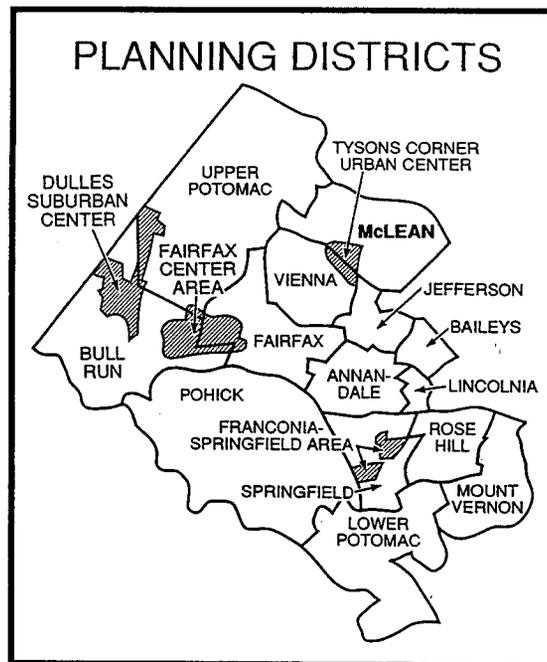


McLEAN PLANNING DISTRICT

Consisting of:

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



MCLEAN PLANNING DISTRICT

OVERVIEW

The McLean Planning District is located in the northeast portion of Fairfax County. It is bounded on the northeast by the Potomac River, on the southeast by Arlington County and the City of Falls Church, on the southwest by Route 7 and the Dulles Airport Access Road, and on the northwest by Difficult Run, Route 7, Towlston Road, and Old Dominion Drive. (See Figure 80.)

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

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

CONCEPT FOR FUTURE DEVELOPMENT

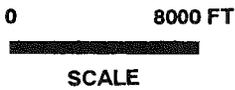
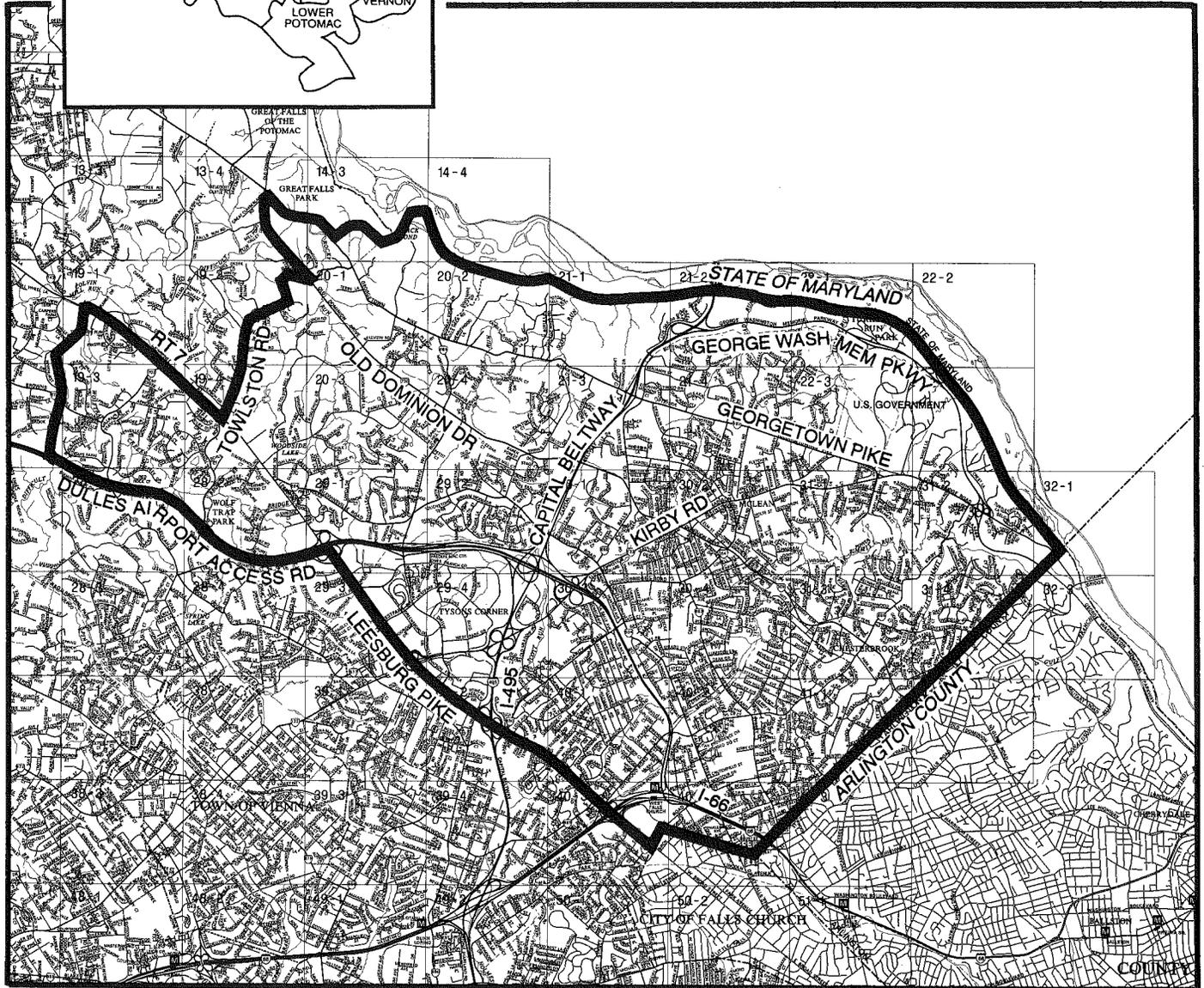
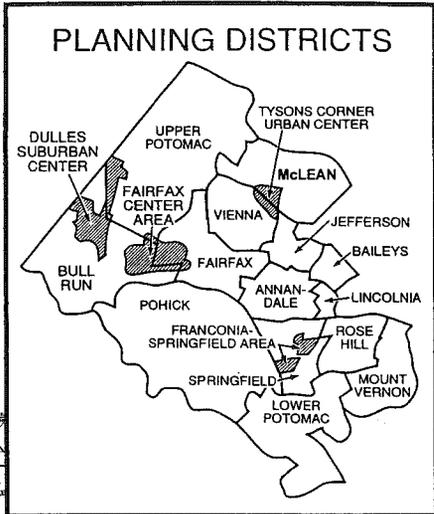
The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use, character and intensity envisioned for land areas within each planning district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

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

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

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

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



FAIRFAX COUNTY	McLEAN PLANNING DISTRICT	FIGURE 80
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MAJOR OBJECTIVES

Planning objectives within the McLean Planning District include the following:

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

DISTRICT-WIDE RECOMMENDATIONS

Transportation

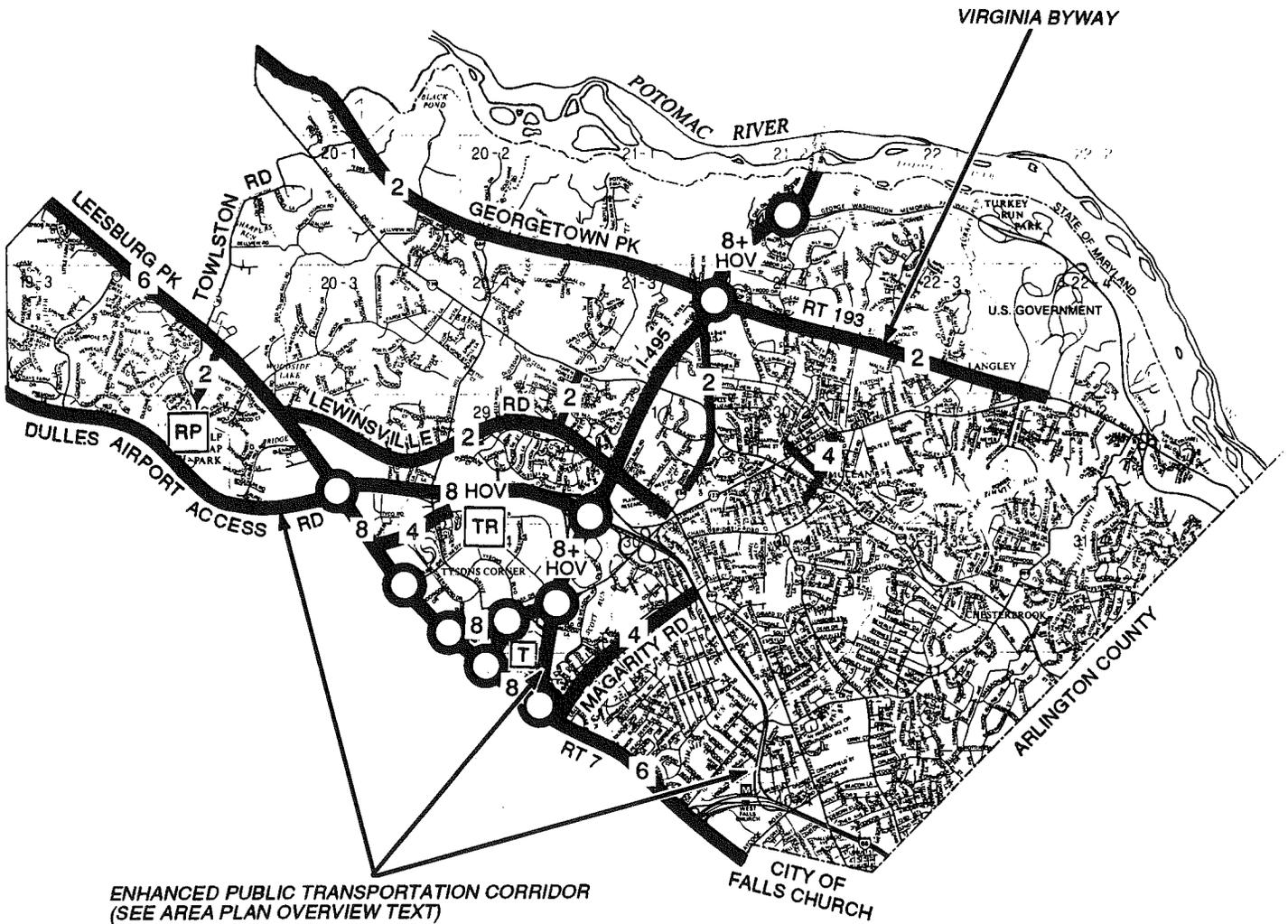
Travel within and through the McLean Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 81. Other countywide transportation elements are also depicted.

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

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

Housing

A list of existing, under construction, and proposed assisted housing for the McLean Planning District is shown on Figure 82. 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":



ENHANCED PUBLIC TRANSPORTATION CORRIDOR
(SEE AREA PLAN OVERVIEW TEXT)

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

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

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

FIGURE 82
MCLEAN PLANNING DISTRICT
ASSISTED HOUSING

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

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

PROPOSED ASSISTED HOUSING

(As of December 31, 1993)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Program
Lewinsville Center (expansion) Great Falls Street	30-3((1))42	M3	52 beds	Fairfax County Rental/Adult home

* Scattered Units

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

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

Environment

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

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

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

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

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

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

Heritage Resources

The McLean Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 83. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

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

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National Register of Historic Places or Virginia Landmarks Register are also shown on Figure 83, and may be identified in the text and recommendations section.

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

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

FIGURE 83
INVENTORY OF HISTORIC SITES
MCLEAN PLANNING DISTRICT
(Inventary as of 1994)

Name	Address	Parcel Number	Date
Adams-Nelson-Sewell-Hirst Cemetery	1445 Layman Street McLean	31-1 ((9)) 40A	c. 1800
Andrew Chapel Methodist Church	9201 Leesburg Pike Vienna	19-4 ((1)) 57	1855 + 1907
Andrew Chapel School	9325 Leesburg Pike Vienna	19-4 ((1)) 60	1914
Ballantrae	1288 Ballantrae Farm Drive McLean	31-1 ((20)) 26	1925
Beaufort Park	7301 Georgetown Pike McLean	21-3 ((26)) B	1940
Bethel Primitive Baptist Church	9101 Leesburg Pike Great Falls	19-4 ((1)) 45	c. 1880
Bienvenue	6800 Churchhill Road McLean	30-2 ((22))A, 23C	c. 1840 + 1928
Bull Neck Gold Mine	8008 Georgetown Pike McLean	20-2 ((1)) 8,V,Z,13	1873-1940
Claude Moore Colonial Farm (Re-creation)	6208 Georgetown Pike McLean	22-3 ((1)) 40A	1973* (construction date)
D.C. Boundary Stone (A) W. Cornerstone	814 West Street Falls Church	40-4 ((26)) 1B	1791
D.C. Boundary Stone N.W. Line #1 (B)	2139 Powhatan Street McLean	41-1 ((1)) 66	1791
D.C. Boundary Stone N.W. Line #2 (C)	5298 Old Dominion Drive Arlington	41-1 ((23)) 1A	1791
D.C. Boundary Stone N.W. Line #3 (D)	4013 N. Tazewell Street Arlington	31-4 ((15)) 65	1791
Dower House	7728 Georgetown Pike McLean	20-2 ((1)) 28	c. 1722
Downcrest	1115 Crest Lane McLean	22-4 ((1)) 14B	
Drover's Rest	8526 Georgetown Pike McLean	20-1 ((1)) 13	c. 1730
Eglin House*	1515 Great Falls Street McLean	30-3 ((1)) 62	c. 1780
Elmwood	7167 Old Dominion Drive McLean	30-1 ((1)) 60	1905
Faulkner House	837 Dolley Madison Blvd. McLean	31-2 ((1)) 112	c. 1840
Filene Center (Wolf Trap Farm)	1551 Trap Road Vienna	28-2 ((1)) 3	1971
Fort Marcy	639 Chain Bridge Road McLean	31-2 ((1)) 40	1862

