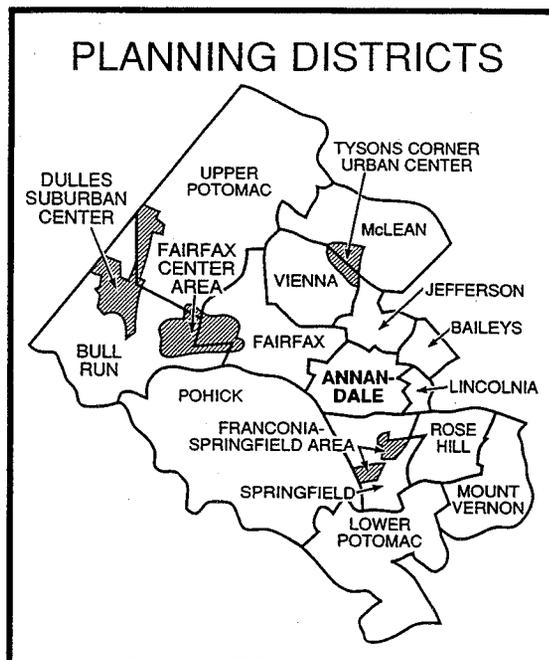


## ANNANDALE PLANNING DISTRICT

*Consisting of:*

- Annandale Community Business Center
- Beltway South Industrial Area
- Ravensthorpe Industrial Area
- A1 - Masonville Community Planning Sector
- A2 - Columbia Community Planning Sector
- A3 - Indian Run Community Planning Sector
- A4 - Edsall Community Planning Sector
- A5 - North Springfield Community Planning Sector
- A6 - Accotink Community Planning Sector
- A7 - Wakefield Community Planning Sector
- A8 - Pine Ridge Community Planning Sector
- A9 - Holmes Run Community Planning Sector
- A10 - Ossian Hall Community Planning Sector





## ANNANDALE PLANNING DISTRICT

### OVERVIEW

The Annandale Planning District is situated in the east central portion of Fairfax County (see Figure 4). It is bounded to the north by Gallows Road, Annandale Road, Holmes Run Stream Valley, Sleepy Hollow Road, and Columbia Pike; to the east by Old Columbia Pike, Little River Turnpike, Braddock Road, Indian Run Stream Valley, and I-395; to the south by the Southern Railroad right-of-way; and to the west by Rolling Road, Braddock Road, Guinea Road, Olley Lane, and Woodburn Road.

The Annandale Planning District includes approximately 16 square miles of land with a population of 66,329 in 1990. The population of the Annandale Planning District generally has remained level since 1970, indicative of the largely developed character of the district.

The Annandale District is developed primarily in single-family detached housing with the exception of garden-style, multi-family apartments and condominiums in the vicinity of the Annandale Community Business Center (CBC). There is a scattering of townhouse uses as well, generally in proximity to some of the major roads in the area.

The Annandale CBC contains a substantial number of commercial uses; mostly retail with some low to medium density offices. The Ravensworth and Beltway South Industrial Areas are developed primarily in industrial uses, with a mixture of some high intensity offices.

### 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.

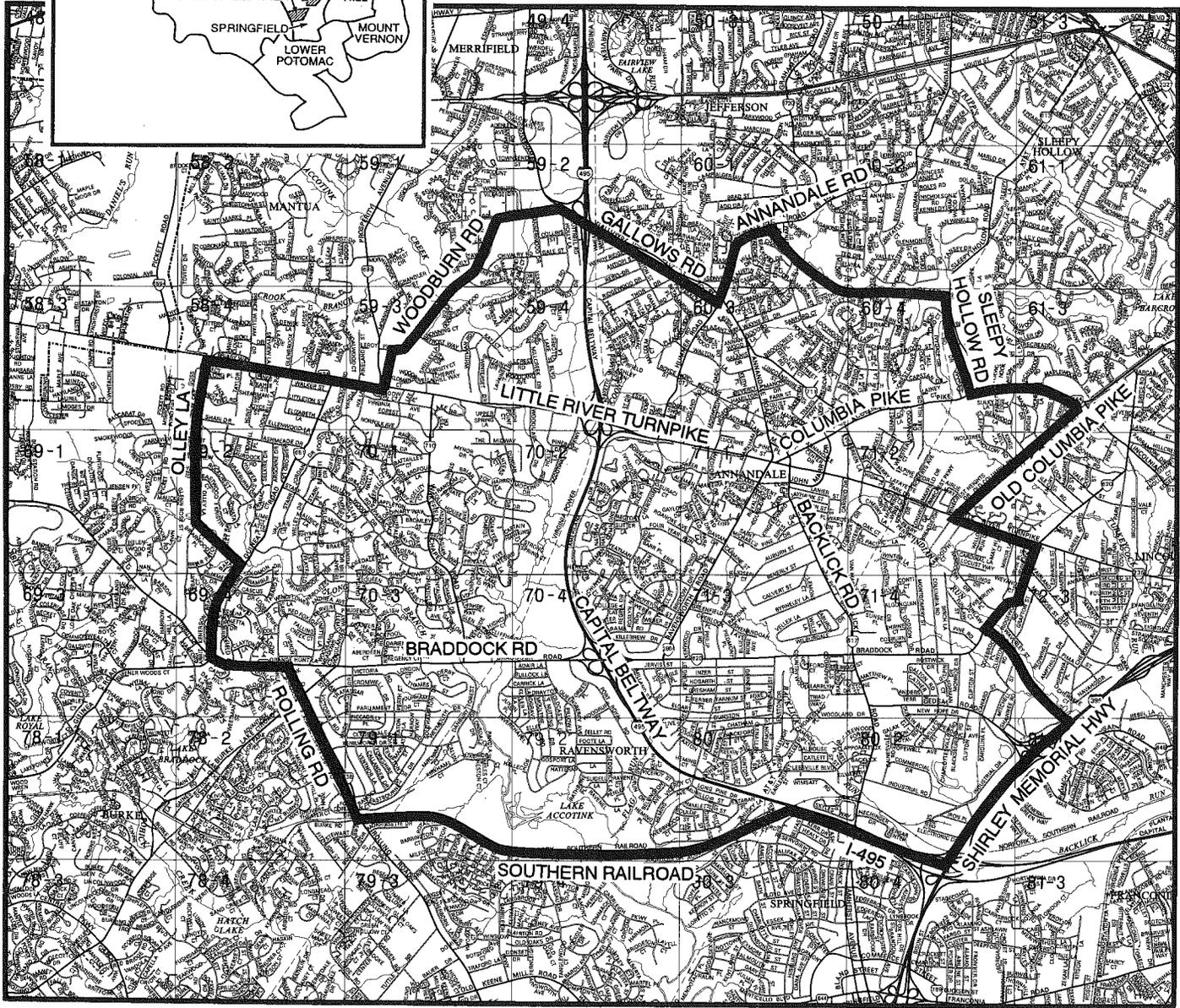
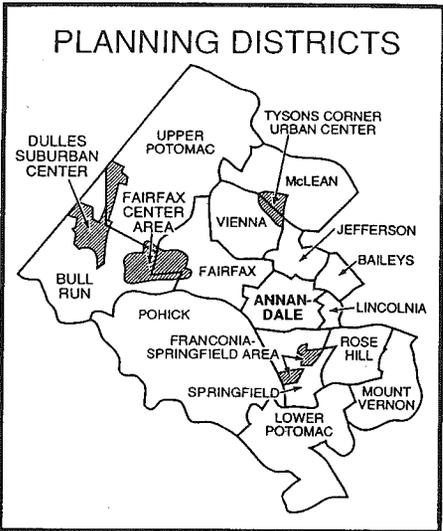
The majority of the Annandale Planning District has been recommended as Suburban Neighborhoods by the Concept for Future Development. The predominant residential development character of the area should be maintained by promoting compatible land uses and land use intensities. Neighborhood stability is 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 Annandale Planning District are also recommended in the Concept. These include the Ravensworth and Beltway South Industrial Areas and the Annandale Community Business Center.

The Ravensworth Industrial Area, in the vicinity of Port Royal Road, Braddock Road and the Capital Beltway, is entirely contained within the Annandale Planning District. This special development area is a significant feature of the Accotink Community Planning Sector (Sector A6).

To facilitate continued economic stability, it is important to preserve appropriate locations for industrial uses. In recognition of the existing character of the Ravensworth Industrial Area and with regard to its access to major transportation facilities, future development or redevelopment of lands within this designated Industrial Area should maintain an overall industrial orientation.

Similarly, the Beltway South Industrial Area is characterized predominantly by existing industrial land uses. The Beltway South Industrial Area spans both sides of the Shirley Highway (I-395), generally in the vicinity of I-395, I-495, Backlick Road and Edsall Road. The portion of the Beltway South Industrial Area contained within the Annandale Planning District is principally located in the Edsall Community Planning Sector (Sector A4), and partially in the North Springfield Sector (A5). Again, this area is envisioned as maintaining its predominantly industrial character.



<b>FAIRFAX COUNTY</b>	<b>ANNANDALE PLANNING DISTRICT</b>	<b>FIGURE 4</b>
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The Annandale Planning District also contains the Annandale Community Business Center (CBC). The CBC generally consists of the commercially-zoned land in the central portion of Annandale along Little River Turnpike and Columbia Pike. The Annandale CBC is partially contained in five Community Planning Sectors: Sectors A1, A2, A3, A9 and A10.

The Community Business Center designation for this area reinforces efforts to revitalize commercial services while maintaining a traditional "town center" role for Annandale. Emphasis is placed on encouraging pedestrian-oriented uses, supporting community services and a community "focal point" function, while simultaneously discouraging uses which clearly are not community-scale. In addition, planned land uses for the Annandale Community Business Center discourage uses at the edges of the Center which may adversely affect Suburban Neighborhoods.

## MAJOR OBJECTIVES

Major planning objectives for the Annandale Planning District are:

- Preserve existing stable residential communities with emphasis on appropriate infill development, and on achieving appropriate transitions between these neighborhoods and higher intensity commercial and/or residential uses;
- Encourage appropriate revitalization and selected redevelopment of the Annandale CBC to create a more attractive and functionally efficient community-serving commercial area, representing a community focal point and emphasizing pedestrian circulation;
- Ensure the compatibility of infill uses within the Industrial Areas, and appropriate transitions to adjacent residential areas; and
- Preserve significant heritage resources.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

Travel within and through the Annandale 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 arterials and major collector roadways affecting the District are shown on Figure 5. Other countywide transportation elements are also depicted.

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

Braddock Road and Little River Turnpike are major commuter routes serving the Annandale Planning District and areas further west. Corridor studies should be done to investigate transportation alternatives. There are few if any opportunities to add highway capacity. To serve growing travel demands, additional transit service and programs to promote carpooling are needed in this area.

On Braddock Road, the Plan map includes HOV lanes from Burke Lake Road to I-495. In future corridor studies of this facility, consideration should be given to the use of contra-flow lanes and/or other designs that do not add to the overall width of the existing pavement and which do not impede access from adjacent neighborhoods.

## TRANSPORTATION RECOMMENDATIONS LEGEND

### ● ROAD AND HIGHWAY FACILITIES

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

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

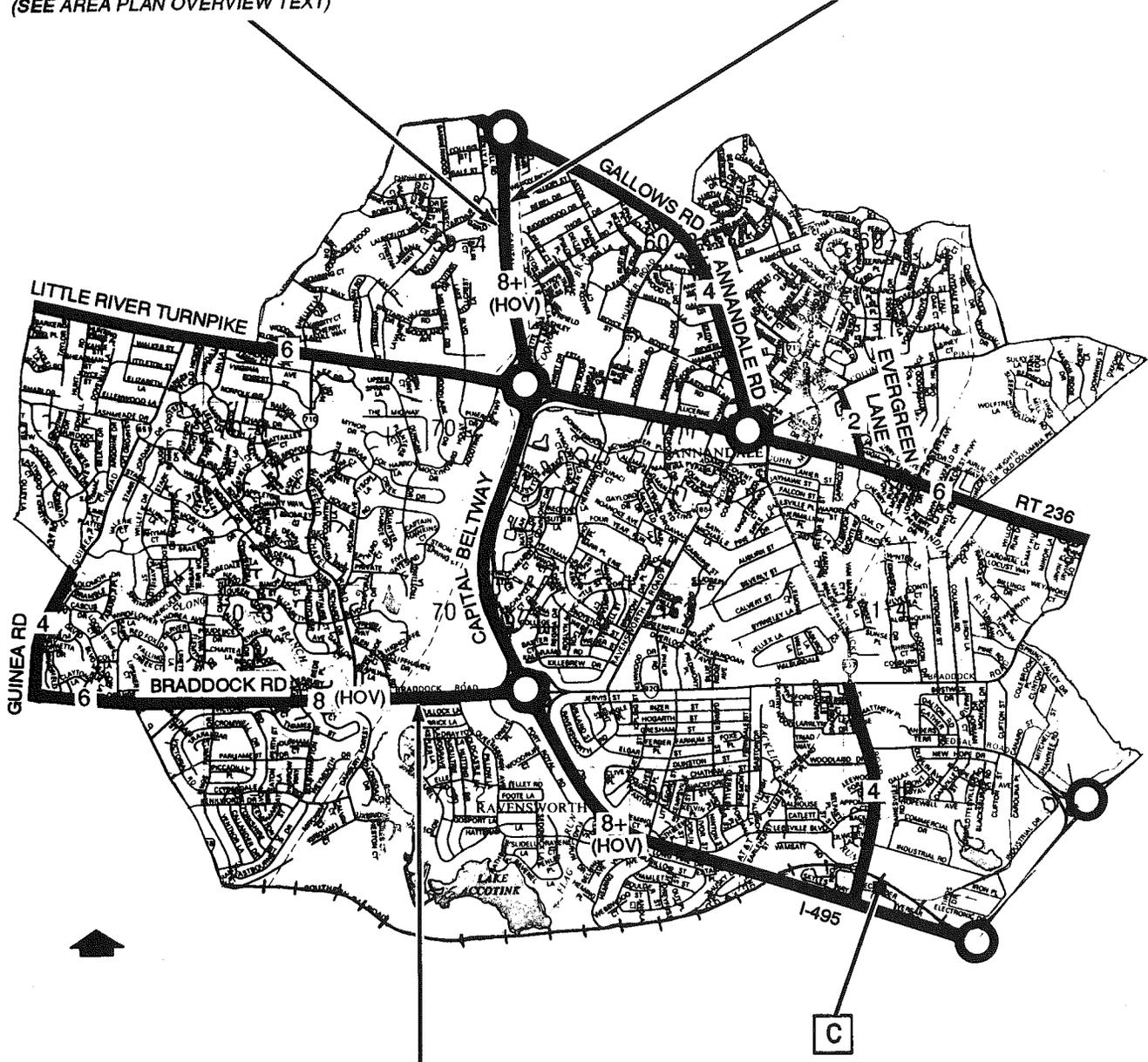
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

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

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

ENHANCED PUBLIC TRANSPORTATION CORRIDOR  
(SEE AREA PLAN OVERVIEW TEXT)

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



OPTIONS TO HOV LANES ON BRADDOCK ROAD  
SHOULD INCLUDE CONSIDERATION OF DESIGNS  
WHICH DO NOT EXPAND THE EXISTING OUTER EDGE  
OF PAVEMENT.

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

Community-and neighborhood-sized commuter parking facilities are needed along both Braddock Road and Little River Turnpike. Park-and-ride lots could be built for commuters, or shared parking arrangements could be made with churches, parks, and other uses. Provisions need to be made for safe pedestrian access between bus stops, park-and-ride lots, and nearby developments.

### Housing

A list of existing, under construction, and proposed assisted housing for the Annandale Planning District is shown on Figure 6. 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;
- Federal Section 8 project based rent subsidy units;
- Units subsidized under Federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;
- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received;
- Nonprofit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and,
- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

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

### Environment

The Annandale Planning District typifies older suburban development in the Piedmont geologic province of Fairfax. Subdivisions are organized around a well-defined stream valley system that has distinct floodplains and extensive steep areas around tributaries. Industrial areas are located near transportation facilities on relatively level topography. Commercial areas occur on the uplands where they have high visibility and street access. Development that has already occurred has left large areas of tree cover intact. Since little undeveloped land remains, environmental goals for the Annandale Planning District should focus on preserving and improving the ecological resources that already exist.

**FIGURE 6**  
**ANNANDALE PLANNING DISTRICT**  
**ASSISTED HOUSING**

(Occupied or Under Construction, as of December 31, 1993)

Location	Planning Sector	Number of Assisted Units	Type of Program
Evergreen House Columbia Pike	A2	246	Section 202/8 (Elderly)
Little River Glen Barker Court	A7	120	Fairfax County Rental (Elderly)/Senior Center
Heritage Woods Americana Drive	A10	46*	44 Public Housing 2 MIDS
Little River Square Little River Turnpike	A10	45*	Fairfax County Rental
First Buyers Iverton Road	A10	1	First Buyers

**PROPOSED ASSISTED HOUSING**

(As of December 31, 1993)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Program
Little River Glen II Olley Lane	58-4((1))43 44,45,47	A7	60 180 beds	Fairfax County Rental (Elderly) Adult Home/Nursing Home/Adult Day Care Center
Heritage Woods Donnybrook Court	70-2((17))	A10	24	Unknown

\* Scattered Units

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. Suburban areas such as Annandale have benefitted somewhat from state-of-the-art water quality control practices. However, they remain a challenge in the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act. In addition to surface water, a very small portion of the Annandale Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those with high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

The Annandale District has a well-defined Environmental Quality Corridor (EQC) system consisting of the Accotink and Long Branch stream valleys and associated tributaries. Parks serve to extend the EQC lands to areas of steep terrain and heavy vegetation. The Holmes Run and Backlick Run EQCs, in the eastern portion of the district, are not as well protected. This area is in the Lake Barcroft watershed. Some opportunity exists to add to the existing open space system and thereby improve the habitat for urban wildlife.

### Heritage Resources

The Annandale 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 7. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office. Identified historic structures include:

- Annandale Methodist Church - An 1870 frame and clapboard structure located along Route 244 east of Evergreen Lane, this church was the site of Annandale's first public school.
- Wakefield Chapel - This simple, one-story wooden building located on Wakefield Chapel Road was built in 1899 and is typical of the churches that served the early settlers of Fairfax County.
- Oak Hill - This historic landmark was built around 1780. Located near Wakefield Chapel Road, it is one of the few remaining eighteenth-century structures in this heavily developed section of the County.

In addition to identified historic structures such as those listed above, several areas have the potential to yield significant heritage resources. For example, the Accotink Stream Valley and the vicinity of the Edsall Road/I-395 interchange are particularly sensitive for prehistoric archaeological sites. Remaining parcels of open space may contain historic archaeological resources, and there is the potential for historic structures within existing stable residential communities.

Older and more dispersed residential neighborhoods retain a high potential for heritage resources. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. This effort should be undertaken in accord with the application of countywide policies.

Large portions of the Annandale Planning District have not been surveyed to determine the presence or absence of heritage resources. It is important that these areas be examined before they are developed and appropriate action taken to record, preserve and/or recover significant heritage resources.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 7, and may be identified in the text and recommendations section.

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

**FIGURE 7**

**INVENTORY OF HISTORIC SITES  
ANNANDALE PLANNING DISTRICT**  
(Inventory as of 1994)

<b>Name</b>	<b>Address</b>	<b>Parcel Number</b>	<b>Date</b>
Annandale Methodist Church	6935 Columbia Pike Annandale	60-4 ((1)) 20	1870
Church of the Holy Spirit	8802 Braddock Road Annandale	70-3 ((1)) 5	1966
Holly Hill	7318 Statecrest Drive Annandale	60-1 ((1)) 52	c. 1840
Oak Hill	4716 Wakefield Chapel Road Annandale	70-1 ((16)) 285	c. 1790
Ossian Hall*	4957, 5001 Regina Drive Annandale	70-4 ((6)) 124	c. 1783
Ossian Hall Cemetery	7817 Royston Street Annandale	70-4 ((7)) 63	c. 1800
Ravensworth*	5252 Port Royal Road Annandale	70-4 ((10)) 11D	c. 1796
Wakefield Chapel	8415 Toll House Road Annandale	70-1 ((1)) 18	1899

\* Indicates demolition: potential remains for archaeological site.

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

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

### Public Facilities

Existing public facilities located within the Annandale Planning District and those for which a future need has already been identified are included on Figure 8. 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 plans and are 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 Annandale Planning District:

1. Construct a new facility, on site, at the Annandale Fire and Rescue Station in order to provide an adequate facility, equipment and manpower.
2. Construct a State of Virginia Division of Motor Vehicles Office on property adjacent to the Annandale Fire and Rescue Station.
3. Renovate and expand the George Mason Library from 25,000 to approximately 30,000 square feet in order to meet criteria and standards for Regional Libraries.
4. Provide an additional 15 million gallons per day (MGD) of pumping capacity at the Annandale Water Storage Tanks located east of Backlick Road.
5. Expand the Wakefield Senior Center at Wakefield Park to 15,000 square feet in order to implement the Senior Center Study.
6. Expand the Annandale Adult Day Health Center in Sector A1 by approximately 1,000 square feet to enable the Center to meet current State licensing requirements.

**FIGURE 8**

**ANNANDALE PLANNING DISTRICT  
EXISTING PUBLIC FACILITIES  
(As of 10/10/94)**

	<b>Schools</b>	<b>Libraries</b>	<b>Public Safety</b>	<b>Human Services</b>	<b>Public Utilities</b>	<b>Other Public Facilities</b>
A1	Masonville Admin. Ctr.		Annandale VFD, Co. 8	Annandale Adult Day Health/ACCA Day Care	Media General Mason Hub	
A2	Columbia Elementary		Mason Gov. Center, Mason Dist. Police		Sewage Pumping Station	*Annandale P.O.
A3	Weyanoke Elem., Poe Middle, Jefferson High	George Mason Regional			Annandale Water Storage Tanks, Backlick Pumping Station	Va. Power, Annandale Substation
A4	Office of Personnel (Edsall)		Edsall Rd. Fire Station Co. 26	Commission for Women		
A5	North Springfield Elementary					
A6	Kings Park, Kings Glen, Ravensworth Elementary				Va. Power Ravensworth Substation, Northern Va. Gas Storage	*No. Springfield P.O.
A7	Little Run, Wakefield Forest, Canterbury Woods, Elementary, Chapel Square Media Center, Northern Va. Community College			Wakefield Senior Center, Little River Glen Senior Center	Braddock (Sanitary Sewer), Pump Station, Recycling Drop-off, Va. Power Braddock Substation	
A8	Camelot Elementary, Pine Ridge High School Site		Police Admin.			
A9						
A10	Annandale Terrace, Braddock Elem., Annandale High				Recycling Drop-off	

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

### **Parks and Recreation**

The Annandale Planning District contains an excellent diversity of park and recreation facilities, including a large number of Neighborhood Parks, two District Parks and two major Countywide Parks. Public Parks located within the Annandale District are listed on Figure 9. Additional recreational facilities are provided at public school sites. Consideration should be given to co-locating compatible park and other public facilities where feasible.

In general, this district is well served by existing parklands with the following exceptions:

- Those portions of Backlick, Holmes Run, Indian Run and Turkeycock Run Stream Valleys not currently in public ownership should be protected as permanent open space either through dedication of land or Conservation/Trail easements to the Fairfax County Park Authority;
- An additional Community Park is needed in Sector A5; and
- Upgrading of athletic fields at existing park and school sites is required to meet current and projected needs for these facilities.

