of Franconia Road and between the RF&P Railroad and Beulah Street, consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive. Franconia Road, Beulah Street, the Franconia-Springfield Parkway, and Fleet Drive are the major roadways in this sector.

This sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest is Parcel 91-1((1))11 and the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1898, is located at the intersection of Beulah Street and Franconia Road.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb, and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Fleet Drive on the west, and it is located between Old Franconia Road on the north and Yadkin Court on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Beulah Community Planning Sector is recommended to develop as Suburban Neighborhoods under the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Beulah Planning Sector contains stable residential neighborhoods. Infill development should be of a compatible use, type, and density and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

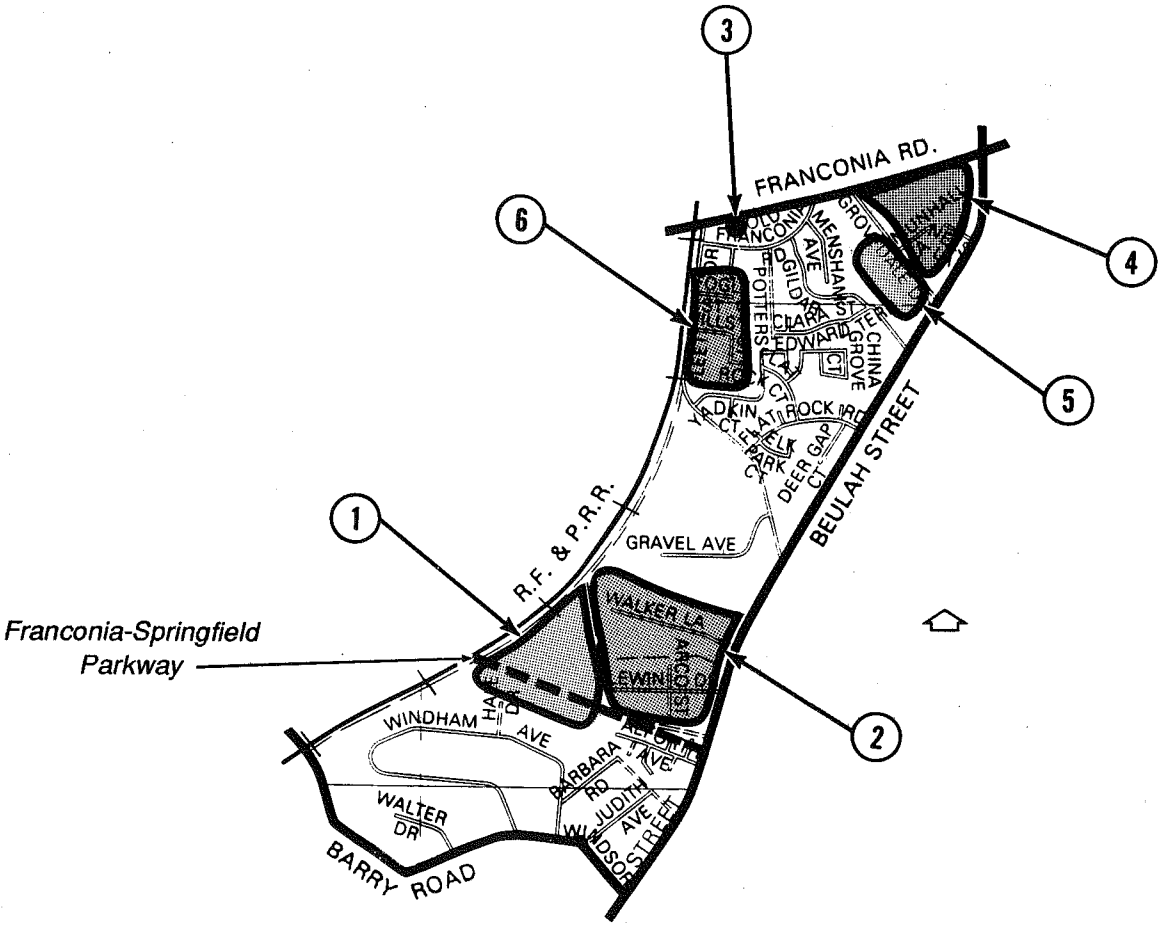
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The area bounded by Franconia Road on the north, and Beulah Street and Grovedale Drive on the east and west, respectively, should develop as the community focal point for the greater Franconia area. A cluster of public facilities (including the Franconia Government Center), community-serving office and retail uses, and the historic Olivet Episcopal Church are located here. Compatible redevelopment along with an urban park will help establish this area as a community focal point and complement the function of this area as a location for community activities and interaction.