* indicates demolition: potential remains for archaeological site

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

FIGURE 83
INVENTORY OF HISTORIC SITES
MCLEAN PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Hickory Hill N,V,H	1147 Chain Bridge Road McLean	31-1 ((1)) 1	c. 1870 + 1931
Hitaffer Road	1071 Bellview Road McLean	19-4 ((1)) 36	c. 1810 + 1940
Hitchcock Toll House	8824 Gallant Green Drive McLean	19-4 ((10)) 7A	c. 1750 + c. 1790
Jackson House	1157 Swinks Mill Road McLean	20-4 ((1)) 56	c. 1730
Kenmore	1410 Montague Drive McLean	19-3 ((2)) C	c. 1785
Langley Friends Meeting House N,V,H	6410 Georgetown Pike McLean	22-3 ((1)) 48	1893
Langley Fork Historic District N	Georgetown Pike and Chain Bridge Road	22-3	
Langley Ordinary N,V,H	1101 Chain Bridge Road McLean	22-3 ((1)) 63	c. 1850
Langley Toll House & Gunnell's Chapel N,V,H	6324 Georgetown Pike McLean	22-3 ((1)) 43	unknown
Leigh, Vernon, House	9305 Leesburg Pike Vienna	19-4 ((1)) 63	c. 1920
Lewinsville Post Office	1554 Great Falls Street McLean	30-3 ((2)) 2	c. 1850
Little Falls	1211 Crest Lane McLean	31-2 ((1)) 18	c. 1920
Mackall House N,V,H	6418 Georgetown Pike McLean	22-3 ((1)) 49	1858
Maplewood*	7676 Old Springhouse Road McLean	29-4 ((5)) 6	c. 1870
Merryhill	1222 Stuart Robeson Drive McLean	30-2 ((45)) 19	c. 1870
Merrywood	700 Chain Bridge Road McLean	31-2 ((1)) 33	1919
Othman House*	Hampton's of McLean Old Dominion Drive McLean	30-2 ((43)) A1	c. 1910
Peacock Station	8906 Old Dominion Drive McLean	13-4 ((1)) 35	
Pleasant Grove Church	8641 Lewinsville Road McLean	29-1 ((1)) 6	1892
Rokeby	800 Dolley Madison Blvd. McLean	31-2 ((1)) 12	c. 1814

* indicates demolition: potential remains for archaeological site.

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

FIGURE 83
INVENTORY OF HISTORIC SITES
MCLEAN PLANNING DISTRICT
(Continued)

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

N National Register of Historic Places
V Virginia Landmarks Register

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

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

Public Facilities

The existing public facilities located within the McLean Planning District are indicated on Figure 84. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

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

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

Parks and Recreation

Public parks located within the McLean Planning District are identified on Figure 85. Additional recreational facilities are provided at County public school sites. The combination of Countywide Parks and Federal lands along the Potomac Palisades provide an extensive greenway system with linkages to the interior of the Planning District via several stream valley parks. These parklands contain a rich and extremely valuable diversity of scenic natural and heritage resources which merit protection.

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

**FIGURE 84
MCLEAN PLANNING DISTRICT
EXISTING PUBLIC FACILITIES**

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

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

FIGURE 85
MCLEAN PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

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

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

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

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

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

MCLEAN COMMUNITY BUSINESS CENTER

CHARACTER

The McLean Community Business Center (CBC) is a large community shopping, service and residential area approximately 230 acres in size centered at the intersection of Chain Bridge Road and Old Dominion Drive. The triangle bounded by Old Dominion Drive, Route 123, and Chain Bridge Road is in Sector M4, while the rest of the CBC is in Sector M3. (See Figure 86.)

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

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

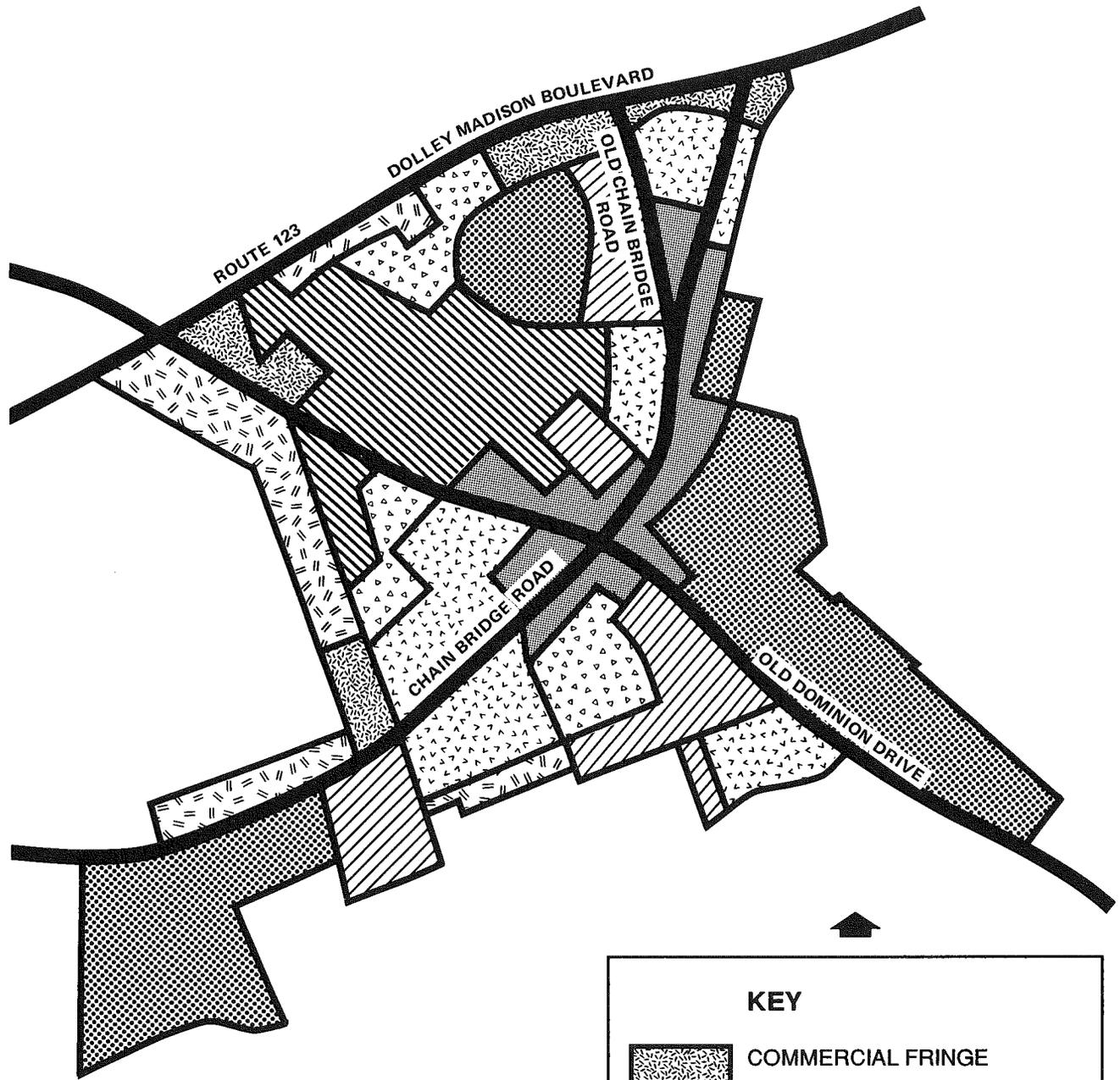
The CBC provides shopping and professional services to the surrounding community. It is located within two miles of Tysons Corner, a major regional employment center providing extensive shopping opportunities. In order to co-exist with the Tysons Corner area and to preserve its identity, the McLean CBC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

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

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

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

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



KEY

	COMMERCIAL FRINGE
	CONCENTRATED RESIDENTIAL
	CONCENTRATED RETAIL
	ISOLATED RETAIL
	PRIMARY OFFICE
	RESIDENTIAL FRINGE
	SECONDARY OFFICE



The McLean CBC is intended to serve as a community service and retail center, with general and professional office, residential, recreation, and public uses completing the mixed-use function of this area. The Concept Plan is intended to reinforce these characteristics and ensure that the CBC will continue its service function. (See Figure 87.) At the same time, the opportunity to upgrade the physical character throughout the area should be seized, both by defining the appropriate design characteristics for new development and the limited improvements which can be made to the existing structures. The overall strategy is essentially to stabilize the CBC's intended function while upgrading its existing image.

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

The Concept Plan recognizes that the CBC is actually comprised of a number of different subareas, each of which requires a separate planning response. These subareas can be classified as redevelopment (core), stabilization, buffer and no change. (See Figure 88.)

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

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

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

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

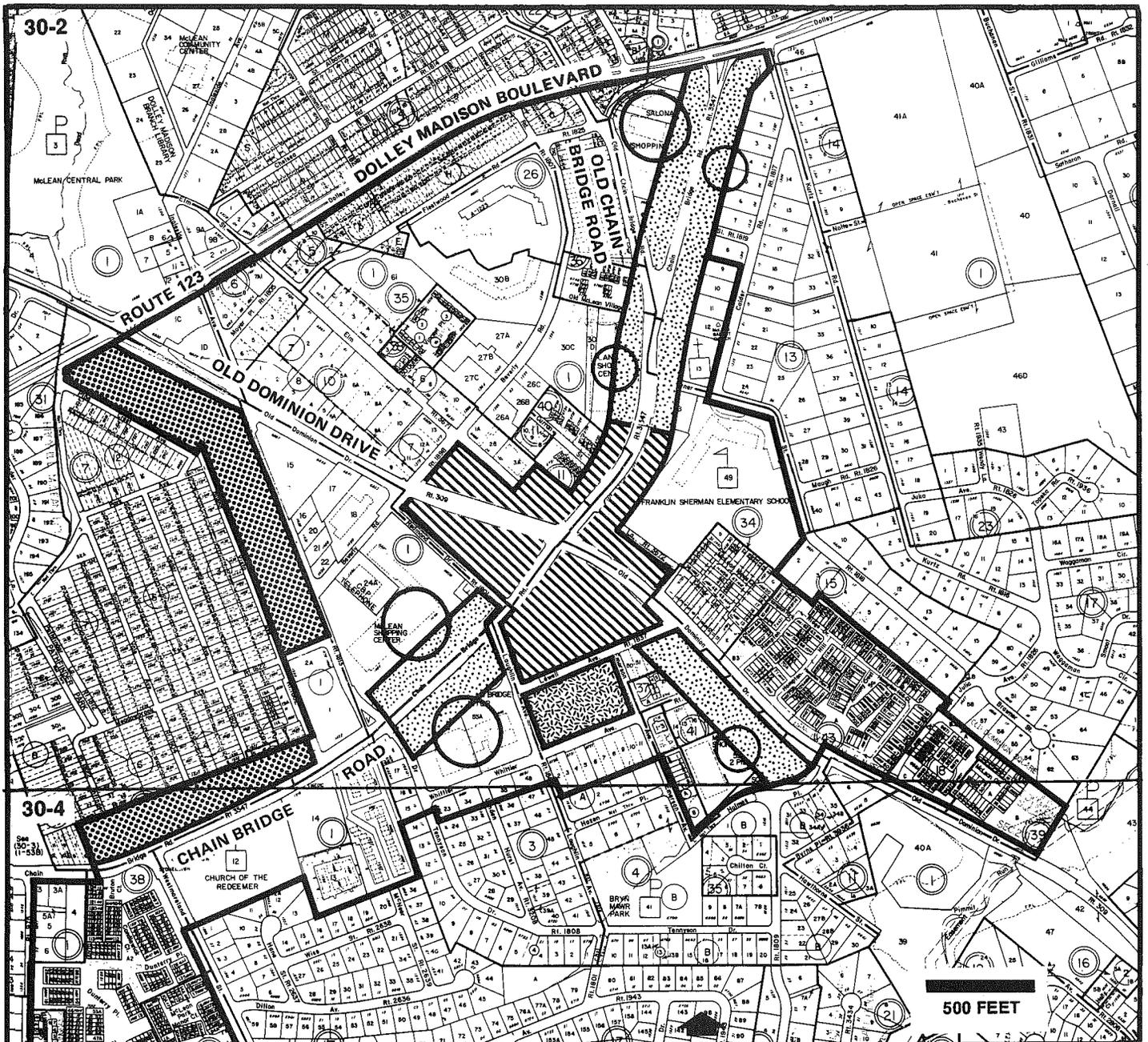
The McLean CBC has been subdivided into a number of areas, generally one block in dimension. Land use recommendations are identified by subarea (See Figure 90 in Subarea Guidelines). Site specific recommendations and objectives are identified in the Subarea Guidelines and are intended to serve as criteria for future development.