**FIGURE 9**

**ANNANDALE PLANNING DISTRICT  
EXISTING PUBLIC PARKS  
(As of 10/10/94)**

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	STATE/ FEDERAL
A1	Barcroft Knolls Broyhill Crest Kendale Woods Larchmont Manassas Gap Masonville Tollhouse (urban) Valley Crest			Holmes Run S.V.	
A2			Mason		
A3	Poe Terrace			Indian Run S.V.	
A4		Deerlick Edsall		Indian Run S.V. Backlick S.V.	
A5	Leewood North Springfield Flag Run			Backlick S.V.	
A6	King Park			Lake Accotink Accotink Creek S.V. Long Branch S.V.	
A7	Ashford East Canterbury Woods Fairfax Hills Long Branch Falls Oak Hill Red Fox Forest Wakefield Chapel Willow Woods	Howery Field Rutherford		Accotink Creek S.V. Long Branch S.V. The Wakefield Chapel Wakefield	
A8	Camelot School Site	Pine Ridge School Site		Accotink S.V.	
A9			Annandale		
A10	Backlick Fitzhugh Wilburdale	Ossian Hall		Backlick S.V.	W&OD Trail

## **ANNANDALE COMMUNITY BUSINESS CENTER**

### **CHARACTER**

The Annandale Community Business Center can be characterized primarily as a concentration of strip commercial development of individual stores, shopping centers and low intensity office uses. The County has initiated a public/private partnership approach -- the Commercial Revitalization Program -- to improve the economic vitality of central Annandale. Part of this program's focus is to assist in upgrading the attractiveness of Annandale in order to enhance the competitiveness of the Annandale business community, particularly retail establishments, while maintaining the traditional community-serving function of this commercial area.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Annandale Community Business Center (CBC) is recommended by the Concept for Future Development as one of several mixed-use centers which provide community-serving commercial uses as well as serving as a community focal point. Figure 10 shows the boundaries of the Annandale CBC.

### **MAJOR OBJECTIVES**

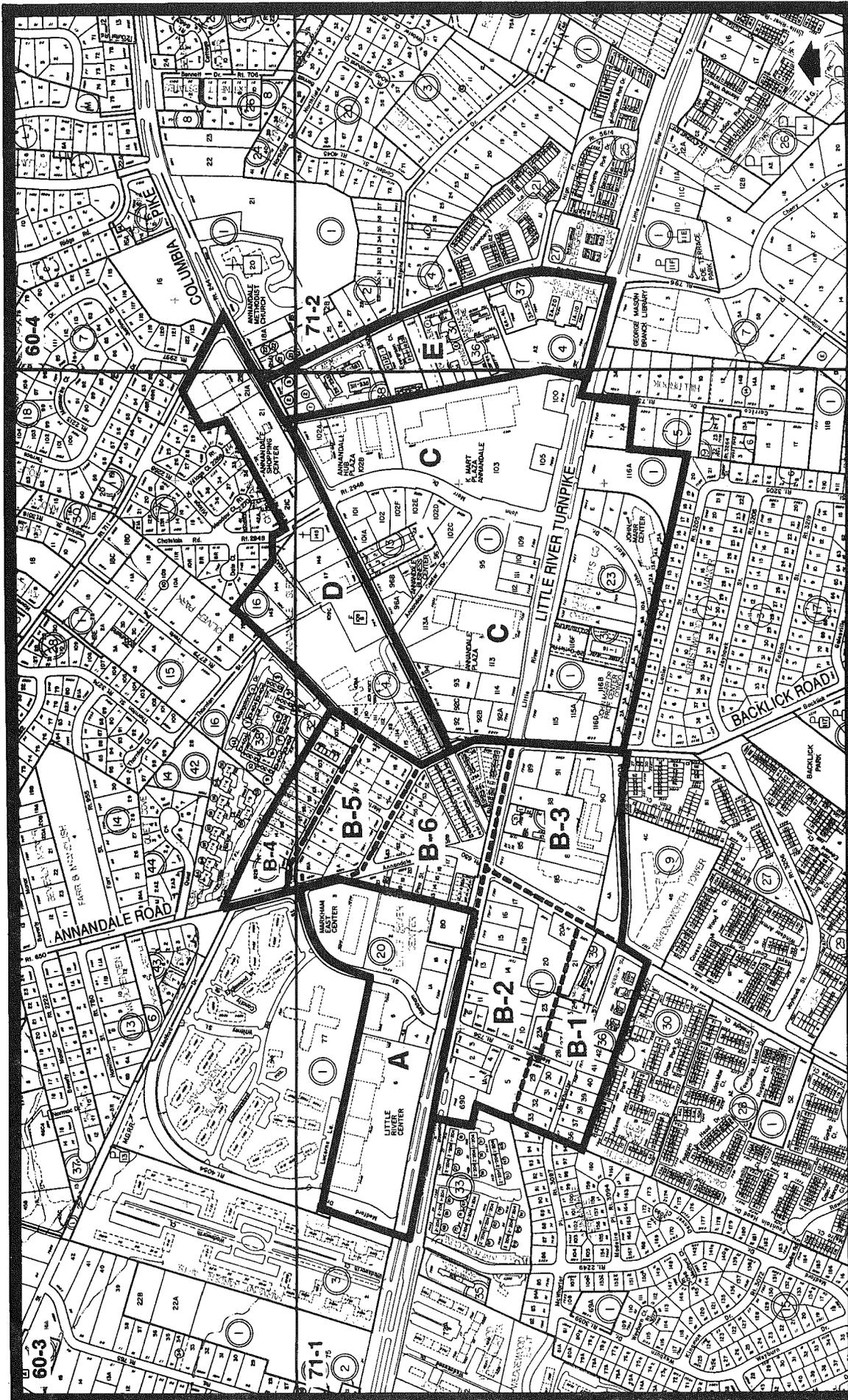
Planning objectives for the Annandale Community Business Center are:

- Encourage appropriate revitalization and selected redevelopment of portions of the Annandale CBC to create a more attractive and functionally efficient community-serving commercial area, representing a community focal point and emphasizing pedestrian circulation;
- Retain and enhance businesses serving the community; and
- 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.

#### Urban Design Guidelines

Some of the objectives for the Annandale CBC relate to improvement of the image and appearance of the CBC through urban design. The purpose of urban design is to visually enliven and add identity to the CBC. The following specific guidelines support the creation of a distinct identity and pedestrian scale within the CBC. The 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 add seasonal color and shade sidewalks, parking lots and seating areas; 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;



**ANNANDALE COMMUNITY BUSINESS CENTER  
BOUNDARY AND LAND UNITS**

**FIGURE 10**

- Landscape design features should be incorporated into parking lots, plazas and streetside areas to complement architectural features and carry the Annandale streetscape design theme 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; and
- Lots located adjacent to residential development should be effectively screened and buffered.

## RECOMMENDATIONS

The Plan for the Annandale CBC encourages revitalization and selected redevelopment to create a unified and integrated community-serving Center. It also is intended to protect and enhance the stability of residential areas adjacent to the Annandale CBC by maintaining the boundaries of the designated CBC as shown on Figure 10; restricting future commercial development to sites within the designated CBC; and ensuring the provision of appropriate transitions, including buffering and screening, at the perimeter of the CBC. Additionally, there is emphasis on providing an enhanced pedestrian network within the CBC and between the adjacent residential areas and the CBC.

Figure 10 shows the Annandale CBC divided into "land units" for the purpose of organizing land use recommendations related to the desired character for specific subsections of the Annandale CBC. The designated land units include all of the commercial areas within the CBC. These land units will be referred to in the remainder of this section of the Plan.

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

### Land Use

#### **Land Unit A**

Land Unit A consists of approximately 19 acres and is planned for community-serving retail uses up to .35 FAR. This is the location of the Little River Center and Markham East Center shopping centers. These shopping centers serve a valuable community function and should be retained. Effective screening and buffering should be provided on the northern and western edges of this land unit adjacent to existing residential uses. Parking lot landscaping and pedestrian connections should be provided to enhance the visual and functional aspects of the area.

#### **Land Unit B**

Land Unit B is planned as the focal point of the Annandale CBC. Within this land unit, consisting of approximately 54 acres, a mix of community-serving uses is planned at a pedestrian-oriented scale and intensity up to .50 FAR. These uses should be compatible with existing retail and nearby residential uses. The overall objectives are to: provide for convenient pedestrian circulation; establish an effective transition at the periphery of the land unit; and prevent commercial encroachment on surrounding neighborhoods.

To serve as a focal point for the Annandale CBC -- that is, an identifiable place near the geographic center where people can gather, where pedestrian ways converge, where there are a variety of uses and where there is day, evening and weekend activity -- Plan flexibility should be retained for this land unit. Mixed-use or multi-use projects, combining retail, residential, office, and hotel/motel uses should be encouraged if they include urban design features supportive of the objectives for this land unit. In particular, the provision of attractive, well-designed residential uses in combination with redevelopment in this land unit should be encouraged.

Within the overall approach described above, the following recommendations apply to specific portions of Land Unit B:

#### Sub-Unit B-1

Townhouse-style office use, up to .50 FAR, is planned for this area. This is intended to create appropriate transitions to the garden apartments and single-family dwellings which are adjacent to the area as well as to firmly establish the boundary of commercial development. To gain these uses and intensities, substantial parcel consolidation is required which assures compatibility among land uses and promotes an integrated design for all parcels in this area. Absent consolidation, the maximum FAR for office development is planned for .25. A .50 FAR is appropriate only if the following conditions are met:

- Provision of an integrated, well-designed project incorporating appropriate buffers and screening between residential and commercial uses, including an open space buffer towards the single-family neighborhood to the west. Development should be oriented on the site to compliment the planned development of the remainder of the quadrant; and
- Office development to maintain a residential appearance, heights not to exceed 40 feet and provision of parking lot landscaping.

#### Sub-Unit B-2

Retail use up to .35 FAR is planned for this area. Alternatively, either office development with ground-level retail, or residential use with ground-level retail is planned. A maximum intensity of .50 FAR with building heights not to exceed 40 feet is appropriate for an office/retail mix. Mid-rise residential use is planned up to 20 dwelling units per acre. Residential and/or mixed-use projects up to .50 FAR require substantial parcel consolidation to assure compatibility among land uses and to promote an integrated design for all parcels in this area. Attractive landscaping and a pedestrian circulation system should be provided. Absent substantial consolidation, the maximum FAR for office development should be .25.

#### Sub-Unit B-3

The block bounded by Little River Turnpike, Ravensworth Road, John Marr Drive and Backlick Road is planned for office and/or retail use up to .50 FAR with building heights not to exceed 40 feet. Buildings and open space should be designed to create an appropriate transition to residential uses to the south.

#### Sub-Unit B-4

The area north of Poplar Street should serve as an effective transition to adjoining residential uses, either as residential use at 12-16 dwelling units per acre or townhouse-style office up to .50 FAR which maintains a residential appearance. Non-residential uses north of Poplar Street should provide effective screening adjacent to residential uses.

#### Sub-Unit B-5

The area bounded by Maple Place to the south and Poplar Street to the north is planned for multiple uses to include residential, retail and/or office components. Retail use up to .35 FAR is planned. Alternatively, either office development with ground-level retail, or residential use with ground-level retail is planned. A maximum intensity of .50 FAR with building heights not to exceed 40 feet is appropriate for an office/retail or residential/retail mix. Development projects must include substantial consolidation of parcels in this area.

### **Sub-Unit B-6**

The portion of Land Unit B south of Maple Place and north of Little River Turnpike is planned to retain a retail orientation. Attractive, pedestrian-oriented retail uses at a community scale up to .35 FAR are appropriate in this highly visible portion of the Annandale CBC. A hotel use may be appropriate for this location as well. Uses within this area should be oriented towards Columbia Pike which is targeted for streetscape improvements as part of the County's Revitalization Program for Annandale. Auto-oriented commercial uses having high trip generation potential and drive-through facilities should be discouraged in this vicinity.

### **Land Unit C**

Land Unit C, consisting of approximately 58 acres, is planned for community-serving retail use up to .35 FAR. Several shopping centers, including the Annandale Hub Plaza, the K Mart Plaza and others are located in this area. These types of uses provide a valuable community function and should be retained. Uses within this land unit should be oriented towards Columbia Pike which is targeted for streetscape improvements as part of the County's Revitalization Program for Annandale. Redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, pedestrian circulation and improvements to signage and facades.

### **Land Unit D**

Land Unit D, consisting of approximately 21 acres, is planned for retail and institutional/public facilities use. Uses within this area should be oriented towards Columbia Pike which is targeted for streetscape improvements as part of the County's Revitalization Program for Annandale. The following recommendations apply within Land Unit D:

1. The Annandale Shopping Center is located east of Chatelain Road. This area is planned to remain as retail use up to .35 FAR. Buffering and screening should be provided on the north side of this area, adjacent to single-family houses. Attractive parking lot landscaping should be provided in conjunction with any redevelopment or revitalization of these retail uses.
2. Uses to the west of Chatelain Road in this land unit include a fire station, senior center, child day care center, and active recreational facilities. A Virginia Division of Motor Vehicles full-service facility is planned for the vacant parcels southeast of the intersection of Daniels Avenue and Thornton Street. In addition, there are plans to build an infant day care center onto the rear of the child care center, and plans to build a new fire station to the rear (north) of the current premises and vacate the current station. These uses provide a focus for community activities. Any redevelopment should provide:
  - Substantial consolidation of land to ensure a well-designed, functionally efficient project;
  - A pedestrian circulation system;
  - Landscaping; and
  - Efficient auto circulation but not allow the traffic from the planned Virginia Department of Motor Vehicles and fire station facilities access to Daniels Avenue.
3. The commercial parcels southeast of the intersection of Daniels Avenue and Thornton Street are planned for office or institutional use up to .30 FAR. Building heights should not exceed 40 feet to be compatible with adjacent residential uses. An open space buffer or transitional screening should be provided to the north and west of these lots, adjacent to existing residential uses. Because of the residential nature of Daniels Avenue, Thornton Street, and Travis Parkway, Parcels 60-3((16))143, 144, 145A, 109A, and 109C and Parcel 71-1((4))109A should not be allowed access to or egress from Daniels Avenue. Access to and egress from these facilities should be to Columbia Pike.

### **Land Unit E**

Land Unit E, consisting of approximately 17 acres, is developed with townhouse-style offices and some commercial retail uses on parcels fronting on Columbia Pike. This land unit is planned for office uses in the locations indicated on the Plan map with development intensity up to .50 FAR and building heights not to exceed 40 feet. Retail uses are planned up to .25 FAR for those parcels fronting on Columbia Pike. Uses along the northern edge of this land unit should be oriented toward Columbia Pike which is targeted for streetscape improvements as part of the County's Revitalization Program for Annandale.

### **Transportation**

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

### **Public Facilities**

1. Construct a new facility, on site, at the Annandale Fire and Rescue Station in order to provide an adequate facility, equipment and manpower.
2. Construct a State of Virginia Division of Motor Vehicles Office on property adjacent to the Annandale Fire and Rescue Station.

### **Parks and Recreation**

The development of urban parks in the CBC will provide a significant amenity; they should serve as focal points for pedestrian-scale commercial development.



## **BELTWAY SOUTH INDUSTRIAL AREA**

### **CHARACTER**

The Beltway South Industrial Area is characterized by a mix of industrial, office, and research and development facilities. Warehouse uses are prevalent, as well as processing and manufacturing uses such as Virginia Concrete and the Southern Iron Works. The Industrial Area's location, at the junction of I-495 and I-395, contributes to its overall regional accessibility, particularly for trucks. There should be no access through the adjoining residential neighborhood.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Beltway South Industrial Area is recommended by the Concept for Future Development as one of several locations in the County which should retain an overall industrial orientation for future uses. This Industrial Area is located in the southernmost portion of the Annandale Planning District; a portion of this Industrial Area, between I-395 and the Southern Railroad right-of-way (Land Unit E), is in the Lincolnia Planning District (see the Lincolnia Planning District, Sector L3, for information on this portion of the Industrial Area).

### **MAJOR OBJECTIVES**

Planning objectives for the Beltway South Industrial Area are:

- Ensure the compatibility of infill uses within the Industrial Area;
- Ensure appropriate transitions towards the periphery adjacent to existing residential development; and
- Monitor environmental quality and safety of specific industrial uses.

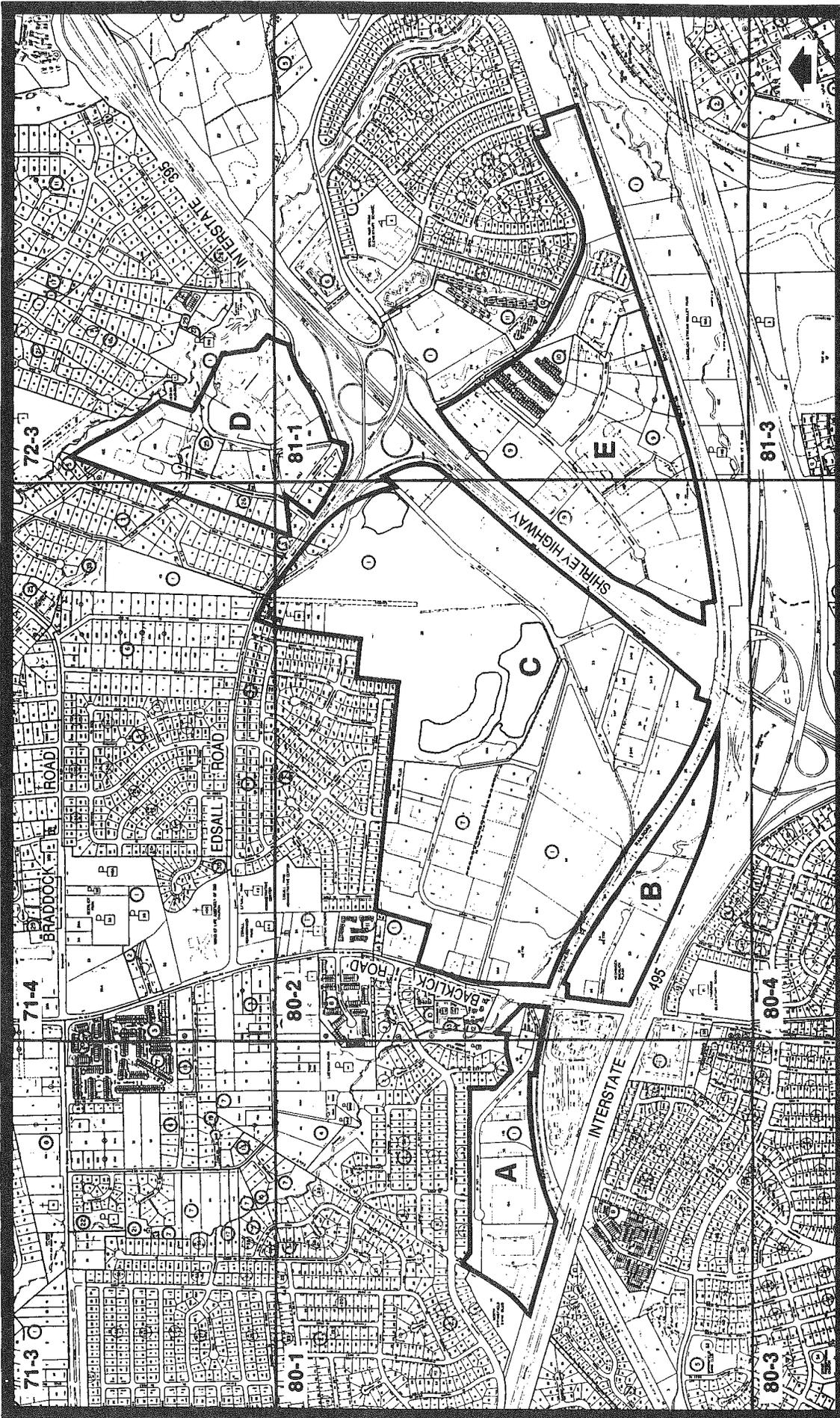
### **RECOMMENDATIONS**

Figure 12 shows the Beltway South Industrial Area divided into functional "land units" for the purpose of organizing land use recommendations related to the desired character for specific subsections of the Industrial Area. These land units will be referred to in the remainder of this section of the Plan.

#### Land Use

##### **Land Unit A**

Land Unit A is planned for industrial uses up to .50 FAR. It is the location of the Washington Post newspaper production and distribution plant and Robinson Terminal warehousing and distribution facility. This land is characterized by an integrated mixture of industrial/manufacturing, office and warehouse uses. The remaining vacant tract south of Wimsatt Road is planned to develop in accord with its industrial orientation. In order to retain existing businesses of an industrial nature and to mitigate adverse impacts such as traffic and noise, intensity above .50 FAR, but no greater than 1.0 FAR, may be considered to allow for additions to existing facilities on parcels 11A, 11B, 11C, 12, 13, and 13A. Higher intensity development may require transportation and vehicular access improvements, improvements to buffering and to screening; and appropriate orientation of noise-generating site activities, such as loading, away from adjacent residential areas. For any additions to existing facilities in the land unit, the existing undisturbed buffer area north of Wimsatt Road should be maintained and may be enhanced and the remaining area of the land unit north of Wimsatt Road will become an entirely undisturbed buffer under development conditions which permit expansion of development of parcels south of Wimsatt Road up to 1.0 FAR. There will be no access through the adjoining residential neighborhood.



## BELTWAY SOUTH INDUSTRIAL AREA LAND UNITS

2000 FEET

Note: See the Lincolnia Planning District (Sector L3) for recommendations pertaining to Land Unit E of the Beltway South Industrial Area.

FIGURE 12

### **Land Unit B**

Land Unit B is planned for industrial, retail and office uses as shown on the Plan map. This land unit is traversed by the Backlick Run Stream Valley which constrains any further development or redevelopment. The existing uses are stable within this land unit and are planned for retention. Retail uses occur on the south side of Hechinger Drive (the location of the Hechinger Backlick Plaza shopping center) and on the north side of Hechinger Drive where there is a fast food restaurant. Retail uses are planned up to .35 FAR. Office uses are planned for the western portion of the land unit which is the location of the Versar Center office complex. Office uses are planned up to .50 FAR. The remainder of the land unit consists of the vacant tract owned by WMATA (the regional transit authority). A portion of the tract is being sold to Fairfax County for a commuter rail facility.

### **Land Unit C**

Land Unit C generally is referred to as the Shirley Industrial Park and it is planned for industrial, office and public facilities uses as shown on the Plan map. The primary uses within this land unit are warehouses, distribution and processing plants. Future development and/or redevelopment of the industrially planned tracts should maintain this overall industrial orientation. Industrial uses are planned for development intensities up to .50 FAR. The existing buffer zone dedicated for public park along the northern boundary of this land unit (providing buffering for the Edsall Park residential community) should be maintained. This linear open space buffer should be completed and should be considered for a network of pedestrian and bike trails to provide recreation and permit inter-community movement.

In addition, an effective buffer of evergreen trees should be preserved along the northeastern perimeter of Land Unit C, along the south side of Edsall Road, in order to provide screening of buildings in the industrial park from residences across Edsall Road. Existing vegetation should be preserved as long as adequate sight distance is provided. If entrances to Industrial Drive opposite Mitchell Street and Canard Street are closed, the vacated space should be filled in with an effective screening of suitable evergreen trees.

Office and public facilities uses up to .30 FAR are planned for the northernmost portion of Land Unit C near the intersection of Edsall Road and Carolina Place. These uses provide an appropriate transition to, and minimize noise and visual impacts on, the residential neighborhoods to the west.

