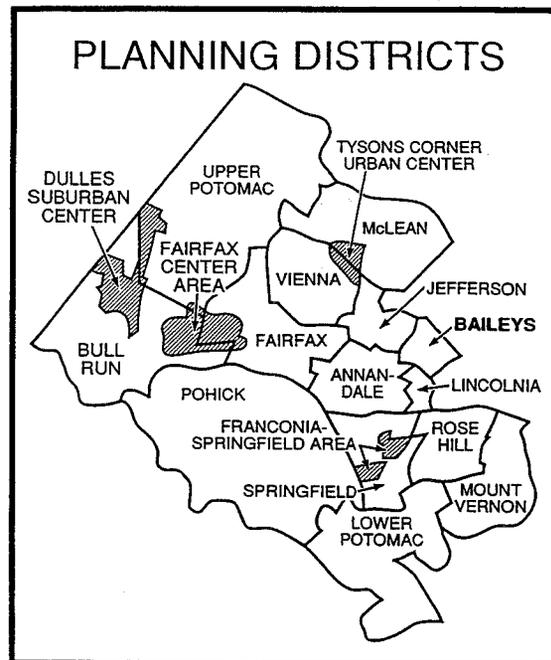


BAILEYS PLANNING DISTRICT

Consisting of:

- Baileys Crossroads Community Business Center
- Seven Corners Community Business Center
- B1 - Willston Community Business Center
- B2 - Glen Forest Community Planning Sector
- B3 - Commerce Park Community Planning Sector
- B4 - Glasgow Community Planning Sector
- B5 - Barcroft Community Planning Sector



BAILEYS PLANNING DISTRICT

OVERVIEW

The Baileys Planning District is located in the east central portion of Fairfax County. It is bounded by the Arlington County line to the northeast, the Alexandria City line to the southeast, Lincolnia Road and Columbia Pike to the southwest, and Sleepy Hollow Road to the northwest. The Planning District is one of the most fully developed of Fairfax County, encompassing a wide range of retail, office, residential and institutional uses. (See Figure 59.)

In 1990, an estimated 38,392 persons lived in the District, compared with a population in 1970 of approximately 30,000. The relatively stable population level is, in part, attributable to the developed nature of the area.

Two Community Business Centers (CBC) are located in the Planning District: Seven Corners and Baileys Crossroads. The Seven Corners CBC is located at the junction of Wilson Boulevard, Arlington Boulevard, and Leesburg Pike. The Baileys Crossroads CBC is located at the junction of Columbia Pike and Leesburg Pike. The Seven Corners CBC includes a regional shopping center, several community- and neighborhood-serving shopping centers, and strip commercial areas along the major thoroughfares. The Baileys Crossroads CBC also contains several community- and neighborhood-serving shopping centers, as well as Skyline Center, a major residential, retail and office mixed-use development. The areas surrounding these commercial centers are predominantly stable neighborhoods, with a large component of multi-family housing units.

Baileys Crossroads and Seven Corners are older, commercial centers that are showing some signs of deterioration. The adverse effects of age and lack of maintenance are exacerbated by the roadways that fragment the CBCs. The importance of retaining the Seven Corners and Baileys Crossroads CBCs as community-serving commercial centers is reflected in efforts to restore their viability through commercial revitalization and related actions.

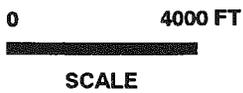
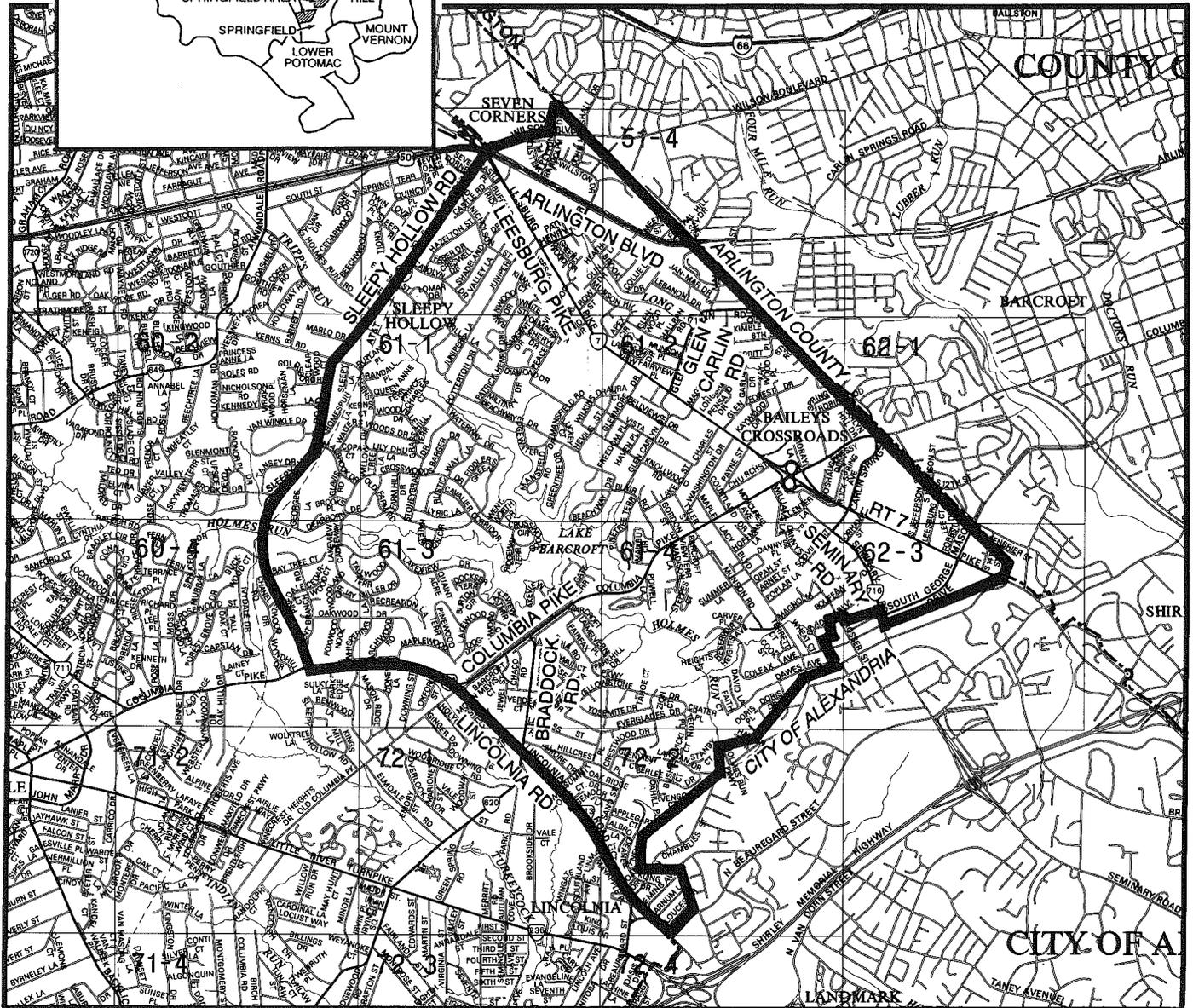
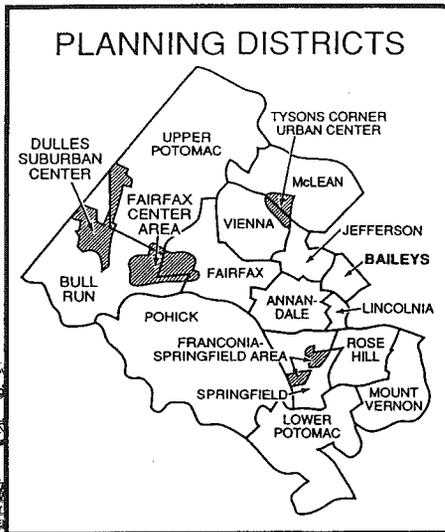
Non-residential, institutional uses in the Planning District include schools, religious facilities, libraries, and other public facilities. Low density, residential neighborhoods predominate and are located throughout the Planning District. Higher density, residential areas of townhouses, garden apartments, mid- and high-rise apartments and condominiums, are located primarily adjacent to the Community Business Centers, along the major thoroughfares.

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 Concept for Future Development envisions that the Baileys Planning District will develop primarily as Suburban Neighborhoods with commercial development focused in the Seven Corners and Baileys Crossroads Community Business Centers.

Most of the District's residential development is in areas recommended as Suburban Neighborhoods. These areas include a range of housing types, as well as supplemental neighborhood-serving uses, public facilities and institutional uses. Only in exceptional circumstances does this Plan envision the conversion of existing residential areas to commercial or industrial uses. Emphasis should be placed on creating transitions between commercial and low density residential uses as a step down from high to low intensity use. Institutional uses such as churches, schools and parks can serve this function.



FAIRFAX COUNTY	BAILEYS PLANNING DISTRICT	FIGURE 59
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Two special development areas are located in the District. These are the Baileys Crossroads Community Business Center and the Seven Corners Community Business Center. Planning in the Baileys Crossroads and Seven Corners Community Business Centers is intended to encourage the retention of areas for community-serving retail uses. Office, retail and residential uses are encouraged at a scale which strengthens a pedestrian-oriented character for the areas.

MAJOR OBJECTIVES

Planning objectives in the Baileys Planning District are the following:

- Preserve stable residential areas through infill development of a character and intensity or density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Improve the appearance and function of the Baileys Crossroads and Seven Corners Community Business Centers through coordination of land uses, unified signage, consolidation of curb cuts, landscaping treatment and provision of pedestrian-oriented amenities;
- Encourage pedestrian access to and from retail areas;
- Encourage the creation of additional parks, open space and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program; and
- Preserve significant heritage resources.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Baileys Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 60. Other countywide transportation elements are also depicted.

The primary arterial Route 7 between Seven Corners and Baileys Crossroads should be widened in general conformance with the right-of-way and design features of the VDOT project. This widening may eliminate portions of existing service drives. In areas where a continuous right turn lane is provided in addition to the six through lanes, in general conformance with the right-of-way and design features of the adopted VDOT Route 7 project plans, the continuous right turn lane may be an appropriate alternative to a service drive. Where there is no service drive, consolidation of entrances and provision for interparcel access through travelways should be provided.

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

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

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

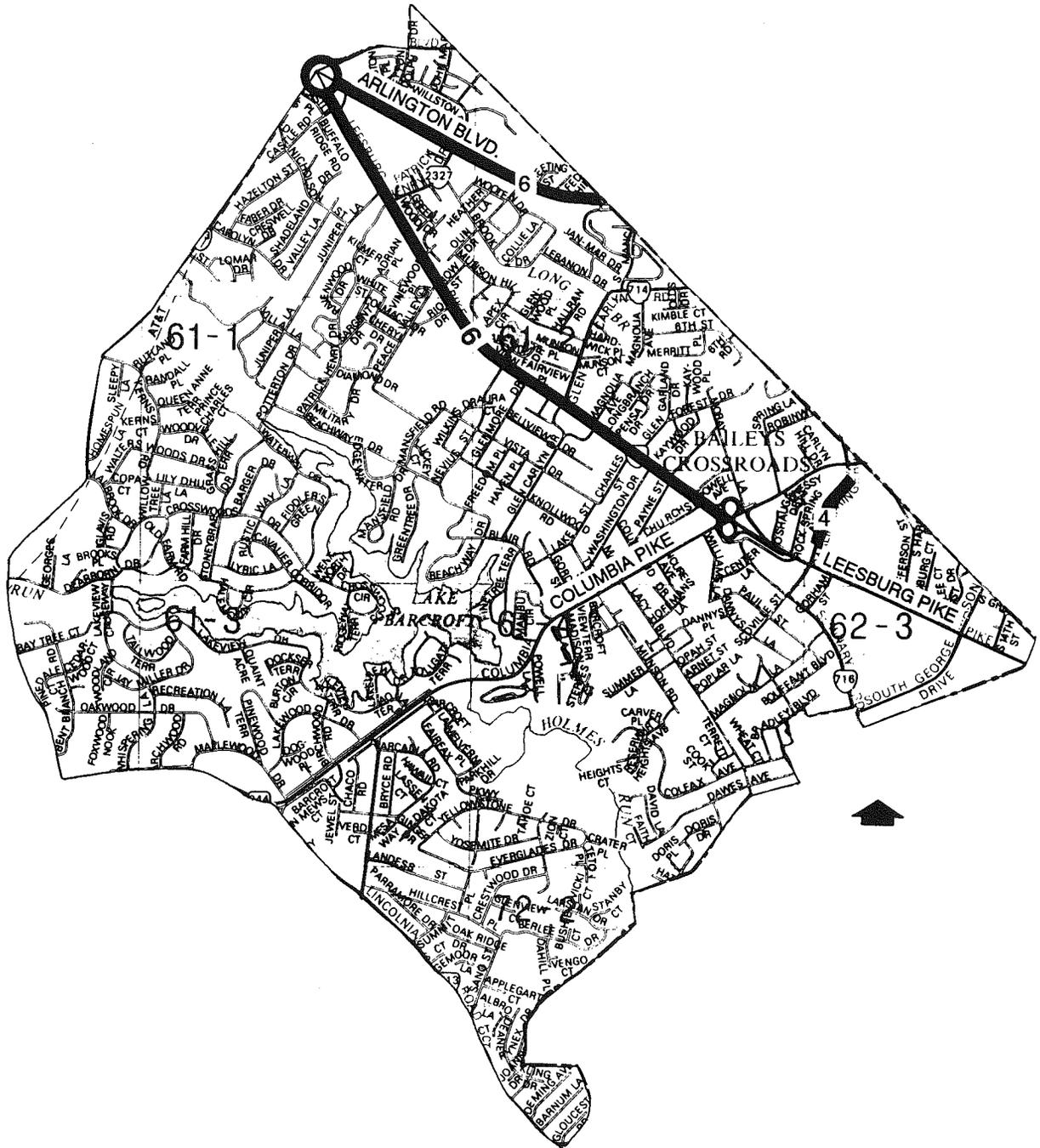
ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR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

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

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

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

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



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

FAIRFAX COUNTY	COUNTYWIDE TRANSPORTATION RECOMMENDATIONS BAILEYS PLANNING DISTRICT (SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)	FIGURE 60
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Housing

A list of existing, under construction, and proposed assisted housing for the Baileys Planning District is shown on Figure 61. 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 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 Baileys Planning District typifies the environmental constraints and opportunities of older developed portions of Fairfax County. Environmental policies for Baileys should focus on reclamation and improvement of environmentally sensitive lands.

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment and hydrocarbons. Older suburban areas such as Baileys do not have the benefit of state-of-the-art water quality control practices. Therefore, they are a particular challenge in the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act.

The predominant natural resource in the Baileys District is Lake Barcroft and the associated stream valleys of Holmes Run and Tripps Run. The lake is an important source of private recreation. The Lake Barcroft Watershed Improvement District has been instrumental in implementing many initiatives throughout the area to improve water quality and promote this resource.

Headwaters for Turkeycock Run occur in the southern section of Baileys. As in other developed portions of the County, the opportunity exists to extend the Environmental Quality Corridor (EQC) system.

FIGURE 61

BAILEYS PLANNING DISTRICT

ASSISTED HOUSING

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

Location	Planning Sector	Number of Assisted Units	Type of Program
Seven Corners Apartments Patrick Henry Drive	B1	61*	Section 8/IDB Financing
Villages at Falls Church Wilson Boulevard	B1	36*	Public Housing
Greenwood Apartments Patrick Henry Drive	B2	138	Public Housing
Rosedale Manor Spring Lane	B2	97	Public Housing
Grand View Carlin Springs Road and Columbia Pike	B3	65	IDB Financing - Rehab.
Oakview Gardens Oakview Gardens Drive	B4	323	Section 8
Baileys MIDS Poplar Lane and Magnolia Lane	B4	2*	MIDS

PROPOSED ASSISTED HOUSING

(As of December 31, 1993)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Program
Elmwood House N. Madison St.	51-4((1))3	B1	50	Section 8/202 Elderly

* Scattered Units

Heritage Resources

The Baileys 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 62. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources office.

There is potential for significant heritage resources associated with Lincoln's Grand Review of the Army of the Potomac, which took place in the Baileys Planning District. The Zoological Institute, which later became Bailey's Circus and ultimately, Ringling Brothers, Barnum and Baileys Circus, was located in the Baileys Crossroads area, along the Leesburg Pike corridor.

An 1890 survey identified prehistoric soapstone quarries in the vicinity of present-day Lake Barcroft, and there is potential for remnant prehistoric stone quarries in the upland areas. Additional historic period resources may yet exist in remaining open spaces and within stable residential communities.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 62, 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.

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 Baileys Planning District are included on Figure 63. 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 facilities are included for informational purposes and in most cases will require a 456 Review public hearing before the County 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 may be considered a feature of the Comprehensive Plan upon review of 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. The following public facilities are identified as future needs in the Baileys Planning District:

FIGURE 62**INVENTORY OF HISTORIC SITES****BAILEYS PLANNING DISTRICT**

(Inventory as of 1994)

Name	Address	Parcel Number	Date
Barcroft Mill Ruins	Lakeside Plaza Condo's Columbia Pike Baileys Crossroads	61-4 ((35))	unknown
Clark House	6337 Columbia Pike Annandale	61-3 ((19)) A	c. 1900
D.C. Boundary Stone, S.W. Line #6 (E)	S. Jefferson Street Falls Church	62-1	1791
D.C. Boundary Stone, S.W. Line #7 (F)	Glen Carlyn Road/ South Manchester Street Falls Church	51-4 ((13)) 3	1791
D.C. Boundary Stone, S.W. Line #8 (G)	7728 John Marshall Drive Falls Church	51-3 ((18)) D,D1	1791
Lake Barcroft Dam	6200 Columbia Pike Falls Church	61-4 ((1)) 165	1915
Summers Grave Site	Lincolnia Road	72-2 ((7)) 15A	1790

FIGURE 63
BAILEYS PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
B1				Willston Instructional Center		
B2	Glen Forest Elementary				City of Falls Church Water Storage and Pumping	*Seven Corners Post Office
B3						
B4	Parklawn Elem. Glasgow Middle		Baileys Fire Station Co. 10	Baileys Community Center Woodburn Center for Mental Health Falls Church Office Dept. of Human Development Baileys Health Center (Health Dept. Primary Care) Baileys Homeless Center Higher Horizons Day Care		*Division of Motor Vehicles
B5	Sleepy Hollow, Baileys, Belvedere Elementary J.E.B. Stuart H.S.	Woodrow Wilson Community	Seven Corners Fire Station Co. 28	Baileys Senior Center Early Childhood Program	4 Sewage Pumping Stations	*Baileys Crossroads Post Office

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

1. Provide a Human Services Center to include the District Public Health Office, Department of Human Development Office and Office for Children Training Satellite Office.
2. Expand the Baileys Community Center located on Summers Lane in Sector B4 by approximately 6,400 square feet and renovate by approximately 3,000 square feet of the existing facility to meet future community needs.
3. Expand Sleepy Hollow Elementary School in Sector B5 by eight classrooms.
4. Provide a halfway house for adults who have successfully completed a substance abuse program.

Parks and Recreation

Public parks located within the Baileys Planning District are listed on Figure 64. Additional recreational facilities are provided at public school sites. The Baileys Planning District contains fifteen public parks, of which nine are Neighborhood Parks each under ten acres in size. One is a historic property currently unavailable for public use and another is a cemetery. Based on size and service area, three qualify as Community Parks. The largest park in the district is Upton Hill Regional Park, which contains a swimming pool complex, miniature golf course, batting cage and passive uses.

Although the Holmes Run Stream Valley provides an oasis of wilderness amidst urbanized surroundings, there is a notable lack of publicly accessible open space and recreational opportunities throughout the remainder of the area, particularly in high density residential areas in the Baileys Crossroads and Seven Corners areas. With a total of only five athletic fields in the entire district, there is a shortage of active recreation facilities to serve the district's population. Moreover, there are no Community Parks located north of Leesburg Pike. Private recreation opportunities are available at Lake Barcroft, Skyline Fitness Center and several local swim clubs, but these serve a limited population.

Because 90 percent of the land area in the district is developed, and includes a large component of retail and commercial uses, it will be essential to create additional park and recreation opportunities when redevelopment occurs. Redevelopment and commercial revitalization will offer the opportunity to provide urban park amenities and to encourage pedestrian-oriented activities in the commercial areas. Creative and non-traditional approaches for providing neighborhood and community park facilities in conjunction with both residential and commercial development should be explored. For example, development of playing fields and passive recreation facilities within neighborhood and community-serving retail areas could provide a desirable focus for culturally diverse social activities. Opportunities to acquire additional land adjacent to schools and other public facilities should also be pursued to gain maximum community use and benefit of these sites.

Public access trail easements are needed in a few places to complete development of the Holmes Run Stream Valley trail. Improved access points to the Environmental Quality Corridor below the Barcroft Dam are needed to prevent damage to the steep slopes and uncommon vegetative species that exist in the area.

FIGURE 64
BAILEYS PLANNING DISTRICT
EXISTING PUBLIC PARKS
 (As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
B1					Upton Hill
B2	Munson Hill Spring Lane				
B3					
B4	Barcroft Mews Glasgow Glen Hills Heywood Glen Parklawn	Dowden Terrace Lillian Carey		Holmes Run Stream Valley Summers Cemetery	
B5	Baileys Belvedere	J.E.B. Stuart		Holmes Run Stream Valley	

BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER

CHARACTER

The Baileys Crossroads Community Business Center is centered around the interchange of Leesburg Pike (Route 7), and Columbia Pike (Route 244). It fans out along these major arterials covering approximately 530 acres. The area is characterized by neighborhood- and community-serving shopping centers, large freestanding stores, offices, and light industrial uses. The 100-acre mixed-use Skyline Center is a dominant feature. Baileys Crossroads functions as a neighborhood- and community-serving commercial center due to its strategic location and proximity to the borders of Arlington County and the City of Alexandria.

Leesburg Pike and Columbia Pike form the organizing elements of the Baileys Crossroads CBC, and serve as commuter routes to the major employment centers. Stable single-family residential neighborhoods generally surround the CBC. Although both the interchange and Skyline Center serve as visual landmarks, the area is without a strong central focus.

Baileys Crossroads was the site of President Lincoln's Grand Review of the Army of the Potomac during the Civil War. It also was the winter home of the Zoological Institute, later known as Bailey's Circus, and then Ringling Brothers, Barnum and Baileys Circus.

Baileys Crossroads Revitalization Area

Baileys Crossroads was designated as a Commercial Revitalization Area in 1986 by the Fairfax County Board of Supervisors. The designation supports and encourages a comprehensive program of economic rejuvenation in Baileys Crossroads to preserve neighborhood-serving retail uses and protect stable residential neighborhoods from commercial encroachment associated with redevelopment.

A Boulevard Concept is being developed as part of a comprehensive streetscape design, to achieve visual continuity in the corridor area. The Boulevard Concept is based on the characteristics of Leesburg Pike and Columbia Pike, but has elements applicable to all streets within the CBC. Proposed improvements include undergrounding of utilities, tree planting, sidewalk construction and the installation of other pedestrian amenities. These improvements are expected to be complemented through private development and redevelopment initiatives.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends Baileys Crossroads as one of several areas designated as Community Business Centers. As a Community Business Center, the retention of community-serving retail uses is encouraged in Baileys Crossroads through establishing a compatible mixture of land uses and enhancing accessibility. The CBC contains the Skyline Center complex, a major residential, retail and office mixed-use development. While these uses should be retained, additional complexes of this intensity and density are not supported by the Plan. Residential, retail, office and cultural/recreational uses at a scale which strengthens the area's pedestrian character are supported.

MAJOR OBJECTIVES

- Improve the appearance and function of the CBC through coordination of land uses, unified signage, consolidation of curb cuts, landscaping treatment and provision of pedestrian-oriented amenities such as walkways, trees and benches;
- Provide transitions from more to less intensive uses, with buffering between commercial and residential uses to prevent commercial encroachment into stable neighborhoods; and
- Retain neighborhood-serving retail uses and restore economic vitality of these uses through commercial revitalization in the CBC.