RECOMMENDATIONS

Land Use

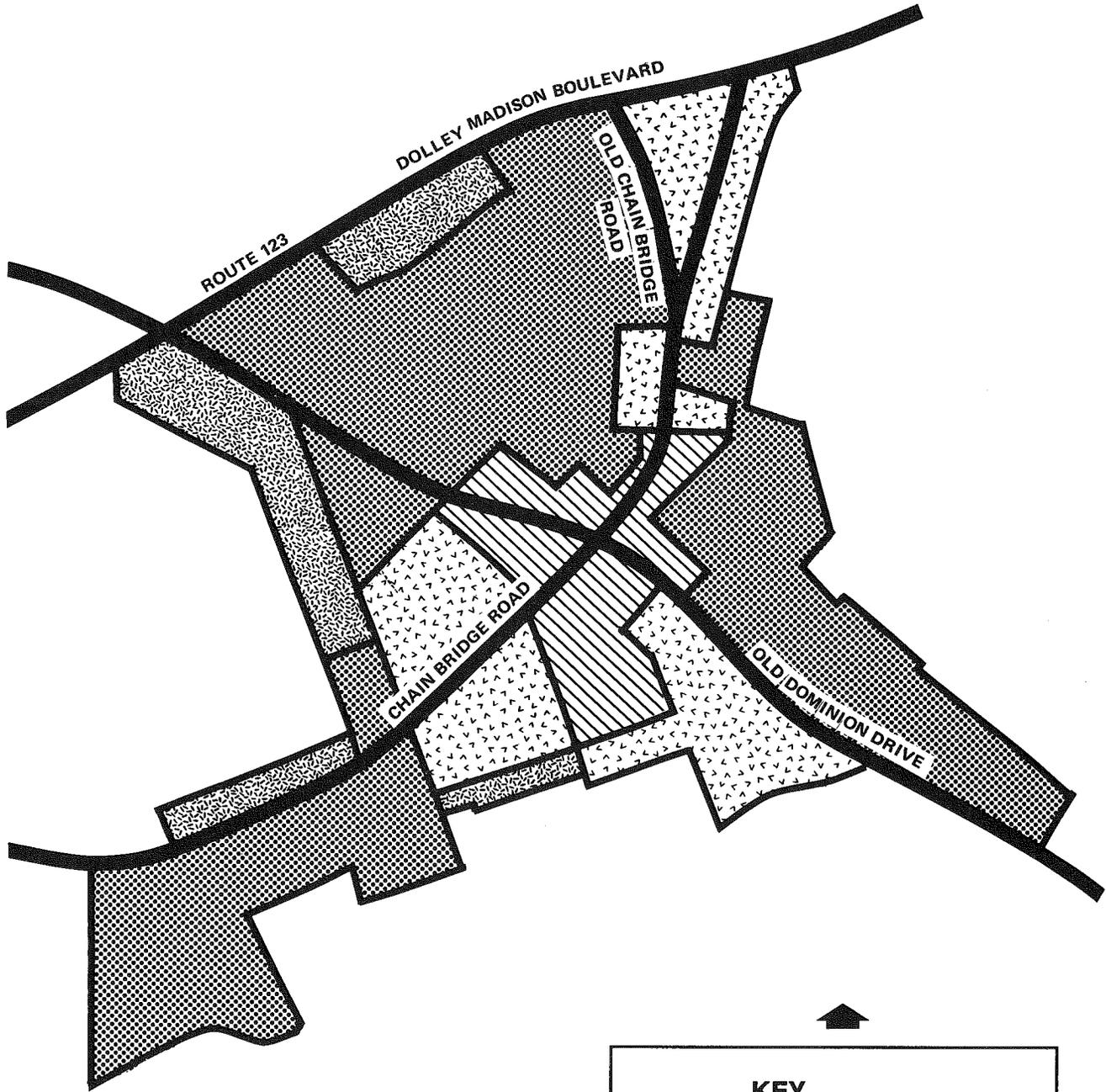
A. Redevelopment Areas

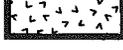
A principal element of the Concept Plan is the desire to stimulate change at the core area of the CBC. The core is generally defined as that area within a one block radius of the central intersection of Chain Bridge Road and Old Dominion Drive. This crossroads of McLean, a major determinant of the CBC's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



KEY

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



KEY	
	AREA OF NO CHANGE
	BUFFER AREA
	REDEVELOPMENT AREA
	STABILIZATION AREA

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

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

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

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

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

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

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

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

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

B. Stabilization Areas

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

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

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

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

C. Buffer Areas

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

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

2. The block bounded by Chain Bridge Road, Ingleside, Buena Vista and Meadowbrook Avenues, (Subarea 4) should remain in recreation uses. If redevelopment occurs, infill of low density commercial or medium density mixed-use with no retail would be appropriate, provided building heights do not exceed three stories; all offices access to Ingleside Avenue; and extensive landscaped buffering to residential uses is provided. A bikeway should be provided along Ingleside Avenue and a primary pedestrian connection to West McLean should be enhanced along Meadowbrook Avenue. If rezoned to C-2, a pocket park should be provided.
3. Subareas 23 (Ingleside, Meadowbrook, Buena Vista and Park Avenues) and 24 (Old Dominion Drive, Park Avenue, Pine Crest Avenue and Dolley Madison Boulevard) should develop in medium density townhouses. In order to contain future commercial growth within the CBC, to provide additional housing within the CBC, and to establish a residential buffer for West McLean, future development should be townhouse residential at a base range of 5-8 dwelling units per acre. A mid-range density of 8-12 dwelling units per acre could be achieved provided there is consolidation of minimum areas of two acres; pedestrian amenities include five-foot wide sidewalks on all streets with mid-block pedestrian connections; landscaped buffers between single-family residential are included; innovative design and architectural compatibility with single-family detached areas is achieved; and buildings are limited to 35 feet in height. Parking should be below ground, in structures, or screened. An overlay density range of 12-16 dwelling units per acre can be achieved with complete block consolidation, provision of affordable dwelling units, and all design elements listed above.
4. The area bounded by Tennyson Drive, Laughlin Avenue, Whittier Avenue and the southern border of the CBC (Subareas 8 and 9) would be appropriate for residential development but is zoned for commercial use. Sensitive commercial development such as low density townhouse office would be appropriate in this two-block area since commercial development already exists on adjacent blocks. Development should be carefully screened from surrounding residential properties.
5. The area bounded by Dolley Madison Boulevard, Beverly Road, Fleetwood Road and Elm Street (Subareas 27 and 28) should develop as low-rise commercial. Future development should be carefully sited to face toward Dolley Madison Boulevard with access from Fleetwood Road. This area is intended as a transition from the higher density commercial core along Elm Street to the residential neighborhood beyond the CBC boundary. As an option, townhouse-style residential use at 12-16 dwelling units per acre may be appropriate contingent upon substantial and logical parcel consolidation; high quality design and landscaping; to the extent practical preservation of existing specimen trees along the periphery of the site; and access limited to Fleetwood Road. Upon complete consolidation of parcels 30-2((4))(P)1-7, 17-24, 1A, 8A, 9A, 24A and 30-2((4))(H)16-49, 32A and 33A, townhouse-style residential use up to 17.5 dwelling units per acre may be appropriate contingent upon previously listed conditions.

D. Areas of No Change

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

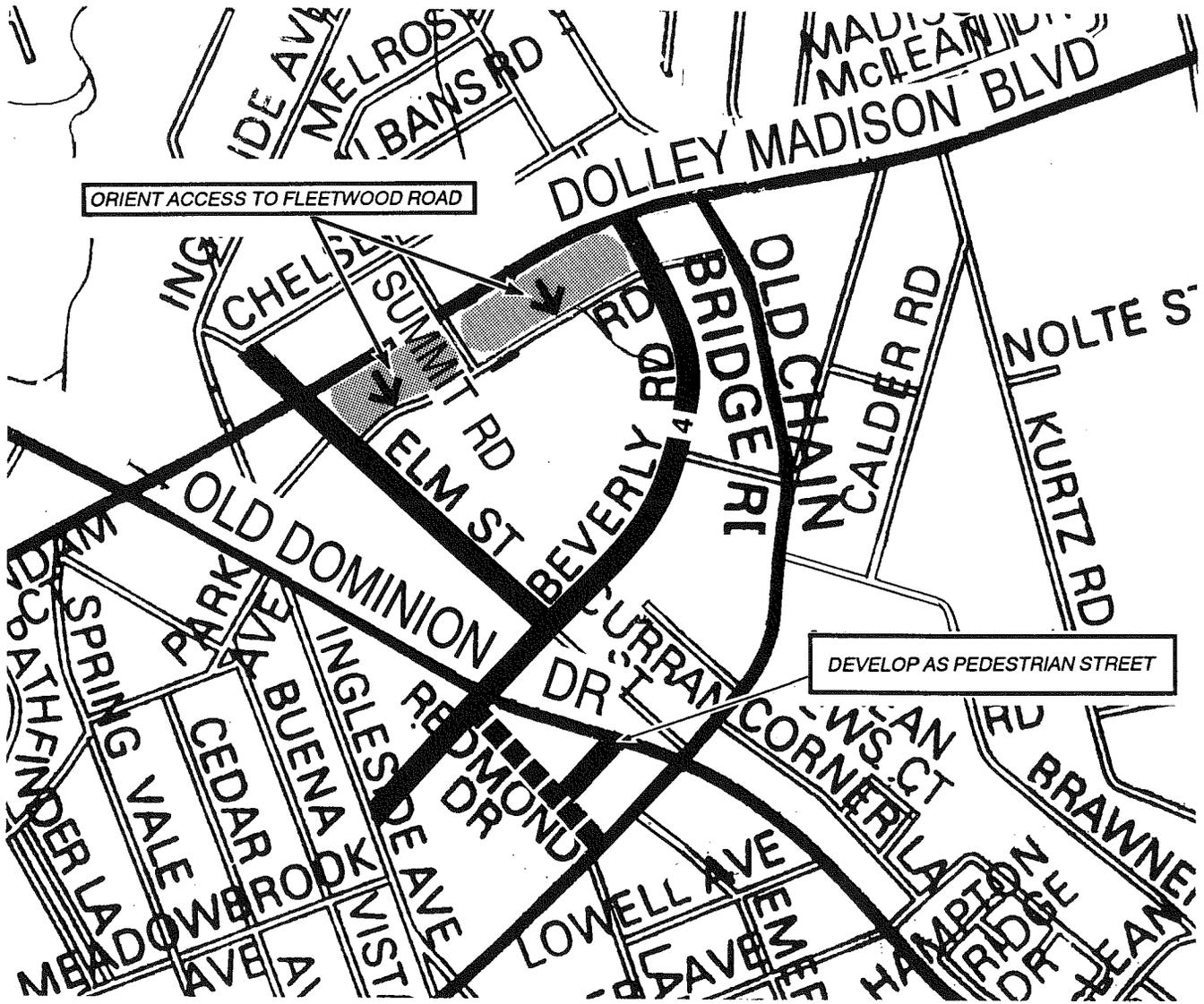
Transportation

The arterial and major collector roadways affecting the McLean CBC are shown on Figure 89. Additional recommendations are listed below.

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

Implementation and Urban Design

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



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.

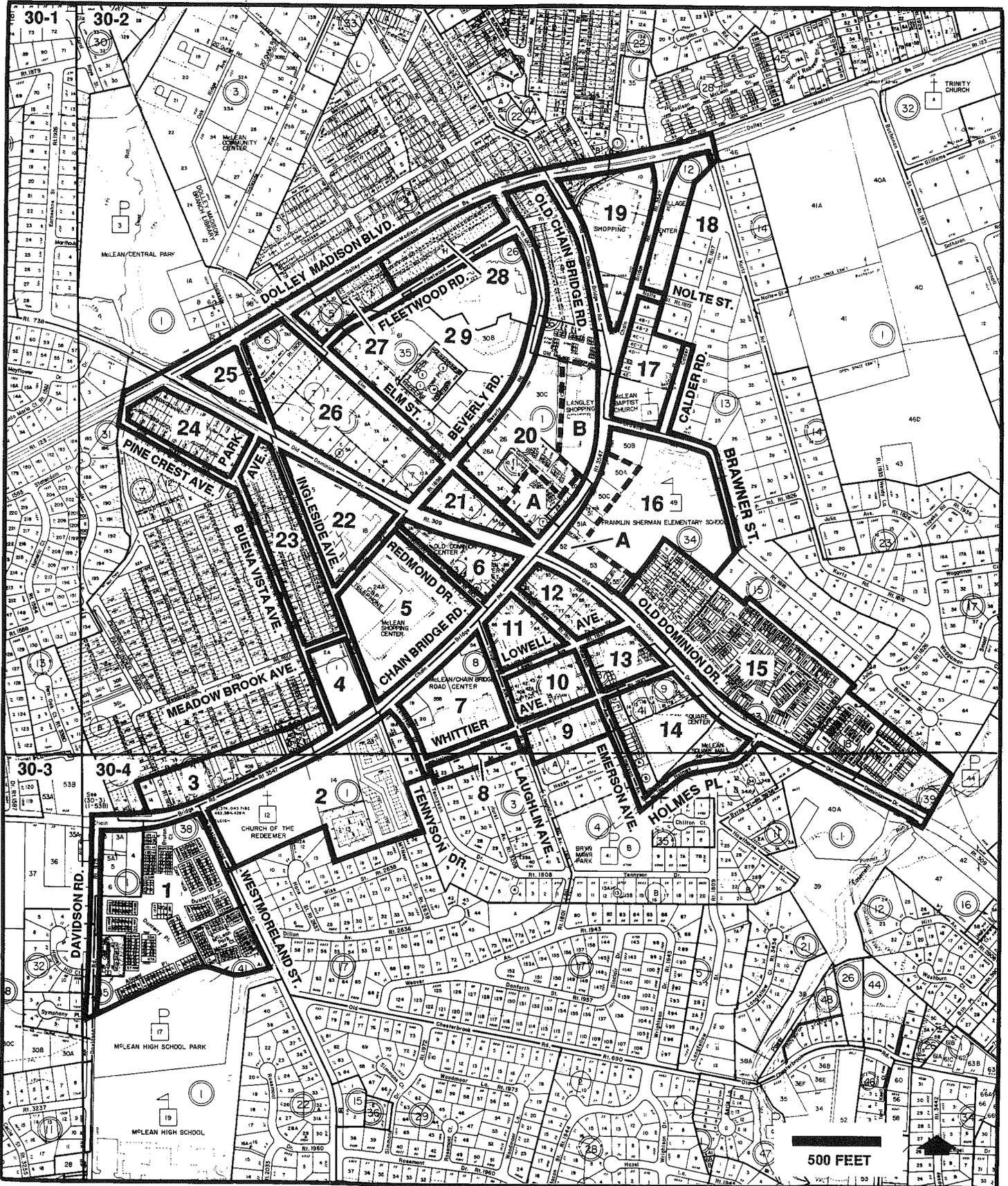
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

SUBAREA GUIDELINES

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

The subarea boundaries were originally formulated for the collection of economic base data, and have subsequently been used for traffic projections and planning evaluations. (See Figure 90.)