### **Land Unit D**

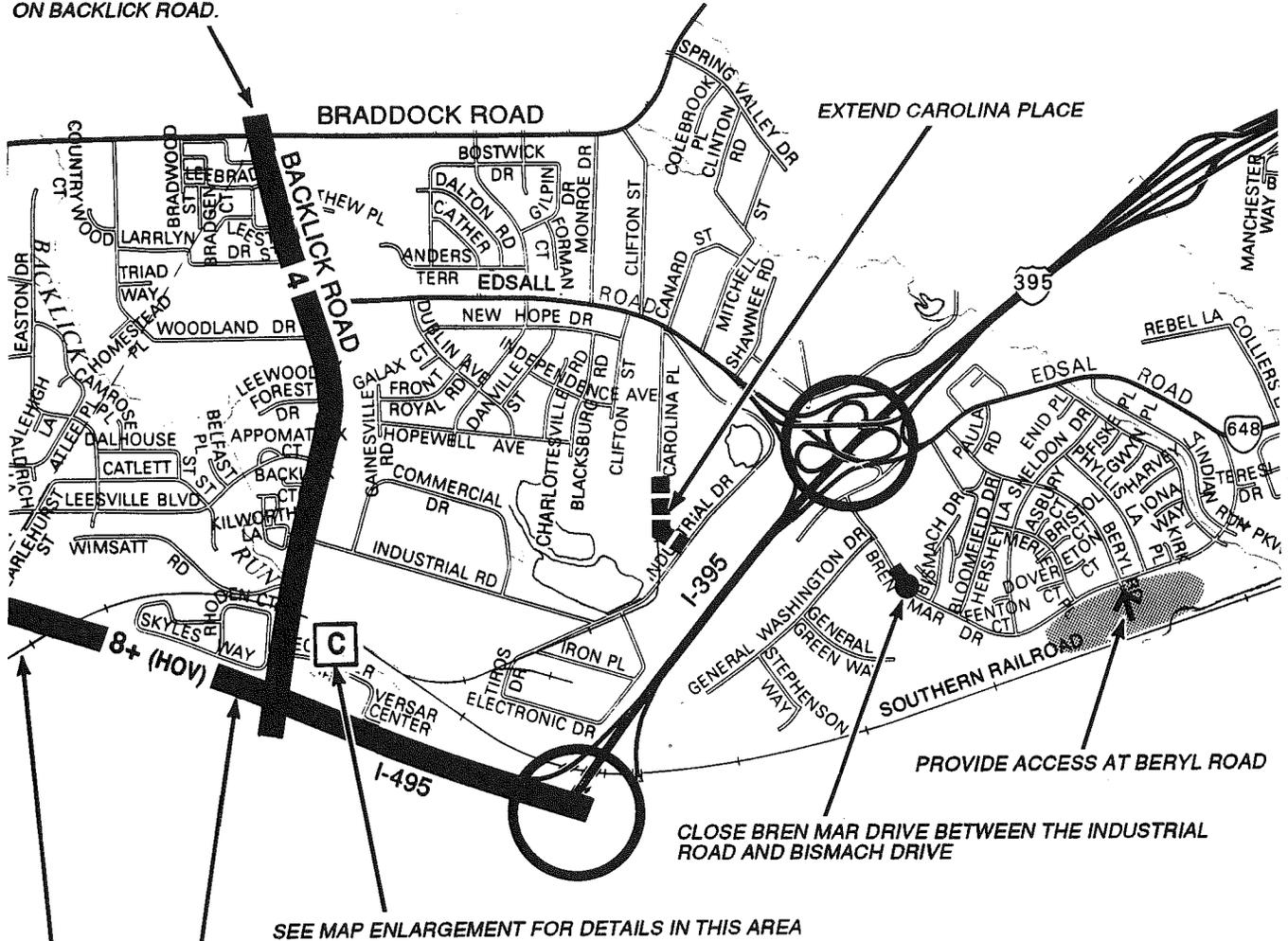
Land Unit D is characterized primarily by research and development uses which maintain an overall office appearance, for example, the Atlantic Research complex. This land unit is planned for industrial and office uses as shown on the Plan map. Future development and/or redevelopment of the industrial portion of this land unit is planned for up to .30 FAR.

There is some commercial zoning to the west and north of Shawnee Drive which has been planned and developed as office uses. Along the western and northwestern periphery of this land unit, office uses up to .50 FAR are planned as a transitional use to the adjacent residential neighborhoods. The preservation of an effective visual buffer of evergreen trees should be emphasized along the western edge of these properties. Future development along the northern portion of the Poplar Run Office Park also should preserve and maintain effective visual screening of buildings in relation to the residential neighborhood across Indian Run. The Environmental Quality Corridor should not be encroached upon with the exception of permitting the one point of existing access across Poplar Run.

## **Transportation**

Transportation recommendations for the Beltway South Industrial Area are shown on Figures 13 and 14. 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.

THERE IS A NEED FOR IMPROVED TURNING LANES ON BACKLICK ROAD.



SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA

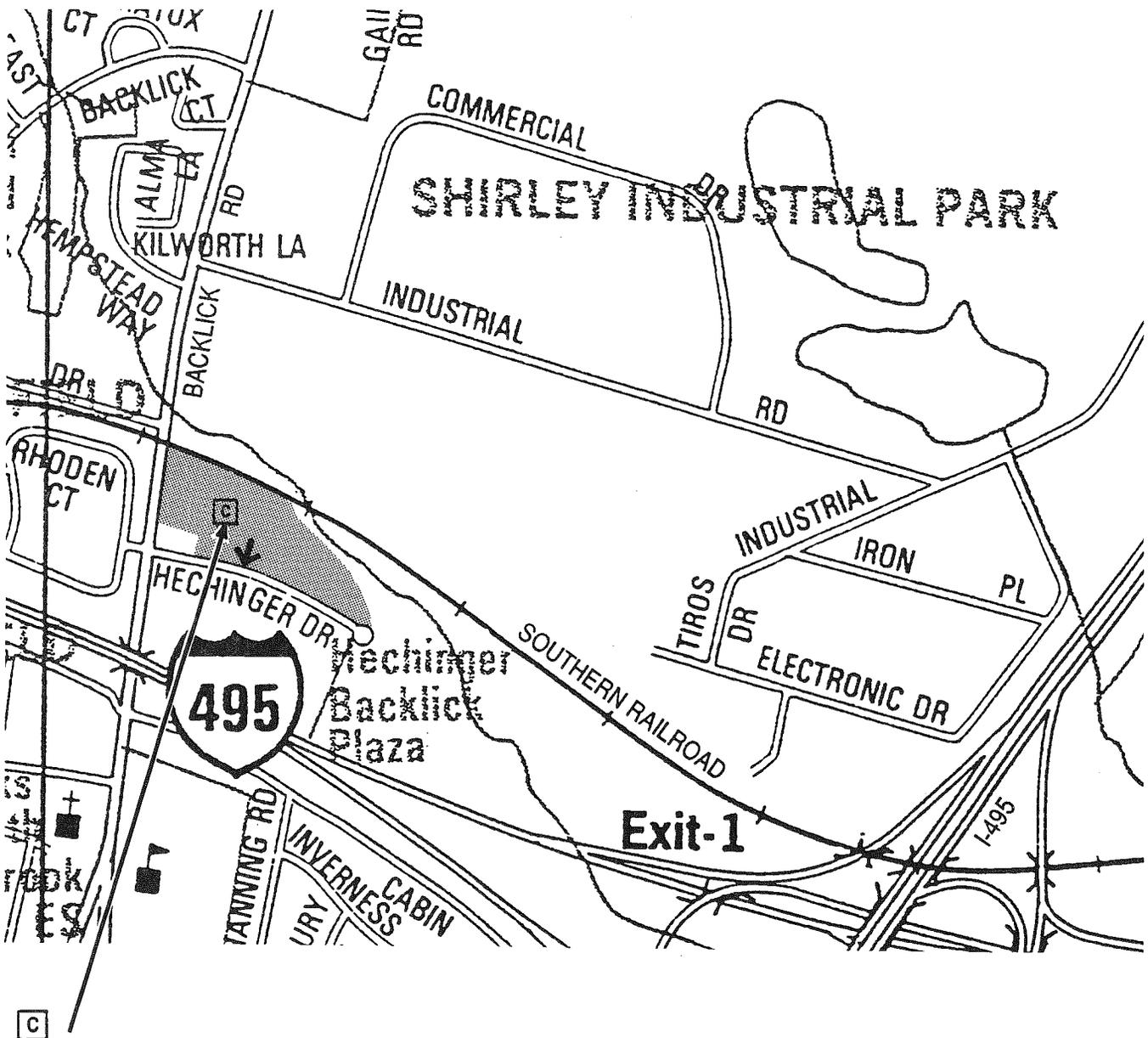
PROVIDE COMMUTER RAIL SERVICE

**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.



**C**  
8.2 ACRES 220 PARKING SPACES

**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

## RAVENSWORTH INDUSTRIAL AREA

### CHARACTER

The Ravensworth Industrial Area is characterized by a mix of warehouse/distribution uses with some medium intensity offices. It is surrounded by established residential uses on three sides with adequate screening and buffering around the periphery of the Industrial Area to these residential neighborhoods.

The location of the Ravensworth Industrial Area, at the intersection of Braddock Road and I-495, assures excellent regional accessibility, particularly for trucks. Port Royal Road provides the only means of ingress/egress to the Industrial Area.

### CONCEPT FOR FUTURE DEVELOPMENT

The Ravensworth Industrial Area is recommended by the Concept for Future Development as one of several locations in the County which should retain an overall industrial orientation for future uses. The Ravensworth Industrial Area should retain an overall character consistent with its current low/medium intensity industrial orientation.

This Industrial Area, shown on Figure 15, encompasses the industrially zoned tracts along Port Royal Road in the southwest quadrant of the intersection of Braddock Road and I-495. The Industrial Area abuts the site of the Ravensworth Shopping Center which is commercially zoned and not included as part of the designated Industrial Area.

Business and commercial activities appropriate for this area are those which provide services and supplies primarily to industrial companies, those which engage in wholesale operations and those which are associated with warehouse establishments. Uses such as those found in the Ravensworth Industrial Area are an integral part of the County's overall mix of land uses. Lands specifically designated for uses such as warehouses, property storage yards and wholesale distribution (characteristic of the Ravensworth Industrial Area) should be retained and protected from development pressure for more intensive uses which have high peak-hour trip generation.

Industrial uses often have a community-serving aspect; for example, the Sears warehouse facility on Port Royal Road. The Ravensworth Industrial Area serves a vital need of the community and is recommended to maintain its low/medium intensity industrial orientation.

### MAJOR OBJECTIVES

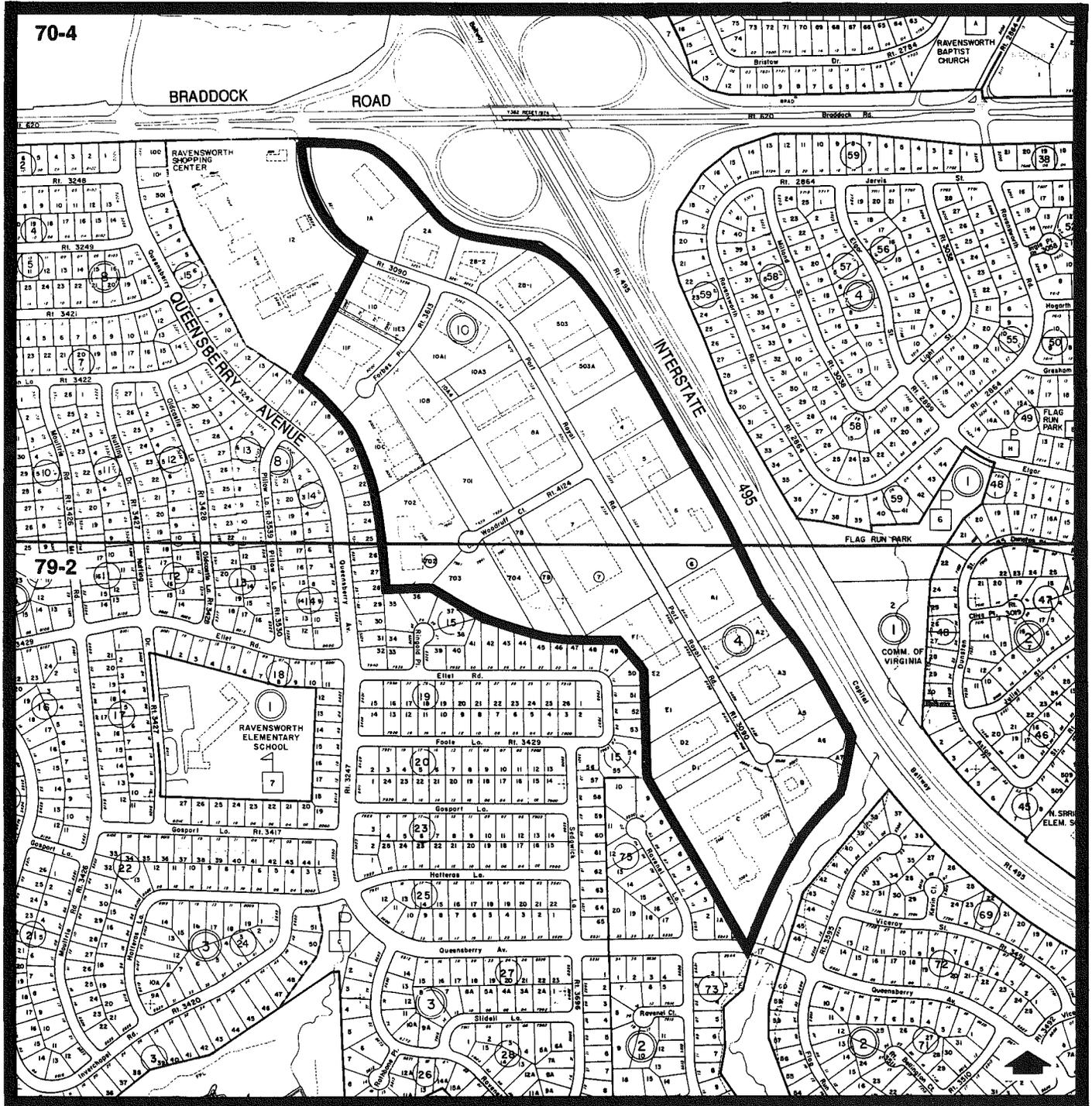
Planning objectives for the Ravensworth Industrial Area are:

- Preserve the present community-serving, lower intensity industrial uses;
- Ensure the compatibility of infill uses within the Industrial Area; and
- Ensure appropriate transitions towards the periphery adjacent to existing residential development by providing buffering and screening greater than required in the Zoning Ordinance.

### RECOMMENDATIONS

#### Land Use

1. Parcels within the designated Ravensworth Industrial Area are planned for lower intensity industrial uses up to .30 FAR. In order to achieve .30 FAR, existing screening and buffering at the periphery of the Industrial Area should be maintained and enhanced. Building heights generally should be less than 75 feet overall, with a maximum height of 40 feet at the periphery. Additional office uses are not appropriate in the Ravensworth Industrial Area. Residential uses are not recommended in this area.



# RAVENSWORTH INDUSTRIAL AREA

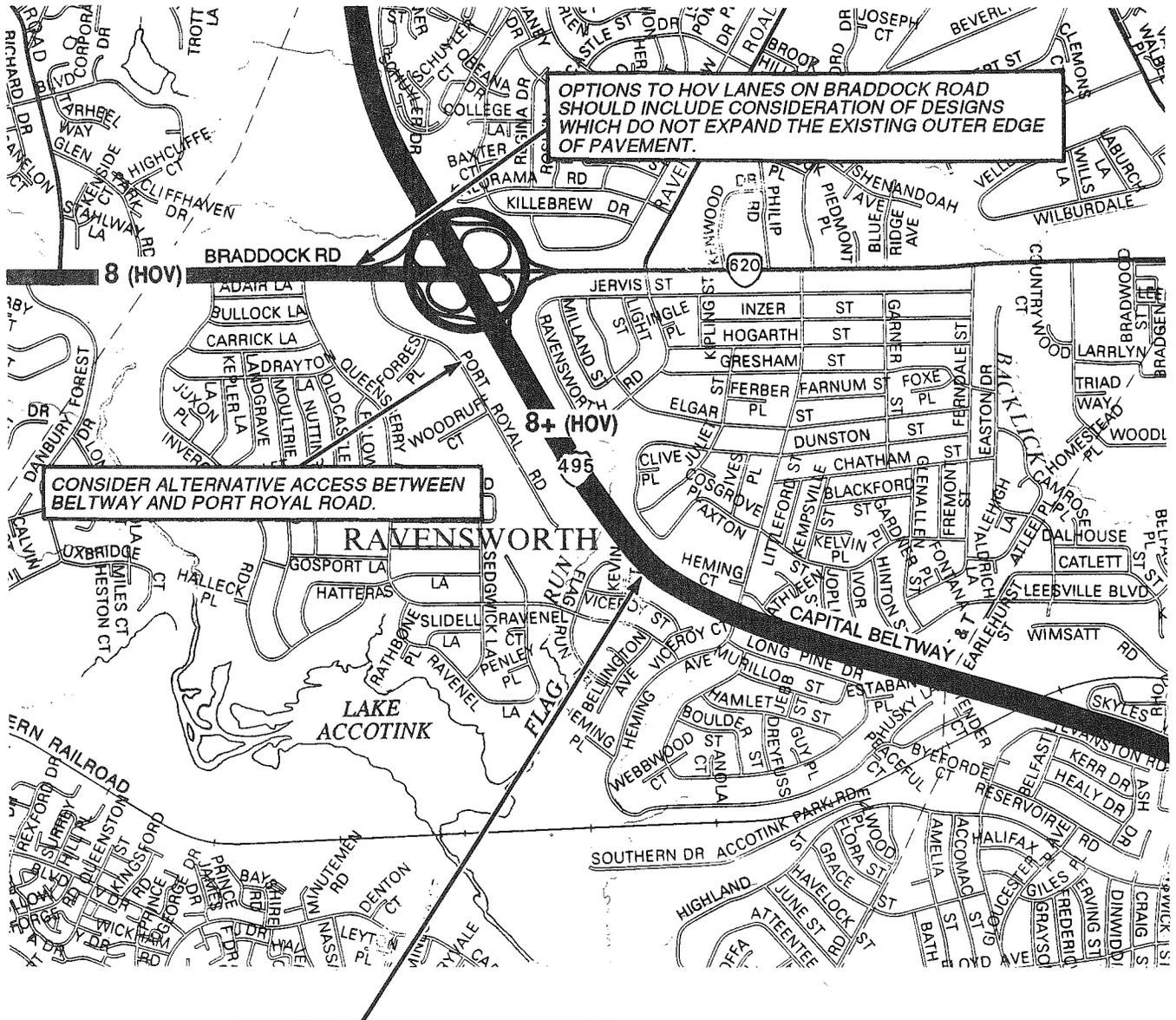
500 FEET

FIGURE 15

2. **Parcels 70-4((10))1A, 10C (the National Right to Work Building and Forbes Place, respectively) are existing office uses within the Ravensworth Industrial Area that are planned for retention, provided that the existing intensities for these uses are not exceeded, and provided that any future redevelopment of these uses is in accord with the lower intensity industrial orientation planned for the remainder of the Ravensworth Industrial Area.**

### Transportation

Transportation recommendations for the Ravensworth Industrial Area are shown on Figure 16. 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.



OPTIONS TO HOV LANES ON BRADDOCK ROAD SHOULD INCLUDE CONSIDERATION OF DESIGNS WHICH DO NOT EXPAND THE EXISTING OUTER EDGE OF PAVEMENT.

CONSIDER ALTERNATIVE ACCESS BETWEEN BELTWAY AND PORT ROYAL ROAD.

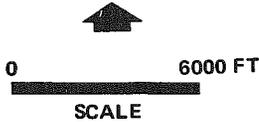
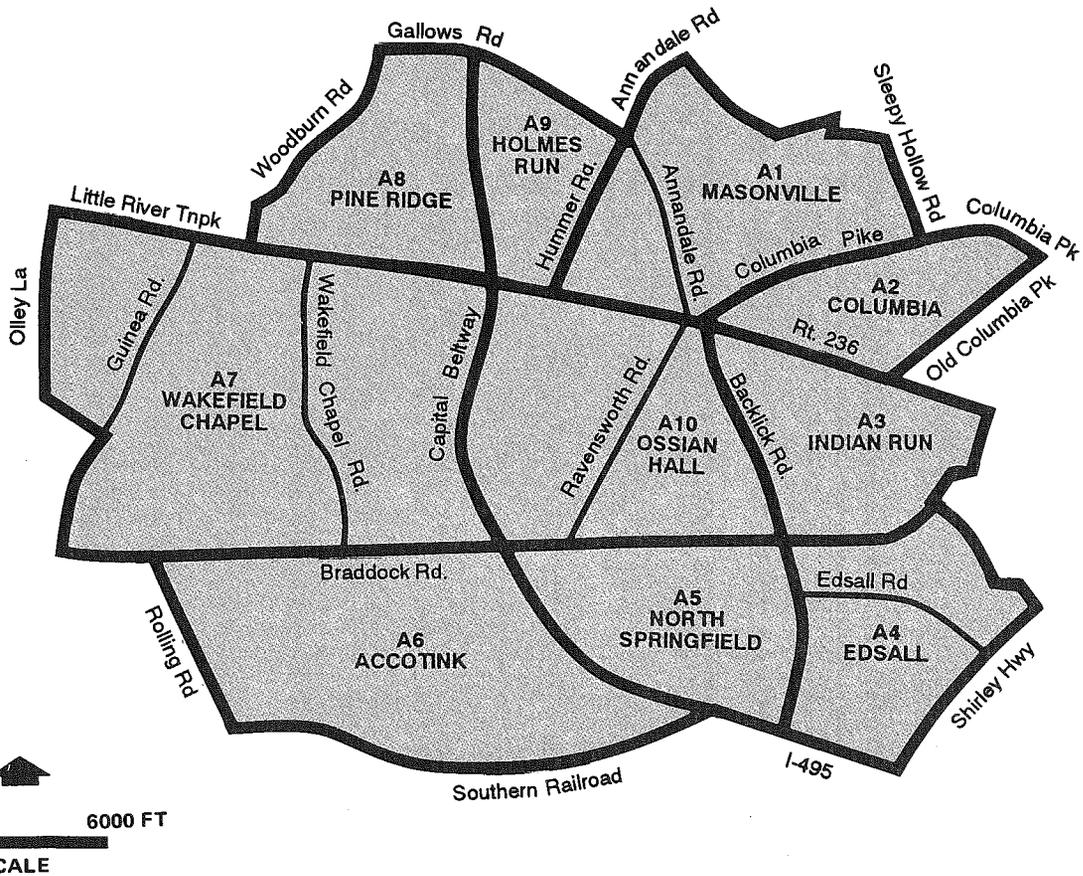
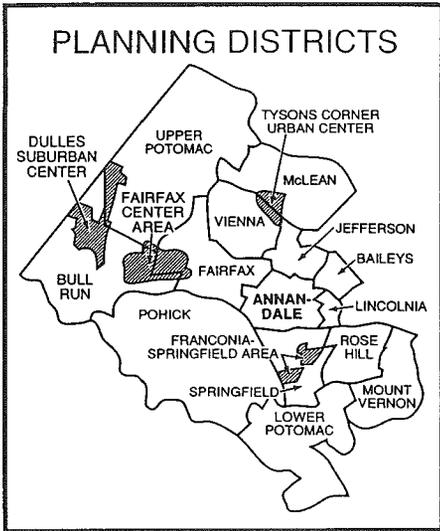
THE CAPITAL BELTWAY IS BEING CONSIDERED FOR EXPANSION BY VDOT. UPON COMPLETION OF THEIR ANALYSES, ADDITIONAL LANES WILL BE CONSIDERED FOR INCLUSION IN THE PLAN.

**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.



<b>FAIRFAX COUNTY</b>	<b>COMMUNITY PLANNING SECTORS ANNANDALE PLANNING DISTRICT</b>	FIGURE <b>17</b>
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## A1 MASONVILLE COMMUNITY PLANNING SECTOR

### CHARACTER

The Masonville Community Planning Sector is characterized primarily by stable single-family residential uses. The principal single-family neighborhoods in this sector include Broyhill Crest, Columbia Pines and Sleepy Hollow Woods.

Higher density residential development is found at the periphery of the Annandale Community Business Center (CBC); for example, the Fairmont Garden apartments and Parliament Village apartments which are developed at approximately 20 dwelling units per acre. These higher density residential uses provide an effective transitional use between commercial and lower density residential uses.

The Holmes Run Stream Valley Park runs along the entire northern boundary of the sector and may be considered the most significant ecological asset within this sector. Although this sector is largely developed, stream valleys as well as older and more dispersed residential neighborhoods may contain significant heritage resources. Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley are located along the north side of Medford and Royce Streets in the southern part of the sector.