Urban Design Guidelines

Many of the objectives for the Baileys Crossroads 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 are intended to be used in the development review process:

- Elements that should be incorporated in new development, as appropriate, are landscaping to shade sidewalks and parking lots, mark seating areas, and add seasonal color; distinctive paving materials or patterns to indicate focal points or building entrances, and coordinated light fixtures and signage;
- Public spaces and amenities should be directly accessible to the pedestrian network and pedestrian connections to adjacent blocks are encouraged;
- 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;
- Curb cuts should be minimized through consolidation of street access and provision of interparcel access;
- Landscape design features should be incorporated into parking lots, plazas and streetside areas to complement architectural features and carry the Baileys Crossroads Boulevard Concept 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 and ground-mounted shopping center signs incorporated within a planting strip are encouraged. Pole-mounted signs are discouraged;
- Surface parking should be attractively integrated with major pedestrian networks and accessible from side streets or exterior passageways between buildings; and
- Lots located adjacent to residential development should be effectively screened and buffered.

RECOMMENDATIONS

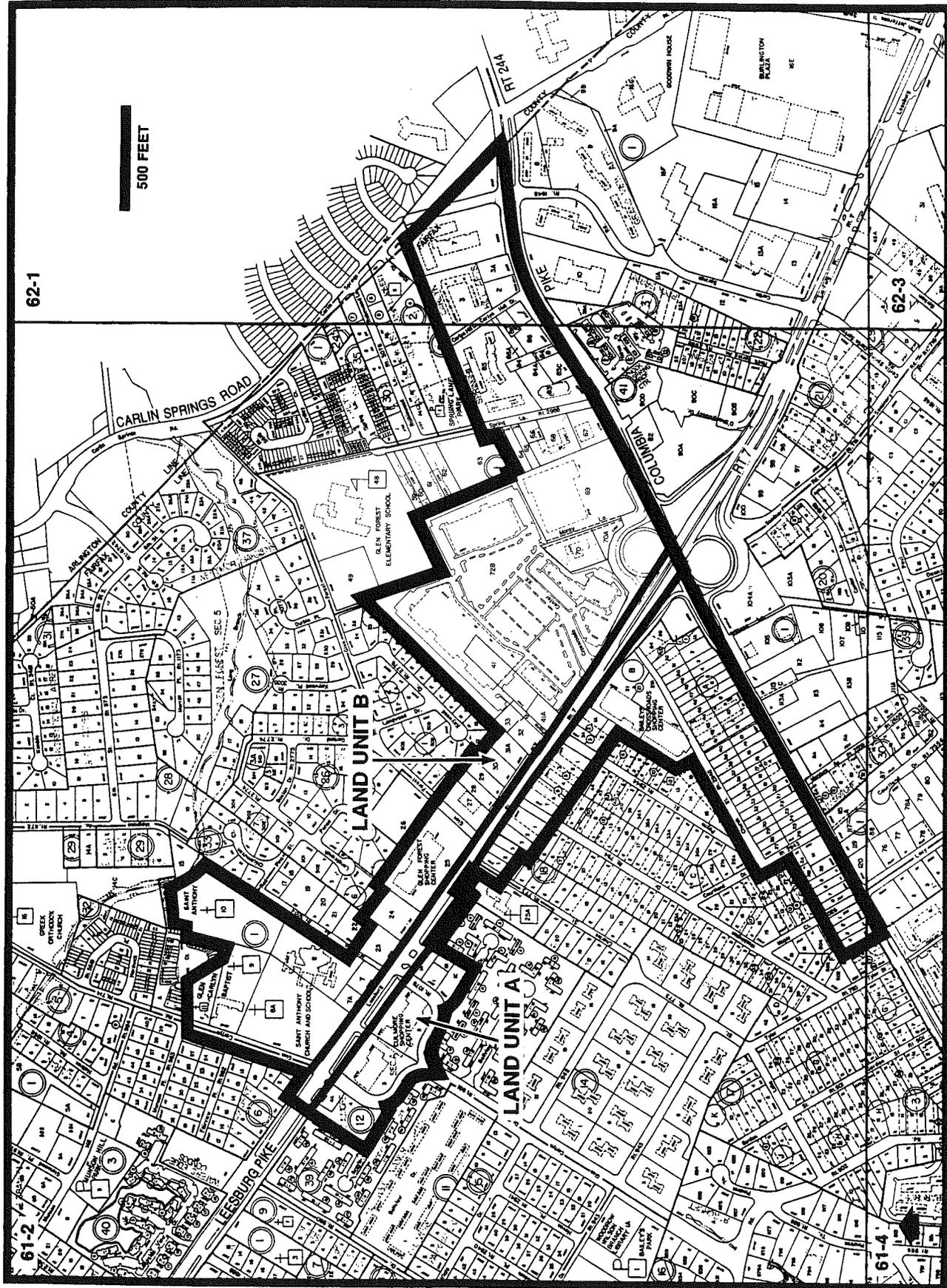
The Plan for the Baileys Crossroads CBC envisions a mix of community- and neighborhood-serving retail uses with some office development.

The intersection of Leesburg Pike (Route 7), and Columbia Pike (Route 244), divides the area into four sectors, or land units. While these sectors share common attributes such as automobile orientation, uncoordinated land uses and deteriorated appearance, each sector has unique characteristics.

Figures 65 and 66 show the Baileys Crossroads CBC divided into these functional land units for the purpose of organizing land use recommendations. These land units will be referred to in the remainder of the Plan.

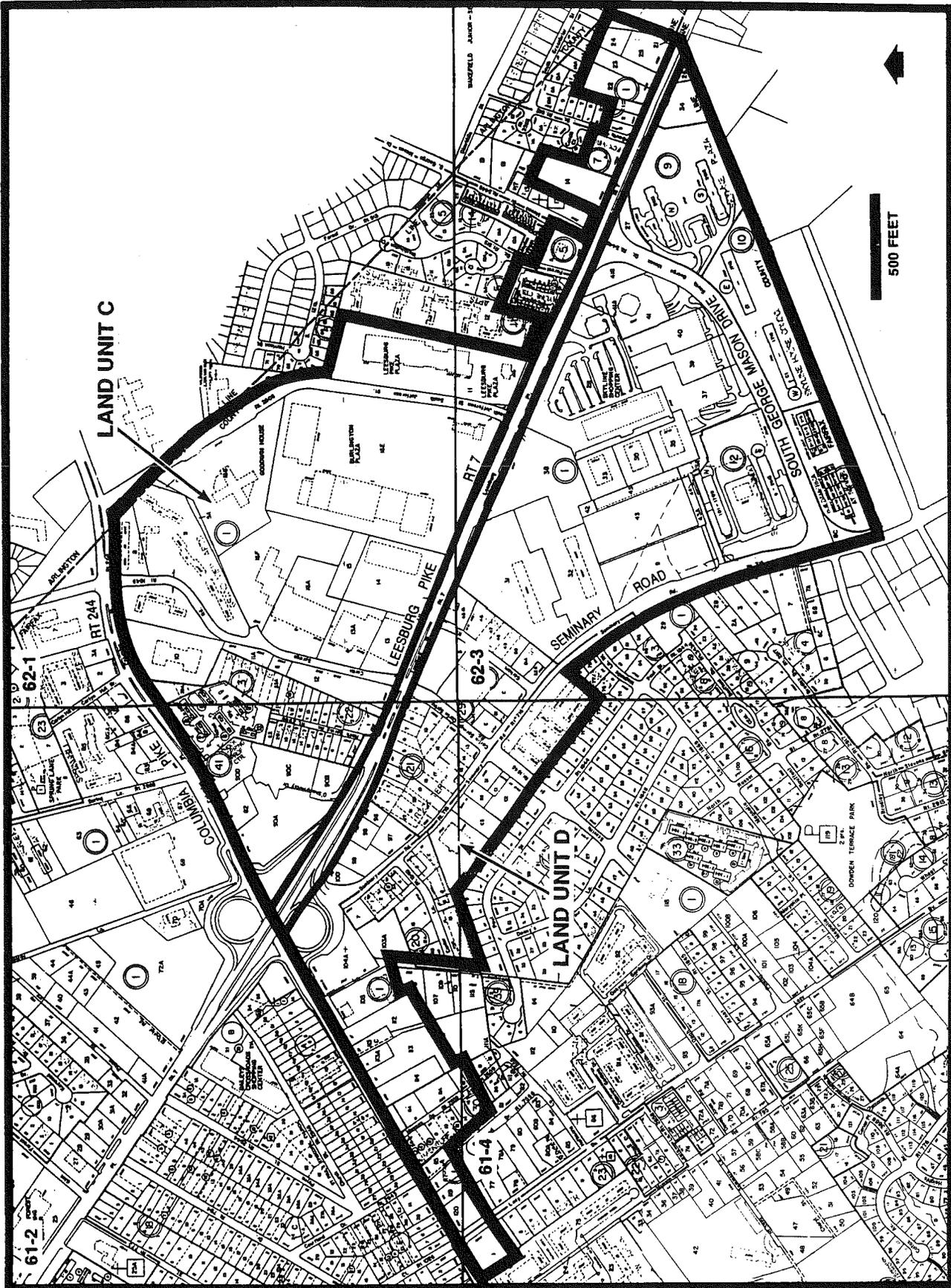
General Recommendations For All Land Units:

1. Unless otherwise stated in specific recommendations below, the Baileys Crossroads CBC is planned for neighborhood-serving retail and office uses, at an intensity up to .25 FAR, and community-serving retail and office uses up to .35 FAR.



**BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER
LAND UNITS (WESTERN PORTION)**

FIGURE 65



**BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER
LAND UNITS (EASTERN PORTION)**

FIGURE 66

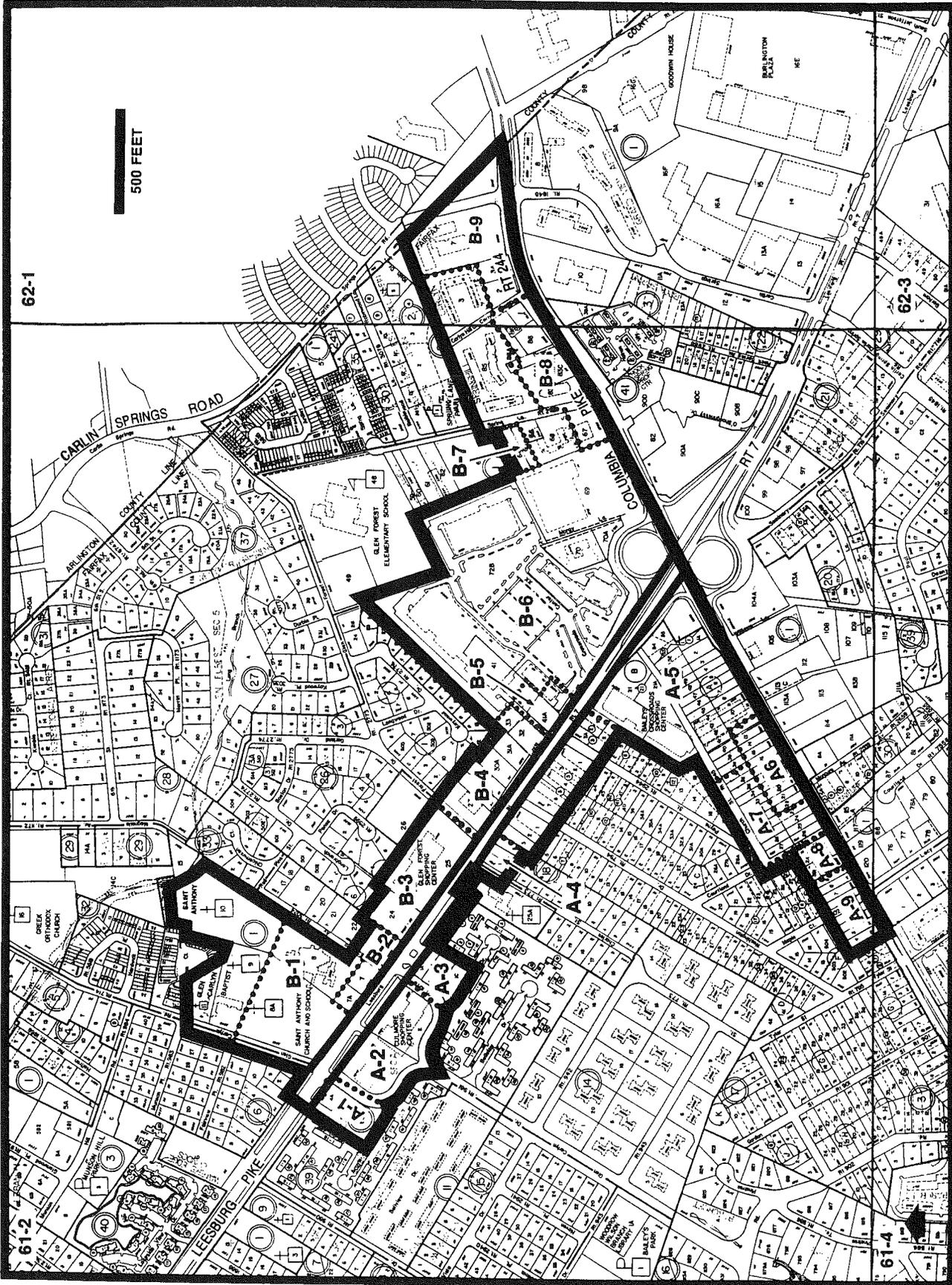
2. Emphasis should be placed on encouraging transitions between commercial and low density residential uses as a tapering or step-down from higher intensity use to lower intensity use. Institutional land uses such as churches, schools, and parks serve this function in a limited number of instances now. Multi-family residential developments can also function as transition zones to limit CBC sprawl.
3. Landscape easements should be provided along road right-of-ways to facilitate implementation of the Boulevard Concept.
4. Substantial consolidation of parcels should provide for well-designed, efficient projects. Interparcel access, visual and physical linkage to adjacent commercial properties and perimeter landscaping at the road edge are desirable.
5. Development and redevelopment should create a positive spatial relationship between the buildings and street, while providing adequate buffers to residential properties to the rear. Delineation of a consistent build-to line along the frontage and establishment of a buffer zone along the rear of the commercial area to screen the adjacent residential properties are desirable.
6. Gateways indicate entrance to an area and convey the first visual images to visitors. Parcels in gateway areas should be particularly sensitive to landscaping, signage and pedestrian orientation. In particular, drive-through uses and other uses that are primarily automobile-oriented are discouraged in these locations.

Land Unit A

Land Unit A is bounded by Leesburg Pike to the north and Columbia Pike to the south. The Courtland Park Neighborhood Improvement District, a single-family residential neighborhood planned at 2-3 dwelling units per acre, and the multi-family Culmore area, planned at 16-20 dwelling units per acre, form the residential edge. Dominant features of this area include the Culmore Shopping Center and the Baileys Crossroads Shopping Center, both community-serving shopping centers. The remaining portions of Land Unit A are developed as neighborhood-serving office and retail uses, except between Washington Drive and Payne Street, and west of Courtland Drive, where more intensive office uses are located.

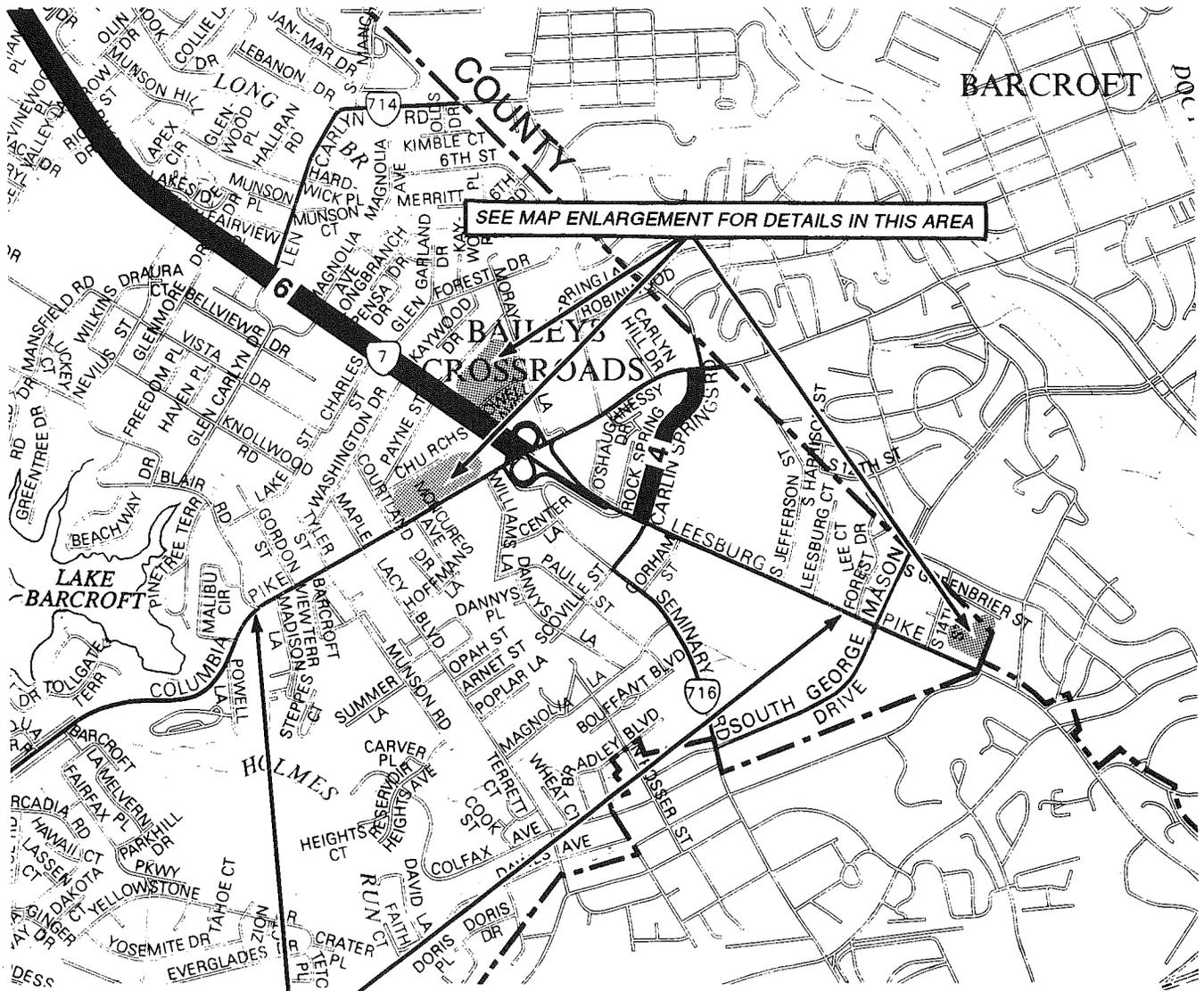
Figure 67 indicates the geographic location of land use recommendations for Land Unit A.

- A-1. Parcels 61-2((12))4 and 4A, west of the Culmore Shopping Center, are CBC gateway locations and the boundary of commercial development on Leesburg Pike in Land Unit A. The parcels are planned for neighborhood-serving retail use. Office use up to .25 FAR may be appropriate if the following conditions are met:
- Ground floor retail uses are provided;
 - Building heights do not exceed 40 feet; and
 - An open space buffer to form a transition to the adjacent residential community is provided.
- See also Community Planning Sector B5, Recommendation 3.
- A-2. The Culmore Shopping Center is planned and developed for retail and office use up to .50 FAR. The shopping center functions as a highly accessible source of everyday goods and services, which should be retained. Physical revitalization of the shopping center is needed. Parking lot landscaping, coordination of signage and unification of the shopping center facade are encouraged improvements. See also Community Planning Sector B5, Recommendation 3.
- A-3. Parcels 61-2((12))1, 1A, 1B, and 1C to the east of Culmore Shopping Center, fronting Glen Carlyn Drive at its intersection with Leesburg Pike are planned for neighborhood-serving retail uses complementary to the shopping center. See also Community Planning Sector B5, Recommendation 3.



**BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER
LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP (WESTERN PORTION)**

FIGURE 67



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.

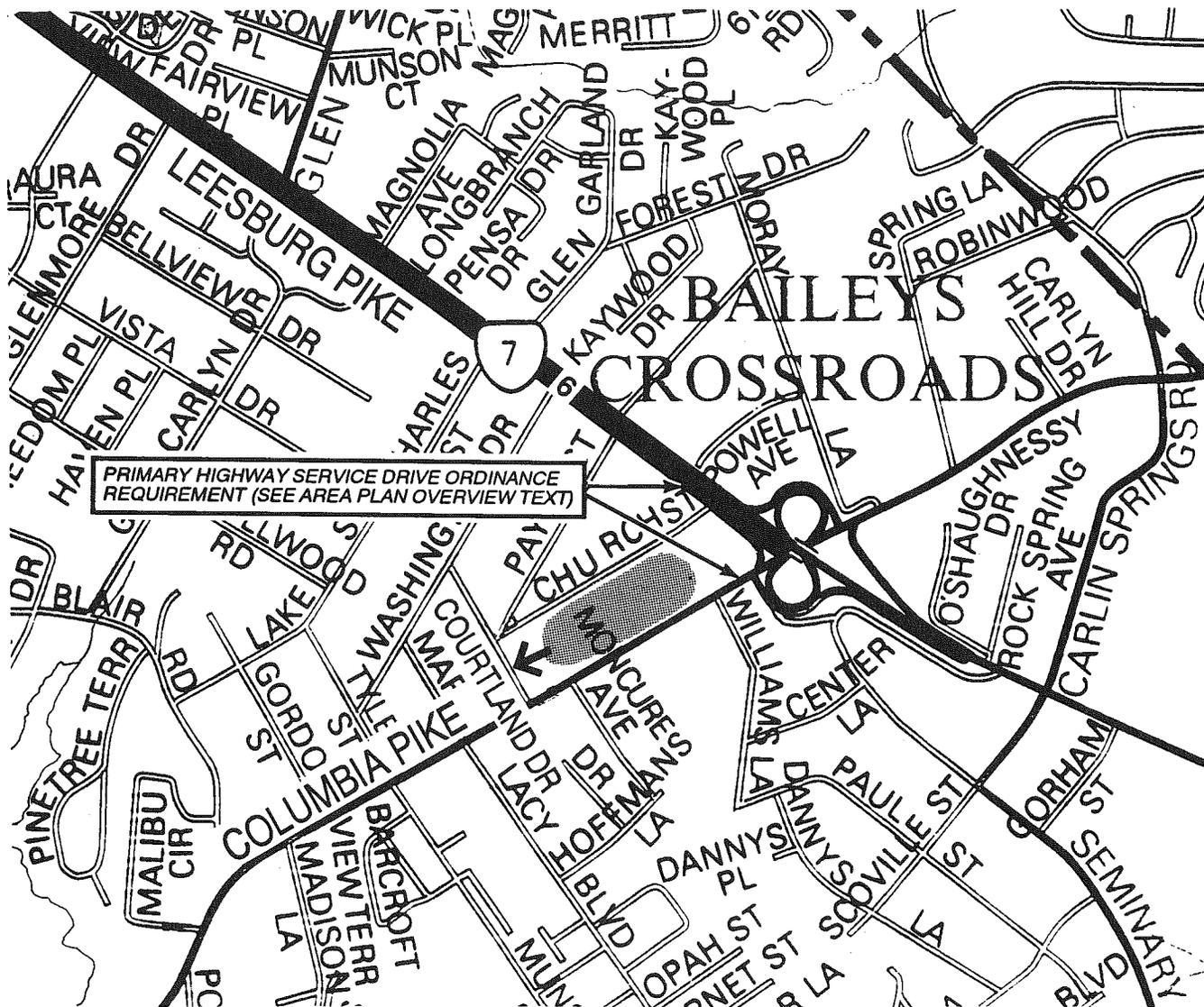
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

- A-4. The parcels east of Charles Street, (tax map 61-2((18))1, 2, and 3) are planned as an office conversion zone, with office use in the existing residential structures. Office use up to .25 FAR may be appropriate if the following conditions are met:
- All parcels are consolidated;
 - The parcels are developed in a townhouse style;
 - Building heights do not exceed 40 feet;
 - A buffer consisting of a brick wall, landscaping and setback area to form a transition to the adjacent single-family residential neighborhood is provided.
- A-5. The Baileys Crossroads Shopping Center, located directly west of the Columbia Pike/Leesburg Pike interchange, is planned and developed for community-serving retail and office uses. Revitalization of the center to include facade renovation, parking lot landscaping and coordinated signage is encouraged.
- A-6. The independently situated retail uses located at the midpoint of Columbia Pike, Parcels 61-2((17A))12-22 inclusive, are planned for neighborhood-serving retail uses.
- A-7. Parcels 61-2((17))(A)23-37, located east of the intersection of Courtland Drive and Columbia Pike are planned for neighborhood-serving office use provided the following conditions are met:
- The parcels are developed in a townhouse-style to provide a transition to the adjacent neighborhood;
 - Access issues are addressed as shown on Figure 69; and
 - Effective buffering to the adjacent neighborhood is provided.
- A-8. The parcels located northwest of the intersection of Courtland Drive and Columbia Pike are planned for neighborhood-serving retail use. Parcels 61-2((17))(E)3B on Columbia Pike, and 1A, 2A and 3B1, on Courtland Drive delimit commercial development and are designated as gateway parcels.
- A-9. In order to provide a transition between the stable single-family residential neighborhood to the north and west, and the Baileys Crossroads commercial activity area to the east, the vacant tracts in the northwest and northeast quadrants of the intersection of Maple Court and Columbia Pike are planned for residential development at 4-5 dwelling units per acre, well buffered from surrounding activities. Access to this development should be coordinated with the future extension of the service drive along Columbia Pike.