Figure 185 indicates the geographic location of land use recommendations for this sector.

1. Parcel 91-1((1))11, located east of the RF&P Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre. Whether Parcel 11 develops residentially or in accordance with the underlying zoning, there should be well-designed interior circulation, no direct vehicular access to the Parkway, and attention paid to proper siting of structures in the vicinity of the RF&P Railroad tracks.

S9
BEULAH COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 185

2. The area north of the Franconia-Springfield Parkway, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 1-2 dwelling units per acre. If substantial consolidation of all parcels, excluding Parcel 91-1((1))11 occurs in this area, and if the parcels are contiguous and allow efficient design and circulation, residential use at 3-4 dwelling units per acre may be appropriate. As an option, residential use at 5-8 dwelling units per acre may be appropriate if the entire area, including Parcel 91-1((1))11, is consolidated and developed as a single project and is oriented away from the Virginia Power easement on the south side of Walker Lane.

3. Low-rise office development up to .35 FAR is planned for the vacant parcels between old and new Franconia Roads, immediately east of the RF&P Railroad right-of-way, with buffering to the new roadway and access from Old Franconia Road.

4. Within the Franconia Road, Beulah Street, and Grovedale Drive triangle, the area located south and west of both the Franconia Fire Station and the Franconia Government Center is planned for low intensity office use. Neighborhood-serving retail use up to .25 FAR is planned along Franconia Road. In order to develop either office or retail uses in the area, the following conditions should be met:

   - Substantial parcel consolidation and a coordinated development plan that reflects a superior site layout and architectural design should be an element of any development proposal;

   - The visual impact of any proposed development on the adjacent stable, low density residential neighborhood to the east should be screened by using substantial landscaping, berms, and other effective and aesthetic screening techniques. No commercial uses should directly front on Beulah Street;

   - A field survey should be conducted prior to final design plans and, if significant historic resources are found, appropriate preservation measures should be incorporated into the design phase;

   - Development should be designed to retain as many of the indigenous hardwood trees as possible. Pedestrian-oriented open space areas, such as an easily accessible urban park, should be incorporated as an element of the development plan; and

   - Roadway improvements necessary to ensure an acceptable level of service within the area affected by the development should be provided. The design of the internal circulation pattern and the location of related access points should be planned to minimize the traffic impact on the adjacent residential area.

5. Transitional low-rise or townhouse-style office use up to .35 FAR is planned for Parcels 81-3((5))8, 9, 10, 10A, 11, 12, 12A, 12B and 12C along Grovedale Drive provided the following conditions are met:

   - Substantial consolidation of the parcels to effect a coordinated, attractive and well-designed development. Such development should be designed to be compatible with the surrounding residential community and no direct access should be provided to Beulah Street; and

   - Landscaped screening should be provided in the buffer zone for those properties surrounding the subject property. This includes the Georgetown Woods townhouse development on Gildar Street and the low density neighborhood across Beulah Street. The landscaped screening should contain an effective mixture of shrubs and trees together with a fence of at least six feet in height between the planned office and existing townhouse development. Such fence should be placed on the inside edge of the buffer zone.

6. Development in the Shirley Park neighborhood should be in accordance with the recommendations cited in the Shirley Park Community Improvement Plan.