### CONCEPT FOR FUTURE DEVELOPMENT

The Masonville Community Planning Sector includes lands within the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in a separate section following the Annandale District overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

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

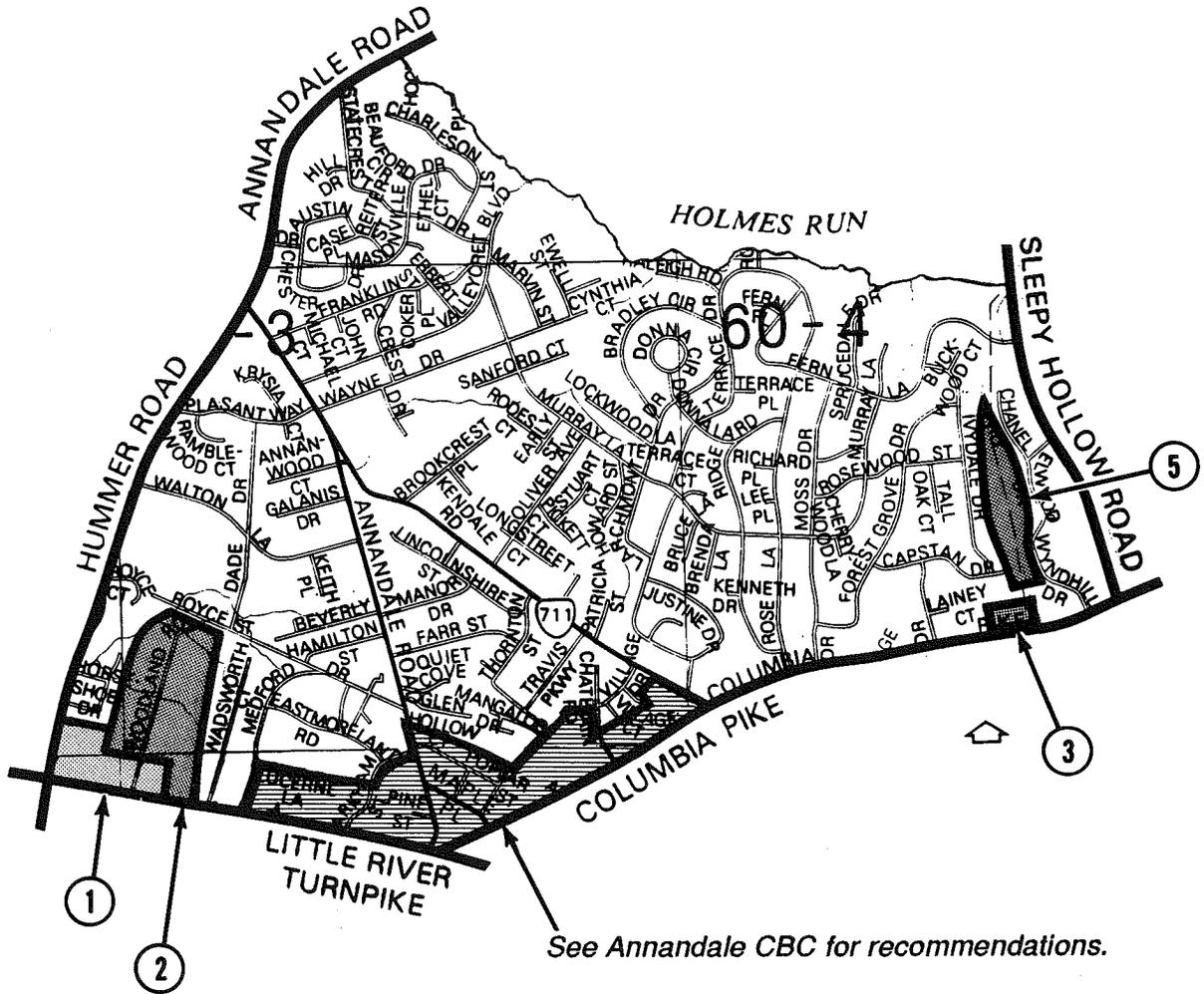
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in an efficient, well-designed manner and provide for the development of adjacent unconsolidated parcels in conformance with the Area Plan.

Figure 18 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 commercial area north of Little River Turnpike between the Annandale Recreation Center and Hummer Road should not extend beyond the area now zoned and developed as commercial uses. The locations of planned office and retail uses in this area are depicted on the Plan map. Neighborhood retail uses are planned up to .25 FAR. Office uses are planned up to .50 FAR.
2. The L.C. Wood subdivision, located along Woodland Road north of Little River Turnpike is planned for single-family residential use at 2-3 dwelling units per acre. As an option, residential development at 3-4 dwelling units per acre may be appropriate if the following conditions are met:
  - Substantial consolidation of the residential parcels along Woodland Road, plus inclusion of the Greater Annandale Recreation Center property for an integrated residential redevelopment project;

# A1

## MASONVILLE COMMUNITY PLANNING SECTOR



- Provision of an open space buffer and effective screening adjacent to the existing low density residential uses to the west;
  - New development is located primarily near higher density apartments and away from Manassas Gap Park and existing single-family neighborhoods;
  - Vehicular access is provided, in accord with County and Virginia Department of Transportation (VDOT) standards, via two access points to the Little River Turnpike service drive; no access is provided via Hummer Road, Horseshoe Drive or Medford Drive; and
  - Dedication of property to the Fairfax County Park Authority for expansion of the Manassas Gap Park on the northern boundary of the area, with provision of access to the park via the general alignment of the existing Woodland Road.
3. Lots adjacent to the west side of St. Albans Church, opposite the intersection of Columbia Pike and Wynnwood Drive (tax map 60-4((1))11, 12, 13), are shown on the Plan map for residential development at 2-3 dwelling units per acre. To maintain a consistent single-family residential character in this vicinity, any future development of these parcels should be considered at no higher than 2 dwelling units per acre.
  4. The Glen Hollow townhomes (tax map 60-3((42))), along with the Annandale Garden Apartments (tax map 60-3((38))), form a transition between the Annandale Community Business Center (CBC) and stable, single-family neighborhoods to the north. These residential developments are planned as the limit of higher density dwelling units in this sector north of the CBC. Future infill development north of Glen Hollow along Annandale Road should be limited to single-family detached houses. [Not shown]
  5. On Parcels 60-4((18))3 and ((19))A are County lands between Ivydale Drive and Chanel Road. These County lands should be allowed to return to their natural state with the only development being a trail to link Holmes Run Stream Valley to Mason District Park. On the west boundary of the area is a terminal barricade for Capstan Drive. Capstan Drive should be permanently terminated at that point.

### Transportation

Transportation recommendations for this sector are shown on Figure 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Public Facilities

1. Expand the Annandale Adult Day Health Center by approximately 1,000 square feet to enable the Center to meet current State licensing requirements."

### Parks and Recreation

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



**FIGURE 20**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A1**

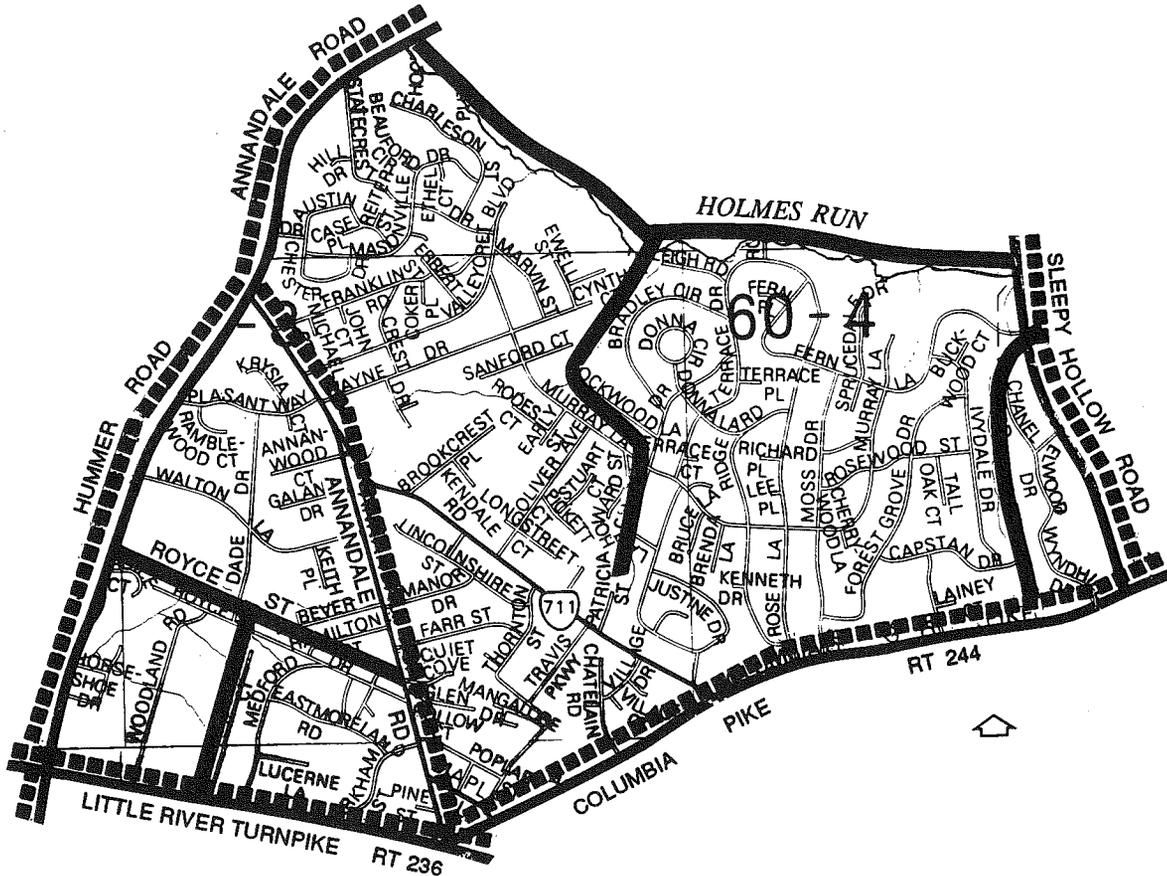
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<b>PARK CLASSIFICATION</b>	<b>RECOMMENDATIONS</b>
<hr/>	
<b>NEIGHBORHOOD PARKS:</b>	
Barcroft Knolls Broyhill Crest Kendale Woods Larchmont Manassas Gap Masonville Tollhouse (urban) Valley Crest	Complete development of existing parks. Neighborhood Park facilities should be provided as part of residential development. Also noted under Land Use Recommendations.
<hr/>	
<b>COMMUNITY PARKS:</b>	Expand and upgrade existing athletic fields at Annandale and Masonville Elementary School sites to meet active recreation needs of the sector.
<hr/>	
<b>DISTRICT PARKS:</b>	This sector is in the service area of Mason District Park.
<hr/>	
<b>COUNTYWIDE PARKS:</b>	
Holmes Run Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete countywide trail system connection linking Holmes Run Stream Valley to Mason District Park.
<hr/>	

### **Trails**

Trails planned for this sector are delineated on Figure 21 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.

# A1 MASONVILLE 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.

## A2 COLUMBIA COMMUNITY PLANNING SECTOR

### CHARACTER

The Columbia Community Planning Sector is characterized primarily by single-family residential uses, although the area west of Evergreen Lane contains commercial uses which are within the designated Annandale CBC. The sector is transected by the Mason District Park. Single-family neighborhoods to the east of this open space corridor, such as Sleepy Hollow Run, represent newer development at a slightly higher density than neighborhoods to the west of the park.

Townhouse-style developments are located along the north side of Little River Turnpike, including townhouse offices at the intersection of Old Columbia Pike and at the intersection of Evergreen Lane. Neighborhood retail uses occur at the intersection of Old Columbia Pike and Columbia Pike, and at the intersection of Evergreen Lane and Columbia Pike. The west side of Evergreen Lane is a transition area between commercial and residential uses in this sector.

The historically significant Annandale Methodist Church, as well as the Mason Governmental Center, are institutional uses in the sector. The Mason Governmental Center houses a variety of governmental functions including police, violations bureau, inspection services, offices of voter registration and the district supervisor and serves most of Area I. There is an elderly housing project developed in association with, and located near, the Annandale Methodist Church.

The Mason District Park and Turkeycock Run open space in the center of this sector can be used to facilitate pedestrian and bicycle movement among existing stable neighborhoods, as well as linking with open space in contiguous sectors. This area is a particularly sensitive archaeological resource area containing numerous recorded sites.

#### Wynfield Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Wynfield Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalks, curb and gutter and drainage improvements. Homeowners participate in the design of improvements and share in the cost. The improvement area generally is bounded by Columbia Pike, Mason District Park and the Annandale Methodist Church property.

### CONCEPT FOR FUTURE DEVELOPMENT

The Columbia Community Planning Sector contains lands which are recommended to develop as part of the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in a separate section of this Plan following the Annandale District overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

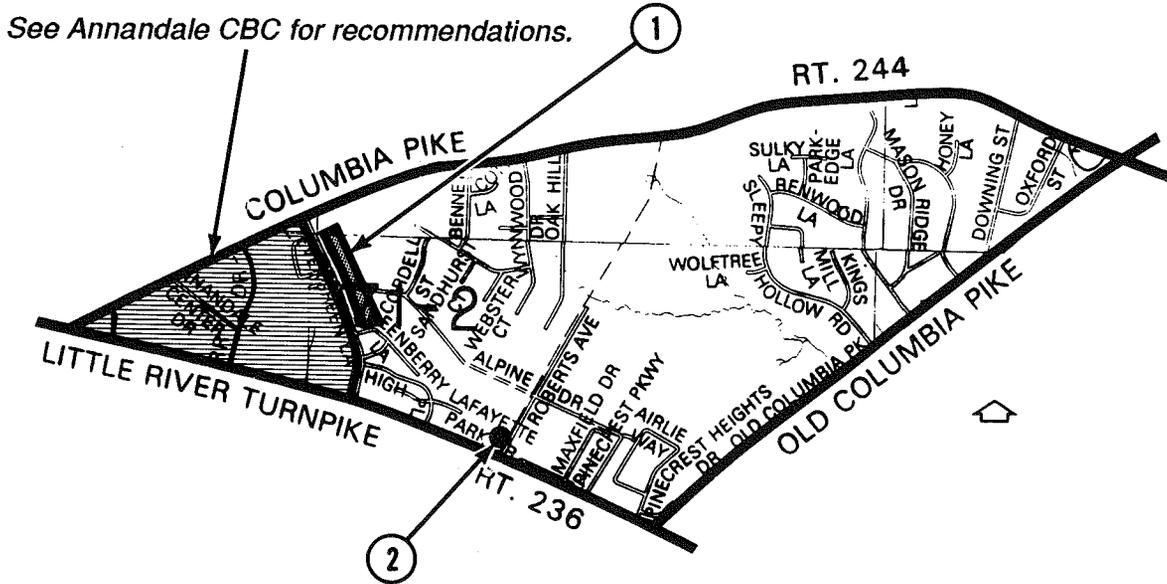
### RECOMMENDATIONS

#### Land Use

The Columbia Community Planning Sector east of Land Unit E of the Annandale CBC, that is, east of the center line of Evergreen Lane, contains stable residential neighborhoods. These neighborhoods should be protected and enhanced in accordance with Objectives 8 and 14 of the Policy Plan; infill development should be of compatible use, type and intensity. The Plan envisions neither the conversion of any residential property to commercial uses, nor the redevelopment of any residential areas at higher density.

Figure 22 indicates the geographic location of land use recommendations for this sector.

# A2 COLUMBIA COMMUNITY PLANNING SECTOR



1. Lots on the east side of Evergreen Lane north of Greenberry Lane -- Parcels 71-2((2))23-29 and 71-2((4))5, 6 -- are planned for single-family residential development at 2-3 dwelling units per acre. These lots provide the buffer between the stable residential neighborhoods that abut them to the east and the commercial activity on the west side of Evergreen Lane. Commercial development on these lots should not be permitted. However, professional office uses may be permitted in the existing single-family detached residential structures, provided that the structures and their lots retain their single-family residential appearance.
2. Land within the northwest quadrant of the intersection of Route 236 and Roberts Avenue, Parcel 71-2((5))9-15, is appropriate for single-family residential development at 2-3 dwelling units per acre.

The property is developed as a single-family residential structure which has functioned as an office by special permit and subsequently a special exception. Although residential use is preferred, office use may be appropriate if the structure and the lot are maintained so as to retain the residential character of the area and the following conditions are met:

1. The appearance of the structure, site layout, access, lighting, operational characteristics, buffering and screening provided to adjacent residential areas, mitigates any impacts on adjoining residences;
2. Vehicular access is provided to a median break on Route 236.

### Transportation

Transportation recommendations for this sector are shown on Figure 23. 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

Any development or ground disturbance, including roads, trails, utilities, or recreational facilities in Mason District Park should be preceded by an archaeological survey with the appropriate preservation of any significant heritage resources that are found.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 24. 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 25 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 24**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A2**

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PARK CLASSIFICATION	RECOMMENDATIONS
<b>DISTRICT PARKS:</b>	
Mason District	Mason District Park meets the needs for Neighborhood and most Community Park facilities in this sector. Develop additional athletic fields on park property adjacent to Columbia School to partially mitigate deficiencies in adjacent sectors. This development should be preceded either by preservation or appropriate mitigation of impacts on significant heritage resources located in this area.

---



## A3 INDIAN RUN COMMUNITY PLANNING SECTOR

### CHARACTER

Most of the Indian Run Community Planning Sector lies outside the Annandale Community Business Center and is predominantly developed in single-family residential use. However, scattered commercial areas include:

- The northeastern quadrant of Backlick Road and Braddock Road where the Bradlick Shopping Center is located as well as some low-rise office. These tracts abut existing stable single-family residential neighborhoods.
- The east side of Backlick Road between Cindy Lane and Sunset Lane -- the location of a small commercial area surrounded by a townhouse development. Several single-family residences front on Backlick Road, surrounded either by commercial or townhouse uses.
- The south side of the Little River Turnpike (Route 236) corridor between Old Columbia Pike and Braddock Road -- characterized by a strip of commercial and higher density residential uses.

The Indian Run Stream Valley is a significant environmental feature running diagonally across the entire length of this sector. It has been designated as an Environmental Quality Corridor. A large portion of this sector is in older and dispersed residential neighborhoods which, because of the relatively minor cutting and filling that occurred during their construction, retain the potential for significant heritage resources.

### CONCEPT FOR FUTURE DEVELOPMENT

The Indian Run Community Planning Sector contains lands which are recommended to develop as part of the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in a separate section of this Plan following the Annandale District overview. The remainder of this planning sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

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

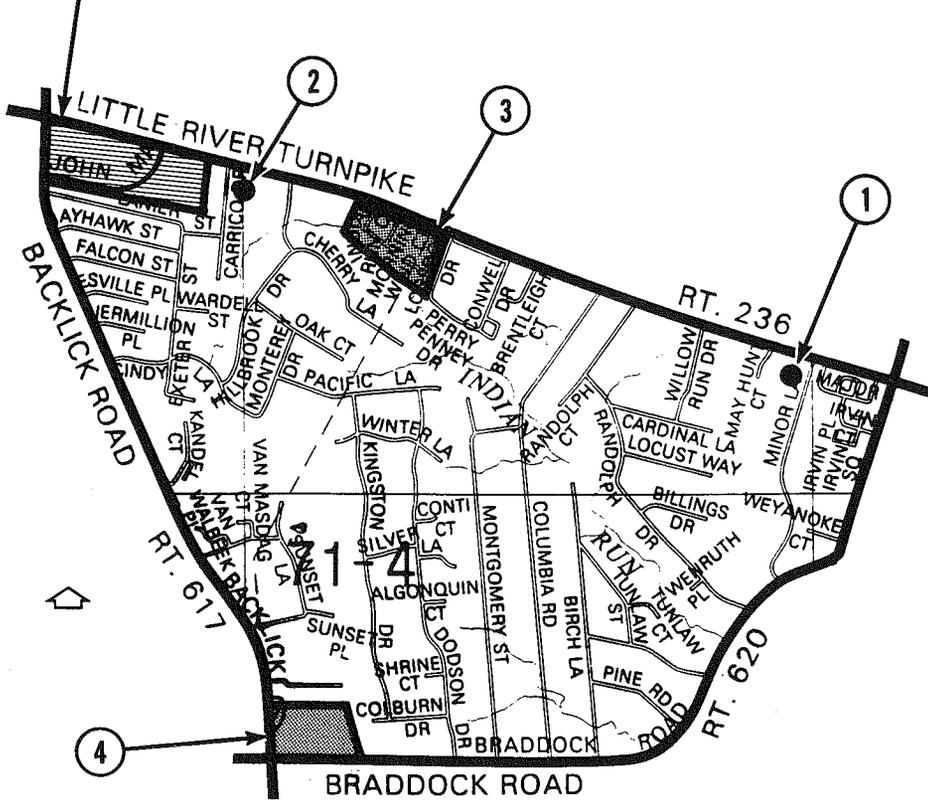
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in an efficient, well-designed manner and provide for the development of adjacent unconsolidated parcels in conformance with the Area Plan.

Figure 26 indicates the geographic location of land use recommendations for this sector.

1. The approximately three-quarter acre vacant parcel immediately south of the low-rise office structure in the southwestern quadrant of the intersection of Route 236 and Minor Lane (tax map 71-2((1))39) is planned for office use up to .30 FAR. Effective, landscaped buffering should be provided along the periphery of the parcel to mitigate visual impacts upon adjacent, noncommercial uses.
2. At the intersection of Carrico Drive and Little River Turnpike on Parcels 71-1((5))3A and 4 are planned for residential use at 3-4 dwelling units per acre. If these lots are consolidated for the purpose of coordinated development, low-intensity office uses (e.g., townhouse offices) up to .25 FAR may be appropriate for the site under the following conditions:

# A3 INDIAN RUN COMMUNITY PLANNING SECTOR

See Annandale CBC for recommendations.



- Office development (structures and parking) extends only as far south on parcel 4 as the existing southern extent of commercial development along the west side of Carrico Drive, with the remaining portion of parcel 4 designated as undeveloped open space;
  - Effective visual screening is provided along the southern periphery of the property, preferably consisting of a brick wall six (6) feet in height with landscaping along its southern side adjacent to the existing residential unit on parcel 5; and
  - The office uses are residential in appearance to enhance compatibility with the nearby residential community.
3. The 10.3-acre tract located along the south side of Route 236 immediately east of the Indian Run townhouse development is planned for residential development at 4-5 dwelling units per acre. The Indian Run Stream Valley and acreage to the south of the stream should be dedicated to the Fairfax County Park Authority, thus ensuring an appropriate open space buffer for the existing stable residential community farther south.
  4. The Bradlick Shopping Center, located in the northeastern quadrant of the intersection of Braddock and Backlick Roads, is planned for retail use up to .35 FAR. Parcel 71-4((1))28, on the eastern boundary of the Bradlick Shopping Center, is planned for residential use at 2-3 dwelling units per acre. This parcel is associated with the stable residential area to the east, and should not be subject to commercial encroachment.

### Transportation

Transportation recommendations for this sector are shown on Figure 27. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Public Facilities

1. Renovate and expand the George Mason Library from 25,000 to approximately 30,000 square feet in order to meet the criteria and standards for Regional Libraries.
2. Provide an additional 15 million gallons per day (MGD) of pumping capacity at the Annandale Water Storage Tanks located east of Backlick Road.