Land Unit B

Land Unit B is bounded by Leesburg Pike to the west and Columbia Pike to the east. Landmarks include the Glen Forest Shopping Center, a neighborhood-serving shopping center, and office uses anchoring the gateway area at the Arlington County line. Between these landmarks are freestanding neighborhood and community-serving office and retail uses. The Leesburg Pike commercial development is adjoined by stable single-family residential uses at intensities of 2-3 dwelling units per acre. Commercial development along Columbia Pike is bordered by multi-family residential complexes planned at 16-20 dwelling units per acre.

Figure 67 indicates the geographic location of land use recommendations for Land Unit B.



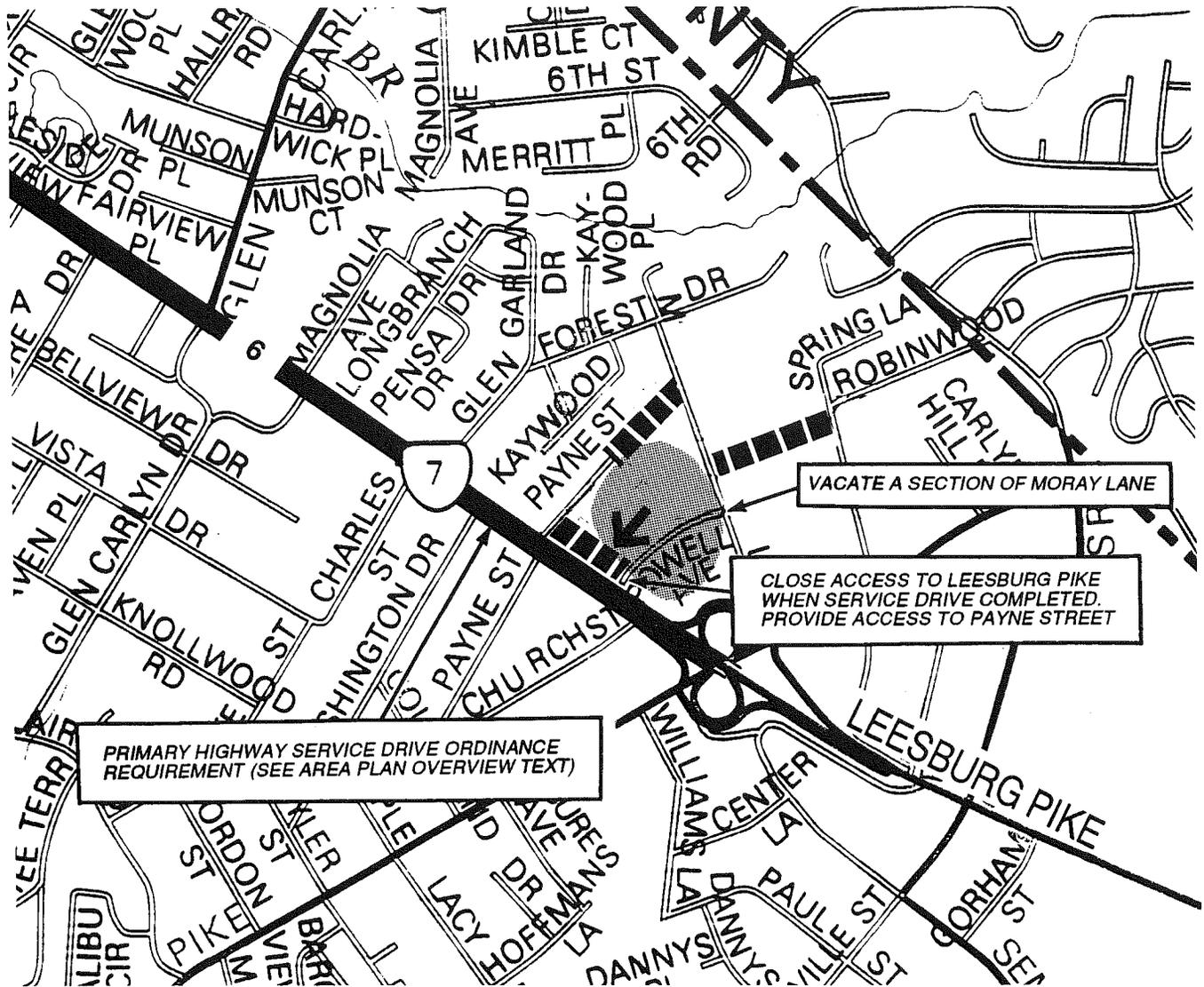
TRANSPORTATION RECOMMENDATIONS LEGEND

- 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.) |
| 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.

- B-1. Parcels 61-2((1))8 and 8A, located in the northeast quadrant of the intersection of Leesburg Pike and Glen Carlyn Road, are planned for institutional use. The parcels delimit the northern extent of the Baileys Crossroads CBC, and are designated as gateway locations.
- B-2. Parcels 61-2((1))23, 7 and 7A, located on both sides of the intersection of Magnolia Avenue and Leesburg Pike, are planned for neighborhood-serving retail uses and are designated as gateway locations.
- B-3. The area between Magnolia Avenue and Glen Forest Drive is planned for neighborhood-serving retail use. Effective buffer space to the adjoining residential neighborhood to include a brick wall, landscaping and setback area should be provided with any redevelopment.
- B-4. The freestanding uses between Glen Forest Drive and Payne Street are planned for neighborhood-serving retail use. As an option, office use up to .40 FAR may be appropriate if the following conditions are met:
- All parcels are consolidated;
 - Access points are minimized;
 - Ground floor retail is provided;
 - An effective rear buffer including a brick wall and landscaping is provided; and
 - Pedestrian linkages are provided.
- B-5. Parcels 61-2((1))41A and the portion of 41 within the CBC, located at the intersection of Payne Street and Leesburg Pike, are planned for neighborhood-serving retail use. The portion of Parcel 61-2((1))42 within the CBC is planned for office use up to .40 FAR to serve as a transition from the planned hotel use to the retail uses.
- B-6. Commercial hotel use is planned for the area located on the east side of Leesburg Pike, and north of the Leesburg Pike and Columbia Pike interchange, Parcel 61-2((1))72A. Future development in this area should provide the following:
- High quality architecture, using a scale, materials and design to ensure compatibility with the adjacent residential areas;
 - Substantial landscaping within the parking lots, as foundation plantings and around the periphery of the property;
 - Effective buffering and screening, including a solid masonry architectural wall, to protect adjacent residential areas from noise and headlight glare;
 - Interparcel access from the subject property to Payne Street. Payne Street is located sufficiently to the west of the Columbia Pike interchange to allow for separation of turning movements, provision of weaving distance, and minimization of interference to the interchange. See Figure 70;
 - Interim access to the property at the existing signal on Leesburg Pike in the vicinity of Powell Avenue, until such time as an interparcel connection to Payne Street can be completed. At such time as this connection to Payne Street is constructed, the interim entrance onto Leesburg Pike should be closed or restricted to right-in, right-out movements only. See Figure 70;



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
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- 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.

- Alternative public street access to Parcel 61-2((1))46 in order for Powell Avenue to be vacated. Any alternative must meet all necessary VDOT and Fairfax County minimum public street standards. This represents the accepted option for resolving the area's transportation issues;
- Consolidation of Parcels 61-2((1))46 and 63, providing access to Spring Lane, is an acceptable alternative;
- Should public street access to Parcel 46 be provided in some other manner, such access should meet VDOT and Fairfax County minimum public street standards; and
- Sufficient additional right-of-way should be dedicated along Leesburg Pike to accommodate the improvement and extension of the westbound interchange ramp from Columbia Pike and the future widening of Leesburg Pike to six lanes, as determined by VDOT design plans.

To provide a transition from the Glen Forest single-family neighborhood to the commercial uses along Leesburg Pike, the parcels along both sides of Payne Street are planned for residential use at 4-5 dwelling units per acre. The upper end of the density range may be appropriate if the following conditions are met in addition to the residential development criteria:

- Consolidation of all parcels;
- Dedication of at least two acres of land adjacent to the Glen Forest Elementary School for park use; and
- Substantial buffering along the northern periphery where it adjoins the Glen Forest subdivision.

As an option, a retail shopping center can be considered if tax map 61-2((1))34, 35, 36, 37, 38, 39, 40, part of 41, part of 42, 43, 44, 44A, 45 and 46 are all consolidated and if an acceptable level of service on the roadway system can be achieved and safe and adequate access can be provided as outlined below. Given access constraints, the level of intensity should be contingent upon providing appropriate resolution of transportation and access issues. In addition, the following conditions should be met:

- a. A single, integrated shopping center is provided; free-standing retail or drive-through facilities are not appropriate. The shopping center should be designed with direct and easy access to Payne Street. Further, sufficient access should be provided to the site in a manner to assure that safe and effective functioning of the shopping center in the event that access from Powell Street may occur with the limitation of right turns into and exiting from the retail center. Such access to Payne Street is also required in the event VDOT allows access with a crossover on an interim basis until the Route 7 plans are implemented and/or traffic volumes or safety conditions warrant closing of the crossover.
- b. If a shopping center is developed on the subject property, access should be designed and constructed so that (a) an acceptable level of service is achieved on the nearby road system upon completion of the center and (b) such access design is acceptable to VDOT. The design of the shopping center should be compatible with the right-of-way and other design features of the VDOT Route 7 project plans. Access should also be provided to Columbia Pike via Moray Lane. Improvements should be provided to ensure that an acceptable level of service is achieved, at the intersections of Route 7/Payne Street, Route 7/Powell Street and Columbia Pike/Moray Lane. Payne Street and Moray Lane should be improved to meet standards acceptable to the Office of Transportation. Interparcel access should be provided to adjacent commercial properties along both Route 7 and Columbia Pike.

- c. Consistent architectural treatment of buildings throughout the shopping center, a cohesive signage plan and landscaping within the parking lots are provided. Within the site, coordinated landscaping and a walkway system that effectively incorporates portions of Moray Lane should be provided. For the entire development, open space should be provided in excess of the Zoning Ordinance requirement. Incorporation of a pedestrian plaza and other open space areas shall be encouraged.
- d. A 50-foot wide landscaped buffer/screening transition yard with a berm and seven foot high masonry wall is provided along all property boundaries adjacent to existing single family detached residential use to protect residents from headlight glare and any adverse noise, lighting or visual impacts generated by a shopping center. Landscaping in such transition yards should be of sufficient density and height to effectively screen from view the shopping center from adjacent residential areas. Plant materials should primarily consist of evergreen trees for year-round screening.
- e. A 25-35 foot wide buffer/screening transition yard with appropriate barriers and landscaping is to be provided along property boundaries adjacent to planned or existing townhouses, garden apartments or school facilities. A 10-foot wide transition yard with a six-foot high masonry wall should be provided adjacent to the existing mid-rise apartment building.
- f. The Boulevard Concept is implemented as part of the site design along Route 7 to include site entry landscaping and plantings integrated with sidewalks. Design elements, such as paving treatments, and street furniture are provided within the shopping center.
- g. Hours of business operation, trash service and deliveries should be limited to protect residential areas from nuisances. Dumpsters should be screened from the view of adjacent residential areas.
- h. If a grocery store is included in this shopping center, it should be located and oriented in order to provide protection for adjacent residential communities from noise (deliveries) or odors (dumpsters).

B-7. Parcels 61-2((1))64 and 65, located on Spring Lane, north of Columbia Pike, are planned for institutional use up to .25 FAR, with a brick wall, landscaping and setback area to buffer the adjacent residentially planned property.

These parcels may be developed for townhouse use at a density of 8-10 dwelling units per acre and at 10-12 dwelling units per acre if these parcels are consolidated with Tax Map 61-2((1))63.

B-8. The area extending from Parcel 61-2((1))67, west of Spring Lane, to Carlyn Hill Drive on Columbia Pike is planned for neighborhood-serving retail uses. As an option, office use with ground floor retail up to .40 FAR may be appropriate if the following conditions are met:

- Consolidation of the parcels between Spring Lane and Carlyn Hill Drive;
- A maximum building height of 40 feet; and
- An effective buffer to the adjacent multi-family housing is provided.

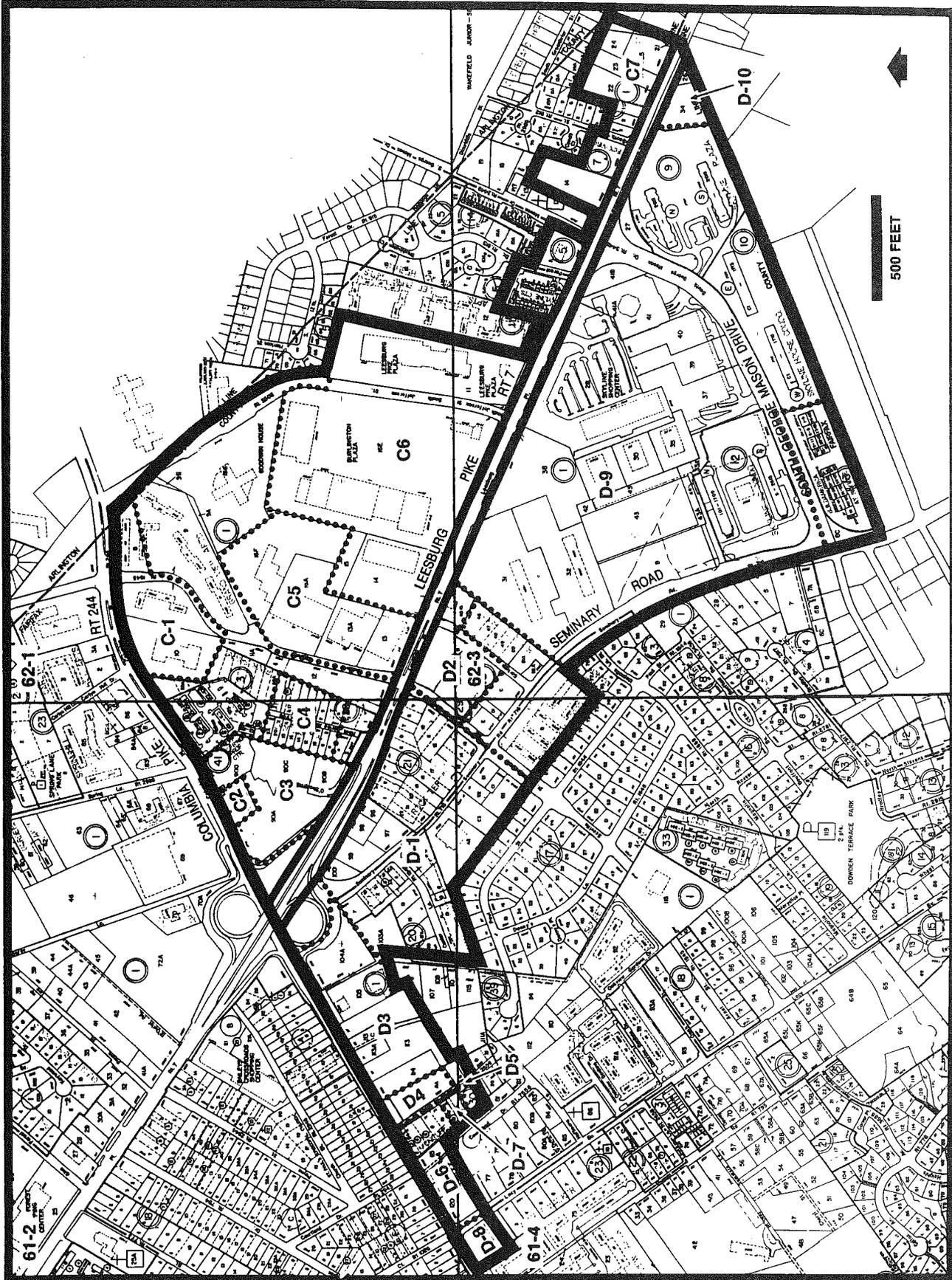
- B-9. Parcels 62-1((1))2 and 3A, located on the east side of Carlyn Hill Drive at Columbia Pike, are planned for neighborhood-serving retail uses. Parcel 62-1((1))7, located in the northwest quadrant of the intersection of Carlin Springs Road and Columbia Pike, is planned for office use at its existing intensity. Together with the garden apartments at 5565 Columbia Pike, these parcels are designated as gateway locations.

Land Unit C

Land Unit C is bounded by Columbia Pike to the north and Leesburg Pike to the south. It includes the Nassif office building, and automobile service and salvage businesses along Columbia Pike. Restaurants are clustered at the interchange of Columbia Pike and Leesburg Pike. The Leesburg Pike corridor contains shopping centers serving community markets. The visual character of the land unit is adversely affected by large, surface parking lots, which are barren of landscaping and prominently located along Leesburg Pike. Along Carlin Springs Road, which divides the quadrant, are office, retail, and residential uses. The northern portion of Land Unit C is located within the Grandview Conservation Area and includes a single-family neighborhood, surrounded by mixed office and retail use, the Rock Spring Professional Center, an office condominium. The area also includes Goodwin House West, an adult congregate living facility.

Figure 71 indicates the geographic location of land use recommendations for Land Unit C.

- C-1. The area east and west of Carlin Springs Road, south of Columbia Pike, Parcels 62-1((1))8 and 9, are planned for residential use at 16-20 dwelling units per acre. The Nassif Building, Parcel 62-1((01))10, is planned for office use and should be retained at the existing intensity. All of these parcels are designated gateway locations.
- C-2. Parcel 61-2((1))82, east of the interchange on Columbia Pike is planned for office use with ground floor retail, up to .35 FAR, with building height not to exceed 40 feet. New construction should be in a style similar to and compatible with the Rock Springs office development.
- C-3. The eastern quadrant of the intersection of Leesburg Pike and Columbia Pike is planned for a mix of office and retail uses up to .25 FAR.
- Intensity of up to .35 FAR may be considered, provided substantial consolidation of parcels occurs and access issues are resolved. Commercial (transitional low-rise office, retail, hotel or restaurant) uses should be permitted on Parcels 61-2((1))90A, 90B, 90C, and 90D only if access is provided in a coordinated manner to Columbia Pike. If this area is developed in commercial (transitional low-rise office, retail, hotel or restaurant) uses, highway improvements should be such that the site's points of access and adjacent roadways operate at acceptable levels of service as prescribed by the Virginia Department of Transportation and Fairfax County. Retail uses should be restricted to relatively low peak-hour traffic-generating uses such as hotels and restaurants.
- Development in this area should exhibit design sensitivity to the topographic characteristics of the site, and should seek to resolve local drainage problems. Intensity should be limited adjacent to the existing single-family residential community to the east, with substantial landscaped buffering and screening provided to minimize any adverse impacts of development on this community.
- C-4. The area abutting Rock Springs Avenue is planned and developed for single-family residential uses at 2-3 dwelling units per acre. Redevelopment for office townhouses up to .25 FAR, in a style compatible with Rock Springs office condominiums may be appropriate with full consolidation of Parcels 61-2((22))5-22.



**BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER
LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP (EASTERN PORTION)**

FIGURE 71

- C-5. The east side of Carlin Springs Road between Leesburg Pike and Columbia Pike should continue to evolve as a community-serving retail center with existing uses augmented by compatible infill development.
- C-6. The parcels located along Leesburg Pike between Carlin Springs Road and the Leesburg Pike Apartments are planned and developed as community-serving retail uses. Revitalization of the Leesburg Pike Center and Burlington Plaza to include landscaping consistent with the Boulevard Concept and the incorporation of pedestrian linkages between the centers is encouraged.
- C-7. Recognizing the existence of intensive land uses along this portion of the Leesburg Pike corridor and the accompanying need to ameliorate the impacts of additional intensive uses on the stable residential communities north of Leesburg Pike, the planned land uses between the Calvary Baptist Church and the Arlington County line are as follows:
- a. The 1.7-acre tract adjacent to the Calvary Baptist Church (tax map 62-3((1))14) is planned for transitional low-rise office uses on the condition that substantial landscaped open space is provided along the northern and eastern boundaries of the property adjacent to the residential uses. However, a five-story, non-retail office building with a height limitation of 62 feet and a maximum FAR of 1.0 may be considered, provided that the stable residential nature of the community behind the lots fronting on Leesburg Pike is maintained and strengthened through conformance with the following conditions:
 - The building, exclusive of the decked parking, should not extend farther back from Leesburg Pike than the northern boundary of the adjacent Parcel 62-3((7))A;
 - Standard 50-foot wide, and 35-foot wide, transitional screening yards should be provided respectively along the northern boundary and that part of the eastern boundary adjoining Parcel 62-3((7))3. Each of these yards should contain a brick wall at least seven (7) feet high to be constructed on the subject property and set back at least 50 and 35 feet respectively from said property lines. The brick wall along the northern boundary should be set back at least 50 feet and set on a berm not more than five (5) feet high so that the top of the wall is not more than 12 feet above grade. Any parking deck surface should be at least seven (7) feet below the top of said wall. All required landscaping should be placed within the transitional screening yards;
 - The decked parking behind the office building, and any use thereof, should not be visible from adjoining residential Parcels 62-3((15))5 and 62-3((7))3; and
 - A trail should be provided along Leesburg Pike.
 - b. The one-acre tract in the northwest quadrant of the South 14th Street/Leesburg Pike intersection (tax map 62-3((7))A) is planned for office use and should be retained at its existing intensity.
 - c. Parcels 62-3((6))1, 2, 3, 4 and 5 and Parcels 62-3((1))22, 23, 24, 25 are planned for hotel use with a landscaped buffer provided along the northern boundary. Of these, Parcels ((6))1, 2, 3 and ((1))22, 23, 24 and 25 are designated as gateway locations. The following conditions should be met in any redevelopment proposal:
 - Consolidation of the parcels in the southeastern quadrant of the intersection of Leesburg Pike and South 14th Street;

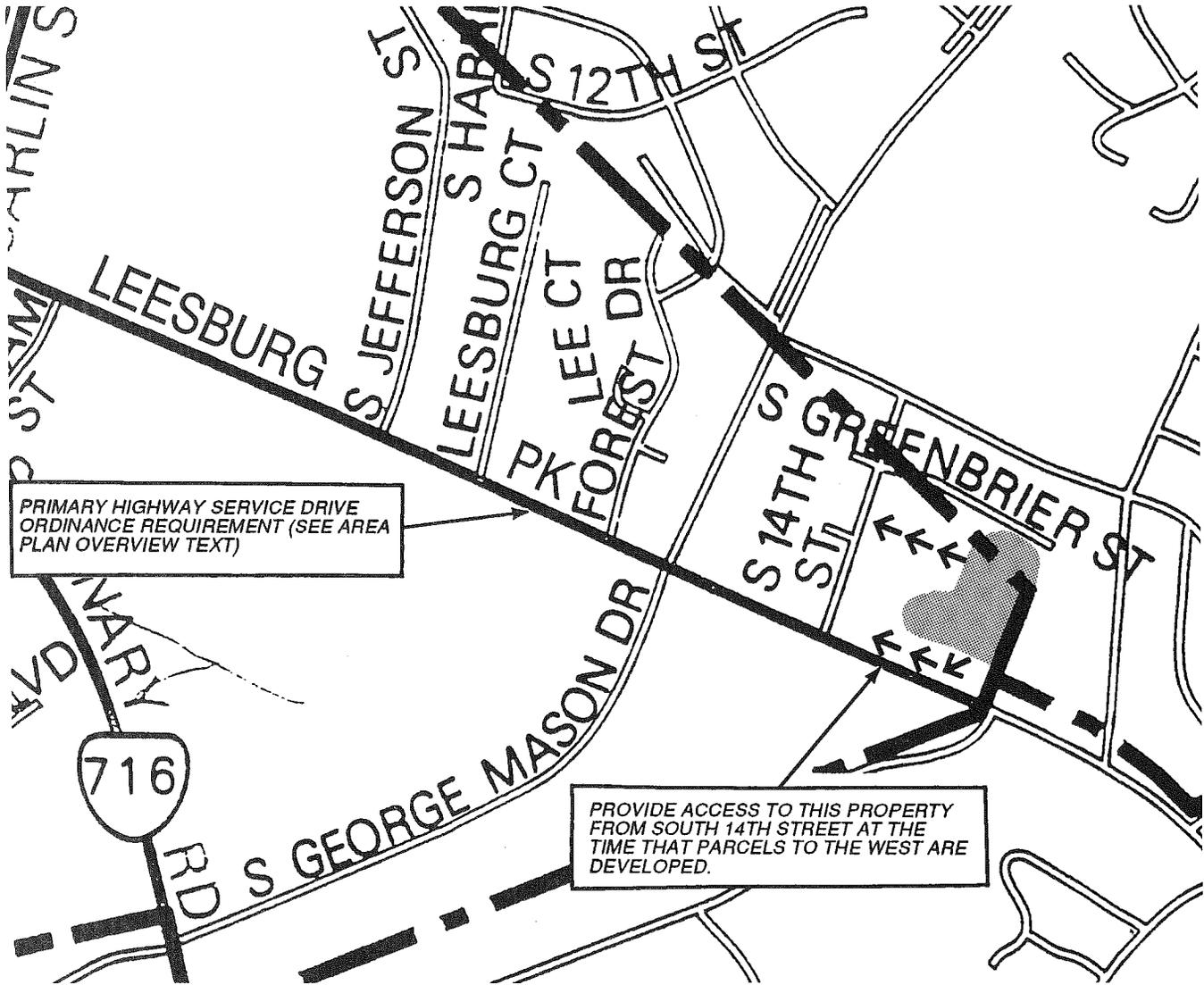
- Provision of an eight-foot high solid architectural wall, within a twelve-foot transitional yard, with substantial landscaping between the wall and the single-family detached residences to the northern boundary;
- Provision of adequate screening and/or barrier measures to protect the residences on Condit Court from headlight and other related glare; and
- The coordinated development of these parcels is encouraged in order to minimize the number of direct access points to Leesburg Pike. Provision should be made for access to these parcels from South 14th Street at the time that parcels to the west are developed. See Figure 72.

Land Unit D

The boundaries of Land Unit D are Leesburg Pike to the east and Columbia Pike to the west. Dominant features of the area include industrially-oriented auto repair and warehouse uses along Center Lane, Seminary Road and a portion of Carlin Springs Road; office and community-serving retail uses along Columbia Pike; an area bounded by Seminary Road and Leesburg Pike containing salvage, office and storage uses; a neighborhood-serving shopping center, Chesapeake Plaza; and Skyline Center, a retail, office and residential mixed-use development which visually dominates the CBC. Land Unit D is bordered by stable single-family neighborhoods, a portion of which is included in the Baileys Conservation Area.

Figure 71 indicates the geographic location of land use recommendations for Land Unit D.

- D-1. The area from the Leesburg Pike/Columbia Pike interchange to Carlin Springs Road, and from Leesburg Pike to the single-family residential neighborhood fronting Paul Street, and to the rear lot lines of Williams Lane is planned for community-serving retail use. If the existing light industrial uses such as auto repair, storage or warehousing remain or new uses of this kind are proposed, buffering to include a brick wall with effective landscaping should be provided to the adjacent residential neighborhoods.
- D-2. The area between Carlin Springs Road and the Skyline complex, fronting Leesburg Pike, is planned and developed for neighborhood-serving retail use.
- D-3. Parcels 61-2((1))104A, 105, and 112, 113, 113A, 113C, and 114, along Columbia Pike west of the interchange, are planned for community-serving retail use, with a building height not to exceed 40 feet, with a substantial buffer along the residential edge.
- D-4. Parcels 61-2((19))5A and 11A, located in the southeastern quadrant of the intersection of Columbia Pike and Moncure Avenue are planned and developed for institutional use up to .25 FAR. Parcel 5A may be considered for neighborhood-serving retail use, in the event such a use would aid the upgrading and diversification of uses along Columbia Pike and access is provided as shown on Figure 68.
- D-5. Parcel 61-4((30))15, adjoining 11A, in the southeastern quadrant of Moncure Avenue and Columbia Pike is planned for institutional use up to .25 FAR. Provision of a wall to buffer the adjacent residential neighborhood is encouraged.
- D-6. The area extending from the southwest quadrant of Moncure Avenue and Columbia Pike to Lacy Boulevard is planned for neighborhood-serving retail use (tax maps 61-2((19))2A, 2, 4, 6, 8, 10 and 61-2((01))115A, 117, 119 and 120). Consolidation of Parcels 115A, 117 and 119 with provision of a buffer to the adjacent single-family neighborhood is encouraged.



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.

- D-7. Parcels 61-2((19))12 and 61-4((30))14 on Moncure Avenue are planned and developed for institutional use up to .25 FAR.
- D-8. Parcel 61-4((23))1, located in the southwest quadrant of Columbia Pike and Lacy Boulevard, is planned for community-serving office use and is designated as a gateway location.
- D-9. Skyline Center is planned for and developed as a mixed-use development, containing residential, office, retail, park and recreational components. Except as may be permitted as an option on parcels 62-3((1))38 and 42, overall residential densities should not exceed 37 units per acre, as currently approved. The undeveloped 5.25 acre site (tax map 62-3((1))38 and 42) is planned and approved for office space. As an option, high-rise residential units may be considered in place of the approved office space if these units are within the general configuration and height limits of the approved office plan, subject to review by the Planning Commission. Development of the five acre site should provide for on-site pedestrian amenities, enhanced pedestrian connections to adjacent parcels within Skyline Center and across Route 7, landscaping to enhance the pedestrian environment, and interparcel access to adjacent properties in order to reduce the number of vehicular trips on the surrounding arterials.
- D-10. Parcel 62-3((01))34, located on Leesburg Pike, east of Skyline, is planned and developed as neighborhood-serving retail use, and is designated as a gateway location.

SEVEN CORNERS COMMUNITY BUSINESS CENTER

CHARACTER

The Seven Corners Community Business Center is dominated by the Seven Corners Shopping Center, the First Virginia Plaza, a number of community-serving shopping centers such as the Willston Shopping Center, Willston II, and The Corner at Seven Corners; individual department stores including Montgomery Wards and Lord & Taylor; and office buildings. The CBC also includes high-rise apartments, older garden apartments and mid-rise condominiums.

Arlington Boulevard, Leesburg Pike and Wilson Boulevard form the organizing elements of the Seven Corners CBC, and serve as commuter routes to major employment centers. Surrounding the CBC are stable single-family residential communities. The Seven Corners area is bounded on the north by the City of Falls Church and on the east by Arlington County.

Seven Corners is located on what was Fort Buffalo, one of the protective fortifications surrounding the Nation's Capital during the Civil War.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends Seven Corners as one of several areas designated as a Community Business Center. As a Community Business Center, the retention of community-serving retail uses is encouraged in Seven Corners through establishing a compatible mixture of land uses and enhancing accessibility. The CBC contains the Seven Corners Shopping Center, a small regional shopping center and the First Virginia Plaza complex. While these uses should be retained, additional regional shopping centers and office complexes of this nature are not supported by the Concept. Residential, retail, office and cultural/recreational uses at a scale which strengthens the area's pedestrian character are supported.

The Seven Corners CBC spans the Baileys and Jefferson Planning Districts. The portion of the CBC west of Sleepy Hollow Road is contained in the Jefferson Planning District; the portion to the east of Sleepy Hollow Road is contained in the Baileys Planning District. To reflect the cohesive nature of the CBC, all land use recommendations for this area are presented in the Baileys Planning District, where the majority of the Seven Corners CBC is located.

MAJOR OBJECTIVES

- Improve the appearance and function of the CBC through coordination of land uses, unified signage, consolidation of curb cuts, landscaping treatment and provision of pedestrian-oriented amenities such as walkways, trees and benches;
- Provide transitions from more to less intensive uses, with buffering between commercial and residential uses to prevent commercial encroachment into stable neighborhoods; and
- Retain neighborhood-serving retail uses and restore economic vitality of these uses through commercial revitalization of the CBC.

Urban Design Guidelines

Many of the objectives for the Seven Corners CBC relate to improvement of the image 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 are intended to be used in the development review process:

- Elements that should be incorporated in new development, as appropriate, are landscaping to shade sidewalks and parking lots, mark seating areas, and add seasonal color; distinctive paving materials or patterns to indicate focal points or building entrances, and coordinated light fixtures and signage;

- Public spaces and amenities should be directly accessible to the pedestrian network and pedestrian connections to adjacent blocks are encouraged;
- 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;
- Curb cuts should be minimized through consolidation of street access and provision of interparcel access;
- Landscape design features should be incorporated into parking lots, plazas and streetside areas to complement architectural features;
- 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 and ground-mounted shopping center signs incorporated within a planting strip are encouraged. Pole-mounted signs are discouraged;
- Surface parking should be attractively integrated with major pedestrian networks and accessible from side streets or exterior passageways between buildings; and
- Lots located adjacent to residential development should be effectively screened and buffered.

RECOMMENDATIONS

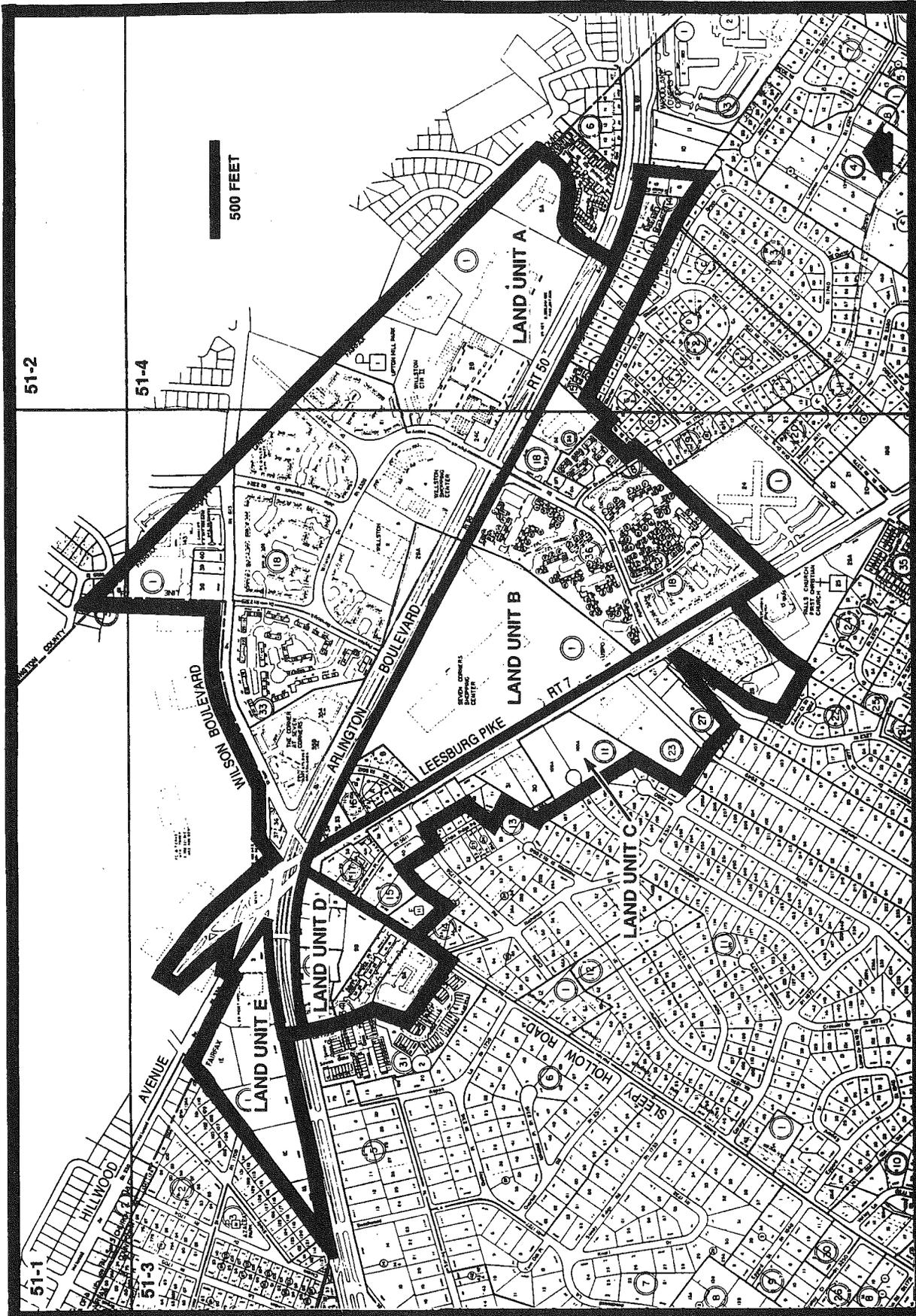
The Plan for the Seven Corners CBC envisions a mix of community- and neighborhood-serving retail uses with a substantial component of office use.

The intersection of Arlington Boulevard, Wilson Boulevard and Leesburg Pike divides the CBC into five sectors, or land units. The land units contain a mixture of retail, office and residential activity.

Figure 73 shows the Seven Corners CBC divided into these five functional land units, designated as A, B, C, D and E for the purpose of organizing land use recommendations. Of the land units, A, B, and C are located in the Baileys Planning District. Land Units D and E are located in the Jefferson Planning District, but are addressed in this section of the Area I Plan. The land units will be referred to in the remainder of the Plan.

General Recommendations For All Land Units:

1. Unless otherwise stated, the Seven Corners CBC is planned for neighborhood-serving retail and office uses up to .25 FAR, community-serving retail and office uses up to .35 FAR, with some shopping centers and offices planned at higher intensities to generally recognize existing development.
2. Emphasis should be placed on encouraging transitions between commercial and low density residential uses as a tapering or step-down from high intensity use to low intensity use. Institutional land uses such as churches, schools, and parks serve this function in a limited number of instances now. Multi-family residential developments can also function as transition zones to limit CBC sprawl.
3. Substantial consolidation of parcels should provide for well-designed, efficient projects. Interparcel access, visual and physical linkage to adjacent commercial properties and perimeter landscaping at the road edge are desirable.



**SEVEN CORNERS COMMUNITY BUSINESS CENTER
LAND UNITS**

FIGURE 73

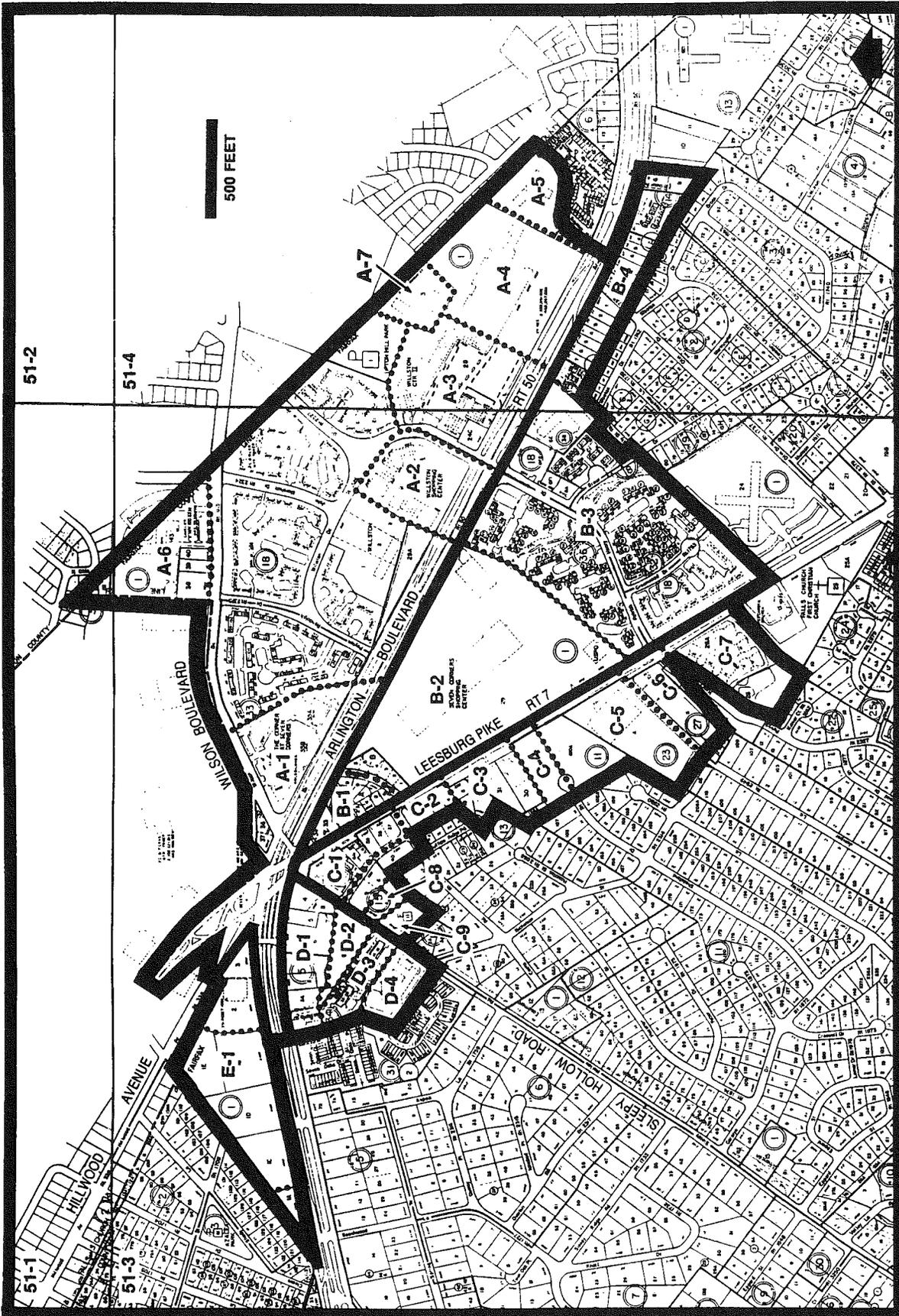
4. Development and redevelopment should create a positive spatial relationship between the buildings and street. Delineation of a consistent build-to line along the frontage and establishment of a buffer zone where commercial properties abut residential uses to screen the adjacent residential properties are desirable.
5. Gateways indicate entrance to an area and convey the first visual images to visitors. Parcels in gateway areas should be particularly sensitive to landscaping, signage and pedestrian orientation. In particular, drive-through uses and other uses that are primarily automobile oriented are discouraged in these locations.

Land Unit A

Land Unit A is bounded by the Arlington County line to the northeast, Arlington Boulevard to the southwest, and Wilson Boulevard and the City of Falls Church to the north. The area contains Willston Shopping Center, Willston II, which includes office uses, and The Corner at Seven Corners, all community-serving shopping centers. A neighborhood-serving retail center is located in the northwest quadrant of the Wilson Boulevard/Peyton Randolph Drive intersection. Residential uses are represented by Cavalier Club Apartments, Seven Corners Apartments, a section of the Willston Apartments, and Lockwood House, a mid-rise housing facility for the elderly.

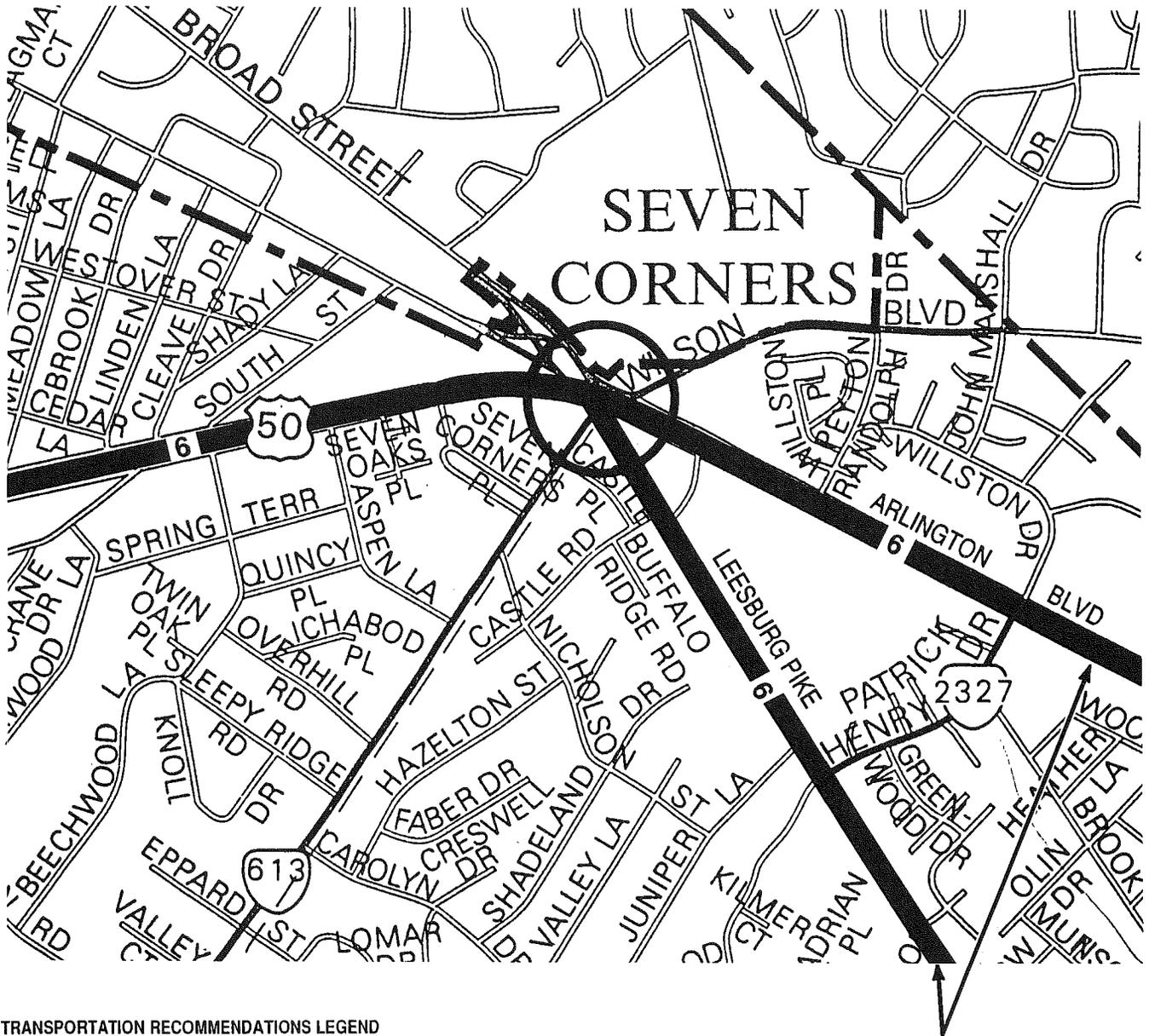
Figure 74 indicates the geographic location of land use recommendations for Land Unit A.