**FAIRFAX
COUNTY**

McLEAN COMMUNITY BUSINESS CENTER
SUBAREA DESIGNATION

FIGURE
90

McLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

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

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

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

Guidelines

Planning Objective Community service (church) and low scale townhouse office as transitions between single-family neighborhood and CBC.

Land Use Objective Maintain community service (church) and low/medium density commercial. If church site redevelops, it should be as low density townhouses. For C-3, retain transitional character, height no more than 40 ft., landscaped 30% open space and pedestrian plaza along Chain Bridge Road frontage, no retail, bus shelter. C-6 to retain existing retail and extend 5' wide sidewalk along Tennyson Street.

Implementation Strategy Existing zoning.

Parking Requirement As required by existing zoning.

Design Objective

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

Building Envelope Guidelines Townhouse office type C.

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

Special Considerations Provide landscape buffer when adjoining single-family housing. Bikeway on eastern side along Tennyson Drive. 5' wide sidewalks throughout with remaining setback area landscaped open space.

McLEAN CBC SUBAREA GUIDELINES

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

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

Density	Existing	Proposed	Modification Permitted
	R-3 3 du	8 - 12 du	None
		5 - 8 du	
	R-8 8 du	8 du	

Guidelines

Planning Objective	Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. Special exception and special permit commercial uses prohibited.
Land Use Objective	Medium density residential townhouse.
Implementation Strategy	Change existing zoning to medium density residential. Allow all existing special exception commercial permits to expire. Encourage PDH rezoning with special considerations as indicated below.
Parking Requirement	As required by zoning ordinance.
Design Objective	
Public Space Guidelines	East: Residential street type D South: Arterial street type A West: Residential street type D
Building Envelope Guidelines	Townhouse residential type D.
Building Relationships	Cluster townhouse with surface parking areas broken by landscaping and varied building forms.
Special Considerations	Provide landscape buffer when adjoining single-family housing. To achieve 8-12 dwelling units per acre, the property must have innovative layout or townhouses, no direct vehicle entrance on Chain Bridge Road. Maximum 2-stories height, 5' wide sidewalks to wrap around onto side streets. Provide bus service. Consolidation of each block.

McLEAN CBC SUBAREA GUIDELINES

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

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

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

Guidelines

Planning Objective	Provide infill of low density as a buffer between CBC commercial uses and single-family residential outside the CBC. Special exception and special permit commercial uses prohibited.
Land Use Objective	If redeveloped, low density office or medium density mixed-use. No retail. Three stories maximum. Access for office on Ingleside Avenue only.
Implementation Strategy	Change existing R-3 zoning to PDC. Permit special exception commercial permits for recreational uses only.
Parking Requirement	As required by existing zoning.

Design Objective

Public Space Guidelines	North: Commercial street type C East: Commercial street type C South: Arterial street type A West: Residential street type D
Building Envelope Guidelines	Townhouse residential type D.
Building Relationships	Redevelopment must orient to Ingleside Avenue and buffer residential to the south.
Special Considerations	Provide landscape buffer where adjoining recreation facility or redevelopment. Bikeway on eastern side, along Ingleside Avenue. Primary pedestrian connection to West McLean should be enhanced along Meadowbrook Avenue. Provide neighborhood park if R-3 rezoned to C-2.

McLEAN CBC SUBAREA GUIDELINES

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

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

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

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

McLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

Subarea #8: Tennyson Drive, Whittier Avenue, Laughlin Avenue, and South CBC Line.

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	C-3		37,461	
	C-2	Same	37,192	6,844
	C-6		40,907	14,167

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

Guidelines

Planning Objective Establish commercial townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC.

Land Use Objective Low density commercial townhouse to be harmonious with single-family detached area.

Implementation Strategy Existing zoning.

Parking Requirement As required by zoning ordinance.

Design Objective

Public Space Guidelines North: Commercial street type C or residential type D to vary with specific land use
 East: Commercial street type C
 West: Residential street type D

Building Envelope Guidelines Townhouse residential and commercial types C and D with maximum of two stories. All entrances to face Whittier Avenue.

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

Special Considerations Provide landscape buffer where adjoining single-family housing. Bikeway along Whittier Avenue and Tennyson Drive. 5' sidewalk to extend along side streets.

McLEAN CBC SUBAREA GUIDELINES

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

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	R-4		20,037	1 du
	C-2	Same	98,001	46,650
Density	Existing	Proposed FAR	Modification Permitted	
	R-4 4 du			
	C-2 .50	Same	None	
Guidelines				
Planning Objective	Establish commercial townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC.			
Land Use Objective	Medium density commercial townhouses.			
Implementation Strategy	Existing zoning.			
Parking Requirement	As required by zoning ordinance.			
Design Objective				
Public Space Guidelines	North: Commercial street type C East: Commercial street type C West: Residential street type D			
Building Envelope Guidelines	Townhouse commercial types C. All entrances on Whittier Avenue.			
Building Relationships	Cluster townhouse with surface parking areas broken by landscaping and varied building forms.			
Special Considerations	Provide landscape buffer where adjoining single-family housing. On street bikeway along Whittier Avenue. 5' sidewalk with streetscape on Whittier Avenue. 5' sidewalk to extend along side streets.			

McLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

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

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

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

Guidelines

Planning Objective Create single or interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties and meet design objectives. Commercial uses have been allowed by special exception or special permit for residentially-zoned properties within this sub-unit as an interim use. To encourage redevelopment of this sub-unit in conformance with the Plan, special permits or special exceptions for commercial uses issued for this area should not be approved for a period that extends beyond July 1, 1997, six years from the date of adoption of the Plan.

Land Use Objective Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual.

Implementation Strategy Restrict use by zoning overlay district. Encourage provision of amenities, consolidation of properties and design objectives through PDC application and density bonus, up to .70 FAR.

Parking Requirement Zoning ordinance.

Design Objective

Public Space Guidelines North: (Old Chain Bridge Road) Arterial street type A
 East: Commercial street type C
 South: Commercial street type C
 West: Commercial street type C

Building Envelope Guidelines Office/Retail Center type B. Building entrances oriented toward Chain Bridge Road, Laughlin Avenue and Emerson Avenue. Service and parking oriented toward Lowell Avenue. Building features encouraged at northwest and southeast corners. Retail to be optional on first floor; maximum height three stories; 25% open space.

Building Relationships Clusters of at-grade, short term convenience parking accessible from Laughlin Avenue; below grade structured parking accessible from Lowell Avenue. Building mass should frame space of all surrounding streets where not set back for convenience parking. Underground parking to be provided for 0.7 FAR.

Special Considerations Major building and retail entrances must orient toward pedestrian focus on Emerson Avenue. Focus public amenities to enhance pedestrian crossing at Chain Bridge Road, Emerson Avenue, and Laughlin Avenue. Special pedestrian amenities at the southeast and northwest corner, type F. 10' sidewalks all four streets.

McLEAN CBC SUBAREA GUIDELINES

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

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

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

Guidelines

Planning Objective Create single or interrelated mixed-use development which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives.

Land Use Objective Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged with office as residual. Retail uses at ground level.

Implementation Strategy Restrict use by zoning overlay district. Encourage provision of amenities, traffic improvements, consolidation of properties and design objectives through PDC application and density bonus up to .70 FAR.

Parking Requirement Square qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirements to be at-grade and directly accessible to retail.

Design Objective

Public Space Guidelines North: (Chain Bridge Road) Arterial street type A
 East: Arterial street type A
 South: Commercial street type C
 West: Commercial street type C

Building Envelope Guidelines Office/Retail Center type B. Building entrances oriented toward Chain Bridge Road, Old Dominion Drive and Emerson Avenue. Service and parking oriented toward Lowell Avenue. Landmark feature encouraged at corner of Chain Bridge Road and Old Dominion Drive.

Building Relationships Clusters of at-grade, short term convenience parking accessible from Old Dominion Drive and Emerson Avenue; 80% below grade structured parking accessible from Old Dominion Drive and Lowell Avenue for .7 FAR. Building mass should frame space of all surrounding streets where not set back for convenience parking.

Special Considerations Building and retail entrances oriented towards pedestrian focus on Emerson Street wherever possible. Focus public amenities to enhance pedestrian crossings at Chain Bridge Road and at Emerson Avenue. Pedestrian focus on Emerson Avenue. 10' wide sidewalks all streets. Retail uses on first floor throughout. Bus shelter.

McLEAN CBC SUBAREA GUIDELINES

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

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	C-6	C-6	11,661	26,684
	C-8	C-8	53,248	12,640
Density	Existing FAR	Proposed FAR	Modification Permitted	
	.35	.35	Maximum FAR remains at .35, but building variances allowed through PDC.	
Guidelines				
Planning Objective	Maintain convenience retail and townhouse office. Infill to be townhouse-type office with at-grade retail or restaurant/retail in 2 stories, residentially compatible architecture. 10' wide sidewalk with streetscape. With redevelopment, provide continuous sidewalk and street trees.			
Land Use Objective	Retail office townhouse development.			
Implementation Strategy	Restrict use by zoning overlay district. If redevelopment occurs, PDC allows variance to respond to site conditions.			
Parking Requirement	As required by zoning. Surface parking to be concentrated at rear of site.			
Design Objective				
Public Space Guidelines	North: Commercial street type C East: Arterial street type A or B South: Commercial street type C West: Commercial street type C			
Building Envelope Guidelines	Office/Retail Center type B or Townhouse Office type C. Building entrances oriented toward Emerson Avenue and Old Dominion Drive, service and parking oriented toward Lowell Avenue and Whittier Avenue.			
Building Relationships	Clusters of at-grade, short term convenience parking accessible from Lowell Avenue and Whittier Avenue. Building mass should frame space of street where not set back for convenience parking.			
Special Considerations	Building and retail entrances oriented toward pedestrian focus on Emerson Avenue. Bikeway along Whittier Avenue. Bike and pedestrian crossing at Whittier Avenue and Old Dominion Drive.			

McLEAN CBC SUBAREA GUIDELINES

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

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

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

Guidelines

Planning Objective Maintain a concentration of convenience retail. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office, entertainment uses and high intensity retail.

Land Use Objective Minimum 50,000 sq. ft. retail, approximately 25,000 sq. ft. must be convenience retail. Opportunity to develop structured parking concentration and entertainment. Office as residual use. Provide underground parking.

Implementation Strategy If redevelopment occurs, PDC to allow variance to respond to site conditions.

Parking Requirement Large site offers opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers.

Design Objective

Public Space Guidelines
 North: Commercial street type C
 East: Arterial street type A or B
 West: Pedestrian street type E

Building Envelope Guidelines Office/Retail Center type B. Building entrances oriented toward Old Dominion Drive. Service and parking oriented toward Whittier Avenue.

Building Relationships Clusters of at-grade, short term convenience parking accessible from Old Dominion Drive; structured or large at-grade parking accessible from Old Dominion or Whittier Avenue. Building mass should frame space of street where not set back for convenience parking. Landscape buffer along Holmes Place.

Special Considerations Opportunity to create public serving space at Old Dominion; gateway feature at southeast corner. All development to be screened from surrounding residential. Landscaped buffer to adjacent established single-family residential uses. 10' wide sidewalk and bus shelter on Old Dominion Drive, establish internal plaza effect.

MCLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

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

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	R-2	R-2	School	
	C-2	C-2	42,471	3,005
Subarea A	C-8	PDC	127,326	29,201
Density	Existing FAR	Proposed FAR	Modification Permitted	
	R-2	R-2	None: Retain Franklin Sherman School site as public use. Base density of .35 FAR. Maximum allowable of .70 FAR with qualifying amenities.	
	C-2 .50	.50		
	.35	.50		
Guidelines				
Planning Objective	In Subarea A, create single or interrelated mixed-use development which contributes to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives.			
Land Use Objective	Minimum 30% development to be retail of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual.			
Implementation Strategy	Restrict use by zoning overlay district. Encourage provision of amenities, traffic improvements, consolidation of properties and design objectives through PDC application and density bonus.			
Parking Requirement	Square qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirements to be at-grade and directly accessible to retail.			
Design Objective				
Public Space Guidelines	North: (Old Chain Bridge Road) Arterial street type A (Brawner Street) Commercial street type C West: (Old Dominion Drive) Arterial street type A 10' sidewalks			
Building Envelope Guidelines	Office/Retail type B or townhouse commercial type C. Building entrances oriented toward Chain Bridge Road, and Old Dominion Drive. Service and parking access from Corner Lane. Building features encouraged at southwest corner. Retail uses first floor with office above.			
Building Relationships	Clusters of at-grade, short term convenience parking accessible from Corner Lane; below grade structured parking accessible from Corner Lane. Building mass should frame space of all surrounding streets where not set back for convenience parking.			
Special Considerations	Major building and retail entrances must orient toward Chain Bridge Road and Old Dominion Drive. Focus public amenities to enhance pedestrian crossing at Chain Bridge Road and Old Dominion Drive. Special pedestrian amenities at northwest corner, type F. Bikeway along Old Dominion Drive. Neighborhood pedestrian connection along Brawner Street. For .70 FAR, consolidation of all properties in each block of Subarea A required. 10' sidewalks on Old Dominion Drive and Chain Bridge Road. Bus shelter, landscape buffer between Franklin Sherman School property with 6'-7' brick wall.			