### Parks and Recreation

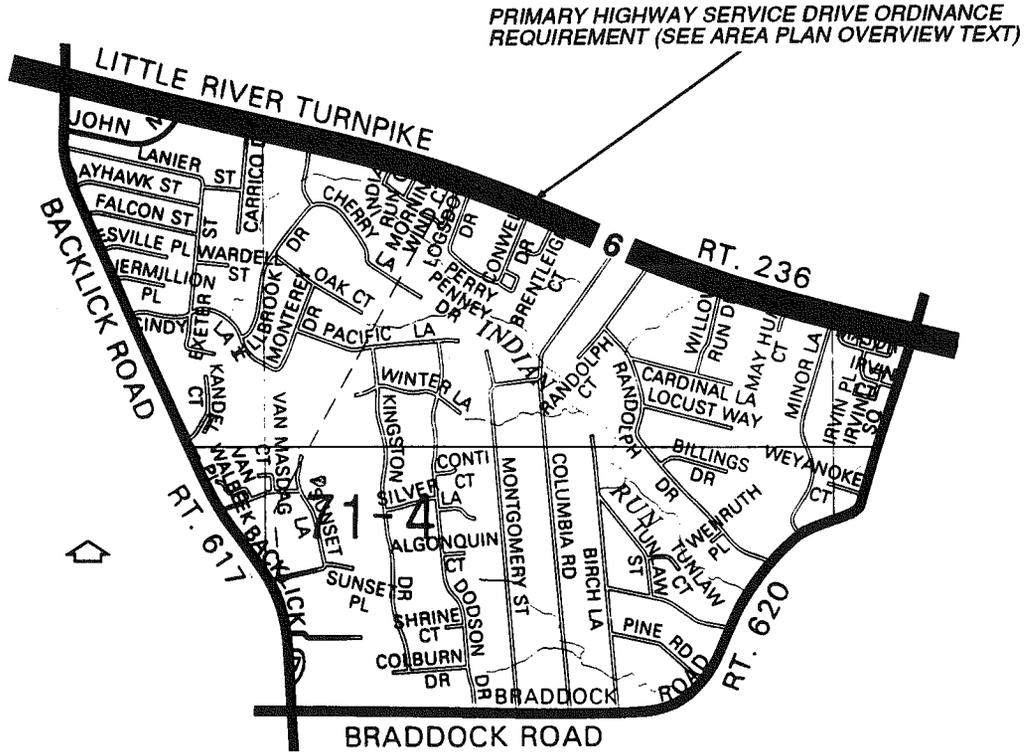
Park and recreation recommendations for this sector are shown on Figure 28. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates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

### Trails

Trails planned for this sector are delineated on Figure 29 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.

# A3

## INDIAN RUN COMMUNITY PLANNING SECTOR



PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW TEXT)

**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.

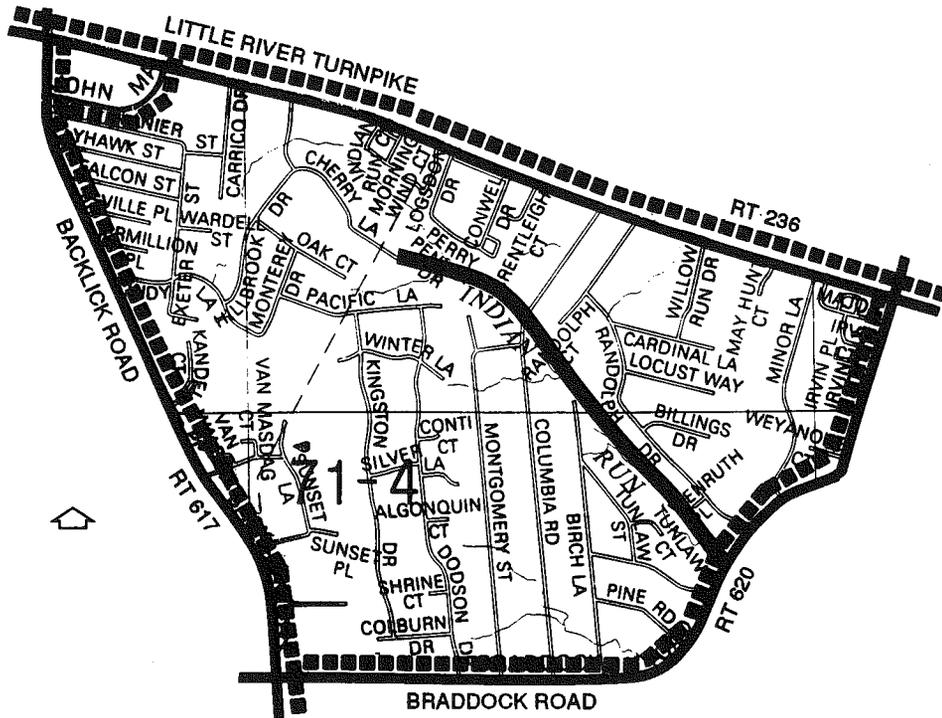
**FIGURE 28**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A3**

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<b>PARK CLASSIFICATION</b>	<b>RECOMMENDATIONS</b>
<b>NEIGHBORHOOD PARKS:</b>	
Poe Terrace	Complete park development in accordance with the master plan.
<b>COMMUNITY PARKS:</b>	
	Expand and upgrade athletic fields at Weyanoke Elementary and Poe Intermediate Schools to provide needed active recreation facilities.
<b>DISTRICT PARKS:</b>	
	This sector is within the service area of Mason District Park.
<b>COUNTYWIDE PARKS:</b>	
Indian Run Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete development of stream valley trail.

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# A3 INDIAN RUN 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.

## A4 EDSALL COMMUNITY PLANNING SECTOR

### CHARACTER

The eastern and southern section of the Edsall Community Planning Sector is the location of the major portion of the Beltway South Industrial Area which is planned entirely for non-residential development. The northern segment of the sector is developed entirely as single-family residential neighborhoods, including the Edsall Park, Clearfield and Indian Springs subdivisions. Community retail uses are located in the southwestern portion of the sector (the Hechinger Backlick Plaza shopping center) and there are neighborhood retail uses along the Edsall Road corridor.

The east side of the Backlick Road corridor in this sector is the location of a number of institutional and office uses which create concerns regarding compatibility with adjacent residential neighborhoods. The presence of open space buffers adjacent to these neighborhoods helps to ameliorate potential negative impacts from the mix of residential and non-residential uses.

In this sector are portions of the Indian Run, Poplar Run and Backlick Run Stream Valleys, which are Environmental Quality Corridors (EQCs). The eastern edge of the sector is prone to soil-slippage, indicating that development constraints exist. In addition, the northeastern portion of this sector has a significant number of slopes in excess of 15 percent.

The older residential community and open space bounded by Edsall Road, Monroe Drive, Shawnee Road and Indian Run in the northeast corner of the sector is particularly sensitive for heritage resources. A large significant prehistoric archaeological site covers much of the area. In addition, the few remaining areas of open space in the sector have a moderate potential for other prehistoric and historic heritage resources.

### CONCEPT FOR FUTURE DEVELOPMENT

The Edsall Community Planning Sector includes lands which are recommended to develop as part of the Beltway South Industrial Area and those which fall outside of this area. The Beltway South Industrial Area is discussed in the section of this Plan following the district overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

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

Figure 30 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.

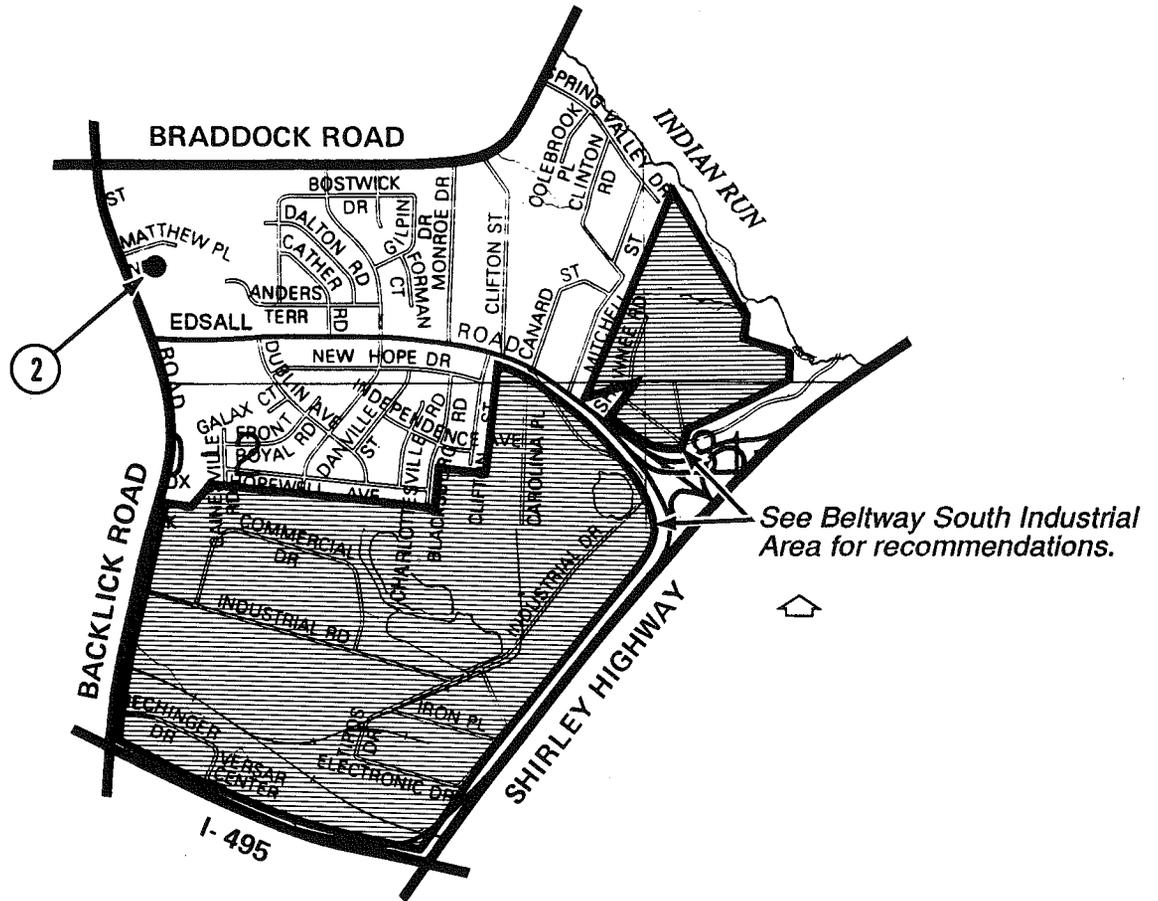
1. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor to prevent commercial or quasi-commercial encroachment. [Not shown]
2. The land on tax map 71-4((1))38 and 71-4((2))4 is planned for residential use at a density of 2-3 dwelling units per acre.

An option for a medical care/assisted living facility for the elderly may be considered for this land if the following conditions are met:

- Both parcels are consolidated and developed as a single project with a predominantly residential appearance;

# A4

## EDSALL COMMUNITY PLANNING SECTOR



- The intensity does not exceed .35 FAR; this may require a rezoning to a district that allows densities greater than three units per acre;
- Adequate screening and buffering is provided along Backlick Road; and
- Building height is no more than 40 feet.

### Transportation

Transportation recommendations for this sector are shown on Figures 31 and 32. 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

A significant prehistoric archaeological site is located in the older residential community bounded by Edsall Road, Monroe Drive, Shawnee Road and Indian Run. Development of this area should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources that are found.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 33. 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.

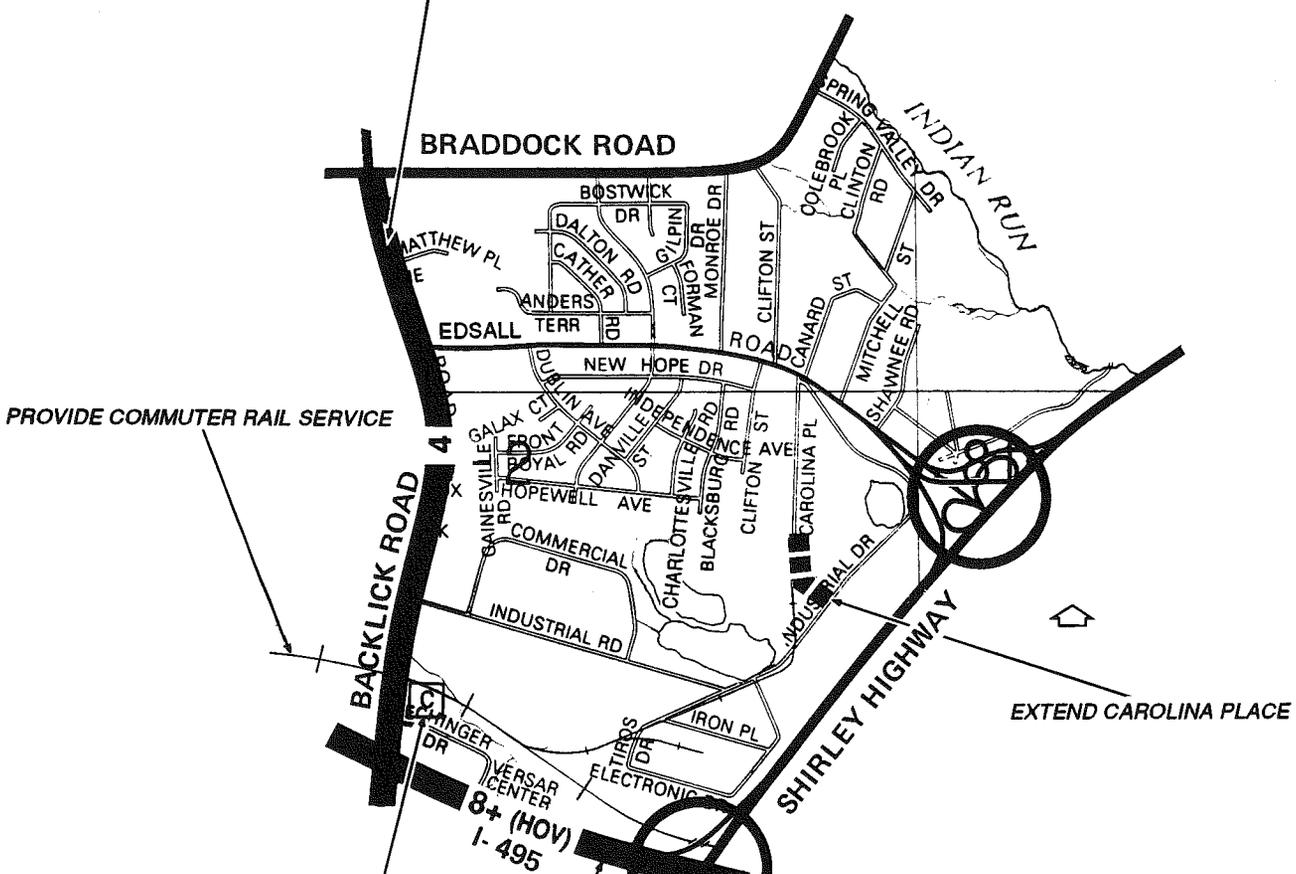
### Trails

Trails planned for this sector are delineated on Figure 34 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.

# A4

## EDSALL COMMUNITY PLANNING SECTOR

THERE IS A NEED FOR IMPROVED TURNING LANES ON BACKLICK ROAD.



SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)

### 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.)



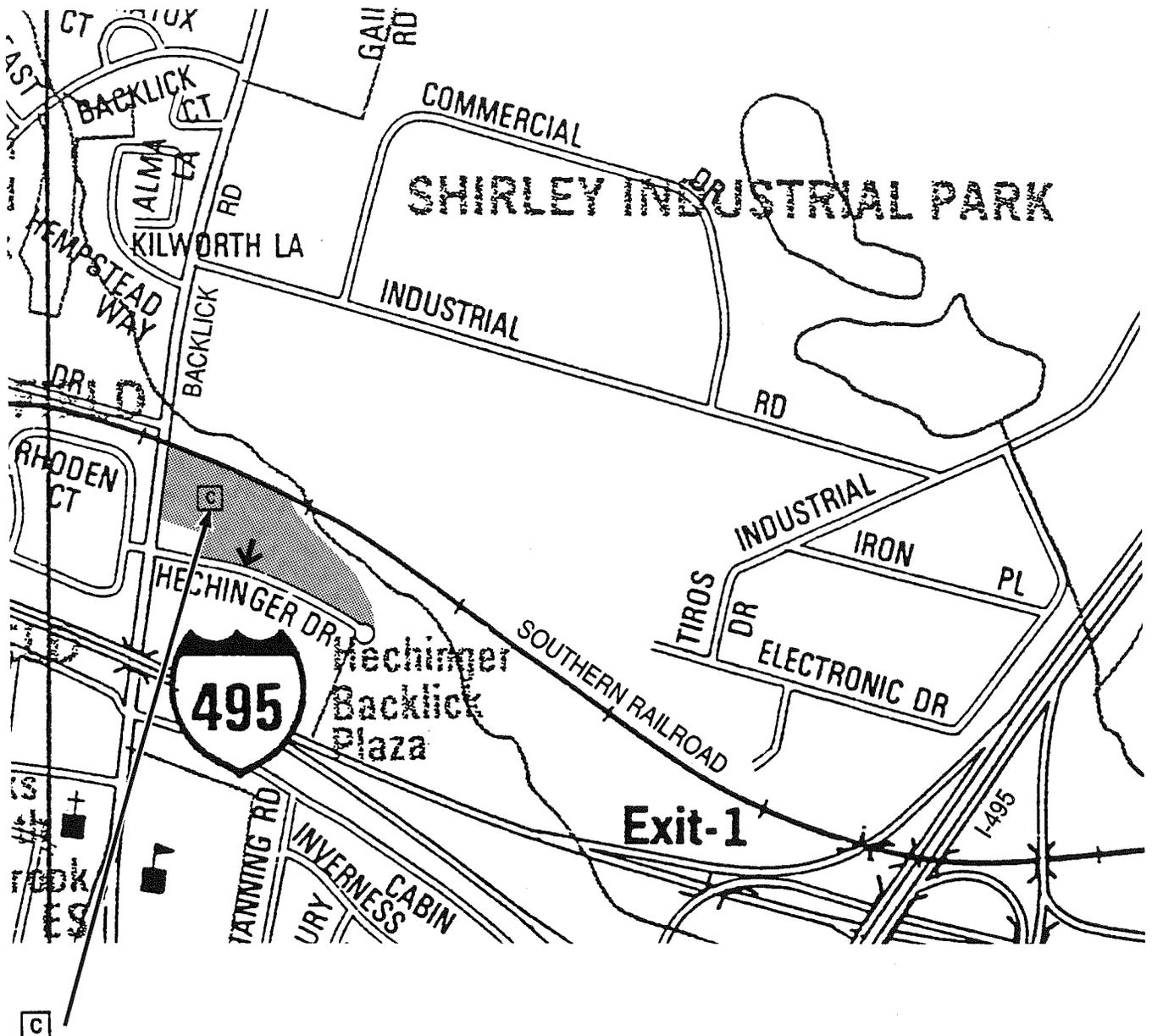
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.



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.



8.2 ACRES 220 PARKING SPACES

**TRANSPORTATION RECOMMENDATIONS LEGEND**

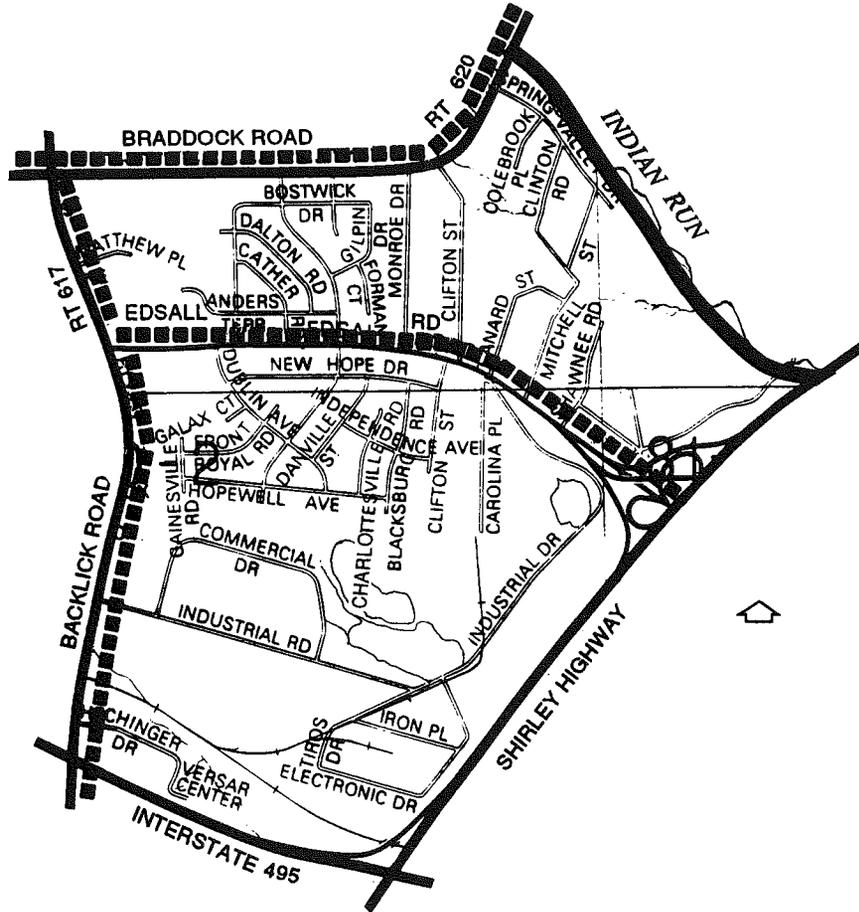
- PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)
- [T] TRANSIT TRANSFER CENTER (NO PARKING)
- [R] RAIL STATION
- [P] COMMUTER PARKING LOT
- [C] COMMUTER RAIL STATION
- [M] METRO STATION

**FIGURE 33**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A4**

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<b>PARK CLASSIFICATION</b>	<b>RECOMMENDATIONS</b>
<hr/>	
<b>NEIGHBORHOOD PARKS:</b>	Consideration should be given to including Neighborhood Park facilities in any additional residential development.
<hr/>	
<b>COMMUNITY PARKS:</b>	
Deerlick	Develop park for intended uses to address recreation deficiencies in the area.
Edsall	Develop Community Park facilities including athletic fields either through acquisition of a portion of surplus Edsall Park Elementary School or a joint use agreement with the Fairfax County Public Schools.
<hr/>	
<b>DISTRICT PARKS:</b>	This sector is within the service area of Mason District Park.
<hr/>	
<b>COUNTYWIDE PARKS:</b>	
Indian Run Stream Valley Backlick Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete development of stream valley trails.
<hr/>	

# A4 EDSALL 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.

## A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

### CHARACTER

The North Springfield Community Planning Sector primarily consists of stable single-family residential uses with the exception of the Backlick Road corridor, and a portion of the Beltway South Industrial Area located along Wimsatt Road. The Backlick Run stream valley divides the sector into two parts; the larger area to the west of the stream -- the North Springfield subdivision -- is completely developed in single-family residences. The area to the east of the stream is a mix of older homes on large lots, a cluster of townhouses south of the institutional uses grouped near Woodland Drive, townhouses in the southwest quadrant of the intersection of Braddock and Backlick Roads, and garden-style multi-family apartments in the northwest quadrant of Backlick Road and I-495.

The Backlick Run Stream Valley, with its broad floodplain, has been designated as an Environmental Quality Corridor (EQC). Backlick Run and peripheral open space along Braddock Road and I-495 and the adjacent older residential neighborhood to the northeast are particularly sensitive areas for significant heritage resources.

### CONCEPT FOR FUTURE DEVELOPMENT

The North Springfield Community Planning Sector contains lands which are recommended to develop as part of the Beltway South Industrial Area and those which fall outside of this area. The Beltway South Industrial Area is discussed in the section of this Plan following the district overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

The North Springfield Community Planning Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity 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 an efficient, well-designed manner and provide for the development of adjacent unconsolidated parcels in conformance with the Area Plan.