- A-1. The tract east of the Seven Corners interchange, The Corner at Seven Corners, is planned and developed for community-serving retail use.
- A-2. The tract containing the Willston Shopping Center is planned and developed for retail uses up to .45 FAR. Any additional development should be coordinated with adjacent existing retail development. In particular, access points should be coordinated, with drive-through uses discouraged to minimize traffic impacts on the Arlington Boulevard corridor. A substantial buffer of landscaped open space should be provided along the periphery of the property adjacent to the residential neighborhood to mitigate any adverse impacts.
- A-3. Willston Center II, east of Patrick Henry Drive and north of Arlington Boulevard (tax map 51-4((1))2B) is planned for retail and office use up to .45 FAR and developed with the principal emphasis on retail use.
- A-4. The site developed as the Montgomery Wards department store, (tax map 51-4((1))4), is planned for community-serving retail use, with buffering along the residential edge of the parcel.
- A-5. The parcel east of the Montgomery Wards department store, (tax map 51-4((12))5A), is planned for office use up to .20 FAR. The level of intensity reflects the parcel's location at the edge of the CBC, next to residential development. Substantial buffering along the residential edges is encouraged to screen the adjacent residential uses. The parcel is designated as a gateway location and delimits the CBC commercial development.
- A-6. The area located north of Wilson Boulevard between the Falls Church City line and the Arlington County line is planned and developed as multi-family residential and neighborhood-serving retail uses. The residential use, the Cavalier Club apartments, is planned for 16-20 dwelling units per acre.
- A-7. The parcel adjacent to Upton Hill Regional Park and the Arlington County line (tax map 51-4((1))3) is planned for residential use at 5-8 dwelling units per acre and developed with a housing facility for the elderly. As an option, the site is planned for residential use at 8-12 dwelling units per acre if the following site-specific conditions are met:
 - additional dwelling units should be designed and occupied by low-income elderly and/or persons with disabilities;



**SEVEN CORNERS COMMUNITY BUSINESS CENTER
LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP**

FIGURE 74



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.

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

- existing pedestrian connections should be maintained to Upton Hill Regional Park and adjacent retail property (tax map 51-4((1))4);
- additional development should be compatible with existing development on site in terms of architecture and facade treatment;
- additional development should be similar in site elevation to existing development on site to minimize visual impacts on the surrounding residential community;
- existing trees on site should be preserved to the maximum extent possible and supplemented with landscaping and screening to ensure that the site's character remains residential;
- adequate buffering and screening should be provided along the Arlington County line to mitigate visual impacts on lower density residential uses in Arlington County;
- reasonable measures should be taken to minimize vehicle trips to the site on North Madison Street both during and after any construction phase in order to reduce impacts on the lower density residential communities in Arlington;
- all parking should be provided on site sufficient to meet demands exhibited by Lockwood House and any expansion; and
- with any new expansion of Lockwood House, maximum effort should be made to reduce overall trip generation to the lowest possible level. A portion of the parcel is located in Arlington County. It is desirable that this portion remain undeveloped and retain its existing trees and other vegetation to buffer lower residential uses in Arlington County. However, any proposed plans to develop this area should be coordinated with Fairfax County to ensure compatible land uses and appropriate transitions between Arlington and Fairfax Counties.

Land Unit B

Land Unit B is bordered by Arlington Boulevard to the northeast and Leesburg Pike to the southwest. Its southern border is the south edge of the Greenwood Apartments and Willston Apartments, and Holly Street. The land unit contains office uses, and neighborhood-serving and regional retail centers. The dominant feature of the land unit is the Seven Corners Shopping Center. To the northeast are neighborhood-serving retail uses between Arlington Boulevard and Leesburg Pike, near Thorne Road. To the southwest of the Seven Corners Shopping Center are multi-family apartments and a strip of single-family units converted to office use and office townhouses.

Figure 74 indicates the geographic location of land use recommendations for Land Unit B.

- B-1. The parcels located between the intersection of Arlington Boulevard and Leesburg Pike and Thorne Road are planned for neighborhood-serving retail or office uses.
- B-2. The Seven Corners Shopping Center is planned and developed as a regional shopping center up to .50 FAR. Revitalization of the center is encouraged. Desirable improvements include facade upgrade, parking lot landscaping and provision of pedestrian linkages to other uses. The design of any additional development on this site should be integrated with the existing shopping center. Any revitalization or expansion of the shopping center should include a bus (transit) transfer center (as cited in Policy Plan), located on the shopping center property, on a site that is both convenient and safe for bus riders. While the shopping center is primarily a retail facility, other secondary uses may be compatible if such uses enhance the center's retail components:

- A hotel use may be appropriate if designed to be integrated with the shopping center and appropriate pedestrian linkages are provided and vehicular circulation is enhanced so as to provide an efficient and non-conflicting internal circulation system, such that acceptable access to Arlington Boulevard, Leesburg Pike and Thorne Road is provided. The hotel should be located on the western portion of the property and not exceed 90 feet in height.
 - Drive-through uses should be limited to a maximum of two. Proposed drive-through uses should be limited to sites which are internally-oriented, and where the drive-through uses can be coordinated with other uses on site and with the existing traffic patterns so as not to impede traffic flow.
 - Parcel 51-3((1))29A is only appropriate for office uses or as a parking area.
- B-3. The apartments along Patrick Henry Drive are planned for residential use at 16-20 dwelling units per acre. These apartments are a source of affordable housing and function as a transition between the Community Business Center and stable lower density residential development.
- B-4. To provide a transition in intensity of land uses between the northern portion of the Arlington Boulevard corridor and the Lee Boulevard Heights subdivision to the south of Arlington Boulevard, the parcels fronting on the south side of Arlington Boulevard, are planned as follows:
- a. Parcels 51-4((15))1-21 are planned for transitional office uses in a residential style (townhouse office) up to .25 FAR, well buffered from the residential uses to the south;
 - b. Parcels 51-4((2B))1 through 7 and ((2A))4 through 9, and ((1))6 and 8 are planned for office uses up to .25 FAR, with retention of existing residential structures encouraged to form a transition zone. Should any of these parcels redevelop, the new office uses should develop in a residential style (e.g., townhouse office) substantially buffered from the residential units to the south;
- These parcels are designated as gateway locations and delimit commercial development in the CBC.

Land Unit C

Land Unit C is located along the western edge of Leesburg Pike from Sleepy Hollow Road to the south edge of the Chateaux Condominiums. The land unit is an elongated strip of commercial uses anchored at the southern end by mid-rise condominiums. The Lord and Taylor department store is a dominant feature of the land unit, with office uses to the north and south. The land unit is bordered to the west by stable residential neighborhoods planned for 2-3 dwelling units per acre.

Figure 74 indicates the geographic location of land use recommendations for Land Unit C.

- C-1. At the intersection of Leesburg Pike and Arlington Boulevard is a series of freestanding uses, planned for community-serving retail and office uses. Consolidation of Parcels 51-3((13))37, 38 and 39 for low-rise office use, with a minimum number of access points on Leesburg Pike is encouraged.
- C-2. At the intersection of Castle Road and Leesburg Pike, Parcels 51-3((13))1, 2, 3, and 4 face the west side of Leesburg Pike and are planned for office use and should be retained at the existing intensity. The buildings' vehicular access and parking should be coordinated, and substantial buffering along the western boundary should be provided to protect existing and planned low density residential uses to the west.

- C-3. The tract along the west side of Leesburg Pike, south of Buffalo Ridge Road and immediately across from the Seven Corners Regional Shopping Center (tax maps 51-3((1))30 and 31, and 51-3((13))5, 10 and 11), is planned for office use at the existing intensity. Parcels 10 and 11 on Buffalo Ridge Road should be retained as an undeveloped area. Any parking facilities permitted on these lots should be situated to preclude visual impact and minimize noise impact on adjacent residences. The screening provided along Buffalo Ridge Road should be sufficient to maintain the residential character of this street.
- C-4. Parcel 51-3((11))189A is planned and developed for office use and should be retained at its existing intensity.
- C-5. The Lord and Taylor Department Store (tax maps 51-3((11))190A and 51-3((23))A) on Leesburg Pike, west of Juniper Lane is planned for retail use at its current intensity. Revitalization, to include parking lot landscaping and pedestrian connections to other uses, is encouraged.
- C-6. The McIlvaine Building, Parcels 51-3((23))B, C, and C1, at 6201 Leesburg Pike, is planned and developed for office use at its existing intensity.
- C-7. The Chateaux Condominiums, Parcels 51-3((1))26 and 26A, are planned for residential use at 16-20 dwelling units per acre, with a maximum of 108 units on Parcel 26A and a maximum of 24 units on Parcel 26. The units on Parcel 26 should be townhouses. These parcels serve as a transition from the CBC to the surrounding neighborhoods and are designated as gateway locations.
- C-8. The parcels located southwest of the intersection of Sleepy Hollow Road and Castle Place (tax maps 51-3((15))C, D; and 51-3((13))40) are planned for office use up to .50 FAR.
- C-9. The parcel located midpoint between Castle Place and Nicholson Street (tax map 51-3((1))11) is planned for public facility use and serves as a transition between the commercial area and single-family neighborhood. This parcel delimits the boundary of the CBC.

Land Unit D

Land Unit D is bounded by Arlington Boulevard to the north and Sleepy Hollow Road to southeast. The land unit contains medical offices, a hospital, and automobile sales and repair establishments. The land unit is bordered by stable residential neighborhoods planned for 5-8 dwelling units per acre.

Figure 74 indicates the geographic location of land use recommendations for Land Unit D.

- D-1. The tract located on Arlington Boulevard near the intersection of Leesburg Pike (tax maps 51-3((5))1, 2, and 3A; and 51-3((1))4, 5, 6, 7, 8) is planned for neighborhood-serving retail use. Redevelopment for retail use up to .40 FAR may be appropriate if the following conditions are met:
 - No drive-through uses are included;
 - All parcels are consolidated; and
 - Access points are minimized.
- D-2. Parcel 51-3((1))9B, on Sleepy Hollow Road, is planned for community-serving office use at the existing intensity.
- D-3. Parcels 51-3((34)) inclusive, are planned for community-serving, townhouse-style office use at the existing intensity.

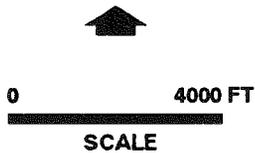
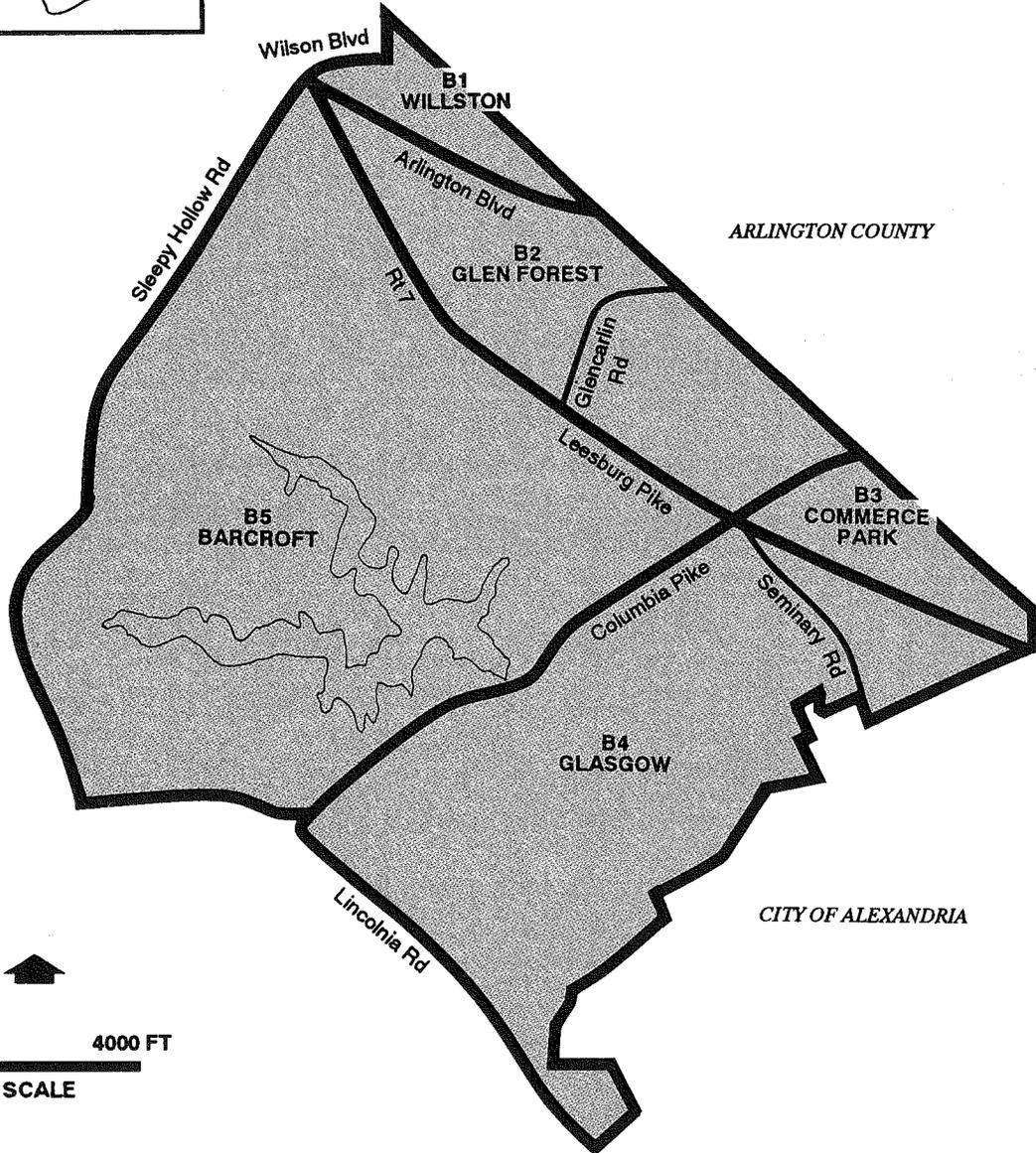
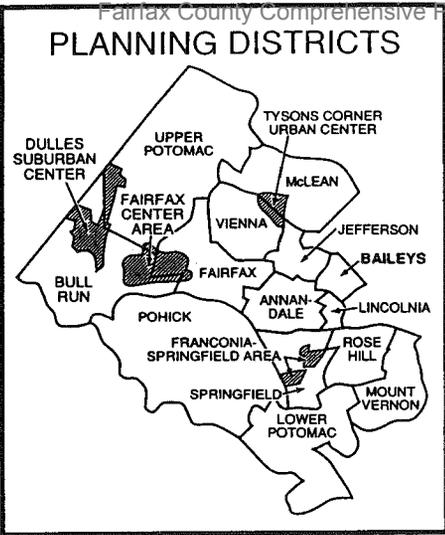
- D-4. Parcel 51-3((1))9A, on Sleepy Hollow Road, is planned for public facility use as a hospital at the existing intensity.

Land Unit E

Land Unit E is a triangular-shaped area bounded by the Fairfax County line parallel to Hillwood Avenue to the northeast, and South Street to the northwest. The southern border is Arlington Boulevard. The dominant feature of the land unit is the First Virginia Plaza complex. The land unit also includes a grocery store and retail establishments. The land unit is bordered on two sides by stable residential neighborhoods in the City of Falls Church.

Figure 74 indicates the geographic location of the land use recommendation for Land Unit E.

- E-1. First Virginia Plaza, (tax map 51-3((1))1B, 1C, 1D, and 1E), is planned for an office and hotel mixed-use complex.



FAIRFAX COUNTY	COMMUNITY PLANNING SECTORS BAILEYS PLANNING DISTRICT	FIGURE 76
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B1 WILLSTON COMMUNITY PLANNING SECTOR

CHARACTER

The Willston Community Planning Sector is bounded by Wilson Boulevard, the Arlington County line and Arlington Boulevard. The Seven Corners Community Business Center (CBC) comprises the majority of the planning sector. Recommendations for the CBC are contained in the preceding section of the Plan.

The sector contains a variety of residential uses. The Federal Hill and Ash Lawn Ridge townhouse developments, are located on Arlington Boulevard. Willston Apartments, a large garden apartment complex that is included in the Willston Conservation Area, is located along Patrick Henry Drive. Cavalier Club, a high-rise apartment complex, is located north of Wilson Boulevard.

Non-residential uses include public facilities, institutions, and parks. The former Willston Elementary School is now used as a community educational center. Lockwood House, an elderly care facility and Upton Hill regional park are located north of Willston II Shopping Center.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Willston Planning Sector outside the Seven Corners Community Business Center develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Willston sector is largely developed as 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 in Land Use Objectives 8 and 14.

Figure 77 indicates the geographic location of land use recommendations for this sector.

1. In order to provide a transition in density between the Federal Hill development on the west and the single-family detached residences on the east, the 2.2-acre tract on the north side of Arlington Boulevard and adjacent to the Arlington County line is planned for residential use at 8-12 dwelling units per acre. A landscaped buffer along the northeastern boundary with the existing single-family residences should be provided.

Transportation

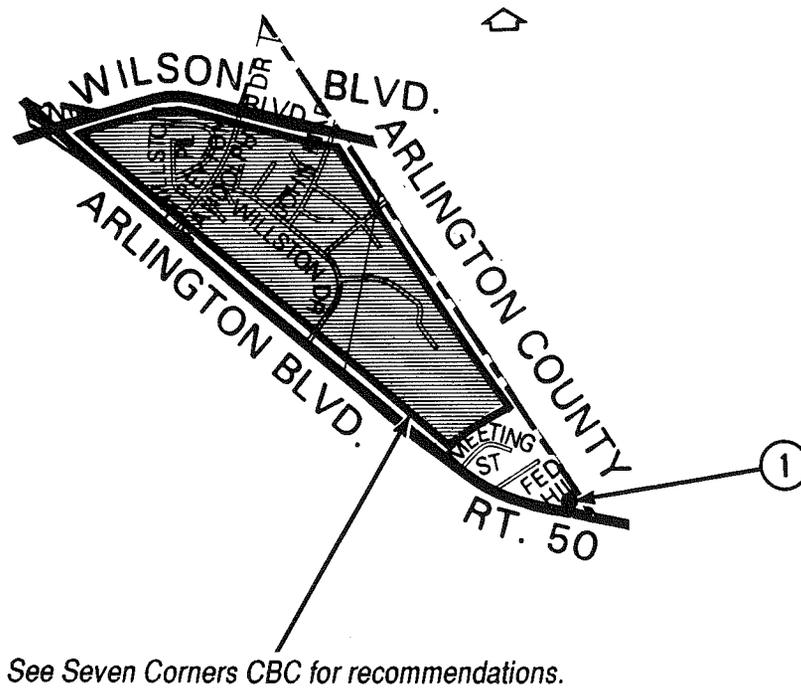
Transportation recommendations for this sector are found on Figure 78. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed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

Public Facilities

Retain the old Willston Elementary School site in public ownership for local government use.

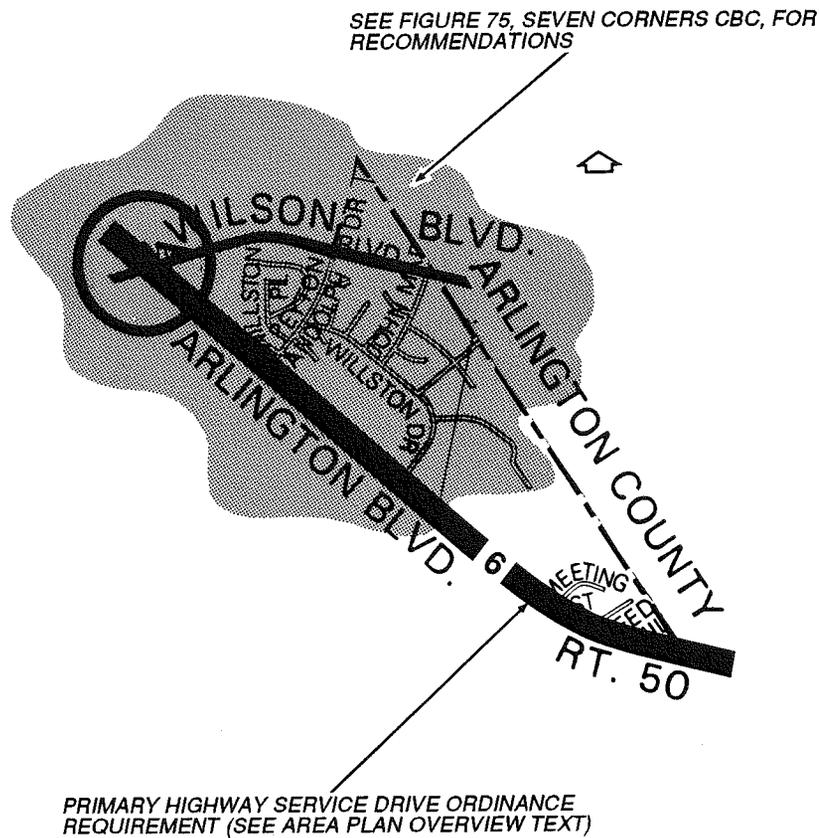
B1

WILLSTON COMMUNITY PLANNING SECTOR



B1

WILLSTON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

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

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

Parks and Recreation

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

Trails

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

FIGURE 79

PARKS AND RECREATION RECOMMENDATIONS

SECTOR B1

PARK CLASSIFICATION

RECOMMENDATIONS

NEIGHBORHOOD PARKS:

Plan and develop urban park facilities in the Seven Corners Community Business Center in conjunction with redevelopment.

COMMUNITY PARKS:

Develop active recreation facilities at the Willston Instructional Center in cooperation with Fairfax County Public Schools.

DISTRICT PARKS:

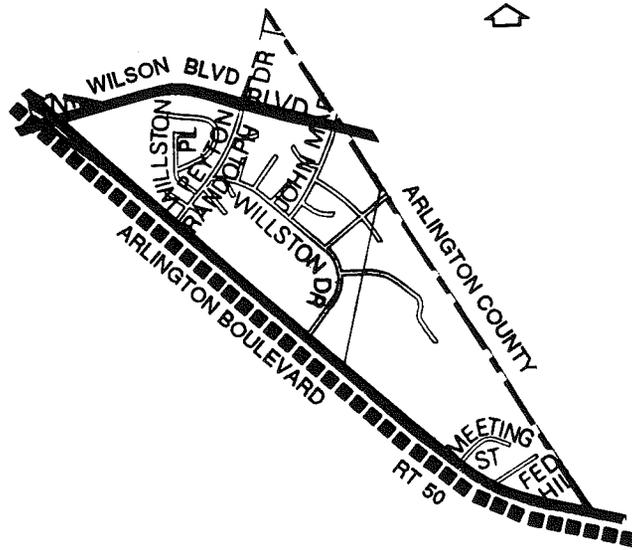
This sector lies within the service area of Mason District Park but is separated by significant transportation barriers.

REGIONAL PARKS:

Upton Hill

This park provides some of the facilities generally associated with a District Park.

B1 WILLSTON 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.

B2 GLEN FOREST COMMUNITY PLANNING SECTOR

CHARACTER

This sector is bounded by three major arterials: Arlington Boulevard on the northeast; Leesburg Pike on the west; and Columbia Pike on the south. The Arlington County line marks the eastern boundary. The sector contains portions of the Seven Corners and the Baileys Crossroads Community Business Centers; recommendations for those centers are addressed in other sections of the Plan.