McLEAN CBC SUBAREA GUIDELINES

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

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

Guidelines

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

McLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

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

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	C-3	C-3	28,545	18,032
	C-6	C-6	277,181	67,722
Density	Existing FAR		Proposed FAR	Modification Permitted
	C-3	1.0	1.0	Maximum FAR remains at .50, but building variances allowed through PDC.
	C-6	.35	.35	
Guidelines				
Planning Objective	Maintain a concentration of convenience retail, including supermarket. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office and entertainment uses.			
Land Use Objective	Minimum 70,000 sq. ft. retail, approximately 35,000 sq. ft. must be convenience retail. Office as residual use.			
Implementation Strategy	Restrict use by zoning overlay district. If redevelopment occurs, PDC allows variance to respond to site conditions.			
Parking Requirement	Large site offers opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail.			
Design Objective				
Public Space Guidelines	North: Arterial street type A - Potential for Old Chain Bridge Road to be narrowed with center island in between turning lanes to channel traffic and minimize entrances. South: Arterial street type A or B West: Commercial street type C 10' sidewalks and bus shelter; no entrance to parking from Route 123.			
Building Envelope Guidelines	Mixed-Use Shopping Center type A. Building entrances oriented toward Chain Bridge Road; service and parking oriented toward Old Chain Bridge Road. Pedestrian plaza/village center opposite Salona Center entrances.			
Building Relationships	Clusters of at-grade, short-term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Old Chain Bridge Road. Building mass should frame space of street where not set back for convenience parking.			
Special Considerations	Opportunity to create public serving open space at Chain Bridge Road; gateway feature at northeast corner. Focus public amenities to enhance pedestrian crossing at southwest and southeast corners; enhance bikeway and pedestrian connections to the neighborhoods along Churchill Road.			

McLEAN CBD SUBAREA GUIDELINES

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

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

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

Guidelines	
Planning Objective	Predominantly stable area. If redevelopment occurs in Subblock A, create single or interrelated use developments which contribute to the core image of the CBC. If redevelopment occurs in Subblock B, replace convenience retail and use remaining site as opportunity for parking concentration, office or entertainment uses.
Land Use Objective	Retail commercial in Subblocks A and B, minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged, office as residual.
Implementation Strategy	Restrict use by zoning overlay district. In Subblock A, encourage provision of amenities, consolidation of properties and design objectives through PDC application and density bonus. In Subblock B, PDC allows variance to respond to site conditions.
Parking Requirement	In Subblock A qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Subblock B offers opportunity to develop parking reservoir. 50% of retail parking requirement to be at-grade and directly accessible to retail.
Design Objective	
Public Space Guidelines	North: (Dolley Madison Boulevard) Arterial street type A (Fleetwood Road) Commercial street type C East: (Old Chain Bridge Road) Arterial street type A or B. 10' sidewalks on Chain Bridge Road, Old Chain Bridge Road, Elm Street, and Dolley Madison Boulevard. 5' sidewalks on Beverly Road. South and West: Commercial street type C
Building Envelope Guidelines	Office/Retail Center type B and Townhouse Commercial type C. Building entrances oriented toward major street. Service and parking at rear of site.
Building Relationships	Clusters of at-grade, short-term convenience parking accessible from Chain Bridge Road. Building mass should frame space of street where not set back for convenience parking.
Special Considerations	Opportunity to create public-serving open space at Chain Bridge Road. Bikeway along Fleetwood Road. Plaza feature opposite Brawner Street with bus shelter.

McLEAN CBC SUBAREA GUIDELINES

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

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

Density	Existing FAR		Proposed FAR	Modification Permitted
	C-2	.50	.50	None
	C-5	.25	.50	

Guidelines

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

Land Use Objective Office and neighborhood retail.

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

Parking Requirement As required by zoning ordinance.

Design Objective

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

Building Envelope Guidelines Existing condition.

Building Relationships Existing condition.

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

McLEAN CBC SUBAREA GUIDELINES

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

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	C-6	PDC	40,716	5,447
	C-8	PDC	64,338	17,930
Density	Existing FAR	Proposed FAR	Modification Permitted	
	.35	.70	Base density of .35 FAR. Maximum allowable density of .70 FAR with qualifying amenities, to include consolidation of all parcels, underground parking retail, restaurant and entertainment uses. 10' sidewalks all around; pedestrian plaza at Elm Street, Old Dominion Drive and Chain Bridge Road.	
Guidelines				
Planning Objective	Create single or interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives.			
Land Use Objective	Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual.			
Implementation Strategy	Restrict use by zoning overlay district. Encourage provision of amenities, consolidation of properties and design objectives through PDC application and density bonus.			
Parking Requirement	Area qualifies for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirements to be at-grade and directly accessible to retail.			
Design Objective				
Public Space Guidelines	North: Commercial street type C East: Commercial street type C West: Arterial street type A or B Potential relocation to align with Center Street.			
Building Envelope Guidelines	Office/Retail Center type B. Building entrances oriented toward Beverly Road, Elm Street and Old Dominion Drive. Service and parking oriented toward Elm Street and Old Dominion Drive. Building features encouraged at southeast corner.			
Building Relationships	Clusters of at-grade, short term convenience parking accessible from Elm Street and Old Dominion; below grade structured parking accessible from Old Dominion Drive. Building mass should frame space of all surrounding streets where not set back for convenience parking. Opportunity for two-level retail with entrances from Old Dominion Drive and Elm Street.			
Special Considerations	Active public use, such as restaurant, must orient toward public space at southeast corner.			

McLEAN CBC SUBAREA GUIDELINES

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

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

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

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

McLEAN CBC SUBAREA GUIDELINES

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

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

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

Guidelines

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

Design Objective

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

McLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

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

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

McLEAN CBC SUBAREA GUIDELINES

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

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

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

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

McLEAN CBC SUBAREA GUIDELINES

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

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	C-2	C-2	77,757	22,334
	C-3	R-16	46,839	--

Density	Existing FAR	Proposed FAR	Modification Permitted
	C-2 .50	.50	Townhouse-style residential use at 12-16 dwelling units per acre should be permitted on Dolley Madison Blvd. Option for 17.5 dwelling units per acre contingent upon consolidation.
	C-3 .50	.50 or 8-12 du/ac	

Guidelines	
Planning Objective	Medium density fringe development of office core. Integrated design.
Land Use Objective	Medium density office and potential restaurant uses and options for townhouse-style residential use at 12-16 du/ac or 17.5 du/ac upon consolidation. Encourage consolidation with pedestrian connection to uses not consolidated.
Implementation Strategy	Change R-3 zoning to C-2 Option to change C-3 zoning to R-16 or R-20
Parking Requirement	As required by zoning ordinance.

Design Objective	
Public Space Guidelines	North: Arterial street type A. Access from Fleetwood Road and Elm Street only. East: Commercial street type C South: Commercial street type C West: Commercial street type C 5' sidewalks on Route 123 and Fleetwood Road
Building Envelope Guidelines	Townhouse office type C. Townhouse residential Type D
Building Relationships	Cluster townhouse with surface parking areas broken by landscaping and varied building forms. All vehicular access from Fleetwood Road or Summit Road.
Special Considerations	Bikeway along Fleetwood Road.

McLEAN CBC SUBAREA GUIDELINES

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

Zoning	Existing	Proposed	Existing Land Area	Existing Built Area
	C-2	C-2	75,347	61,605
	C-3	R-16	97,508	--

Density	Existing FAR	Proposed FAR	Modification Permitted
	C-2 .50	.50	Townhouse-style residential use at 12-16 dwelling units per acre should be permitted on Dolley Madison Blvd. Option for 17.5 dwelling units per acre contingent upon consolidation.
	C-3 .50	.50 or 12-16 du/ac	

Guidelines	
Planning Objective	Medium density fringe development to office core. Integrated design.
Land Use Objective	Medium density office with an option for townhouse-style residential use at 12-16 du/ac or 17.5 contingent upon consolidation.
Implementation Strategy	C-2 zoning district uses and potential restaurant uses. Option for townhouse-style residential use at 12-16 dwelling units per acre or 17.5 dwelling units per acre contingent upon consolidation. Encourage consolidation with pedestrian connection to uses not consolidated.
Parking Requirement	As required by zoning ordinance.
Design Objective	
Public Space Guidelines	North: Arterial street type A. Access from Fleetwood Road and Beverly Road only. East: Commercial street type C South: Commercial street type C West: Commercial street type C 5' sidewalks Route 123, Fleetwood Road and Beverly Road.
Building Envelope Guidelines	Townhouse office type C. Townhouse-style residential Type D.
Building Relationships	Cluster townhouse with surface parking areas broken by landscaping and varied building forms. All vehicular access from Fleetwood Road or Summit Road.
Special Considerations	Bikeway along Fleetwood Road.

McLEAN CBD SUBAREA GUIDELINES

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

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

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

Guidelines

Planning Objective Establish as the core area of CBC office development.

Land Use Objective Office and ground-floor retail; planned for housing development.

Implementation Strategy Existing zoning.

Parking Requirement As required by zoning ordinance.

Design Objective

Public Space Guidelines
 North: Commercial street type C
 East: Commercial street type C
 South: Commercial street type C
 West: Commercial street type C

Building Envelope Guidelines Townhouse office type C and Major office type E.

Building Relationships Building mass should frame space of all surrounding streets. Parking to be set behind building at center of block.

Special Considerations Opportunity to develop extensive landscaping to provide continuity to the public space. Bikeway along Fleetwood Road.

WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

Figure 91 shows the boundaries of the West Falls Church Transit Station Area. The area is bounded generally by I-66, Leesburg Pike (Route 7) and the City of Falls Church. The West Falls Church Transit Station Area has been divided into separate "land units" for the purpose of organizing Plan recommendations.

RECOMMENDATIONS

Land Use

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

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

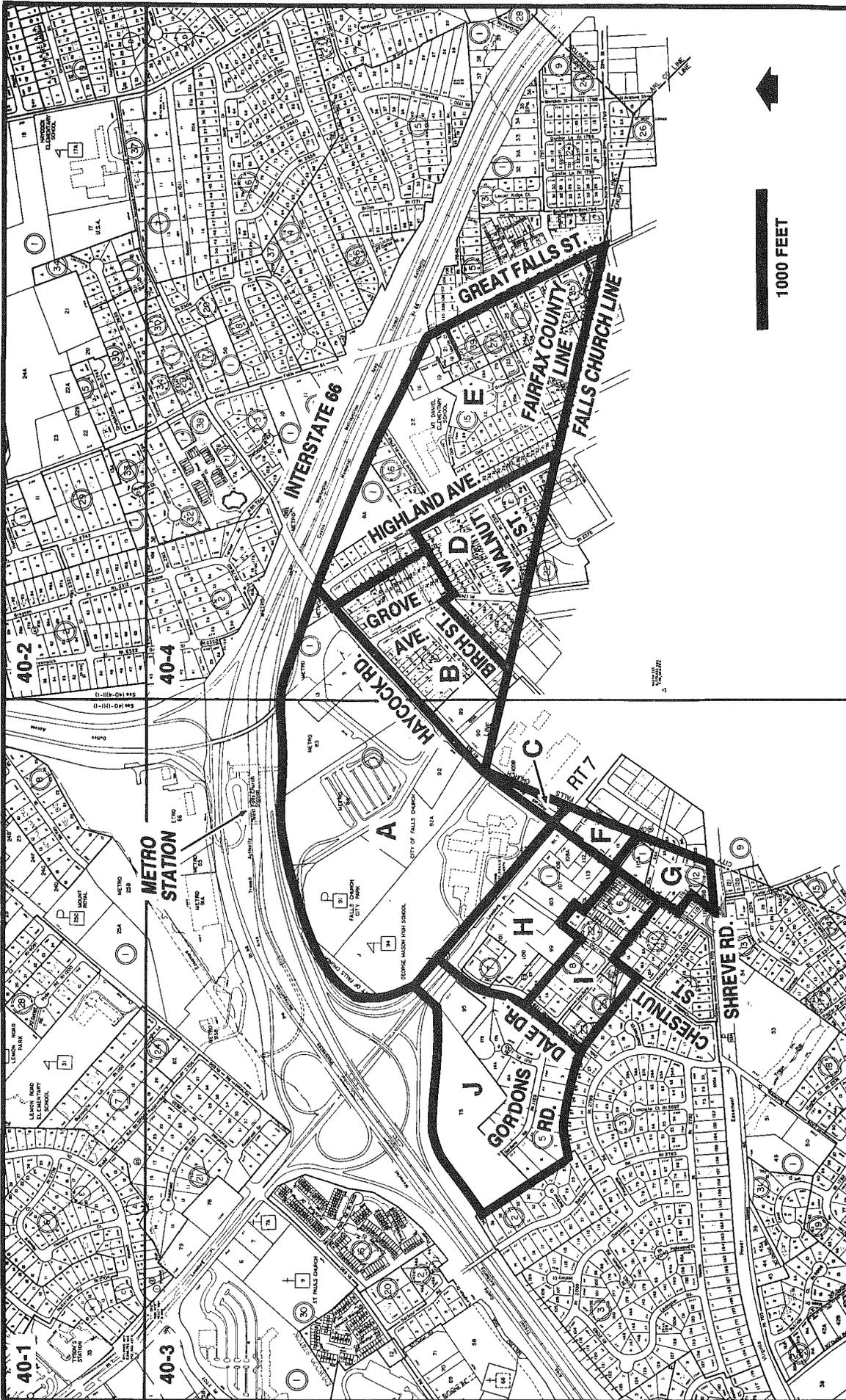


FIGURE 91

WEST FALLS CHURCH TRANSIT STATION AREA
BOUNDARY AND LAND UNITS

**FAIRFAX
COUNTY**

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

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

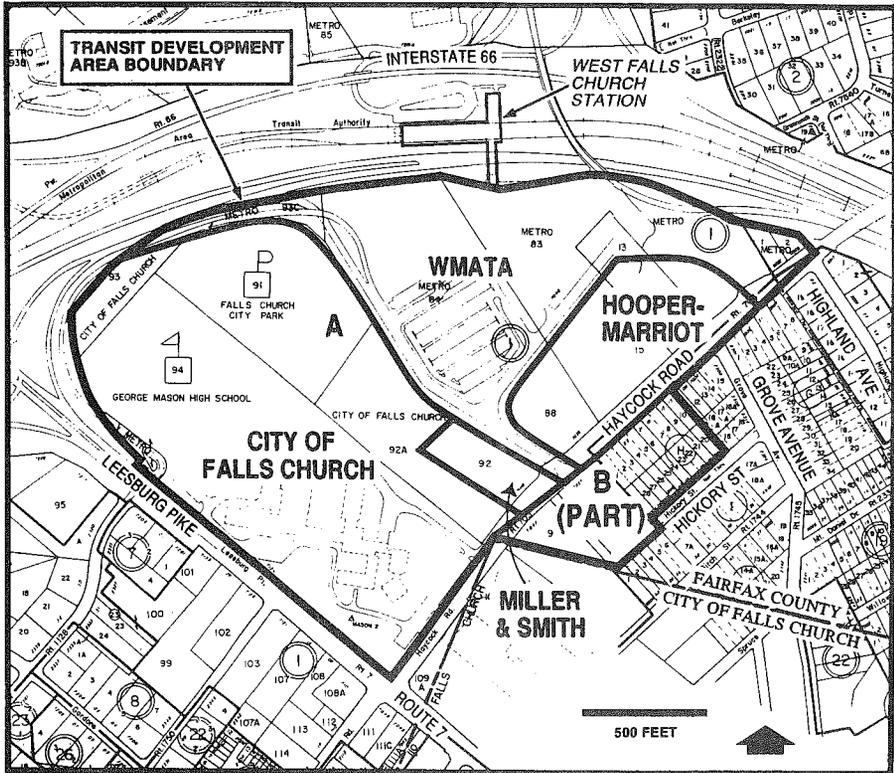
Transit Development Area Conditions and Recommendations