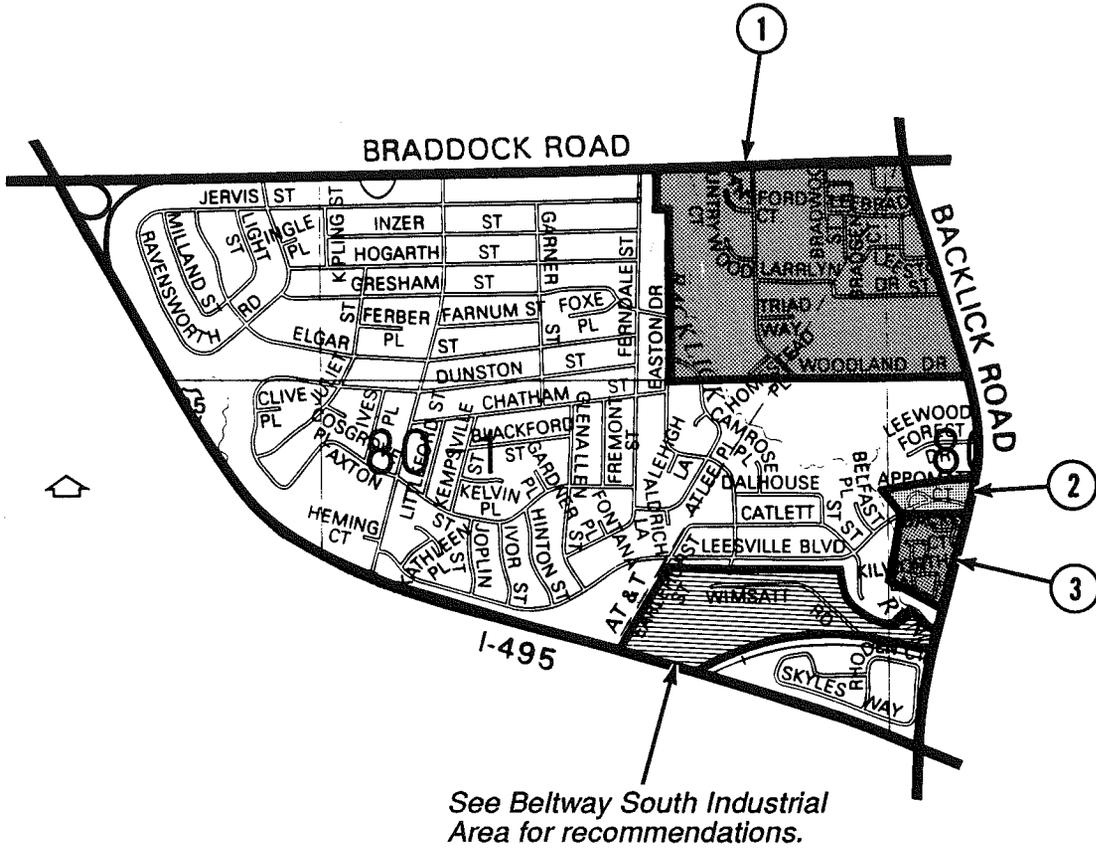
Figure 35 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The Leewood section is located in the northeast quadrant of the North Springfield Community Planning Sector. The boundaries of Leewood are Braddock Road to the north; Backlick Run to the west; Backlick Road to the east and Woodland Drive to the south, including the tract of land (tax map 80-2((4))7) on Backlick Road to the south of the institutional use at the corner of Woodland Drive and Backlick Road.

Except for townhouses at the southwest corner of the intersection of Braddock Road and Backlick Road, and the institutional use located at the corner of Woodland Drive and Backlick Road, the Leewood area consists of single-family detached homes and some large vacant lots, most with substantial trees. It is desirable to maintain the unique characteristics of openness and mature trees and the stability of the neighborhood. Residential development in this area is planned for a density of 1-2 dwelling units per acre in keeping with nearby uses. Development above the low-end of this range is appropriate only in the event of substantial consolidation, and is sufficiently coordinated to ensure the following:

- Compatible infill in the form of well-designed, detached single-family residential development;

# A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR



- Tree save is in excess of County ordinances;
  - Development on the west side of Woodland Drive results in dedication of the Backlick Run Environmental Quality Corridor for public park use; and
  - No unconsolidated parcels remain which cannot be developed in full conformance with these criteria.
2. The single-family detached houses near the intersection of Leesville Boulevard and Backlick Road that are adjoining or near office and commercial sites are planned for residential use at 2-3 dwelling units per acre in order to protect the stability of and the main entrance way to the North Springfield community.
  3. The commercial area on the west side of Backlick Road, between Leesville Boulevard and the Backlick Run stream valley, is developed as office condominiums and neighborhood retail uses. Parcels 80-2((1))14, 15 are planned for neighborhood-serving retail use up to .25 FAR. Parcels 80-2((10))1-13 (Leesville Village Condominiums) and 80-2((12)) and 80-2((13)) (Backlick Professional Village) are planned for office use up to .50 FAR.
  4. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:
    - Access for the use is oriented to an arterial;
    - The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and
    - Buffering and screening in excess of County ordinances are provided between the use and the adjoining residential properties. [Not shown]

### Transportation

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

### Parks and Recreation

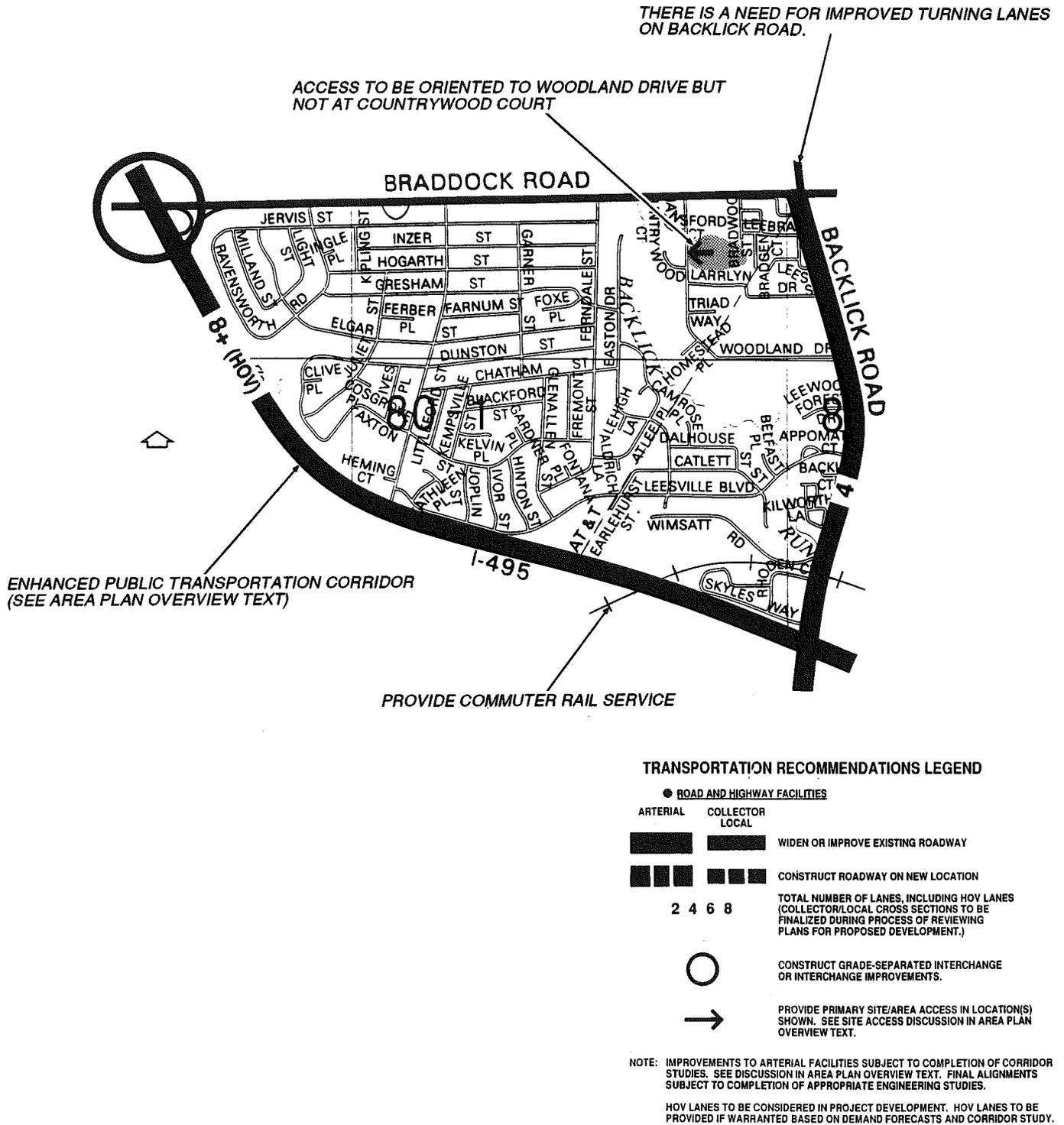
Park and recreation recommendations for this sector are shown on Figure 37. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates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

### Trails

Trails planned for this sector are delineated on Figure 38 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.

# A5

## NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

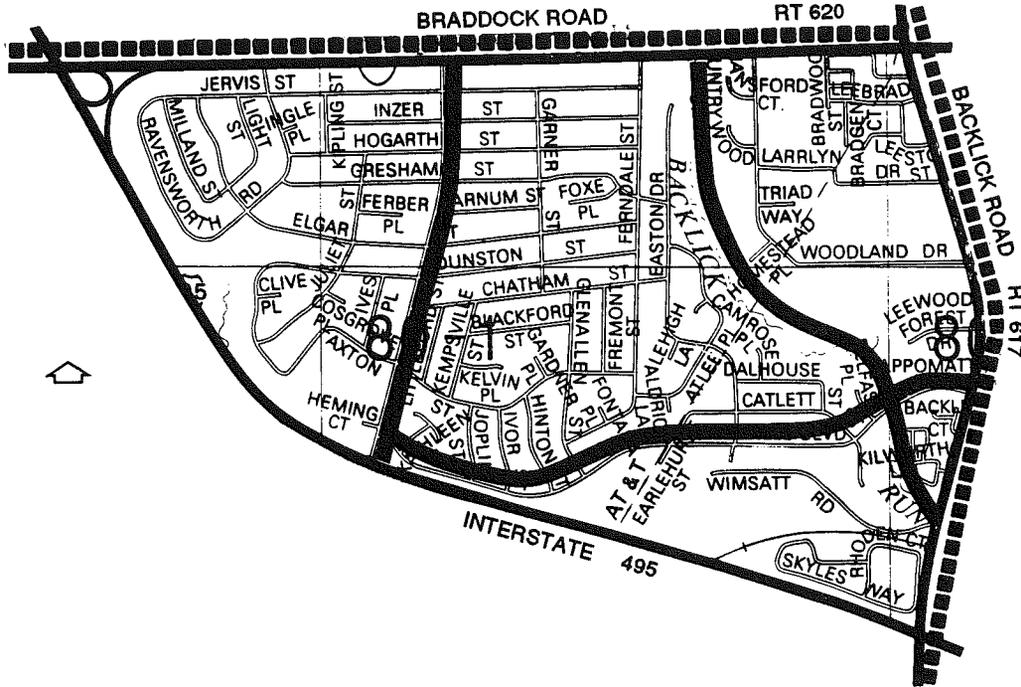


**FIGURE 37**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A5**

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<b>PARK CLASSIFICATION</b>	<b>RECOMMENDATIONS</b>
<hr/>	
<b>NEIGHBORHOOD PARKS:</b>	
Flag Run Leewood North Springfield	
<hr/>	
<b>DISTRICT PARKS:</b>	
	This sector is within the service area of Annandale and Mason District Parks.
<hr/>	
<b>COUNTYWIDE PARKS:</b>	
Accotink Stream Valley (Flag Run) Backlick Stream Valley	Ensure protection of the EQCs and public access to stream valleys through acquisition and/or donation of conservation/trail easements on privately-owned land in accordance with the Fairfax County Park Authority stream valley policy. Also noted under Land Use recommendations. Complete development of countywide stream valley trail.
<hr/>	

# A5 NORTH SPRINGFIELD 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.

## A6 ACCOTINK COMMUNITY PLANNING SECTOR

### CHARACTER

The Accotink Community Planning Sector is divided into two segments by Accotink Stream Valley Park and Lake Accotink Park which cross through the center of the sector and along the southern boundary. The sector is developed predominantly with single-family residential uses both east and west of the Accotink Creek Stream Valley. In the northeast corner of the sector, at the interchange of Braddock Road and I-495, are the Ravensworth Industrial Area and the Ravensworth Shopping Center. In the center of the sector, surrounded for the most part by the stream valley park, is the Danbury Forest townhouse development. The Kings Park Shopping Center is located in the northwest corner of the sector.

The most significant ecological assets of this sector are the Accotink Creek Stream Valley and Lake Accotink. Slopes in excess of 15 percent are found along the southern edge below Lake Accotink.

The Accotink Creek and tributary watersheds are likely to produce significant heritage resources. The abandoned railroad bed running generally parallel to the Southern Railroad is a locally significant historic archaeological resource.

### CONCEPT FOR FUTURE DEVELOPMENT

The Accotink Community Planning Sector contains lands which are recommended to develop as part of the Ravensworth Industrial Area and those which fall outside of this area. The Ravensworth Industrial Area is discussed on pages 43-46 of this volume. The remaining portions of this sector are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### RECOMMENDATIONS

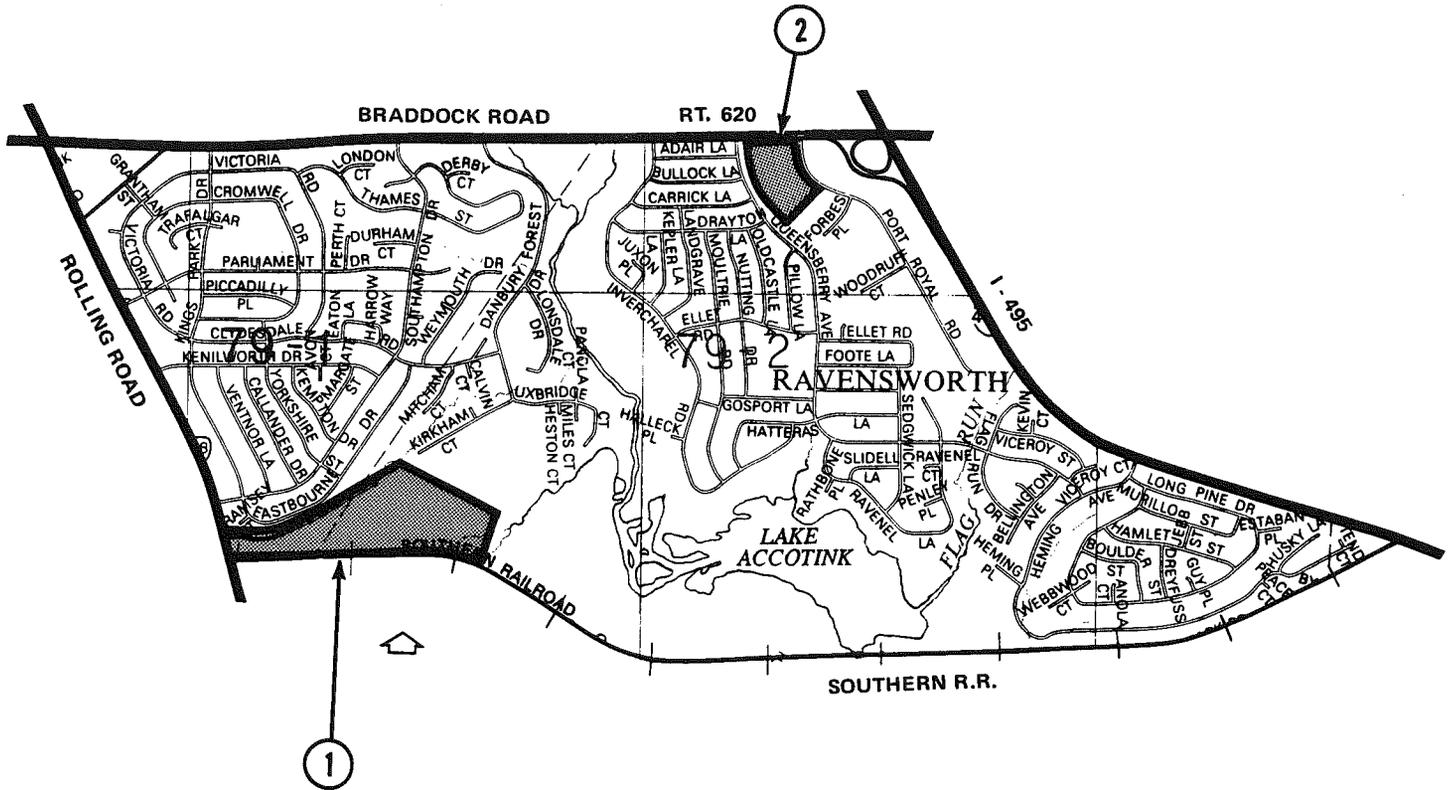
#### Land Use

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

Figure 39 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 in the southwest corner of Sector A6 which is planned for industrial uses is the site of the Washington Gas Light Company and the Ravensworth Electrical Substation. Although this is not classified as an Industrial Area in the context of the Concept for Future Development, the uses in this vicinity have been established over a long period of time, are stable, and are buffered by planned open space from adjoining residential uses. This area should remain planned for industrial uses which provide public utilities/services up to .25 FAR. The open space buffer on the north side of this tract should be maintained and enhanced, where possible.
2. The Ravensworth Shopping Center, located at Braddock and Port Royal Roads, is planned for retail uses up to .35 FAR. This commercial area serves an important function by providing retail goods and services for the surrounding community as well as the employees of the adjacent businesses in the Ravensworth Industrial Area. This retail orientation should be maintained.
3. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

# A6 ACCOTINK COMMUNITY PLANNING SECTOR



- Access for the use is oriented to an arterial;
- The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and
- Buffering and screening in excess of County ordinances are provided between the use and the adjoining residential properties. [Not shown]

### Transportation

Transportation recommendations for this sector are shown on Figure 40. 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 abandoned railroad bed running generally parallel to the Southern Railroad in this sector is a locally significant historic archaeological resource which should be preserved.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 41. 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 42 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.



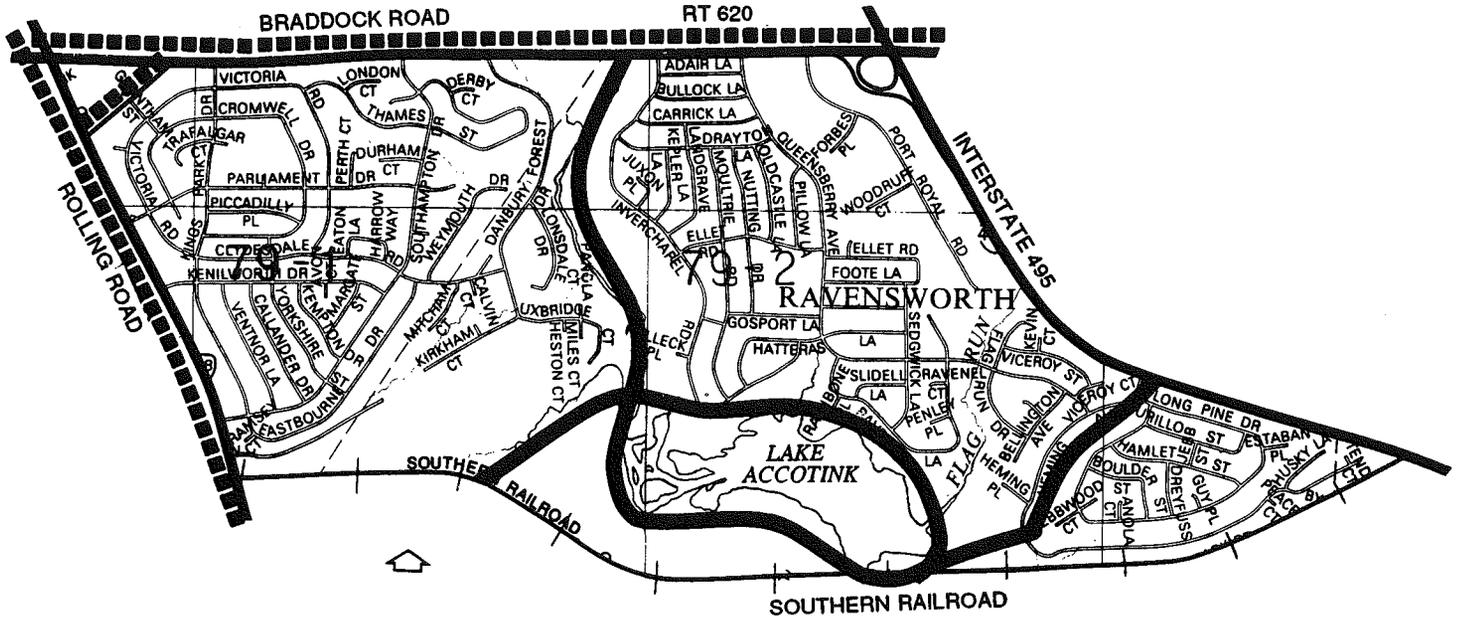
**FIGURE 41**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A6**

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<b>PARK CLASSIFICATION</b>	<b>RECOMMENDATIONS</b>
<b>NEIGHBORHOOD PARKS:</b>	
Kings Park	
<hr/>	
<b>COMMUNITY PARKS:</b>	Upgrade, as necessary, athletic fields at elementary school sites to meet the active recreation needs of this sector. Community Park facilities are available at Lake Accotink Park.
<hr/>	
<b>DISTRICT PARKS:</b>	This sector is within the service areas of Annandale and South Run District Parks.
<hr/>	
<b>COUNTYWIDE PARKS:</b>	
Lake Accotink (Natural Resource Park)	
Accotink Creek Stream Valley Long Branch Stream Valley	Complete development of countywide stream valley trails.

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# A6 ACCOTINK 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.

## A7 WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR

### CHARACTER

The Wakefield Chapel Community Planning Sector is almost entirely developed with single-family detached residential uses. Single-family attached (townhouse) development in the sector is found only on the north side of Braddock Road, just east of the intersection with Wakefield Chapel Road. The sector is buffered along the entire length of its eastern border with I-495 by Accotink Stream Valley Park. An elderly housing project with an accompanying senior center is a relatively recent use in the northwest corner of the sector. The Annandale campus of the Northern Virginia Community College is located on Route 236.

The Accotink Creek, Long Branch, and Turkey Run Stream Valleys are Environmental Quality Corridors (EQCs) running through the sector. An area of slopes in excess of 15 percent is found in the southwest corner of the sector. The many stream valleys as well as several older residential neighborhoods have potential for significant heritage resources. Open space along the west side of Accotink Creek is particularly sensitive for undisturbed prehistoric heritage resources. Identified heritage resources in this sector include Oak Hill, the historic landmark which was built around 1790. Located off Wakefield Chapel Road, it is one of the few remaining eighteenth-century structures in this heavily developed section of the County. In addition, the Wakefield Chapel is a simple one-story wood building located on Toll House Road. It was built in 1899 and is typical of the churches that served turn-of-the-century residents of Fairfax County.