The northern portion of this sector is developed with commercial and medium density residential uses. Of these, the most dominant feature is the Seven Corners regional shopping center, which is within the Seven Corners Community Business Center. The central portion is characterized by stable, low density residential neighborhoods. Medium density residential uses are limited to Hardwick Court and The Glen of Carlyn, two townhouse developments located on Glen Carlyn Road. Much of the southern portion of the sector lies within the Baileys Crossroads Community Business Center. Like the northern portion, commercial and medium density residential uses are predominant. The residential uses include townhouses, garden apartments, condominiums, and mid- and high-rise apartment buildings and are primarily located along major thoroughfares.

The Long Branch of Four Mile Run bisects the area, forming a long stream valley and open space corridor. The southern portion of this sector is a soil-slippage prone area, indicating there may be development constraints.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Glen Forest Planning Sector outside the Seven Corners and Baileys Crossroads Community Business Centers develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Glen Forest sector, outside the Seven Corners and Baileys Crossroads Community Business Centers, is largely developed as 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 in Land Use Objectives 8 and 14.

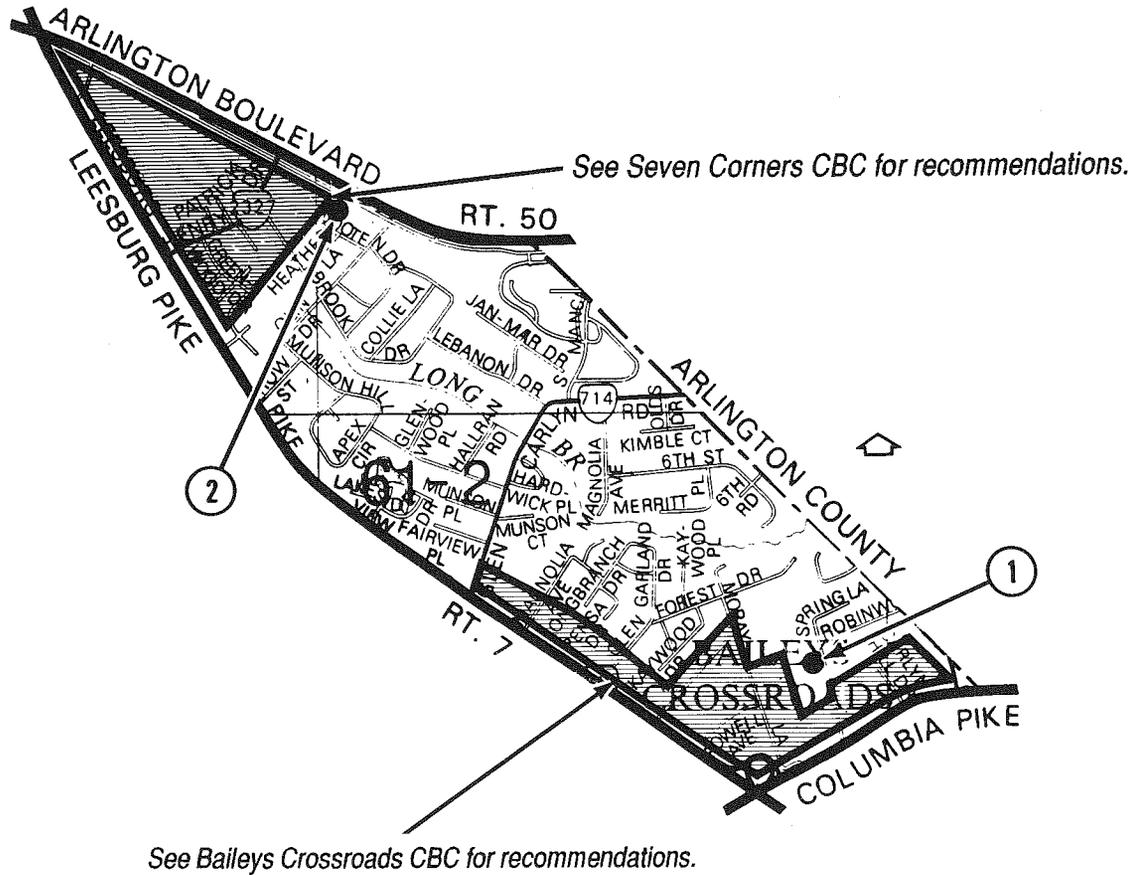
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provides for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 81 indicates the geographic location of land use recommendations for this sector.

1. Tax map 61-2((1))63 is planned for attached single-family residential use at a density of 8-12 dwelling units per acre. Sufficient buffering and landscaping and building setback should be provided to ameliorate any adverse noise, lighting or visual impacts from a shopping center option on the adjacent parcel (tax map 61-2((1))46). Consolidation of adjacent parcels 61-2((1))64 and 65 with parcel 63 is an important criterion for achieving the high end of the Plan density range; however, consolidation is not mandatory to create a single townhouse development. (See Baileys Crossroads CBC, Land Unit B7 Recommendations.)

B2

GLEN FOREST COMMUNITY PLANNING SECTOR



2. To provide a transition in intensity of land uses between the northern portion of the Arlington Boulevard corridor and the Lee Boulevard Heights subdivision to the south of Arlington Boulevard, Parcels 51-4((1))9, 10 and 11, on the south side of Arlington Boulevard between Woodlake Towers, and the existing townhouse office development and medical care facility, if consolidated, are planned for residential use at 5-8 dwelling units per acre, with access provided as shown on Figure 82. As an option, institutional use up to .20 FAR may be appropriate if the following conditions are met:
 - Provision of a substantial buffer along the boundary with the adjacent residential neighborhood;
 - Access is provided as shown on Figure 82;
 - Building heights are limited to 35 feet and should have a residential appearance.

Transportation

Transportation recommendations for this sector are found on Figure 82. 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

Potential exists for significant heritage resources associated with the Civil War and the Zoological Institute. Development in this sector, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

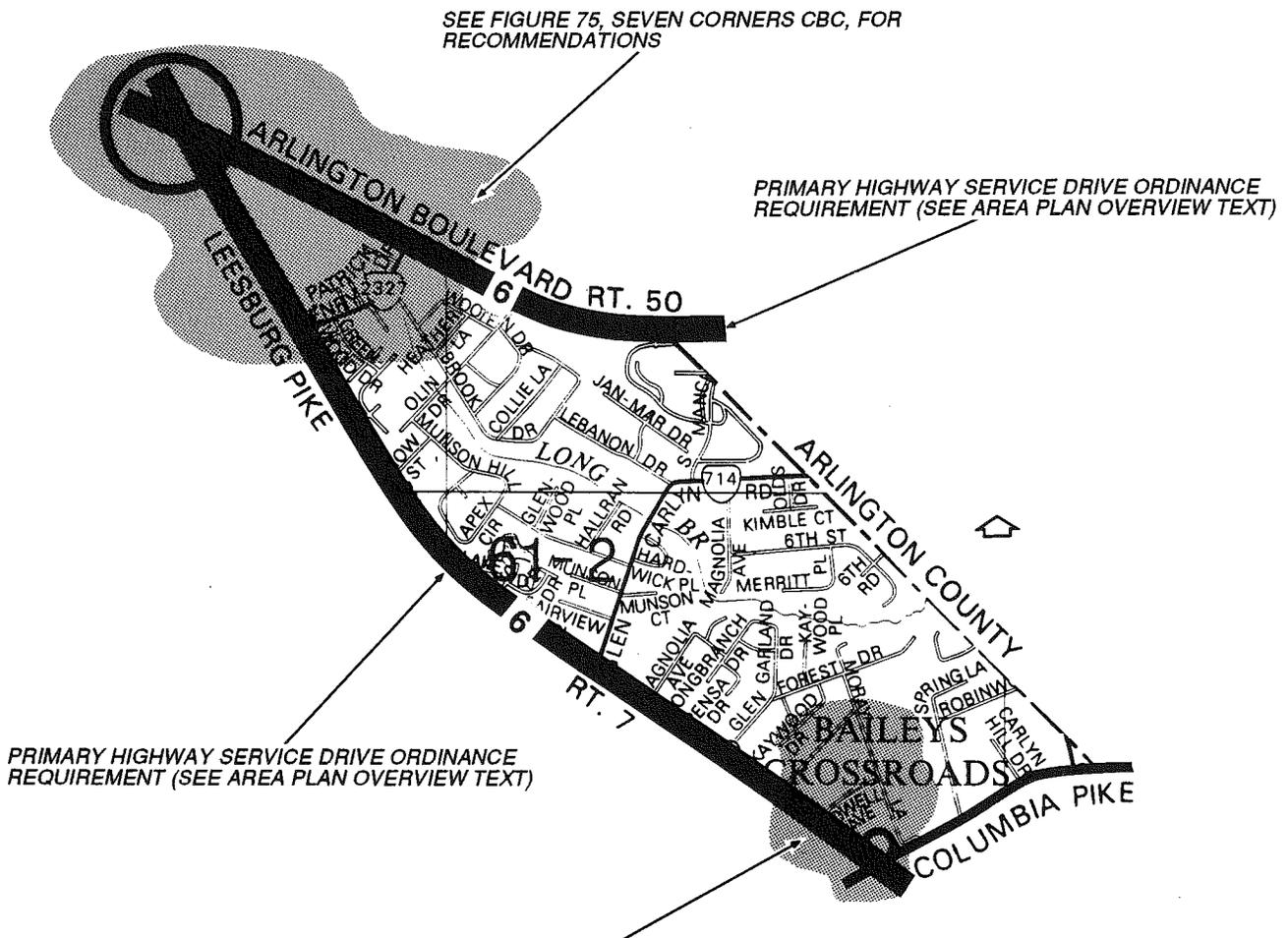
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 83. 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 84 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.

B2 GLEN FOREST COMMUNITY PLANNING SECTOR



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

SEE FIGURE 70, BAILEYS CROSSROADS CBC, FOR RECOMMENDATIONS

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 83

PARKS AND RECREATION RECOMMENDATIONS

SECTOR B2

PARK CLASSIFICATION

RECOMMENDATIONS

NEIGHBORHOOD PARKS:

Plan and develop urban park facilities in Baileys Crossroads Community Business Center in conjunction with redevelopment.

Munson Hill
Spring Lane

COMMUNITY PARKS:

Dedication of at least two acres adjacent to Glen Forest Elementary School should be provided for additional active recreation facilities. (Also noted in Land Use recommendations)

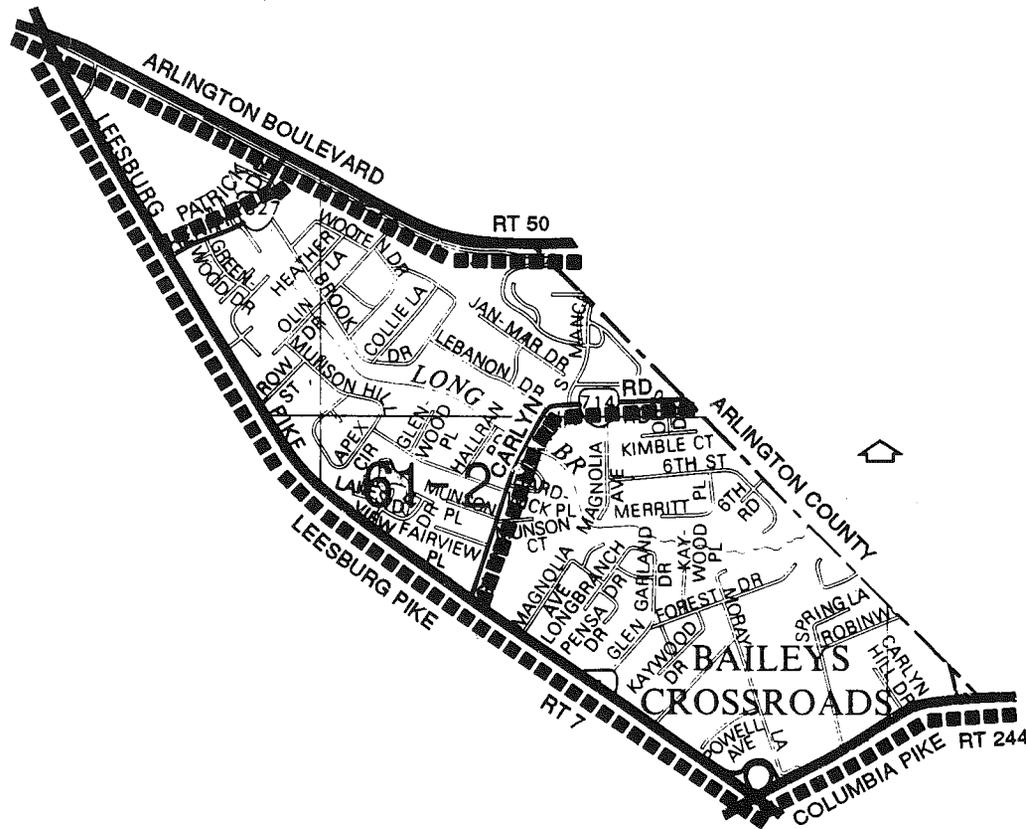
DISTRICT PARKS:

This sector lies within the service area of Mason District Park.

COUNTYWIDE PARKS:

The Long Branch tributary of the Four Mile Run Stream Valley should be retained as private open space.

B2 GLEN FOREST COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

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

B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Commerce Park Community Planning Sector is situated between Columbia Pike on the north and Leesburg Pike on the west. Arlington County is adjacent on the east, and the City of Alexandria is adjacent on the south.

The sector contains a variety of retail and office uses, located within the southeast quadrant of the Baileys Crossroads Community Business Center. The commercial areas are located adjacent to, and north of, Leesburg Pike. Recommendations for the CBC are addressed in the Baileys Crossroads Community Business Center section of the Plan. The Grandview Conservation Area is located east of the Columbia Pike/Leesburg Pike interchange, also within the Baileys Crossroads CBC.

The sector includes both low and medium density residential uses and institutional uses. Residential uses include townhouses, and garden apartments such as Leesburg Apartments and Grandview Apartments.

There are no stream valleys in this sector. The sector is, however, entirely within a soil-slippage prone area, indicating possible development constraints.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of the Commerce Park Planning Sector outside of the Baileys Crossroads Community Business Center develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Commerce Park Planning Sector outside the Baileys Crossroads Community Business Center is largely developed as 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 in Land Use Objectives 8 and 14.

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

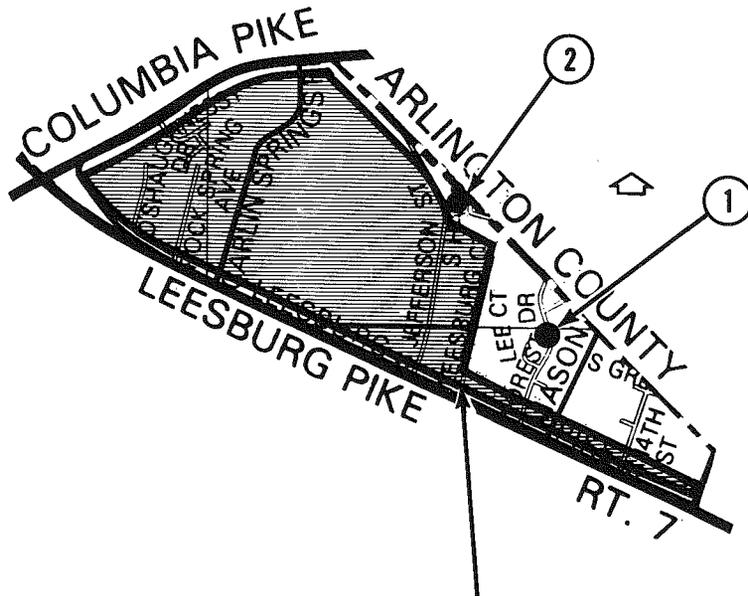
Figure 85 indicates the geographic location of land use recommendations for this sector.

1. The Virginia Heights neighborhood, located west of South George Mason Drive and south of Hamilton Drive, is planned for residential use at 2-3 dwelling units per acre. The density range is compatible with the contiguous single-family residential areas in Alexandria and Arlington, which together with Virginia Heights, function as a unified neighborhood.
2. The stable single-family structures whose rear lot lines abut South Jefferson Street should be maintained. Appropriate buffering should be provided to ensure that no further encroachment into the residential neighborhood occurs.

Transportation

Transportation recommendations for this sector is found on Figures 86 and 87. 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.

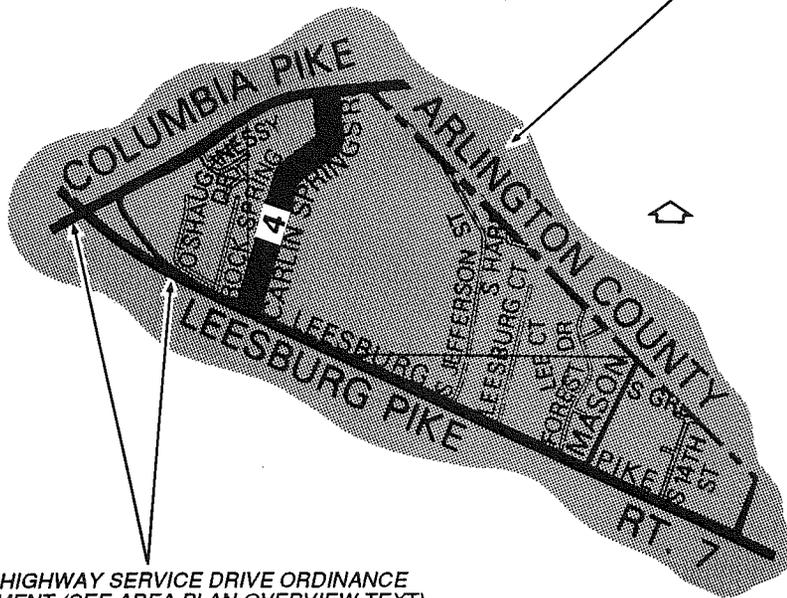
B3 COMMERCE PARK COMMUNITY PLANNING SECTOR



See Baileys Crossroads CBC for recommendations.

B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

SEE FIGURE 87 FOR RECOMMENDATIONS



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

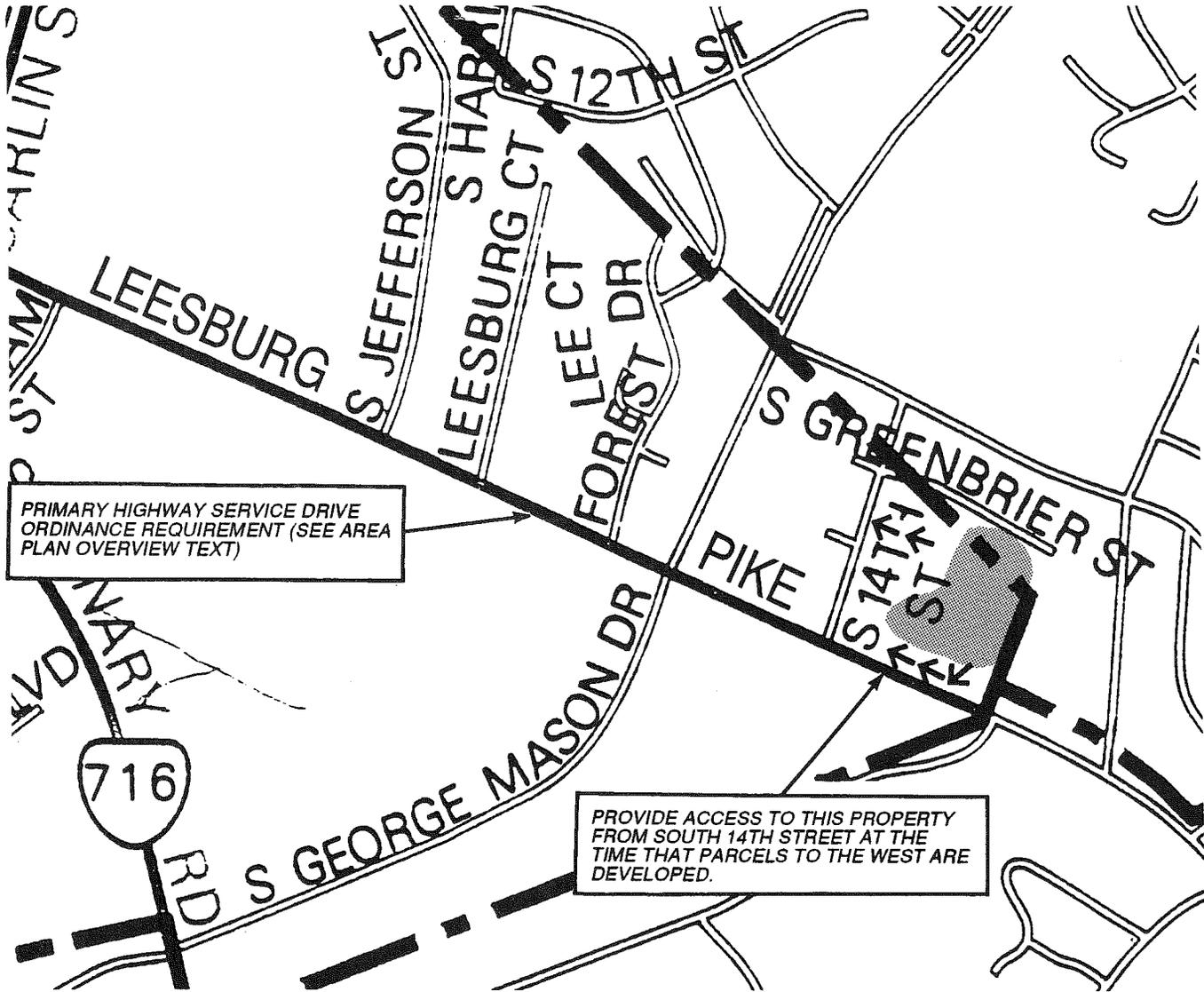
2 4 6 8
TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

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.



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR
 LOCAL

██████████ ████ WIDEN OR IMPROVE EXISTING ROADWAY

██████████ ████ CONSTRUCT ROADWAY ON NEW LOCATION

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

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE
OR INTERCHANGE IMPROVEMENTS.

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

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

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

Heritage Resources

Potential exists for significant heritage resources associated with the Civil War and the Zoological Institute. Development in this sector, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 88. 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 89 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.

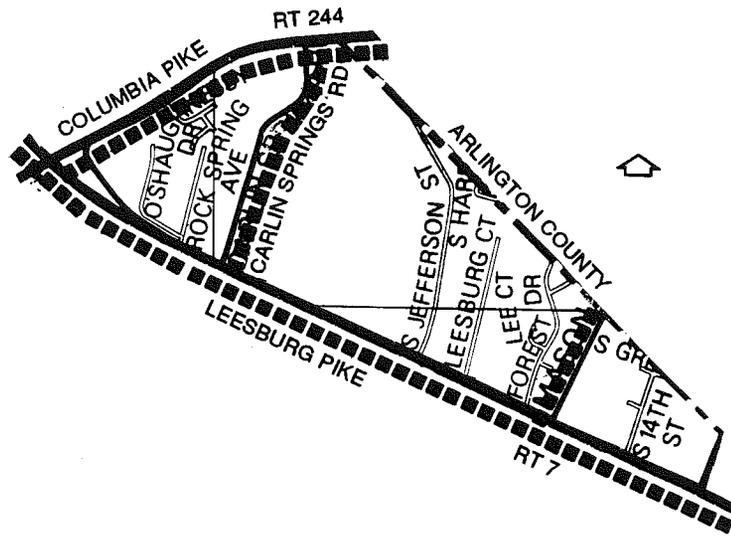
FIGURE 88

PARKS AND RECREATION RECOMMENDATIONS

SECTOR B3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Plan and develop urban park facilities in Baileys Crossroads Community Business Center in conjunction with redevelopment.
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.

B3 COMMERCE PARK COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 89
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B4 GLASGOW COMMUNITY PLANNING SECTOR

CHARACTER

The Glasgow Community Planning Sector is bounded by Leesburg Pike on the east, Columbia Pike on the north, and Lincolnia Road on the west. The City of Alexandria is located to the south. The Baileys Crossroads Community Business Center encompasses the eastern and northwestern portions of the sector.