   The portion of the Shirley Park neighborhood located between Wills Street and the Franconia Commons townhouses [tax map 91-1((1))41 and 41A] is planned for single-family, residential use at 3-4 dwelling units per acre. In order to develop above the low end of the density range, the following conditions should be met:

- A coordinated development should be oriented toward the Shirley Park community;
- To reduce additional access points along Fleet Drive, the roadway connecting to the site should be via Wills Street (see Figure 187);
- Every effort should be made to preserve existing stands of trees. In particular, vegetative cover located in the vicinity of the adjacent Franconia Commons townhouses should be retained for buffer purposes; and
- Measures to mitigate traffic and railroad related noise should be implemented in conjunction with development of this site.

As an option to residential development, the heavily wooded southern portion of the Shirley Park Area planned for residential use at 3-4 dwelling units per acre [tax map 91-1((1))41 and 41A] is considered appropriate for passive recreation and private open space uses. If this option is implemented, the preservation of quality vegetative cover should be assured through the execution of an appropriate protective easement.

Transportation

Transportation recommendations for this sector are shown on Figures 186 and 187. 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.

Heritage Resources

The Laurel Grove Baptist Church, located northwest of the junction of Walker Lane with Beulah Street, should be evaluated for possible inclusion on Fairfax County's Inventory of Historic Sites.

Public Facilities

Replace the Franconia Government Center facilities in Sector S9 with a new building at the site of the existing facility. The new facility will be roughly 26,000 square feet in size and will serve the Police Department, the Office of Assessments, and the Lee District Supervisor.

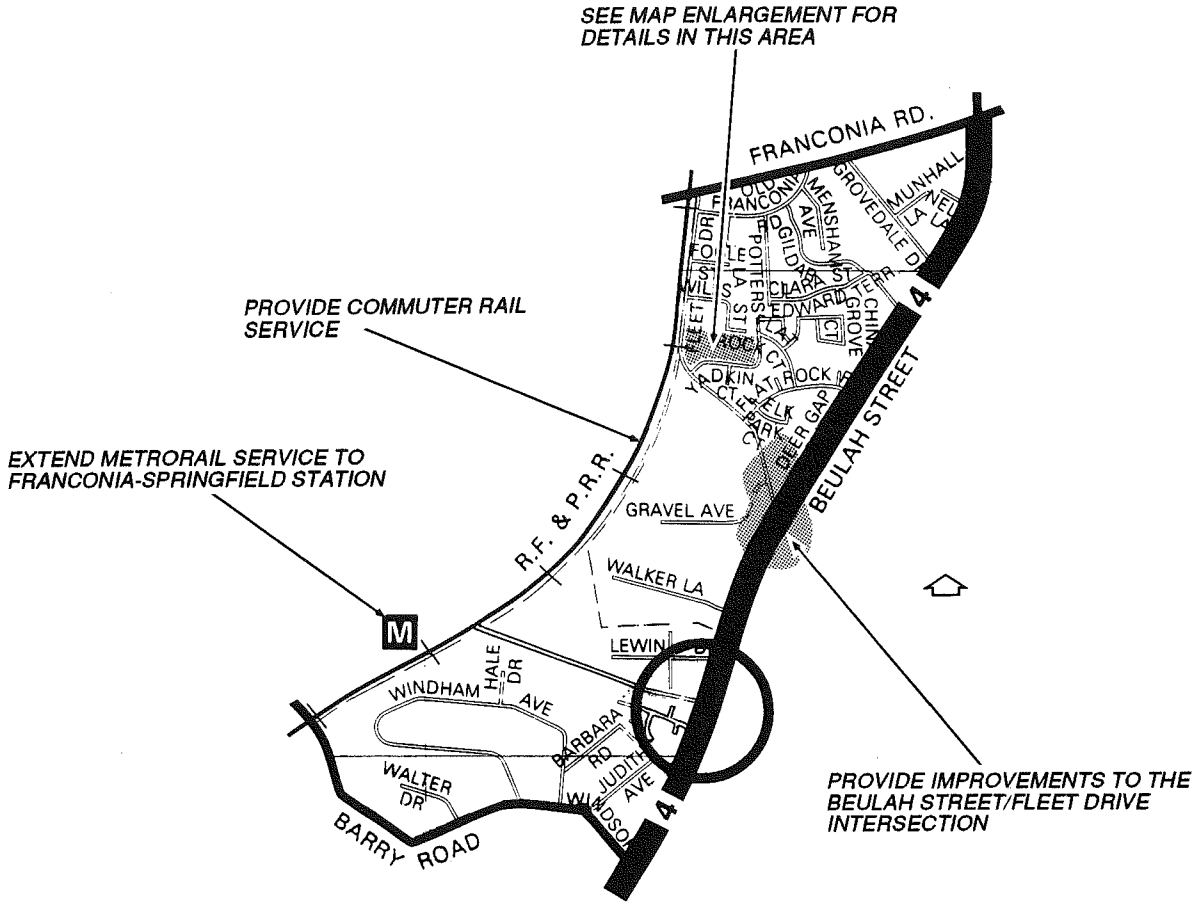
Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 188. 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 189 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.