### CONCEPT FOR FUTURE DEVELOPMENT

The Wakefield Chapel Community Planning Sector contains lands which are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

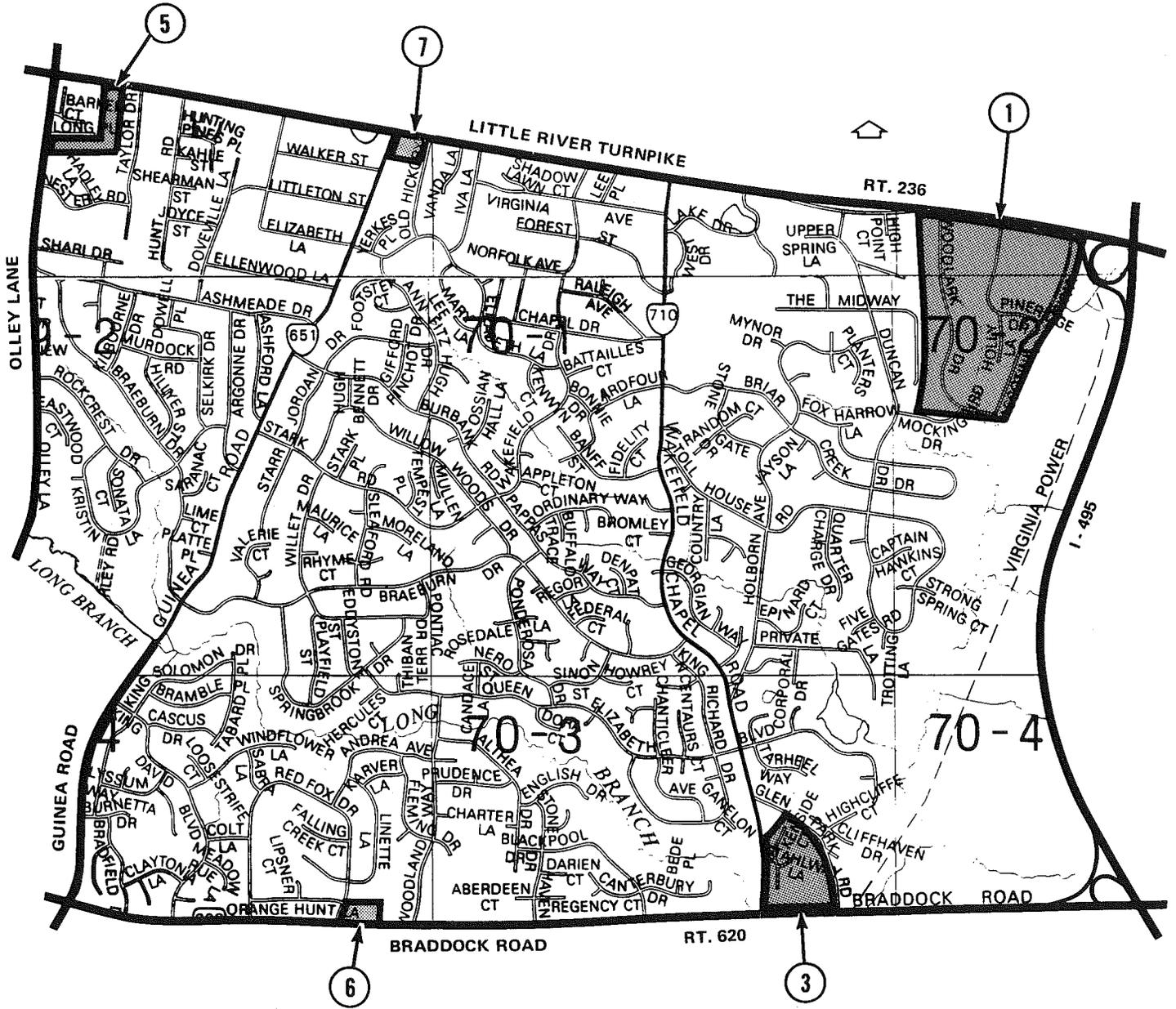
The Wakefield Chapel Community Planning Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Figure 43 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 Fairfax Hills area, south of Route 236, east of Accotink Parkway, north of Mockingbird Drive and Accotink Stream Valley Park including the western side of Woodlark Drive, is planned for residential development up to 2 dwelling units per acre. Special exception and special use permits which would have the effect of altering the low density residential character of this area shall not be permitted.
2. No additional commercial uses are planned for this sector since substantial commercial resources exist in Area I - Sector A6, in Area III - Sector P2 and in the City of Fairfax. [Not shown]
3. The tract between Long Branch Stream Valley Park and Accotink Stream Valley Park (west of Park Glen Heights) is planned for residential development at 2-3 dwelling units per acre, with ample open space linking the two stream valley parks. Ample buffering is required as a barrier between existing residential development and that which is proposed. The frontage with Braddock Road should also remain an open space buffer.
4. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

# A7

## WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR



**FAIRFAX  
COUNTY**

**LAND USE RECOMMENDATIONS  
GENERAL LOCATOR MAP**

FIGURE  
**43**

- Access for the use is oriented to an arterial;
  - The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and
  - Buffering and screening in excess of County ordinances are provided between the use and the adjoining residential properties. [Not shown]
5. Parcels 58-4((1))43, 44, 45 and 47 are planned for residential use at 1-2 dwelling units per acre.

As an option, the parcels may be appropriate for public facilities use which may include a nursing home, elderly day care, and adult home as an expansion of the Little River Glen elderly housing facility if the following conditions are met:

- Acquisition and consolidation of Parcels 58-4((1))43, 44, 45 and 47 by the Fairfax County Redevelopment and Housing Authority;
- Substantial screening and buffering is provided along the eastern, western and southern borders; and
- The new facility is functionally and aesthetically integrated with the Little River Glen facility through pedestrian linkages, and compatible architectural scale, design and massing.

Single-family residences may be incorporated into the development at a maximum density of 1.7 dwelling units per acre to provide a transition to the adjacent existing single-family neighborhood.

6. Lot 170 should have access only to Red Fox Drive. If Lot F is developed, all dwellings should have a single access onto Braddock Road with right in, right out only and no median break on Braddock Road. If Lot F is consolidated with any other parcel, every effort should be made to avoid direct access to Braddock Road from Lot F. No left turn onto Braddock Road should be allowed from Lot F regardless of use.
7. Land in the vicinity of Guinea Road, Old Hickory Road and Little River Turnpike, parcels 58-4((7))7 and 58-4((11))1, is planned for residential use at 1-2 dwelling units per acre. To be compatible with surrounding uses, development should only be considered at the low end of the range. Access to parcel 7 should only be from Guinea Road at the most southern point as is practical from an engineering standpoint. Access to parcel 1 should only be from Old Hickory Road. If parcel 1 and parcel 7 are consolidated, access should only be from Old Hickory Road.

### Transportation

Transportation recommendations for this sector are shown on Figure 44. 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.

Between Braddock Road and Braeburn Drive, Guinea Road is to be widened to four lanes. Recognizing the narrow right-of-way available in this segment and the hilly terrain, modified design standards may be needed to reduce impacts on adjacent residential areas.

Improved pedestrian access across Braddock Road is needed. Some possibilities might include a pedestrian underpass at Accotink Creek with improved signing, lighting, pathway connections, pedestrian walk signals, and so forth.

### Public Facilities

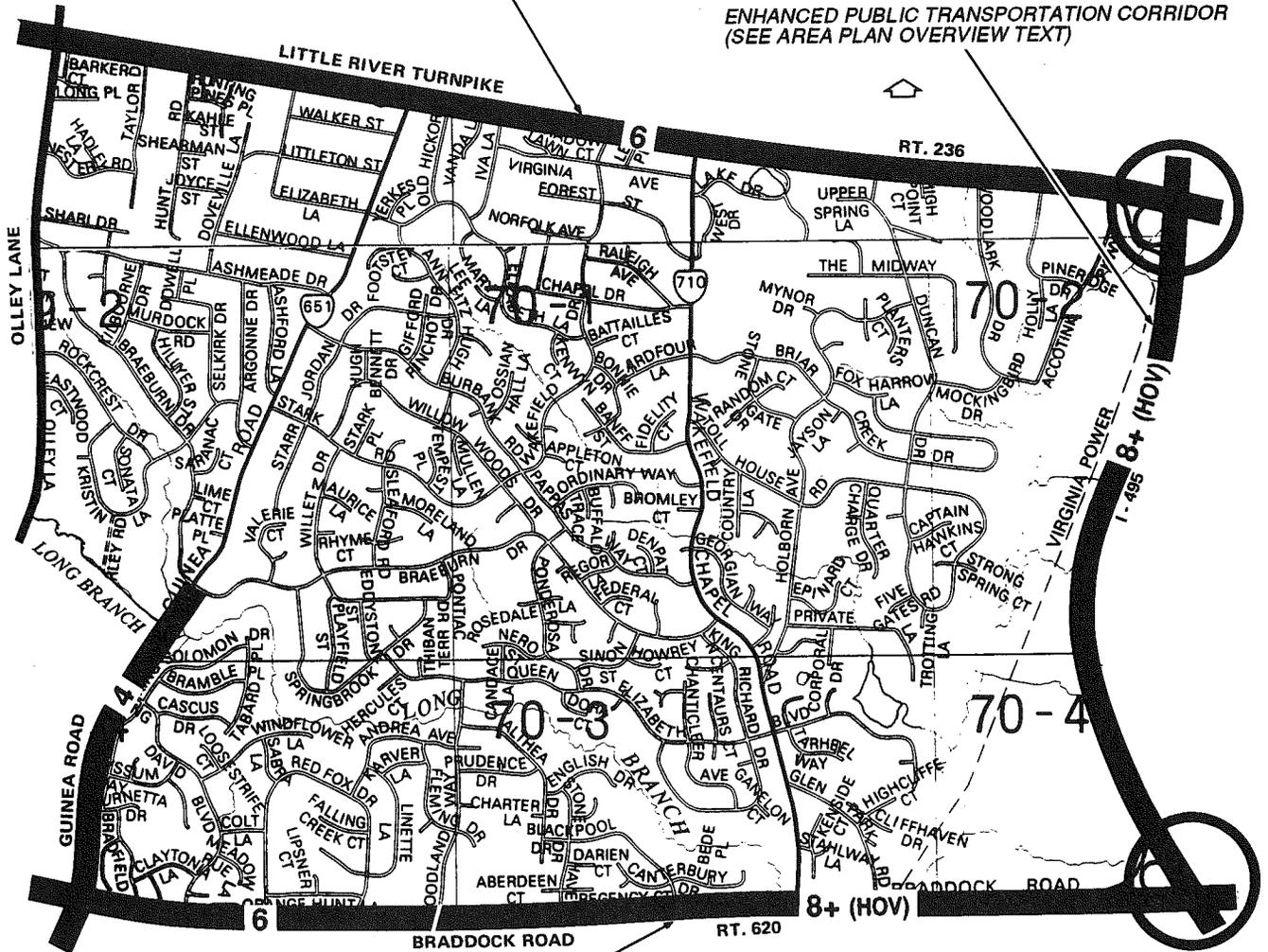
Expand the Wakefield Senior Center at Wakefield Park to 15,000 square feet in order to implement the Senior Center Study.

# A7

## WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR

PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW TEXT)

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)



### 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.

OPTIONS TO HOV LANES ON BRADDOCK ROAD SHOULD INCLUDE CONSIDERATION OF DESIGNS WHICH DO NOT EXPAND THE EXISTING OUTER EDGE OF PAVEMENT.

IMPROVED PEDESTRIAN ACCESS IS NEEDED ACROSS BRADDOCK ROAD (E.G., PEDESTRIAN UNDERPASS AT ACCOTINK CREEK WITH IMPROVED SIGNS, LIGHTING AND PATHWAY CONNECTION).

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 45. 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

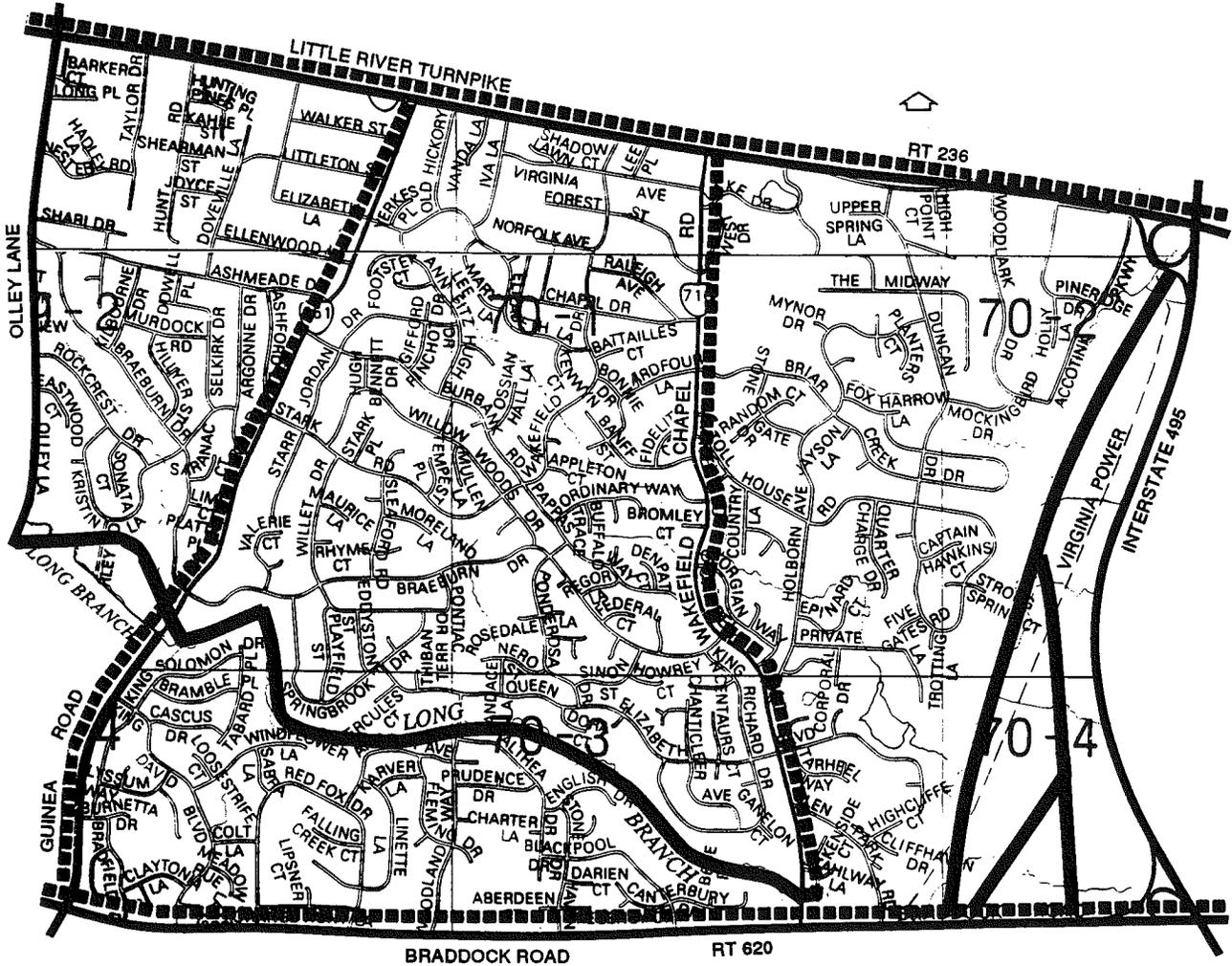
Trails planned for this sector are delineated on Figure 46 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 45**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A7**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Ashford East Canterbury Woods Fairfax Hills Long Branch Falls Oak Hill Red Fox Forest Wakefield Chapel Willow Woods	Complete development of existing parks. Consider designation of Willow Woods Park and Canterbury Woods School as a community school/park complex with developed active recreation facilities.
<b>COMMUNITY PARKS:</b>	
Howery Field  Rutherford	Complete upgrading of athletic fields in accordance with the revised master plan.  Upgrade existing athletic fields to meet active recreation needs of this sector.
<b>DISTRICT PARKS:</b>	
	This sector is within the service area of Annandale District Park.
<b>COUNTYWIDE PARKS:</b>	
Accotink Creek Stream Valley Long Branch Stream Valley  The Wakefield Chapel (Heritage Resource Park) Wakefield (Multiple Resource Park)	Ensure protection of the EQCs and public access to stream valleys through acquisition and/or donation of conservation/trail easements on privately owned land (including Parcel 69-4((6))D1 in Red Fox Forest) in accordance with Fairfax County Park Authority stream valley policy. Complete development of stream valley trails.

# A7

## WAKEFIELD CHAPEL 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 (FPCA). The specific type and function of these Stream Valley Trails will be determined through the FPCA.

<b>FAIRFAX COUNTY</b>	<b>PLANNED TRAIL SYSTEM</b>	FIGURE <b>46</b>
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## **A8 PINE RIDGE COMMUNITY PLANNING SECTOR**

### **CHARACTER**

The Pine Ridge Community Planning Sector is developed primarily in stable, single-family residential uses with a significant mix of planned institutional acreage. The sector is transected by the Accotink Creek Stream Valley. A node of commercial activity exists southeast of the intersection of Woodburn Road and Gallows Road, near the junction with I-495. Of concern is the potential for commercial encroachment into the neighborhoods along Gallows Road or Woodburn Road from the existing commercial area.

The primary ecological asset of this sector is the Accotink Creek Stream Valley Park, which divides the sector north/south into two sections of roughly equal size. The Accotink Stream Valley Park also runs much of the length of I-495, buffering the stable, single-family residences to the west. This sector has produced prehistoric archaeological resources and historic documents indicate the presence of potentially significant historic resources. The open space areas along Accotink Creek are particularly sensitive. Heritage resources also have been recorded in more developed areas in the sector which warrant evaluation before possible future development occurs.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Pine Ridge Community Planning Sector contains lands which are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### **RECOMMENDATIONS**

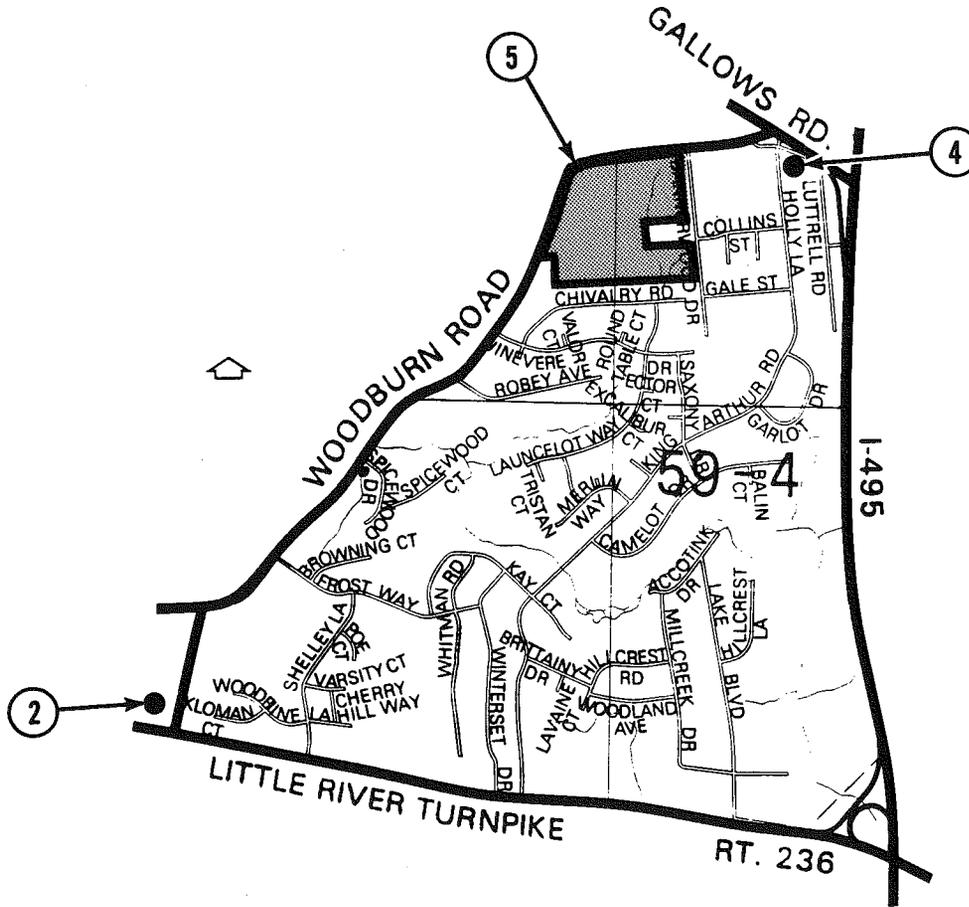
#### Land Use

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

Figure 47 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. All vacant tracts fronting on Route 236 are surrounded by stable, single-family residential neighborhoods and should develop at the densities recommended on the Comprehensive Plan map. [Not shown]
2. The small, commercially-zoned area between Woodburn Road and Prosperity Avenue, fronting on Route 236, should not be expanded. Extensive buffering is required along the northern and eastern boundaries of the tract to maintain the adjacent stable residential area.
3. Should any of the property along Accotink Creek planned for park use not be acquired for park purposes, it is recommended that the land develop for residential use at 1-2 dwelling units per acre with conservation/trail easements to preserve the EQC and provide continuity of public access. [Not shown]
4. Discourage further expansion of the small commercial area planned for retail use at the intersection of Gallows and Woodburn Roads by extensive peripheral buffering and use of appropriate surrounding transitional uses.
5. Should the vacant parcel at the Pine Ridge High School site be designated as surplus, consideration should be given to future use as a permanent park site or other public facility need according to established County procedure. The site is presently being used for park purposes in a cooperative use agreement between the School Board and the Park Authority. It is the policy of the County that the existing ballfields are a desirable use and should remain.

# A8 PINE RIDGE COMMUNITY PLANNING SECTOR



### Transportation

Transportation recommendations for this sector are shown on Figure 48. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

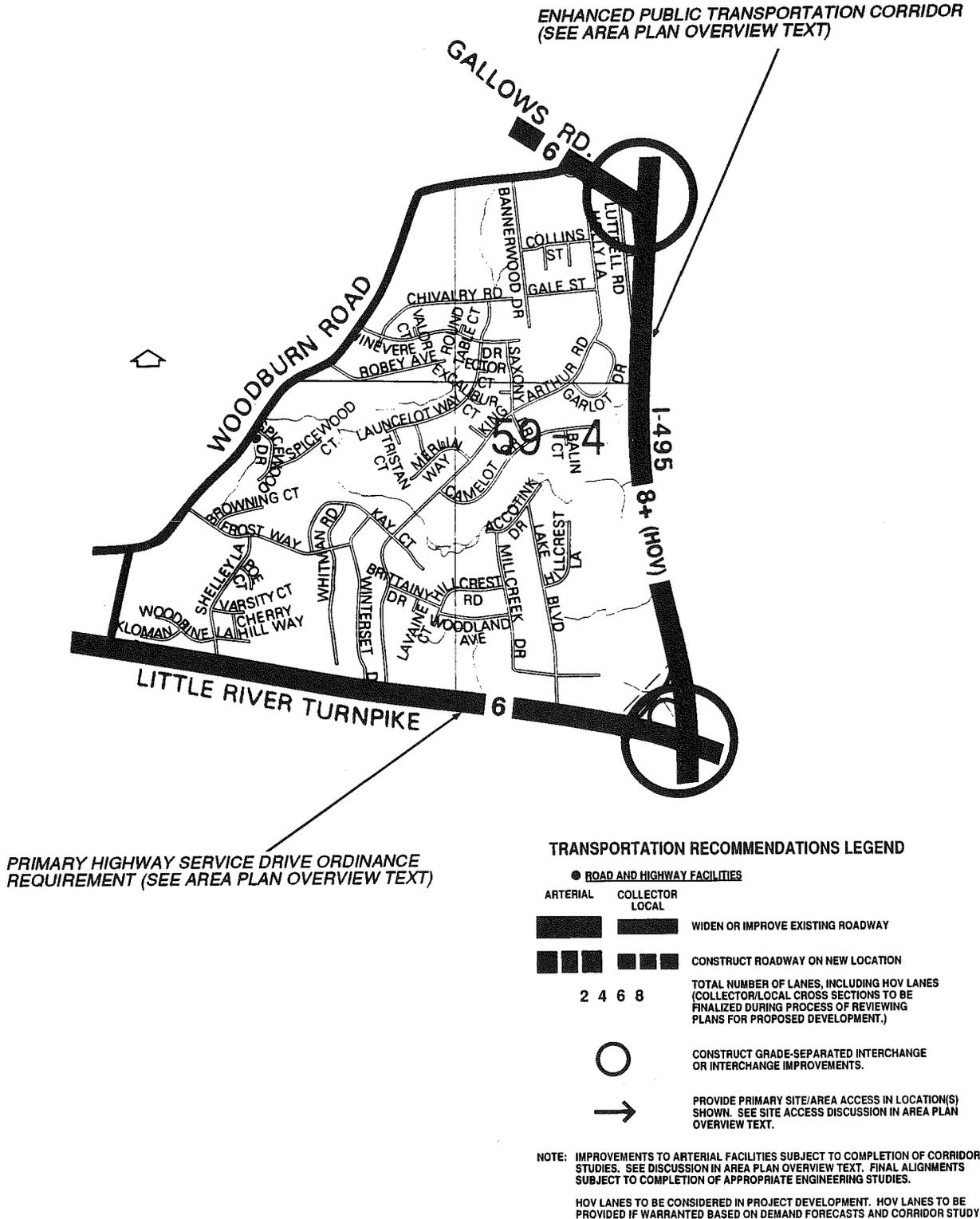
### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 49. 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 50 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.