The sector is characterized by a mix of retail, office and residential uses. The commercial area includes Skyline, a mixed-use development that contains high-rise apartments and condominiums, and retail and office uses. Recommendations for these areas are addressed in the Baileys Crossroads Community Business Center section of the Plan.

Adjacent to these concentrations of commercial uses and south of Columbia Pike are stable residential areas, with both low and medium density residential uses. The low density, single-family subdivisions predominate and are sited primarily in the center of this sector. Among the older subdivisions east of the Holmes Run Stream Valley are the Sunset Manor, Dowden Terrace, Springdale, and Lacy Boulevard neighborhoods. A large portion of these neighborhoods is contained in the Baileys Conservation Area. The sector also includes the Lincolnia Heights Community Improvement Area, which is located east of the Parklawn Elementary School.

Newer subdivisions, the Palisades, Miracle Woods, and Sylvan Hill, have been built west of Lacy Boulevard, outside the Conservation Area and adjacent to the stream valley corridor. Interspersed among these neighborhoods are medium density residential uses. These include the Eliza Pickett townhouses, and Sunset Park, Oakland Manor, and Barcroft View garden apartments.

Much of the Holmes Run Stream Valley has been acquired by the County and is preserved as an Environmental Quality Corridor. Substantial tracts on both sides of Holmes Run have slopes in excess of 15 percent. All but the western edge of the sector lies within a soil-slippage prone area.

Baileys Conservation Area

The Baileys Conservation Area was established through a Conservation Plan adopted in March, 1976 by the Board of Supervisors. The area is generally bounded by Columbia Pike on the north, Williams Lane on the east, Holmes Run Stream Valley on the west, and Magnolia Lane on the south. Lacy Boulevard is the main arterial through the community. A primary objective of the Conservation Plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the Conservation Area.

Lincolnia Heights Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Lincolnia Heights Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Braddock Road, Sano Street, and the northern border of the Sherry Heights subdivision.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Glasgow Planning Sector outside the Baileys Crossroads Community Business Center develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Glasgow sector, outside of the Baileys Crossroads Community Business Center, is largely developed as 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 in Land Use Objectives 8 and 14.

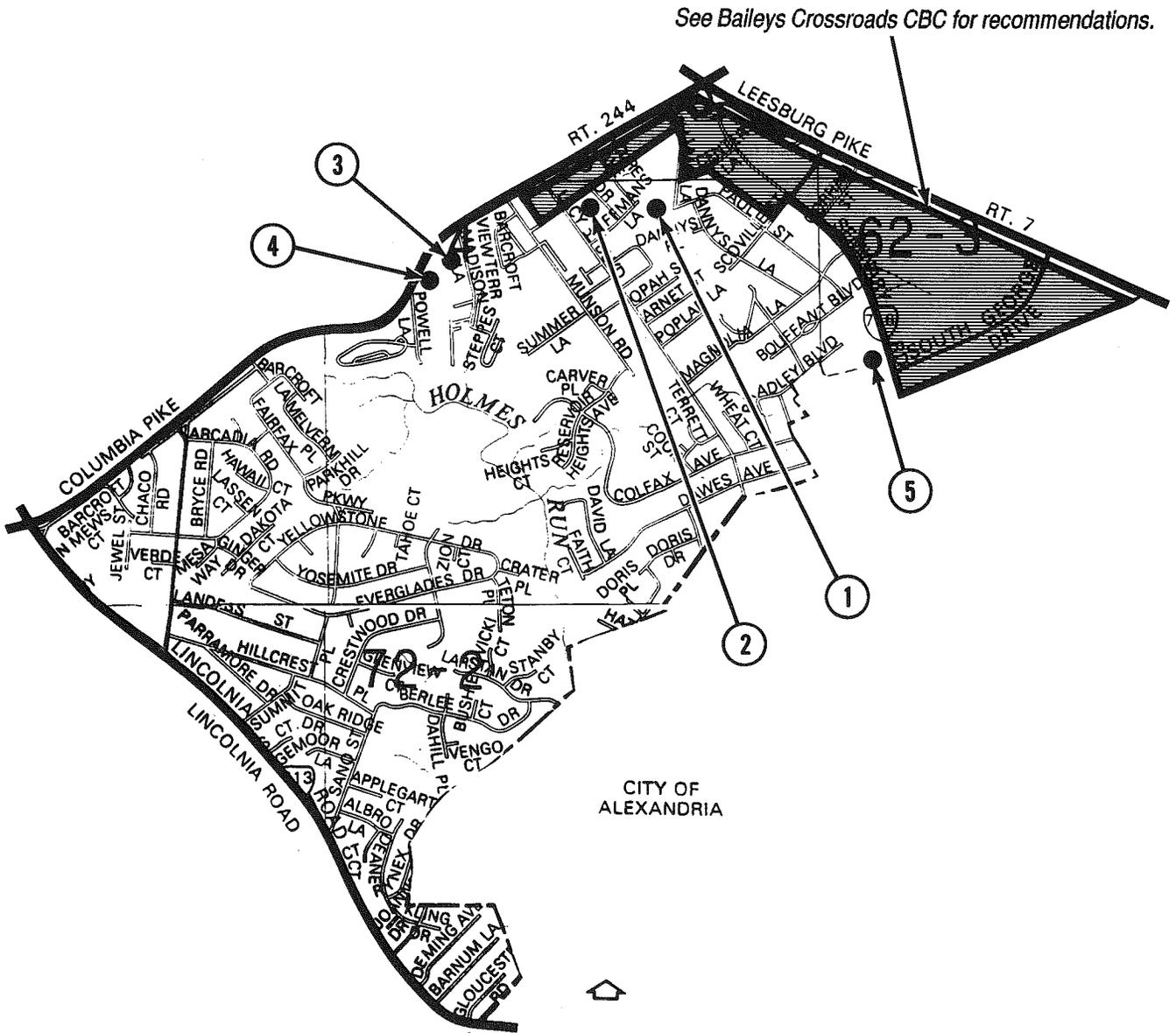
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 90 indicates the geographic location of land use recommendations for this sector.

1. The tract west of Williams Lane and south of the Leesburg Pike/Columbia Pike interchange, comprised of Parcels 61-2((1))107, 108, 109, 110 and 113B, 61-4((1))110, 111A, 112, 114, 115, 61-4((30))17, 19, 21, and 61-4((39))1, 2, 3, 4, 5 and 6 is planned for residential use at 4-5 dwelling units per acre, well-buffered from existing development. In any residential redevelopment proposal, substantial and logical parcel consolidation is encouraged; access oriented to Hoffmans Lane is desirable.
2. The parcels along Courtland Drive south of Columbia Pike are planned for residential use at 3-4 dwelling units per acre, well buffered from adjacent strip commercial activities along Columbia Pike.
3. The area south of Columbia Pike opposite its intersection with Blair Road is planned for residential use at 8-12 dwelling units per acre as shown on the Plan map. As an option, properties along Madison Lane may develop at a residential density of 16-20 dwelling units per acre if the following conditions are met:
 - Coordinated development of enough of the property (75% or more of the land area) to ensure a well designed layout despite any omitted parcels;
 - Residential development of Parcel 61-4((37))1 as an integral part of the overall residential project;
 - Realignment of Madison Lane so that it intersects Columbia Pike directly across from Blair Road. See Figure 92;
 - Reservation of adequate right-of-way to allow the connection of a service drive from the west to the realigned intersection. See Figure 92;
 - Achievement of a high quality of landscaping, design and construction that is compatible with the development to the south;
 - Provision of adequate setbacks and buffering to permit sufficient noise attenuation and avoid adverse visual impacts; and
 - If omitted parcels are small or awkwardly configured, the appropriate density for these parcels if they are developed with surface parking will normally be the low end of the density range shown on the Plan map (8-12 dwelling units per acre).
4. Parcels 61-4((1))157 and ((4))A, B1, B2, and 5 are planned for residential use at 2-3 dwelling units per acre. If parcel 61-4((1))157 is redeveloped to a nonresidential use, adjoining residential areas should be protected by full transitional screening, and any access to the site should be limited to that which will not impact the adjoining residential areas.

As an option, with consolidation of all five parcels, residential use at 5-8 dwelling units per acre may be appropriate, if access is provided as shown on Figures 91 and 92. Substantial screening and buffering from Columbia Pike and the adjacent medium density developments should be provided.

B4 GLASGOW COMMUNITY PLANNING SECTOR



5. Parcels 62-3((1))1, 2A, 2B, 3, 4, 5, 6, 6A, 7 and 7A along the west side of Seminary Road are planned for detached single-family residential use at 3-4 dwelling units per acre. The upper end of the density range should be considered only if coordinated development would result in the provision of vehicular access as shown on Figure 93, and the reverse frontage of residential lots wherever possible.

Transportation

Transportation recommendations for this sector are found on Figures 91, 92, and 93. 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

Heritage Resources recommendations for this sector are as follows:

1. The more dispersed and older neighborhoods in the Holmes Run Stream Valley are particularly sensitive for heritage resources. Development in this sector, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.
2. The Clark house located east of the Barcroft Shopping Center along Columbia Pike is one of the major historic sites in the Baileys Crossroads area of the County, and has been acquired by the Fairfax County Park Authority. The structure should be preserved and protected, possibly through a public/private partnership. The house should be utilized through a use permissible within a residential zoning category. The specific use and its associated parking, lighting, signage and access should not detract from the architectural or historical qualities of the exterior of the house.

Public Facilities

Expand the Baileys Community Center located on Summers Lane by approximately 6,400 square feet and renovate by approximately 3,000 square feet of the existing facility to meet future community needs.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 94. 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.

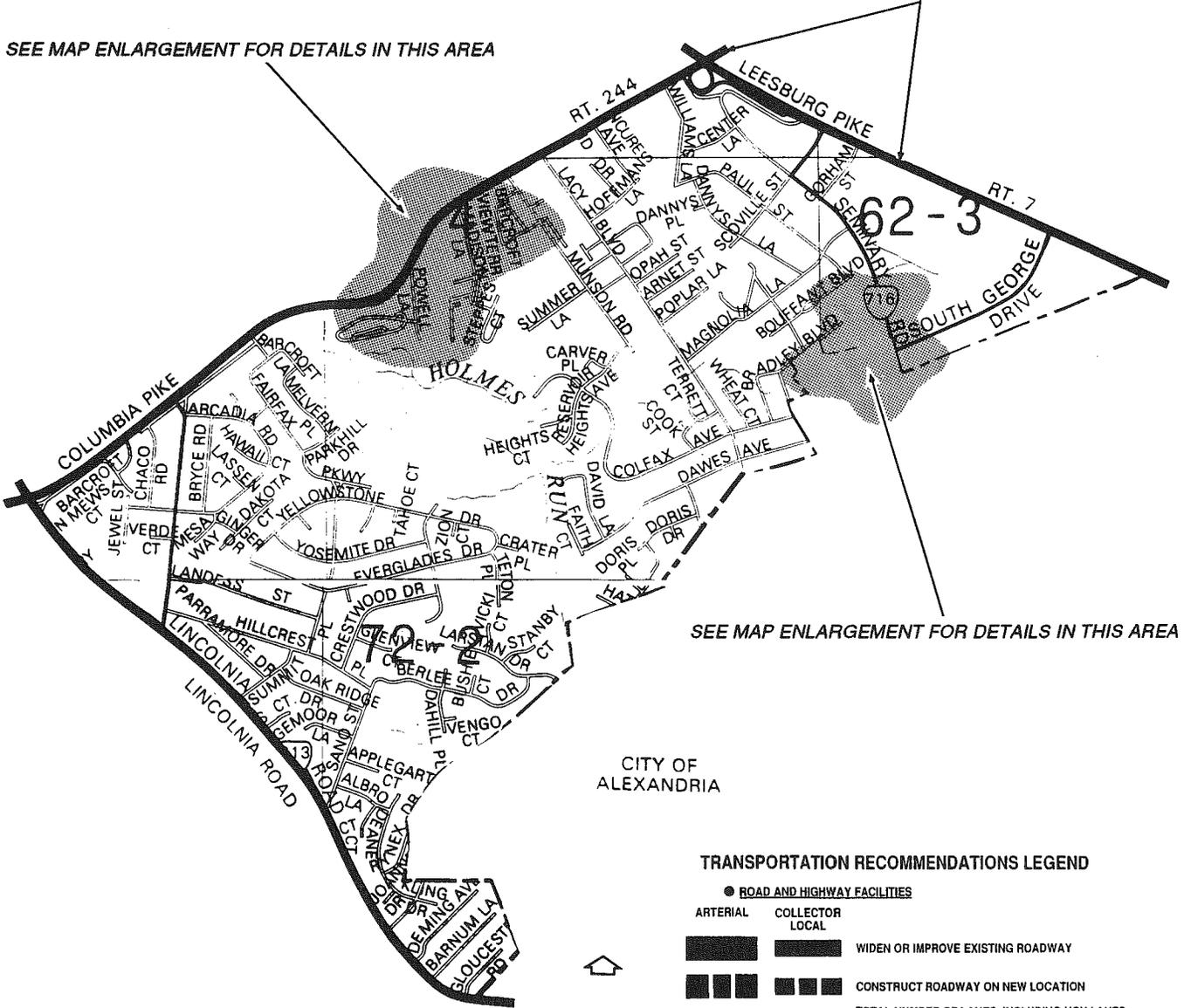
Trails

Trails planned for this sector are delineated on Figure 95 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.

B4 GLASGOW COMMUNITY PLANNING SECTOR

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

SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA



SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA

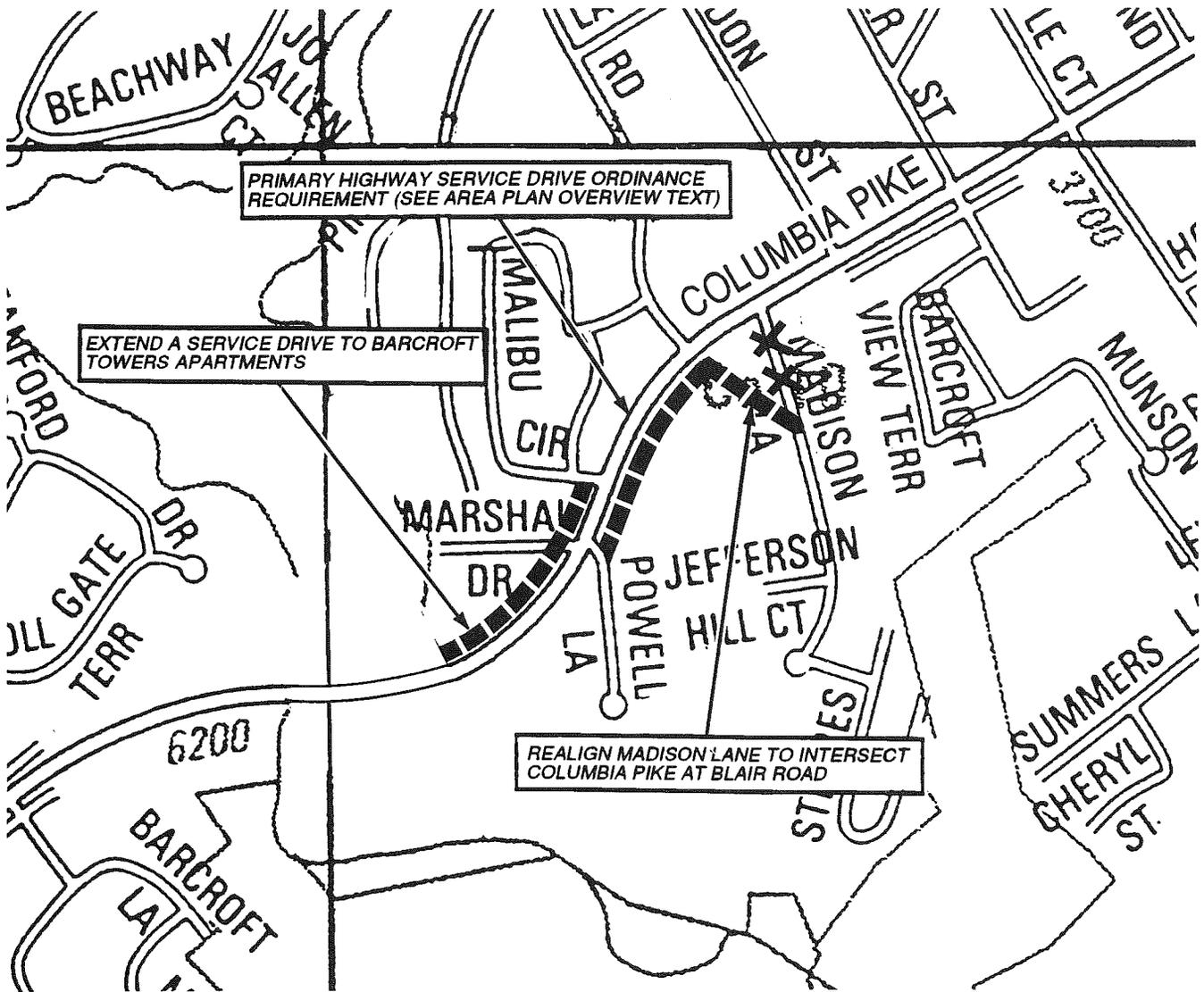
CITY OF ALEXANDRIA

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.

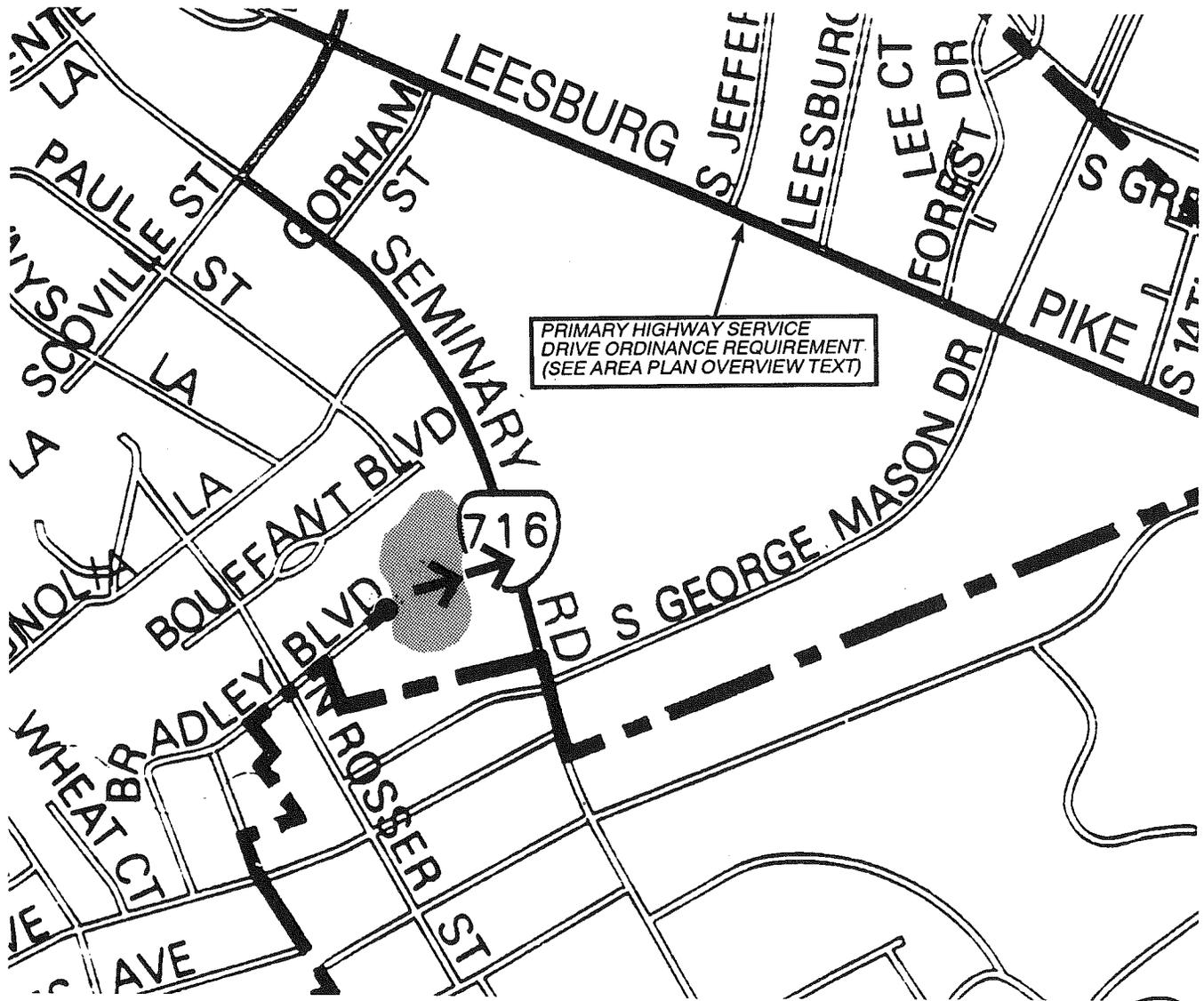


TRANSPORTATION RECOMMENDATIONS LEGEND

- 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.



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
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○ CONSTRUCT GRADE-SEPARATED INTERCHANGE
OR INTERCHANGE IMPROVEMENTS.

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

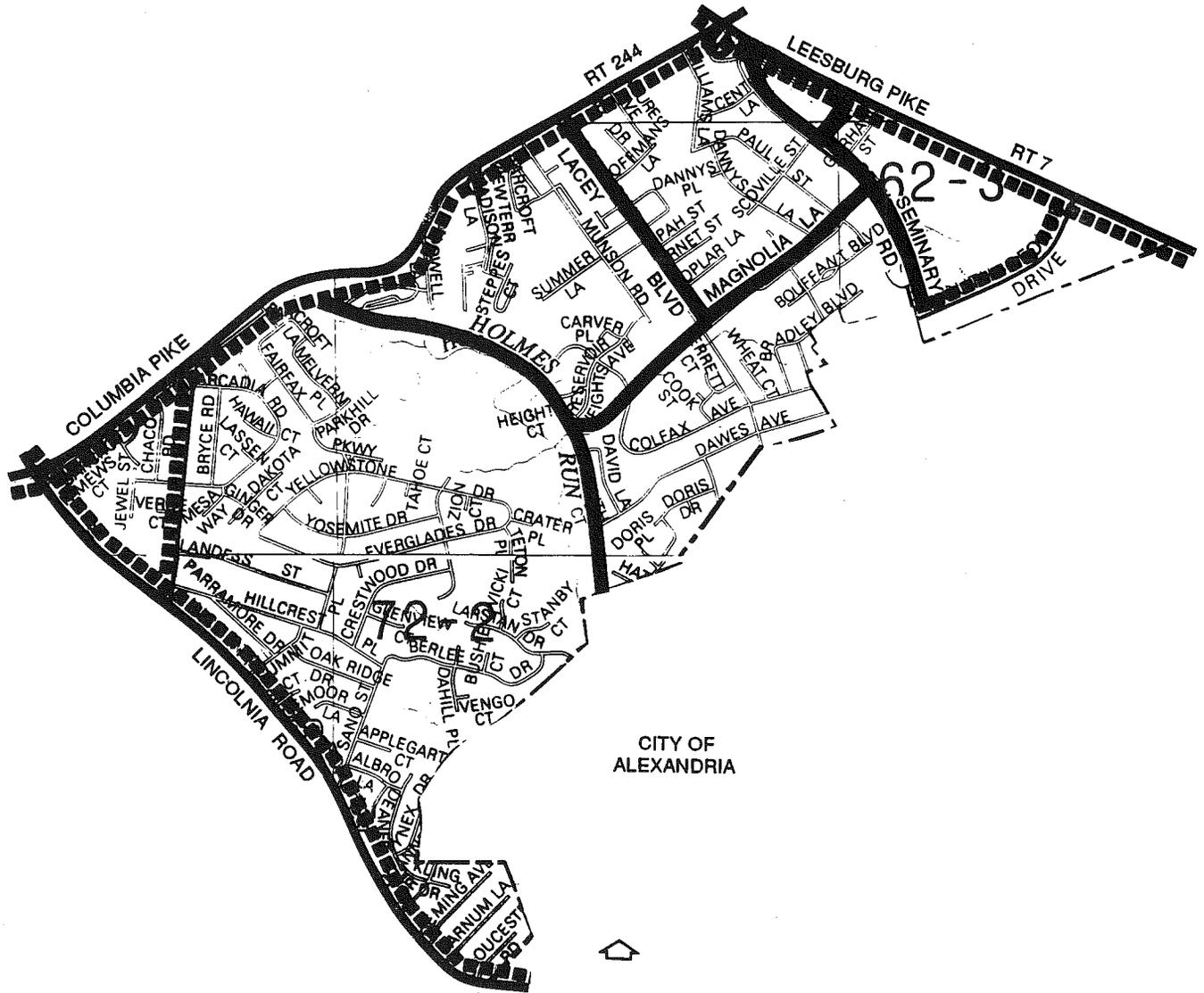
FIGURE 94

PARKS AND RECREATION RECOMMENDATIONS

SECTOR B4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Plan and develop urban park facilities in the Baileys Crossroads Community Business Center in conjunction with redevelopment.
Barcroft Mews	Complete the renovation of the Clark House on Barcroft Mews possibly as a private/public partnership.
Glasgow Glen Hill Haywood Glen	Complete development of existing parks in accordance with approved master plans.
COMMUNITY PARKS:	Consider acquisition of land for development of an additional athletic field in this sector.
Dowden Terrace	Consider re-master planning and development to maximize park uses in conjunction with adjacent school site.
Lillian Carey	Upgrade existing athletic fields.
Parklawn	
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
Holmes Run Stream Valley	Ensure protection of the EQC and public access to the stream valley 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.
Summers Cemetery (Heritage Resources Site)	

B4 GLASGOW 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.