An area determined to be appropriate for higher intensity, mixed-use development within the West Falls Church Transit Station Area is identified as the "Transit Development Area. As illustrated in Figure 92, the Transit Development Area is comprised of several land parcels which offer the most viable opportunities for development and redevelopment. This area is generally within a 5 to 7 minute walk of the station. It includes the WMATA property, the City of Falls Church property (school and park), the Miller and Smith tract and the Hooper-Marriott tract which together comprise Land Unit A. This area also includes the northern portions of the Ellison Heights neighborhood along Haycock Road (Land Unit B) west of Grove Avenue.

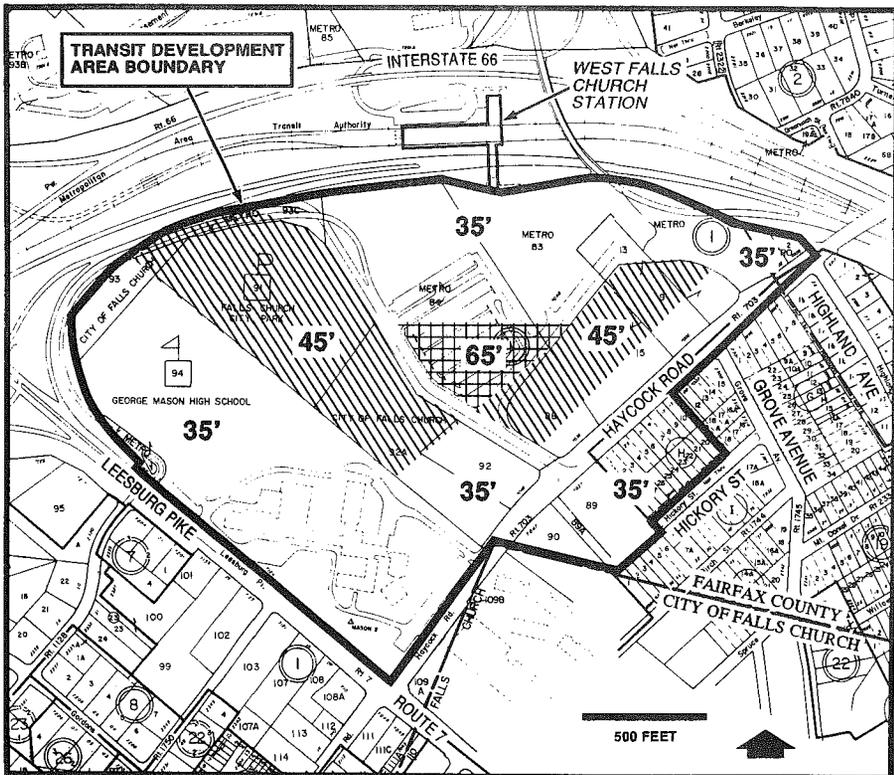
The land use plan for the Transit Development Area recommends a maximum level of development of 1,120 dwelling units and 220,000 gross square feet of retail/office space with an option for 240,000 square feet of institutional use as a joint graduate and continuing education facility (education center) on tax map 40-3((1))92 and 92A. The option would replace approximately 130 dwelling units and 43,800 gross square feet of office/retail use planned at the maximum level on these parcels.

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

1. Development should be in accordance with the design concept illustrated in Figures 92 and 93. In addition, the urban design guidelines for Transit Station Areas contained in the Concept for Future Development should be used as a guide.
2. Proffer a development plan that provides high quality site and architectural design, streetscaping, landscaping, urban design and development amenities.
3. Provide off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provision and implementation of a plan which reduces development traffic to a level deemed satisfactory to the Office of Transportation through Transportation Systems Management (TSM) strategies, especially those which encourage the use of Metrorail.
4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.

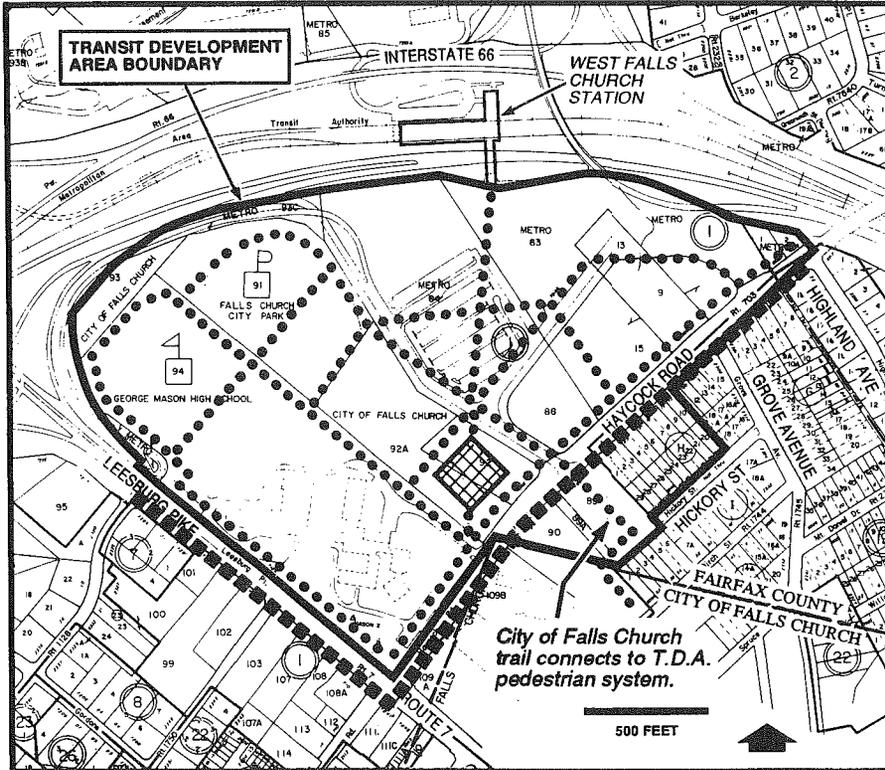


**WEST FALLS CHURCH
TRANSIT DEVELOPMENT
AREA**



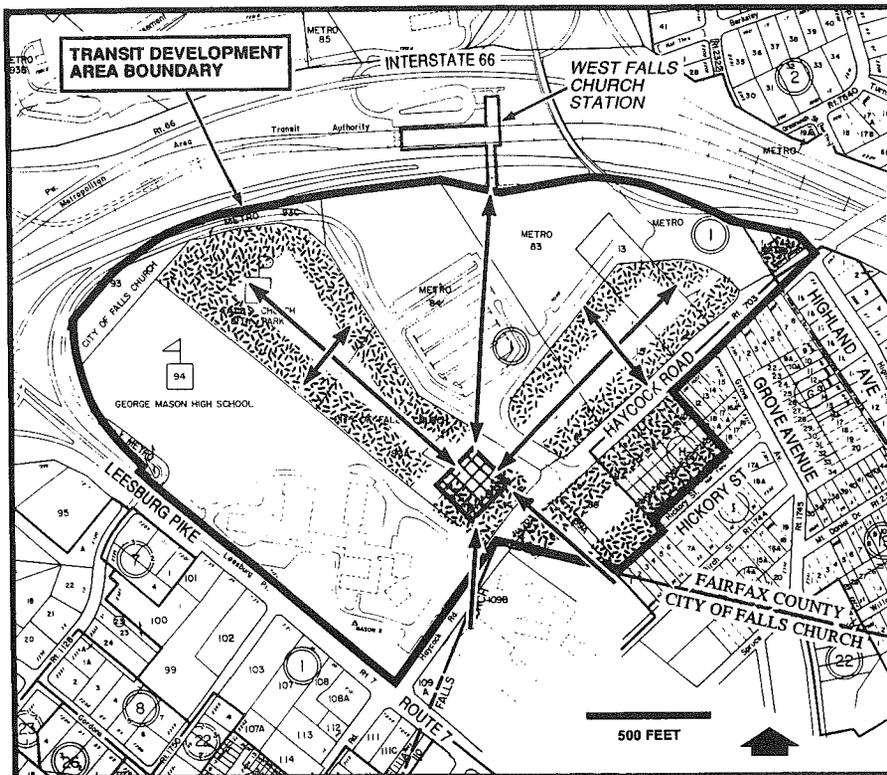
**HEIGHT LIMITS IN THE
TRANSIT DEVELOPMENT
AREA**

- LOW - 35 FEET
- MEDIUM - 45 FEET
- HIGH - 65 FEET



**PEDESTRIAN CIRCULATION
IN THE TRANSIT
DEVELOPMENT AREA**

- MAJOR PEDESTRIAN WALKWAY
- - - - - STREETSCAPE
-  PLAZA



**OPEN SPACE AND
LANDSCAPED BUFFERS
IN THE TRANSIT
DEVELOPMENT AREA**

- ↔ MAJOR PEDESTRIAN AXIS
-  LANDSCAPED BUFFER OR OPEN AREA
-  PLAZA

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

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

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

As illustrated in Figure 91, Land Unit A is comprised of several land parcels which offer the most viable opportunities for mixed-use development. The area includes property owned by WMATA and the City of Falls Church, as well as several privately held parcels. This area, which is approximately 82 acres in size, is the most accessible property from the station and contains parcels having a strong potential for development fronting on Haycock Road. Currently, the City of Falls Church owns and operates the George Mason High School and the adjacent City park. WMATA's Metro station parking, bus pick-up and drop-off facilities and kiss-and-ride facilities are located at the northern edge of the site away from Haycock Road. Several parcels along Haycock Road are adjacent to WMATA property and are in private ownership.

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

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

- WMATA tract - This three-acre site located in the southern portion of tax map 40-3((1))83 is appropriate for medium to high intensity mixed-use development not to exceed a maximum 1.0 FAR. It is planned for 130,000 gross square feet of office/retail space;
- City of Falls Church tract (tax map 40-3((1))91, 92A, 93, part 94)- This 24-acre site is appropriate for residential development at 25 dwelling units per acre. It is planned for 600 dwelling units;
- Hooper-Marriott tract (tax map 40-3((1))88 and 40-4((1))15 and 9)- This 9.55-acre site is appropriate for high intensity mixed-use commercial and residential development not to exceed a maximum 1.25 FAR. It is planned for 400 dwelling units and 46,200 gross square feet of office/retail space; and

- Miller and Smith tract (tax map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.

Under an option in the Plan, there is an opportunity for 240,000 square feet of institutional use on the Miller and Smith tract and part of the City of Falls Church tract (tax map 40-3((1))92 and 92A). The option would replace approximately 130 dwelling units and 43,800 square feet of office/retail use planned at the maximum level on these parcels.

These preceding recommendations represent the maximum development level planned for the respective parcels. The physical distribution of this density should be accomplished under the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan.
- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station;
- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site.
- Commercial development should take place in the central portion of the site near the southernmost portion of the WMATA property. This development should take advantage of the pedestrian and vehicular access through the site. In addition, this development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

The option for institutional use in the area between the WMATA property and the George Mason High School site may be appropriate for development of an education center provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Parcels 40-3((1))92 and 92A are consolidated.
- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Route 7/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.
- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.
- Primary site access is provided via the access road to the West Falls Church Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.

- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 93). This portion of the site is the most visible from nearby residential communities and Route 7 and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.
- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate .
- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the George Mason High School.
- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.
- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern boundaries, and within parcel 92. Every effort should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

If it becomes necessary in the future to convert the institutional use to another use planned for the Transit Development Area, any conversion would be subject to the approval of Fairfax County either through a proffered condition amendment or rezoning. The following conditions should be met:

- Except for office use needed to serve the Universities (education center), commercial office use is initiated only after institutional use has ceased.
- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.
- No direct access should be provided to Haycock Road.
- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

Haycock Road South (Portions of Land Unit B)

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing with some vacant parcels. (See Figure 91). Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. The portions that are recommended for redevelopment should provide an area of transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

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

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

Alternatives for Development

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

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

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

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

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

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

Land Unit A

- Tax map 40-3((1))83, 84, 93C; 40-4((1))13; and 40-4((2))1 and 2 (WMATA tract) - Base and intermediate level of 715 dwelling units.
- Tax Map 40-3((1))91, 92A, 93, and part 94 (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))88 and 40-4((1))15 and 9 (Hooper-Marriott tract) - Base level of 286 dwelling units and intermediate level of 319 dwelling units.
- Tax Map 40-3((1))92 (Miller and Smith tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

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

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

Urban Design Concept

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

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

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

Building Heights

To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Transit Station, it is recommended that development should taper in building heights as shown in Figure 92. A maximum height of 65 feet is recommended for the portion of the WMATA property nearest to the Metro station parking area. The 65-foot maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Route 7 and the Dulles Airport Access Road. Outside of this area, heights are recommended to taper from a medium range maximum of 55 feet to a low range maximum of 35 feet.