# A8 PINE RIDGE COMMUNITY PLANNING SECTOR



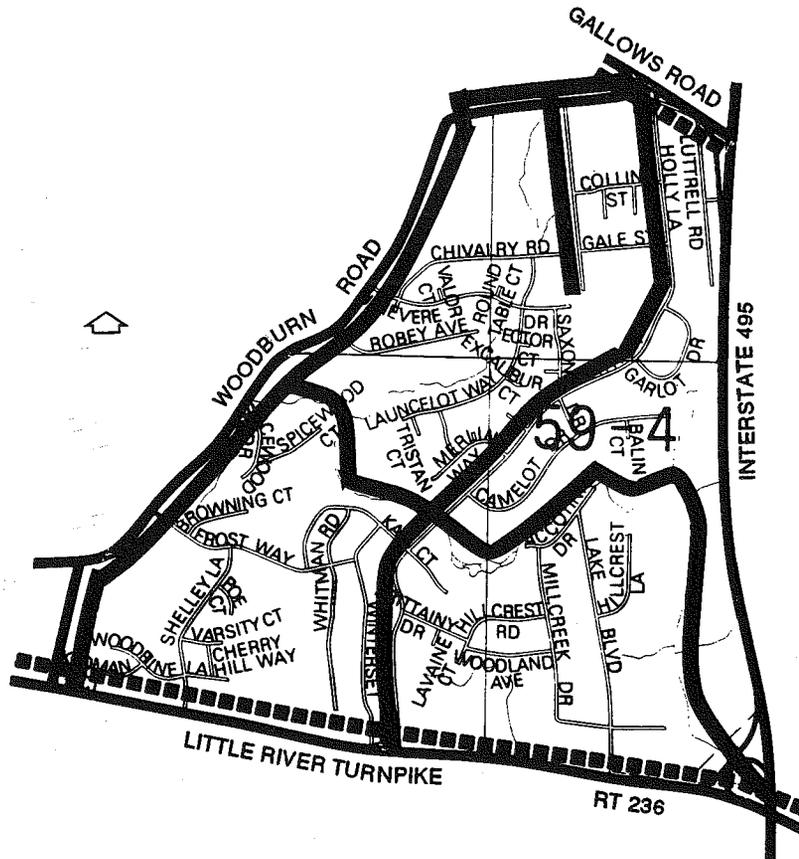
**FIGURE 49**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A8**

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PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Camelot School Site	
<hr/>	
<b>COMMUNITY PARKS:</b>	
Pine Ridge High School Site	Consider acquisition as a permanent park site and continue interim use agreement. Also see Land Use recommendations.
Winterset Varsity	Continue interim use agreement.
<hr/>	
<b>DISTRICT PARKS:</b>	This sector is within the service area of Annandale District Park.
<hr/>	
<b>COUNTYWIDE PARKS:</b>	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley park through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with Fairfax County Park Authority stream valley policy. Complete development of countywide Stream Valley Trail to Wakefield Park.

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# A8 PINE RIDGE 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 (FPCA). The specific type and function of these Stream Valley Trails will be determined through the FPCA.

<b>FAIRFAX COUNTY</b>	<b>PLANNED TRAIL SYSTEM</b>	<b>FIGURE 50</b>
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## CHARACTER

The majority of the sector is developed with single-family residences. Exceptions include the Raintree townhouses on Gallows Road immediately east of the I-495/Gallows Road interchange, the Adams Walk townhouse community located east of Hummer Road along Championship Drive, and the Lafayette Village development situated in the southwestern portion of the sector.

The Coon Branch Stream Valley runs from the I-495/Route 236 interchange northeast through the southern portion of this sector. Many portions of the sector remain heavily wooded, supporting considerable wildlife. In particular, stands of specimen monarch oaks have been identified within the area.

Much of the sector consists of older residential neighborhoods in which cutting and filling were relatively minor during construction. Previous archaeological work in the County has demonstrated that significant heritage resources may have survived in such areas. Therefore, there is a potential for such resources in those areas within this sector as well as in undeveloped areas, particularly the Coon Branch watershed.

### Accotink Heights Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Accotink Heights Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalks, curb and gutter and drainage improvements. Homeowners participate in the design of improvements and share in the cost. The improvement area includes the residential community focusing on Estabrook Drive and Hirst Drive, north of the Route 236 service road.

## CONCEPT FOR FUTURE DEVELOPMENT

The Holmes Run Community Planning Sector contains lands which are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

## RECOMMENDATIONS

### Land Use

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

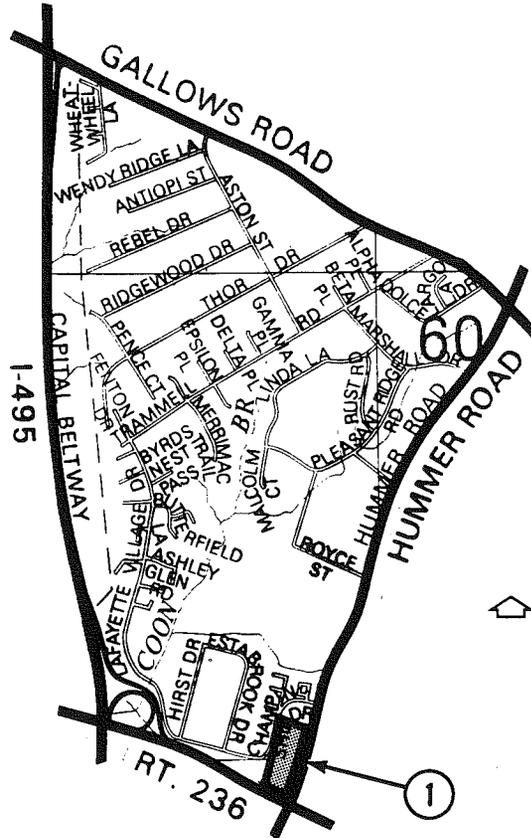
Figure 51 indicates the geographic location of land use recommendations for this sector.

1. The northwest quadrant of the intersection of Hummer Road and Little River Turnpike is planned for office use up to .50 FAR. The office buildings at 7700 and 7712 Little River Turnpike (tax map 59-4((1))13, 13A and 14) are now buffered from the Little River Towns community on Championship Drive by surrounding trees. The buffers should be maintained.

### Transportation

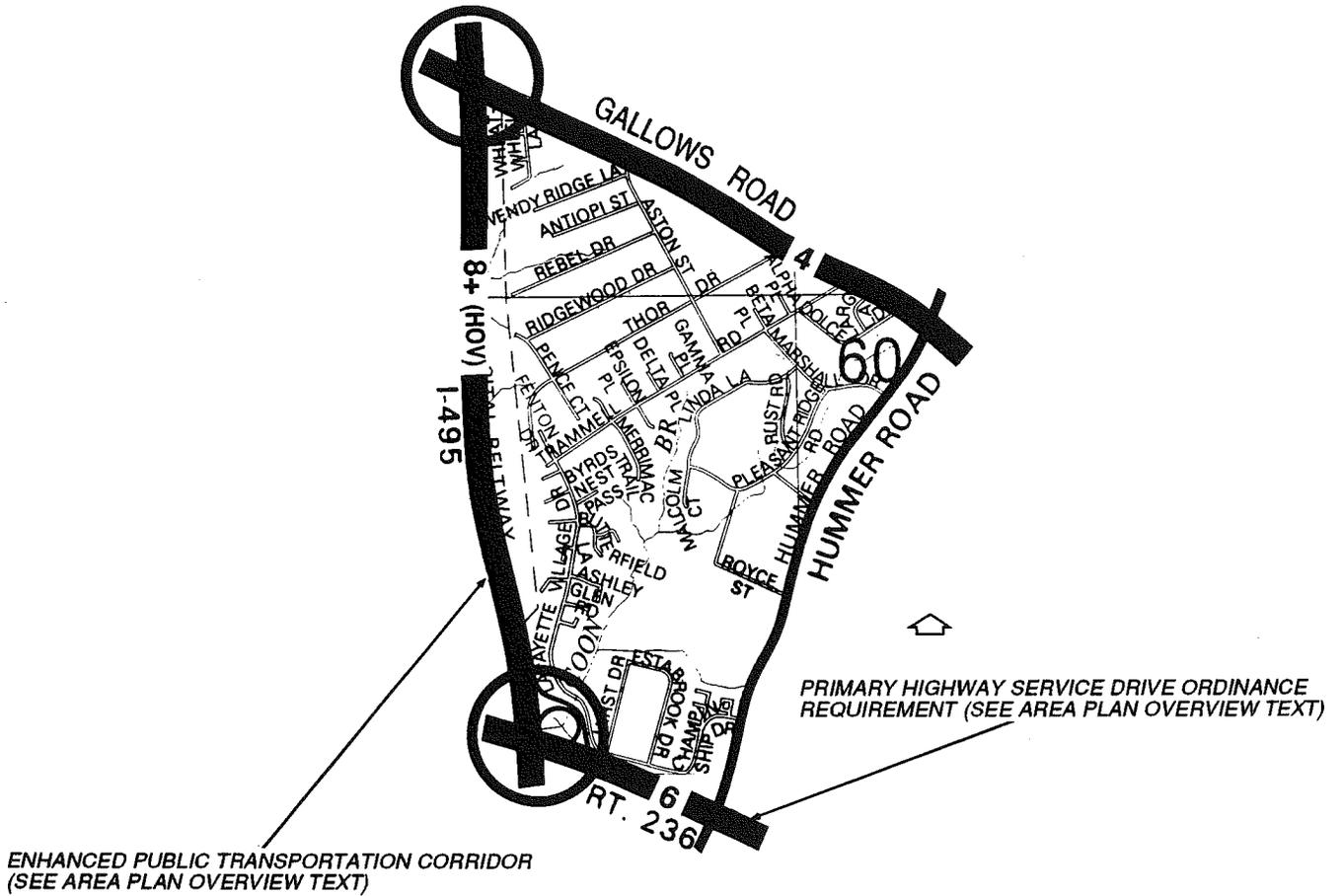
Transportation recommendations for this sector are shown on Figure 52. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

# A9 HOLMES RUN COMMUNITY PLANNING SECTOR



# A9

## HOLMES RUN COMMUNITY PLANNING SECTOR



ENHANCED PUBLIC TRANSPORTATION CORRIDOR  
(SEE AREA PLAN OVERVIEW TEXT)

PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE  
REQUIREMENT (SEE AREA PLAN OVERVIEW TEXT)

### TRANSPORTATION RECOMMENDATIONS LEGEND

- ROAD AND HIGHWAY FACILITIES
- ARTERIAL    COLLECTOR LOCAL
- |                    |                    |                                   |
|--------------------|--------------------|-----------------------------------|
| [Thick Black Line] | [Thick Black Line] | WIDEN OR IMPROVE EXISTING ROADWAY |
| [Thin Black Line]  | [Thin Black Line]  | CONSTRUCT ROADWAY ON NEW LOCATION |
- |                   |                   |                   |                   |  |
|-------------------|-------------------|-------------------|-------------------|--|
| [Thin Black Line] | [Thin Black Line] | [Thin Black Line] | [Thin Black Line] | TOTAL NUMBER OF LANES, INCLUDING HOV LANES<br>(COLLECTOR/LOCAL CROSS SECTIONS TO BE<br>FINALIZED DURING PROCESS OF REVIEWING<br>PLANS FOR PROPOSED DEVELOPMENT.) |
| 2                 | 4                 | 6                 | 8                 |  |
- 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.

## **Parks and Recreation**

Park and recreation recommendations for this sector are shown on Figure 53. 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 54 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 53**

**PARKS AND RECREATION RECOMMENDATIONS**

**SECTOR A9**

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PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD/COMMUNITY PARKS:</b>	Neighborhood and Community Park needs are adequately met by facilities at Annandale District Park.
<b>DISTRICT PARKS:</b>	
Annandale	Due to the diversity of its resources, including the Packard Center which houses the offices of various civic organizations, and Hidden Oaks Nature Center, Annandale Community Park has been reclassified as a District Park. Existing facilities should be upgraded accordingly.

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## A10 OSSIAN HALL COMMUNITY PLANNING SECTOR

### CHARACTER

The Ossian Hall Community Planning Sector contains a mix of single-family residential units located principally in the southern and eastern segments of the sector, with medium and high density residential, commercial and institutional uses along the western and northern boundaries. The Annandale Community Business Center (CBC) is located in the northeast portion of the sector. A branch of Backlick Run, which has been designated as an Environmental Quality Corridor (EQC), transects the south-central portion of this sector.

The area east of Ravensworth Road consists of older and more dispersed residential neighborhoods in which cutting and filling were less severe during construction. Previous archaeological work in the County has demonstrated that significant heritage resources may have survived in such areas. Therefore, there is a potential for resources in those areas as well as in undeveloped areas in the sector.

#### Wilburdale Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Wilburdale Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalks, curb and gutter and drainage improvements. Homeowners participate in the design of improvements and share in the cost. The improvement area includes Laburch Lane, Wills Lane, and portions of Vellex Lane and Wilburdale Drive.

#### Fairdale Community Improvement Area

On July 22, 1991, the Board of Supervisors adopted the Fairdale Community Plan. The plan proposes to upgrade and preserve the neighborhood by providing curb and gutter, driveway aprons, underground storm drainage and improved streets. Homeowners participate in the design of improvements and share in some of the costs. The improvement area is bounded by Backlick Park on the north, Backlick Road on the east, Annandale Acres subdivision on the south, and Saint Michael's Church on the west.

### CONCEPT FOR FUTURE DEVELOPMENT

The Ossian Hall Community Planning Sector contains lands which are recommended to develop as part of the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in the section of this Plan following the district overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

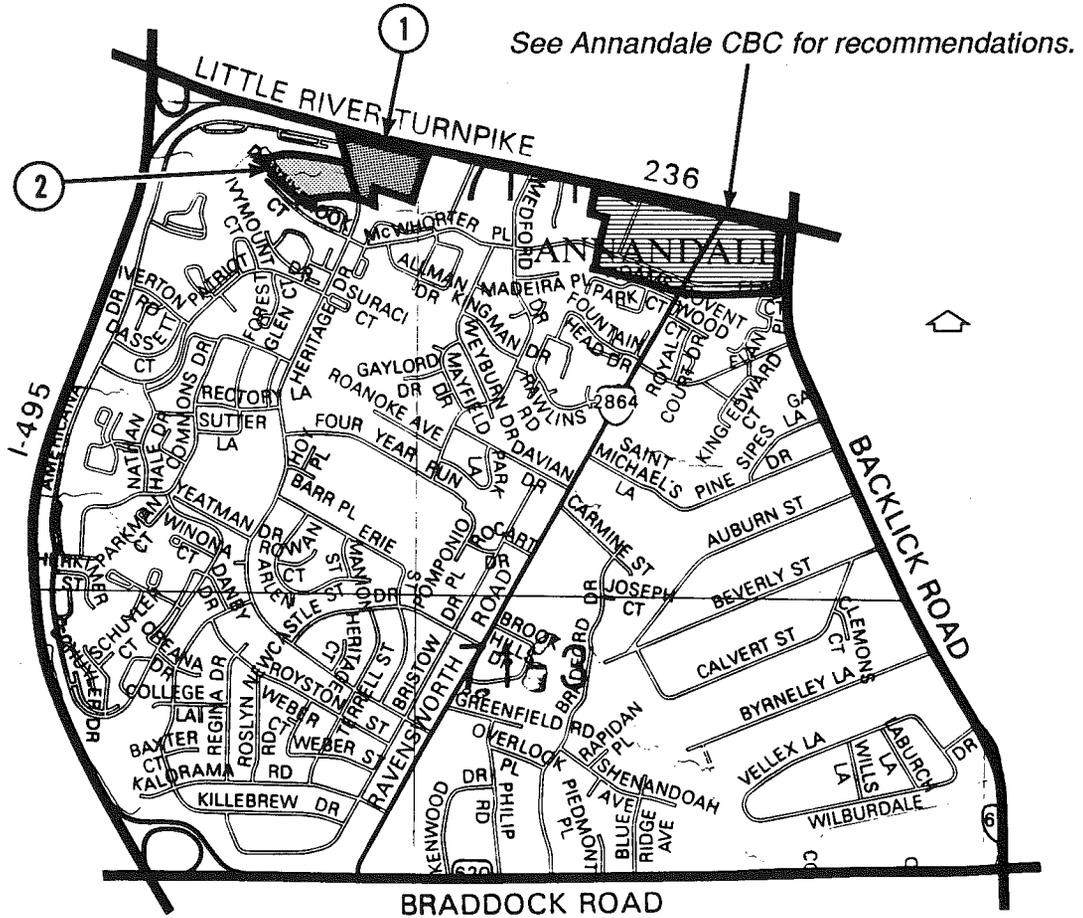
The Ossian Hall Community Planning Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Figure 55 indicates the geographic location of land use recommendations for this sector.

1. The area in the southeast quadrant of Heritage Drive and Little River Turnpike has developed predominantly as office uses. Office use up to .50 FAR and with heights up to 60 feet is planned in association with these commercially-zoned parcels. To provide an effective transition to surrounding residential uses, the existing 130-foot undisturbed landscaped buffer between the commercial office uses and high density residential development to the south should be maintained and protected from any future commercial development.
2. Parcel 70-2((14))A2, part of the original Heritage Condominium, should remain as private open space.

# A10

## OSSIAN HALL COMMUNITY PLANNING SECTOR



### Transportation

Transportation recommendations for this sector are shown on Figure 56. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 57. 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.

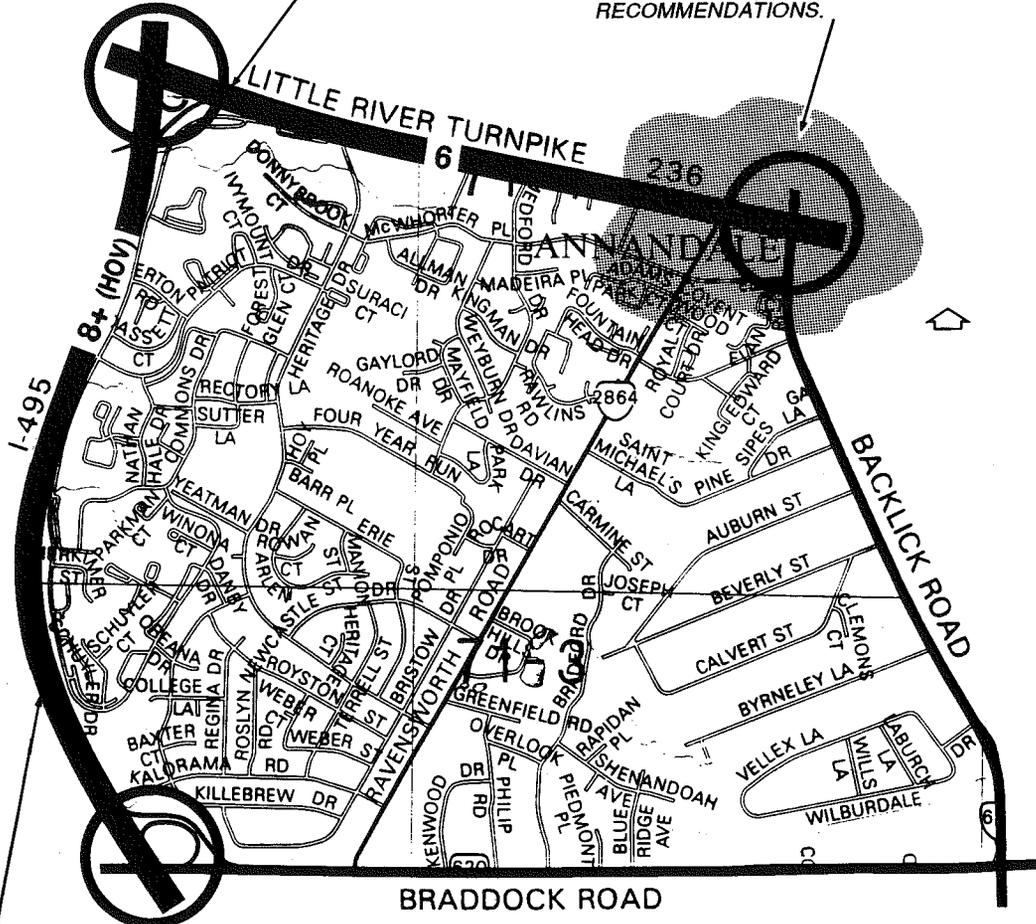
### Trails

Trails planned for this sector are delineated on Figure 58 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.

# A10 OSSIAN HALL COMMUNITY PLANNING SECTOR

PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW TEXT)

SEE FIGURE 11, ANNANDALE CBC TRANSPORTATION RECOMMENDATIONS.



ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)

**TRANSPORTATION RECOMMENDATIONS LEGEND**

- ROAD AND HIGHWAY FACILITIES
- ARTERIAL    COLLECTOR  
                 LOCAL
- |                                   |   |   |   |   |   |   |   |   |   |
|-----------------------------------|---|---|---|---|---|---|---|---|---|
| ■                                 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| WIDEN OR IMPROVE EXISTING ROADWAY |   |   |   |   |   |   |   |   |   |
| CONSTRUCT ROADWAY ON NEW LOCATION |   |   |   |   |   |   |   |   |   |
- |   |   |   |   |   |
|---|---|---|---|---|
| 2   | 4 | 6 | 8 | 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.

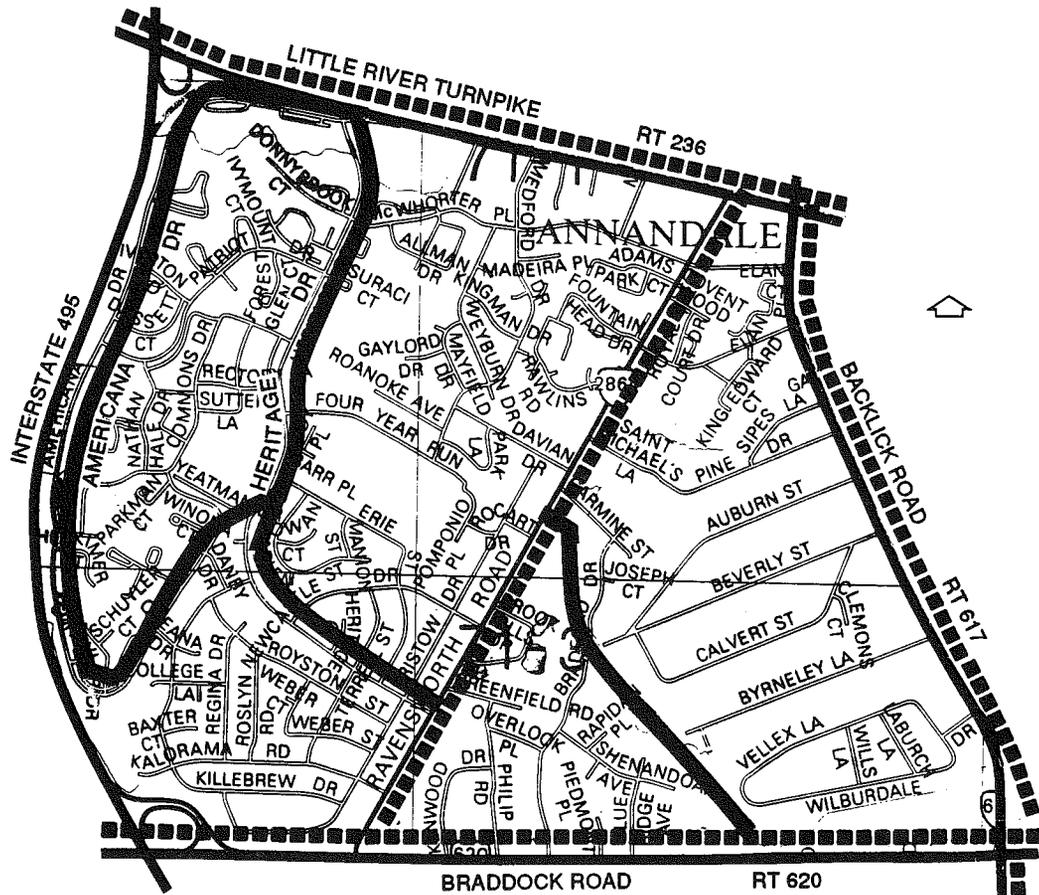
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

**FIGURE 57**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR A10**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Backlick Fitzhugh Wilburdale	Additional privately maintained Neighborhood Park facilities are provided in residential developments west of Heritage Drive.
<b>COMMUNITY PARKS:</b>	
Ossian Hall	
<b>DISTRICT PARKS:</b>	
	This sector lies within the service area of Annandale District Park.
<b>COUNTYWIDE PARKS:</b>	
Backlick Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete development of stream valley trails.

# A10 OSSIAN HALL 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.