B5 BARCROFT COMMUNITY PLANNING SECTOR

CHARACTER

The Barcroft Community Planning Sector is bounded by Columbia Pike on the south, Leesburg Pike on the west, Sleepy Hollow Road on the north, and Old Columbia Pike on the west. The northern and eastern corners of the sector comprise part of the commercial strip which is included within the Seven Corners and Baileys Crossroads Community Business Centers, respectively. Recommendations for these areas can be found in the Baileys Crossroads CBC and Seven Corners CBC sections of the Plan.

This sector's dominant features include Lake Barcroft, and the surrounding low density, single-family, residential neighborhoods. Several of these subdivisions, Lake Barcroft, Barcroft Hills, and Lake Barcroft Shores, are oriented to the lake and the adjoining recreational areas. The other portions of this suburban development are oriented to the Sleepy Hollow area. These include Sleepy Hollow Estates, Buffalo Hills, Waters Wood, and Ravenwood. A few medium density residential uses are located along two of the major thoroughfares, Leesburg Pike and Columbia Pike, in proximity to the commercial uses in Seven Corners and Baileys Crossroads. The sector contains a small portion of the Baileys Conservation Area and all of the Courtland Park Community Improvement Area.

Sector B5 contains Lake Barcroft and its two northern tributaries: Holmes Run and Tripps Run Stream Valleys. A large portion of the southern corner of the sector contains slopes in excess of 15 percent, and the southeastern edge of the sector, along Columbia Pike, lies in a soil-slippage prone region.

Baileys Conservation Area

The portion of the Baileys Conservation Area in Sector B5 is located on Columbia Pike and lies directly north and south of Marshall Drive. The Baileys Conservation Area was established through a Conservation Plan adopted in March, 1976 by the Board of Supervisors. A primary objective of the Conservation Plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the Conservation Area.

Courtland Park Community Improvement Area

On August 1, 1988, the Board of Supervisors adopted the Courtland Park Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as storm drainage and street improvements including curb, sidewalk and gutter installation. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by the Columbia Pike/Leesburg Pike interchange, and roughly encompasses the single-family neighborhoods between the Culmore apartment area and Columbia Pike.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Barcroft Planning Sector outside the Seven Corners and Baileys Crossroads Community Business Centers develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Barcroft sector, outside of the Seven Corners and Baileys Crossroads Community Business Centers, is largely developed as 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 in Land Use Objectives 8 and 14.

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

Figure 96 indicates the geographic location of land use recommendations for this sector.

1. The small commercially-zoned tract in the northwest quadrant of Marshall Drive and Columbia Pike is planned for residential use at 2-3 dwelling units per acre.

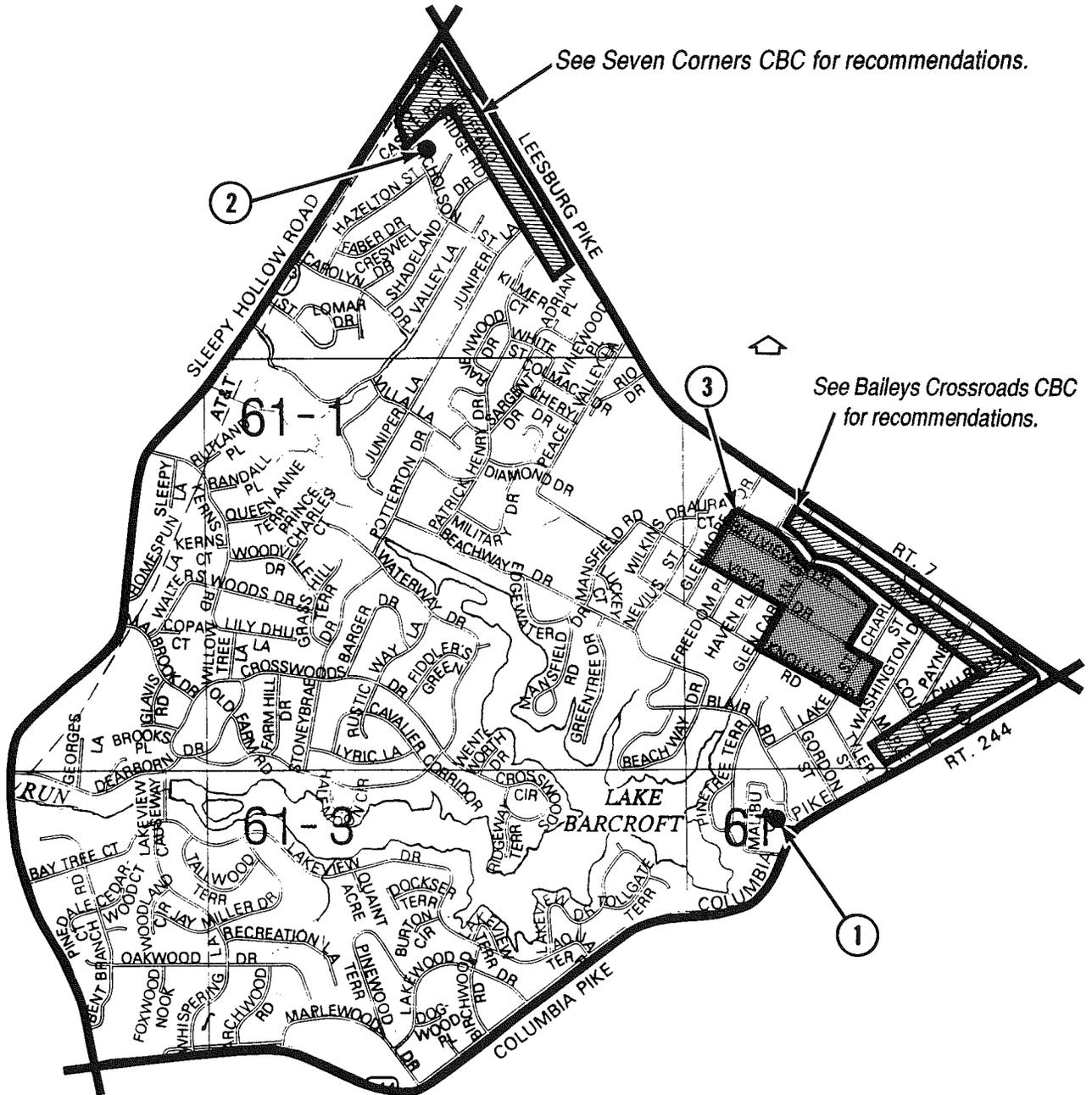
As an option, development at a density of 5-8 dwelling units per acre may be appropriate to provide a transition between the Americana Barcroft garden apartments to the north, and the low density single-family residential areas to the west if the following conditions are met:

- Consolidation of Parcels 61-4((1))160, 160A, 161, 162, 163;
 - Construction of a brick wall and extensive screening and buffering along the north, east, and west perimeters of the site where these adjoin residential uses; and
 - Access is provided as shown on Figure 98.
2. The four parcels located at the southeast corner of Sleepy Hollow Road and Nicholson Street, (tax map 51-3((14))1A, 2A, 3A and 4A), are planned for residential use at 2-3 dwelling units per acre. The commercial use at Parcel 1A may continue under special permit, if adequate buffering to the adjacent residential uses is provided.
 3. The Culmore Shopping Center south of Leesburg Pike, identified as Parcel 61-2((12)), is planned for physical revitalization. The adjacent apartment complexes, identified as Parcels 61-2((11)), ((14)), and ((39)) are also planned for physical revitalization at 16-20 dwelling units per acre.

Alternatively, redevelopment of the above referenced parcels and perhaps some contiguous residential single-family parcels as a mixed-use, non-high-rise complex may be appropriate. Residential density within ((11)), ((14)) and ((34)) may vary from 2-3 dwelling units to a range of 30-40 dwelling units per acre and up to 50% expansion of the present commercial area with an FAR not exceeding .50 (a maximum of 250,000 square feet), may be considered if the resulting development is compatible with sound planning principles and the surrounding area, and if the following conditions are satisfied. If revitalization is pursued, conditions C and D will apply.

- A. Consolidation of at least two-thirds of the subject area must be achieved.
- B. Graduated transition of intensity and use, from the more-intense development along Route 7 to the existing single-family development on the east, south and west boundaries.
- C. The number of affordable housing units (as defined in the Policy Plan) resulting from any physical change in the area must be no less than the number of units as of March, 1991, and priority for occupancy should be given to then current residents, utilizing rent and owner discounts to assure affordability.
- D. As recommended by the Fairfax County Voluntary Relocation Guidelines, as may be adopted by the Fairfax County Board of Supervisors, all work should be planned according to a Relocation Assistance Plan so as to minimize displacement of the tenants. The Plan should be prepared by the developer and submitted to the Fairfax County Department of Housing and Community Development, as specified in the guidelines, prior to the submission of applications for rezoning, site plans or building permits to the Fairfax County Department of Environmental Management. Guiding principles should include limited involuntary displacement, using vacancies by attrition, where possible, and temporary housing; relocation and assistance costs to be borne by the landowners.

B5 BARCROFT COMMUNITY PLANNING SECTOR



- E. Any impact on public facilities (particularly schools), services and transportation, necessitated by any increased intensity, must be addressed with provisions for mitigation before work begins.
- F. Transitional screening (as defined by the County Zoning Ordinance), providing the highest level of protection to adjacent residences, should be utilized between more intense and less intense uses.

Transportation

Transportation recommendations for this sector are found on Figures 97, 98 and 99. 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

Evidence of camps housing the troops at Civil War Fort Buffalo have been found in this sector, and in the adjoining Seven Corners CBC. The few remaining open areas could contain significant heritage resources relating to the Civil War. Development in this sector, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

Public Facilities

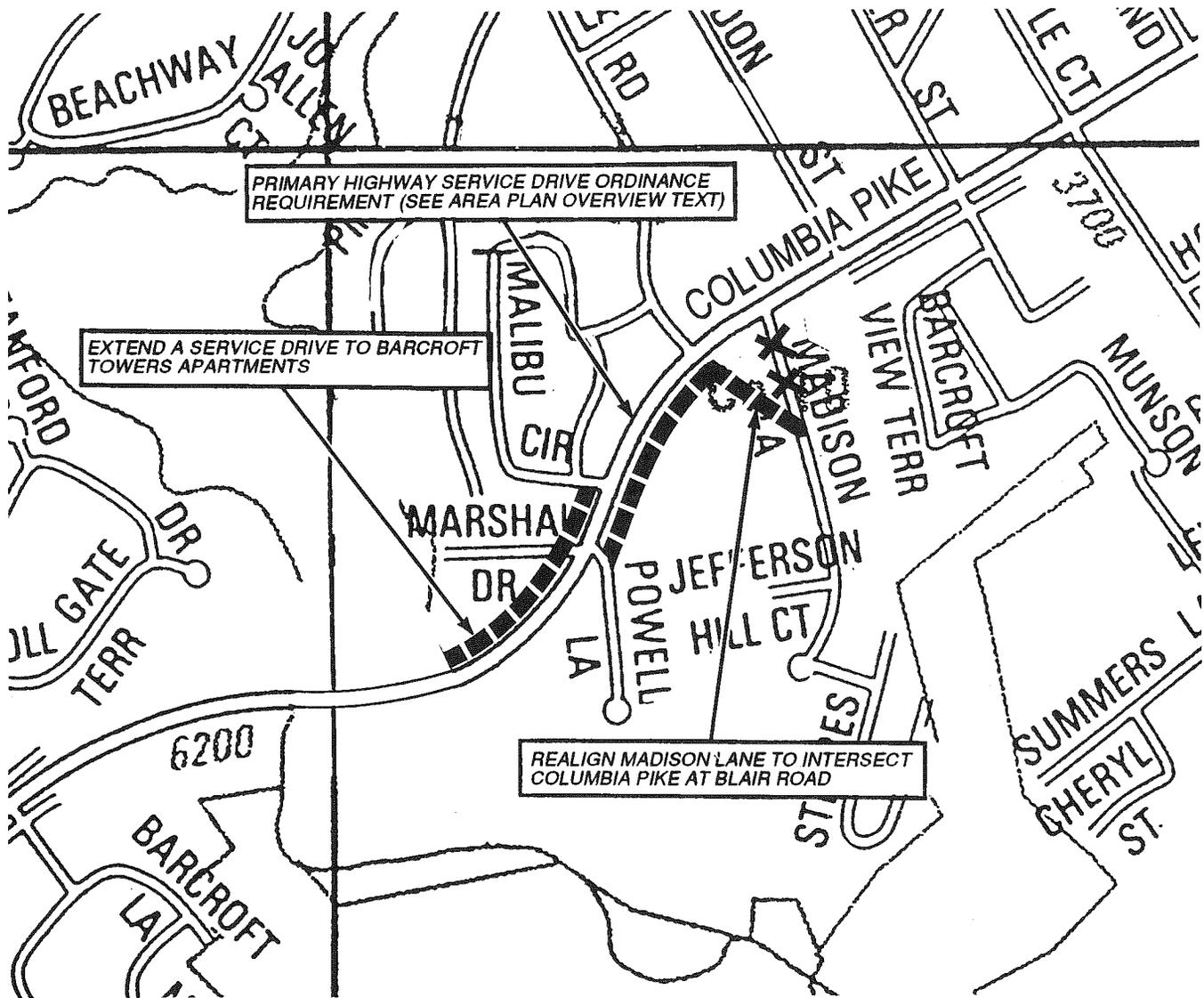
Expand the Sleepy Hollow Elementary School by eight classrooms.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 100. 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 101 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.



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.)



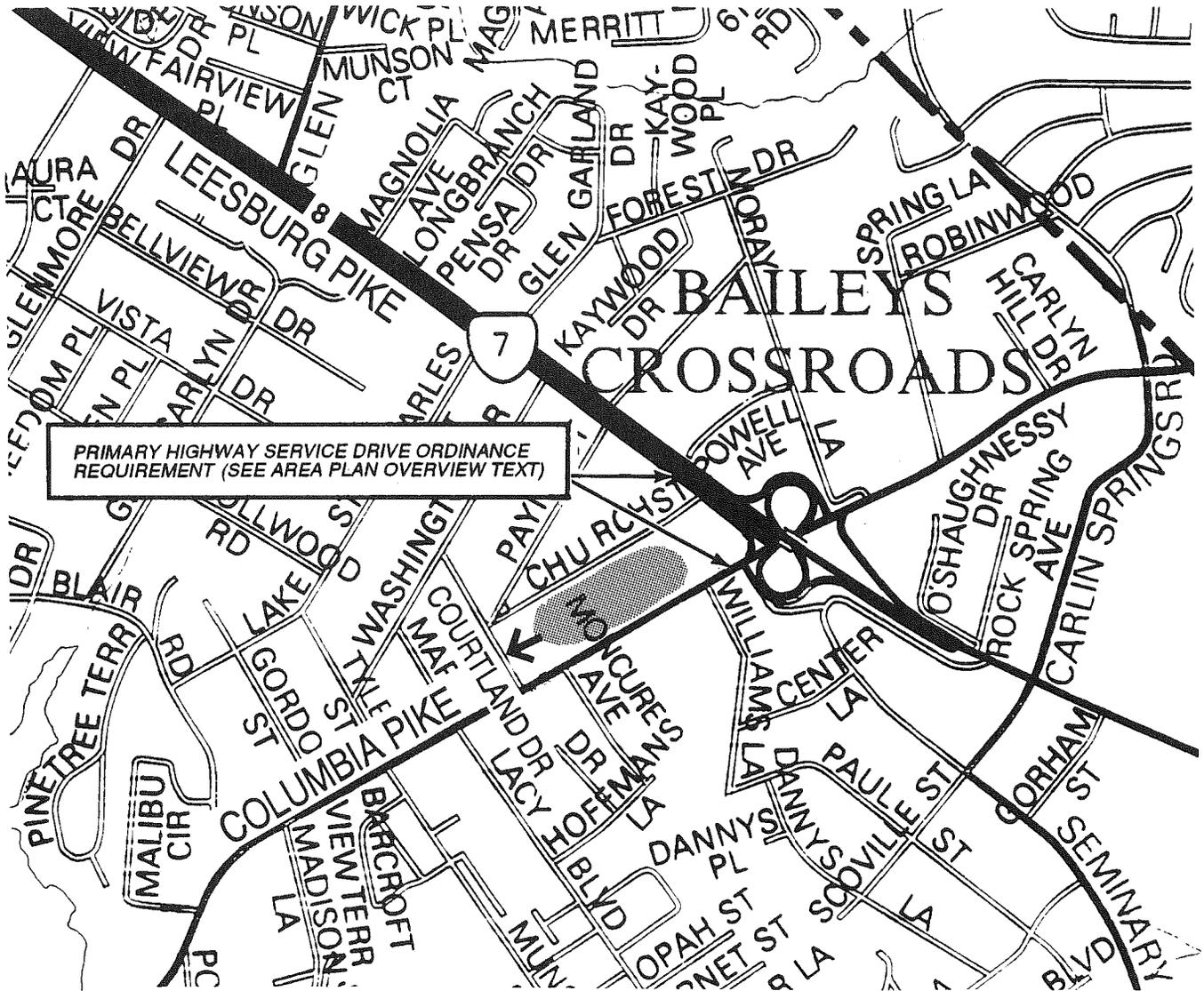
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.



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.



TRANSPORTATION RECOMMENDATIONS LEGEND

- ROAD AND HIGHWAY FACILITIES
- ARTERIAL COLLECTOR LOCAL
- | | | |
|--|--|-----------------------------------|
| | | WIDEN OR IMPROVE EXISTING ROADWAY |
| | | |
- | | | | | |
|--|--|--|--|-----------------------------------|
| | | | | CONSTRUCT ROADWAY ON NEW LOCATION |
| | | | | |
- | | | | | | |
|---|---|---|---|--|---|
| | | | | | TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING 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.

FIGURE 100

PARKS AND RECREATION RECOMMENDATIONS

SECTOR B5

PARK CLASSIFICATION

RECOMMENDATIONS

NEIGHBORHOOD PARKS:

Baileys
Belvedere

COMMUNITY PARKS:

J.E.B. Stuart

Consider revising master plan to improve public access.

Identify and acquire land in the Culmore area for development of playing fields and support activities.

DISTRICT PARKS:

This sector lies within the service area of Mason District Park.

COUNTYWIDE PARKS:

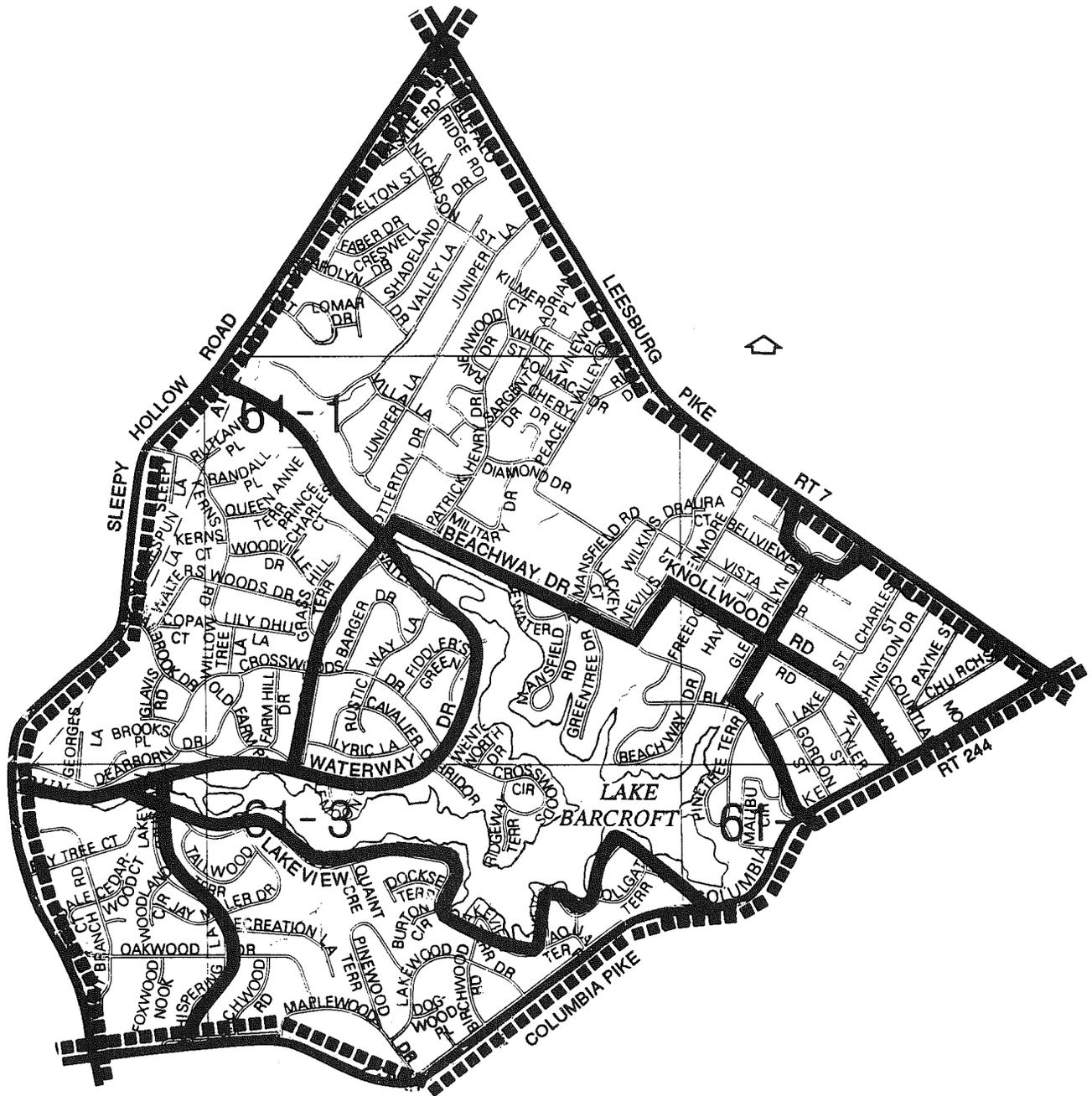
Holmes Run Stream Valley

Ensure protection of the EQC and public access to Holmes Run Stream Valley 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.

Tripps Run Stream Valley

Tripps Run EQC should be protected in private open space.

B5 BARCROFT 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.