S9
BEULAH 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.

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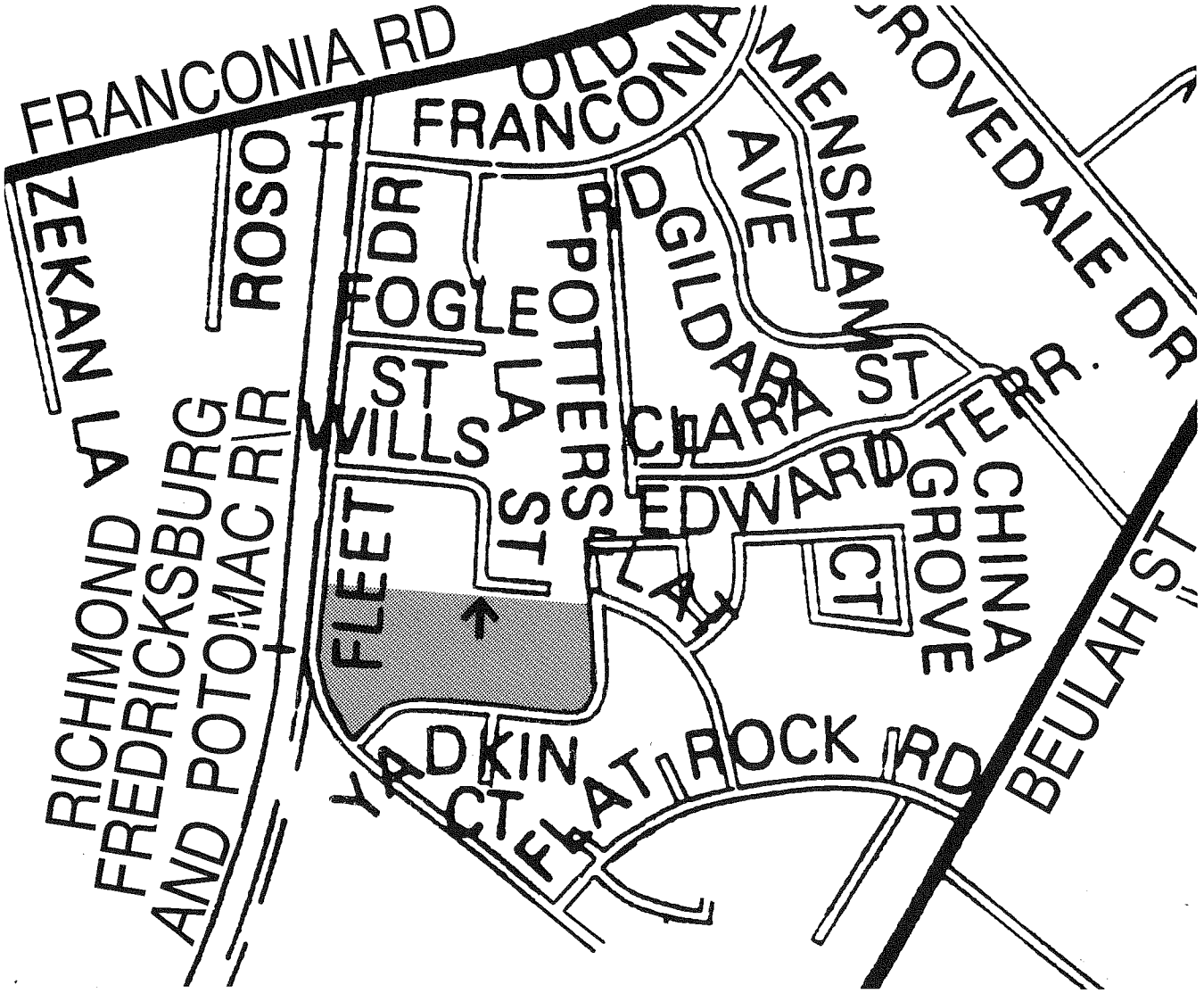
FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 186