Pedestrian Circulation

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

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 93. Such a public space on this site would serve several purposes:

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

Open Space and Landscaped Buffers

Figure 93 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development.

Recommendations Outside of the Transit Development Area

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

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

Historic Highland View Property (Portions of Land Unit J)

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

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

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

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

Transportation

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

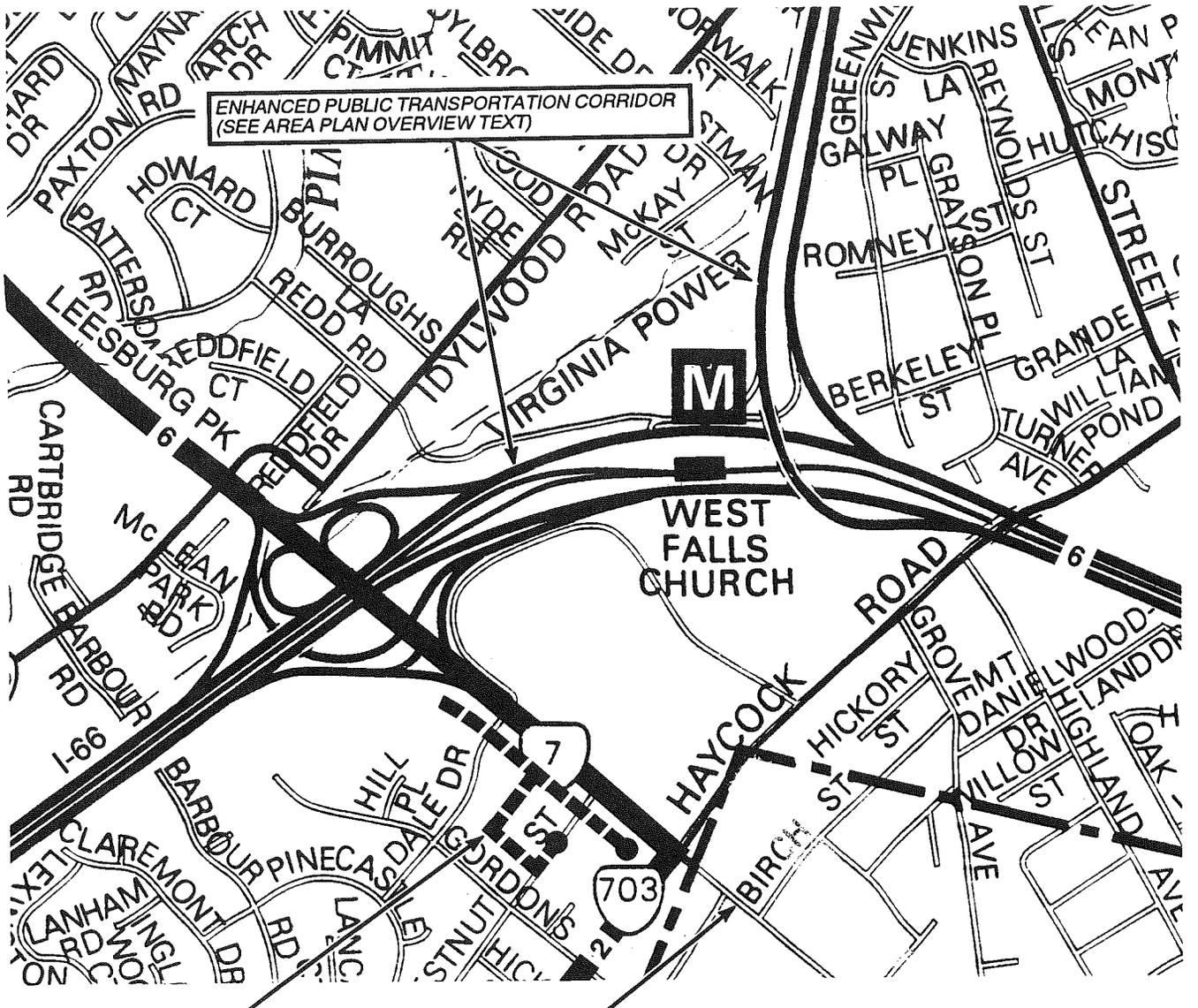
- Ridesharing programs;
- Bus transit planning and promotion;
- Parking management programs; and
- Non-motorized connections.

Recommended Road Improvements

Planned roadway improvements in the vicinity of the West Falls Church Transit Station Area are shown on Figure 94.

Recommended Public Transit Improvements

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



ENHANCED PUBLIC TRANSPORTATION CORRIDOR
(SEE AREA PLAN OVERVIEW TEXT)

CUL-DE-SAC STREETS AND PROVIDE ROAD CONNECTIONS AS SHOWN

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.

Implementation and Phasing of Transportation Improvements

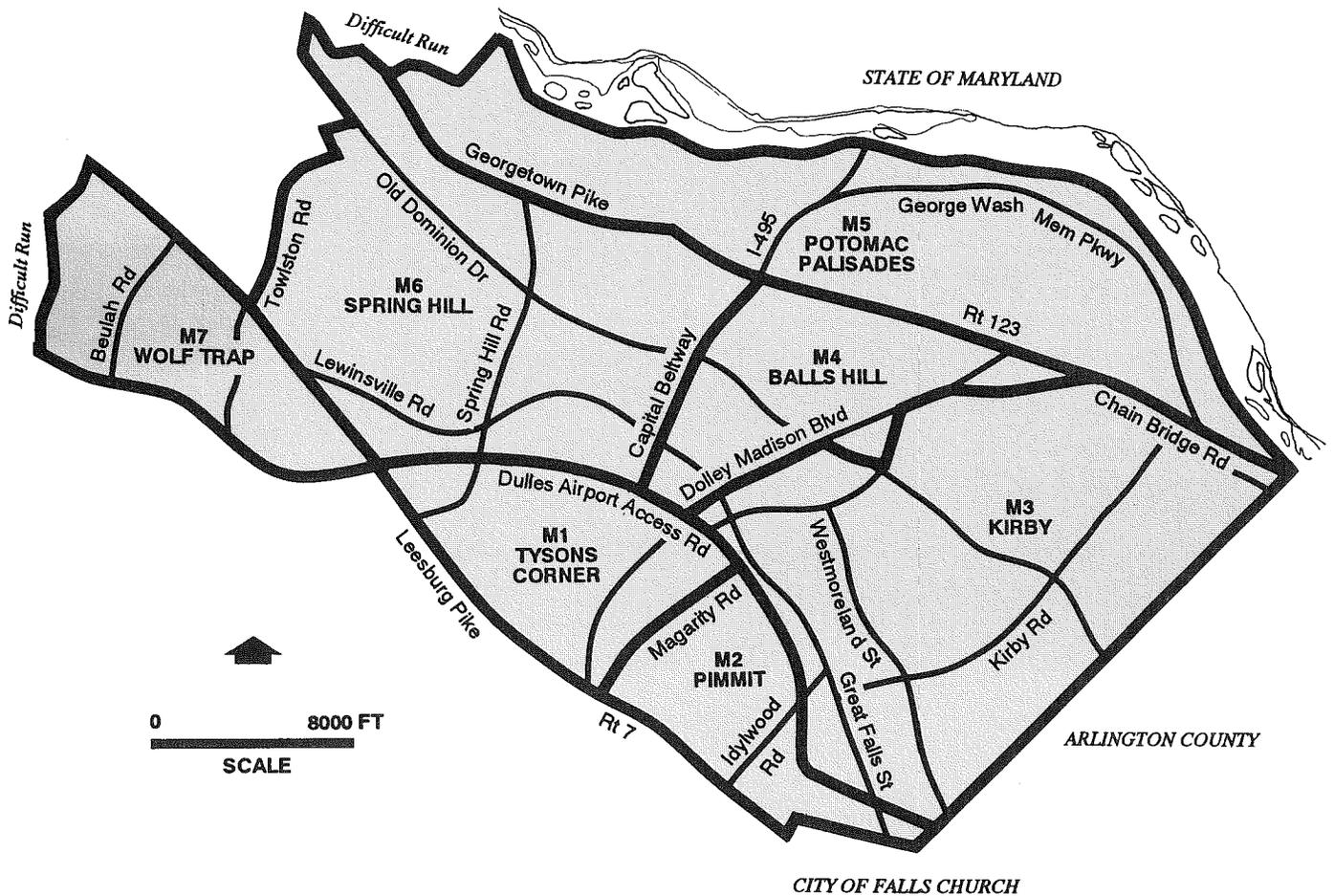
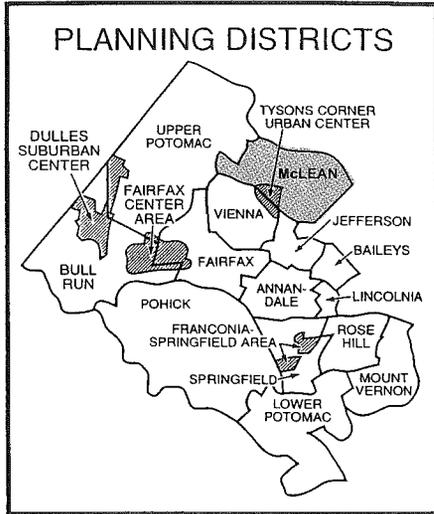
The traffic impact of any proposed development in the station vicinity should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

Pedestrian Circulation Recommendations

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

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

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



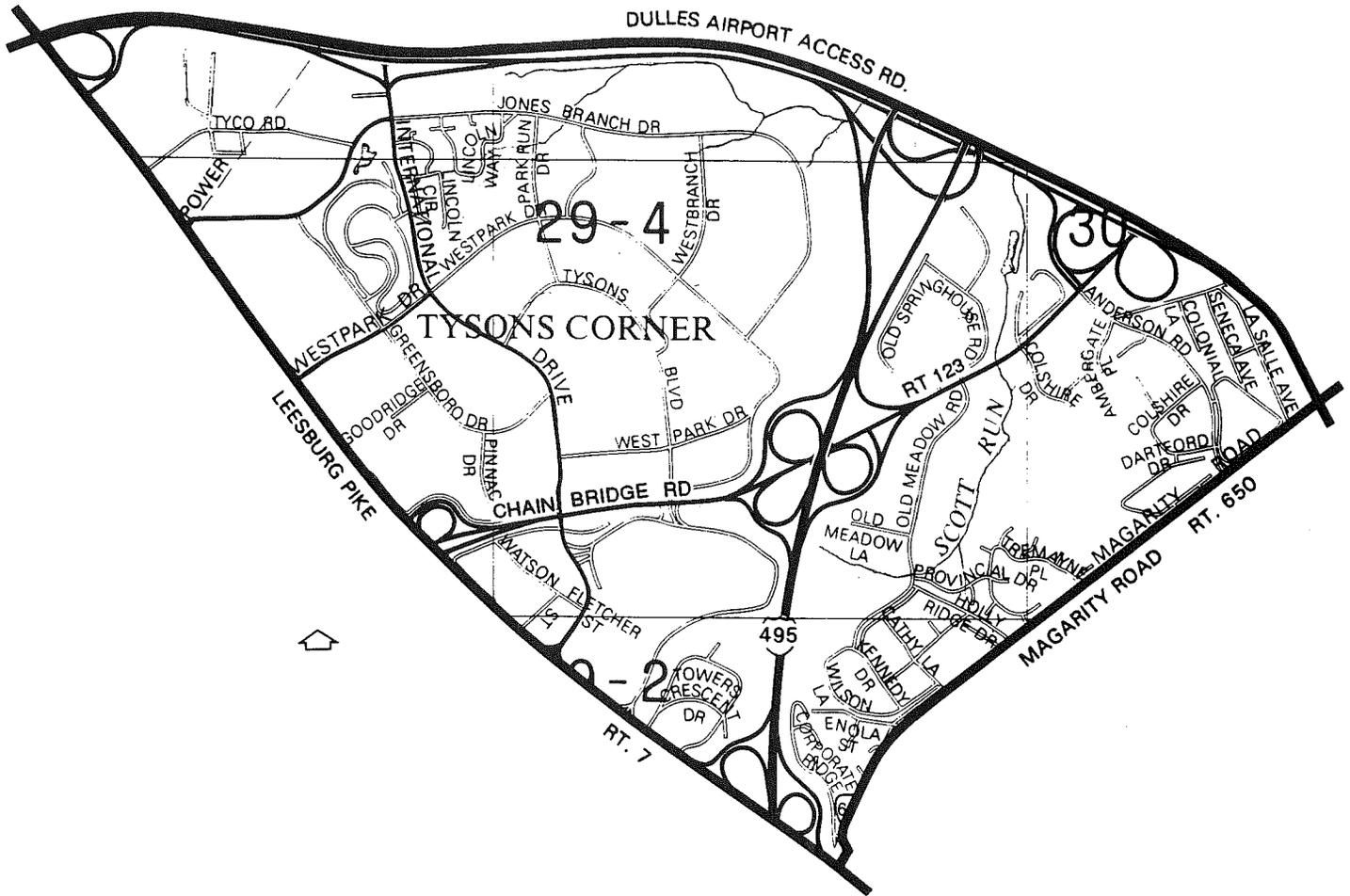
FAIRFAX COUNTY	COMMUNITY PLANNING SECTORS McLEAN PLANNING DISTRICT	FIGURE 95
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M1 TYSONS CORNER COMMUNITY PLANNING SECTOR

The Tysons Corner Community Planning Sector is entirely within the Tysons Corner Urban Center area. Plan guidance for this area is in the Tysons Corner Urban Center area portion of the Area II Plan.