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

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FAIRFAX COUNTY	ACCESS RECOMMENDATIONS S9 BEULAH COMMUNITY PLANNING SECTOR	FIGURE 187

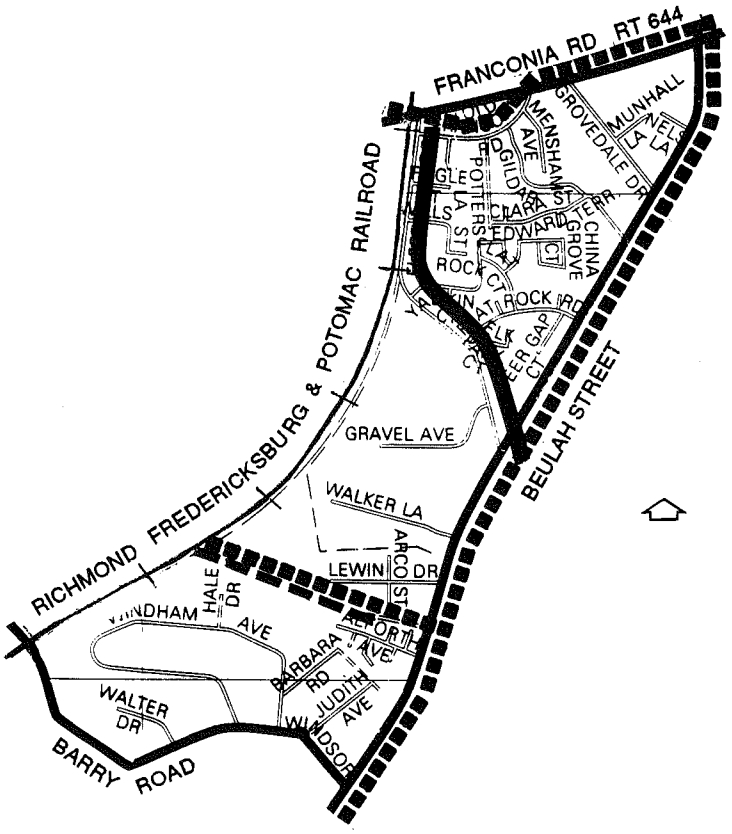
FIGURE 188

PARKS AND RECREATION RECOMMENDATIONS

SECTOR S9

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential development. An Urban Park should be provided in conjunction with commercial development in the area of the Franconia Government Center.
COMMUNITY PARKS:	This sector lies within the service area of Beulah Community Park.
DISTRICT PARKS:	This sector is currently not served by a District Park.

S9
BEULAH COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 189