M1

TYSONS CORNER COMMUNITY PLANNING SECTOR



See Tysons Corner Area text for recommendations.

M2 PIMMIT COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

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

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

Ellison Heights Community Improvement Area

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

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

Figure 97 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To preserve the stable residential portions of the sector, infill should be residential in nature and compatible with existing development. Specifically,
 - a. Low density residential infill should be continued northwest of Idylwood Road, between Route 7 and Great Falls Street, to preserve the character of the neighborhood, which is planned for development at 2-3 dwelling units per acre. [Not shown]
 - b. The single-family residences with access to Route 7, adjacent to the Reddfield community and northwest of Idylwood Road, are planned for residential use at 2-3 dwelling units per acre. A service road should connect to Idylwood Road as far away from Route 7 as possible (see Figure 98). Buffering should be included along Route 7 as well as between new development and the Reddfield community. [Not shown]
2. The area located southwest of Idylwood Road, west of the Dulles Airport Access Road and north of the West Falls Church Transit Station Area, is planned for 2-3 dwelling units per acre with the exception of Mount Royal Park which is located to the west of the single-family housing. The single-family dwellings should have landscaped buffering from noise and non-residential uses with appropriate pedestrian and vehicular access.

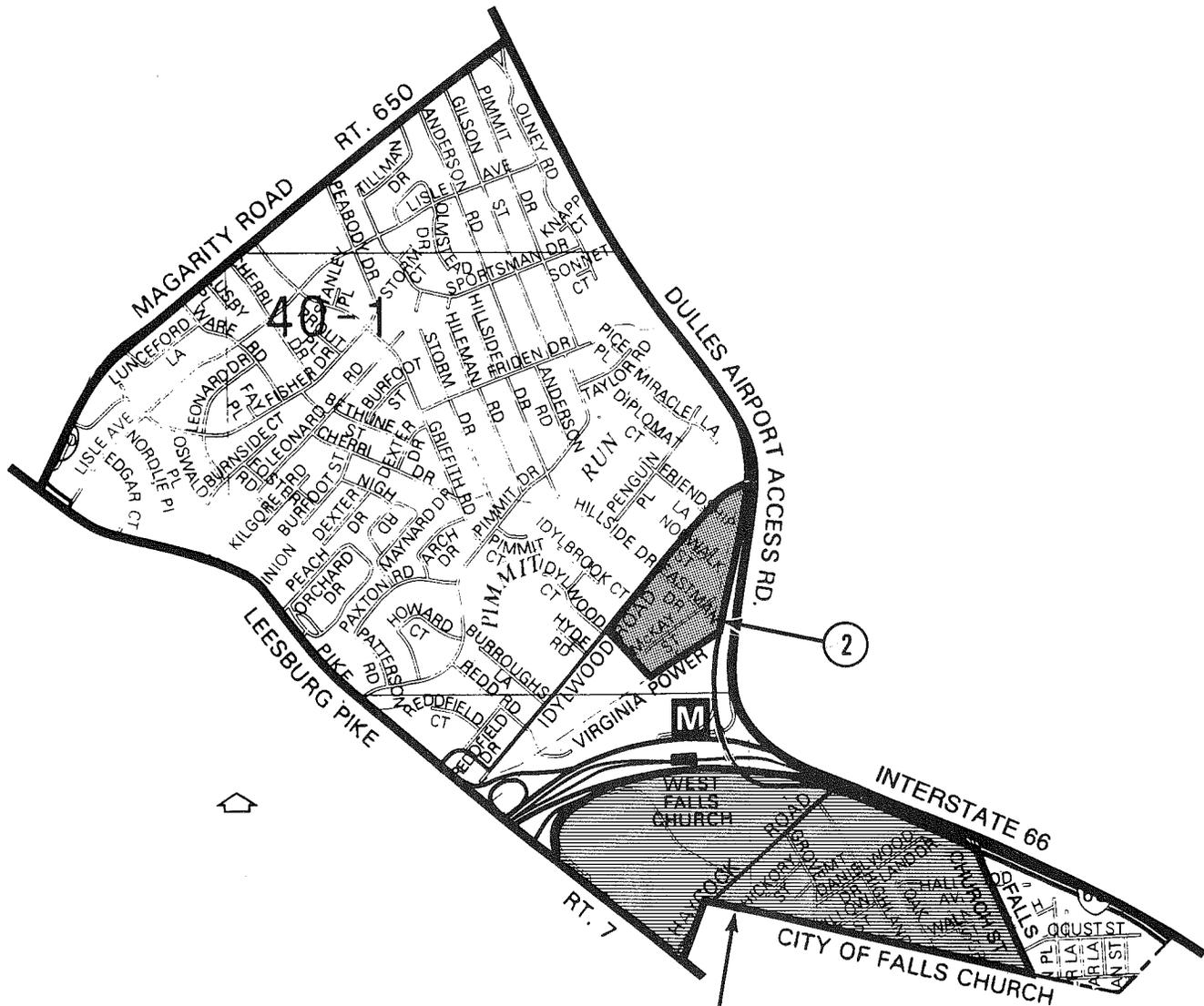
Transportation

Transportation recommendations for this sector are shown on Figure 98. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

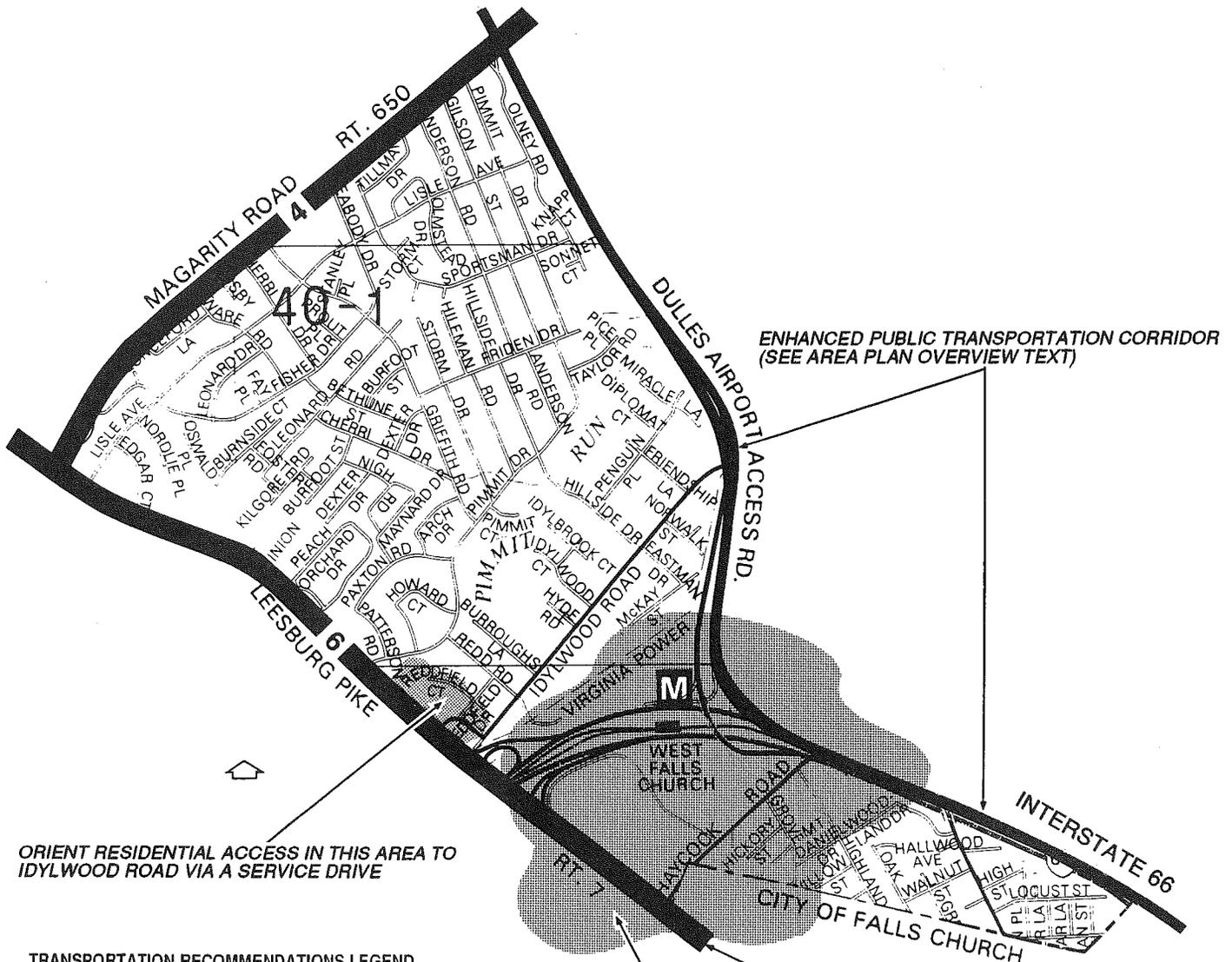
Park and recreation recommendations for this sector are shown on Figure 99. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

M2 PIMMIT COMMUNITY PLANNING SECTOR



West Falls Church Transit Station Area

M2 PIMMIT COMMUNITY PLANNING SECTOR



ORIENT RESIDENTIAL ACCESS IN THIS AREA TO IDYLWOOD ROAD VIA A SERVICE DRIVE

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)

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

WEST FALLS CHURCH TRANSIT STATION AREA. SEE FIGURE 57 FOR DETAIL.

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.

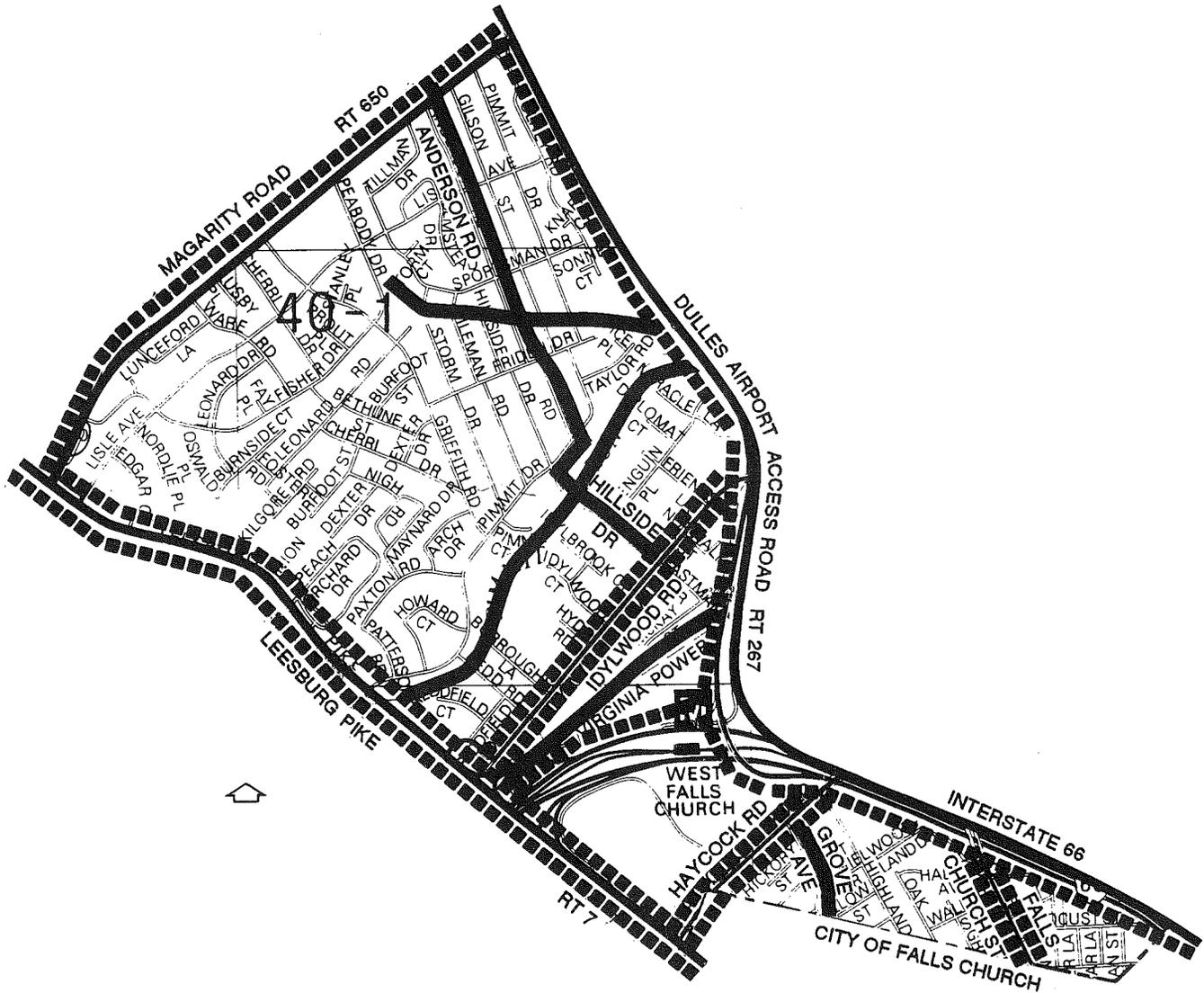
FIGURE 99
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M2

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

Trails

Trails planned for this sector are delineated on Figure 100 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

M2 PIMMIT COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

PEDESTRIAN	—————
BICYCLE	■■■■■■■■
EQUESTRIAN	●●●●●●

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

M3 KIRBY COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

Westmoreland Park Community Improvement Area

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

Westhampton Community Improvement Area

On September 16, 1991, the Board of Supervisors adopted the Westhampton Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk and improved streets with curb and gutter. Homeowners participate in the design of improvements and share in the cost of some facilities. The Westhampton Community Improvement Area includes single family residential properties bounded on the north by Kirby Road, on the west by Interstate Route 66, on the south by Haycock Road and Grande Lane and on the east by Westmoreland Street.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

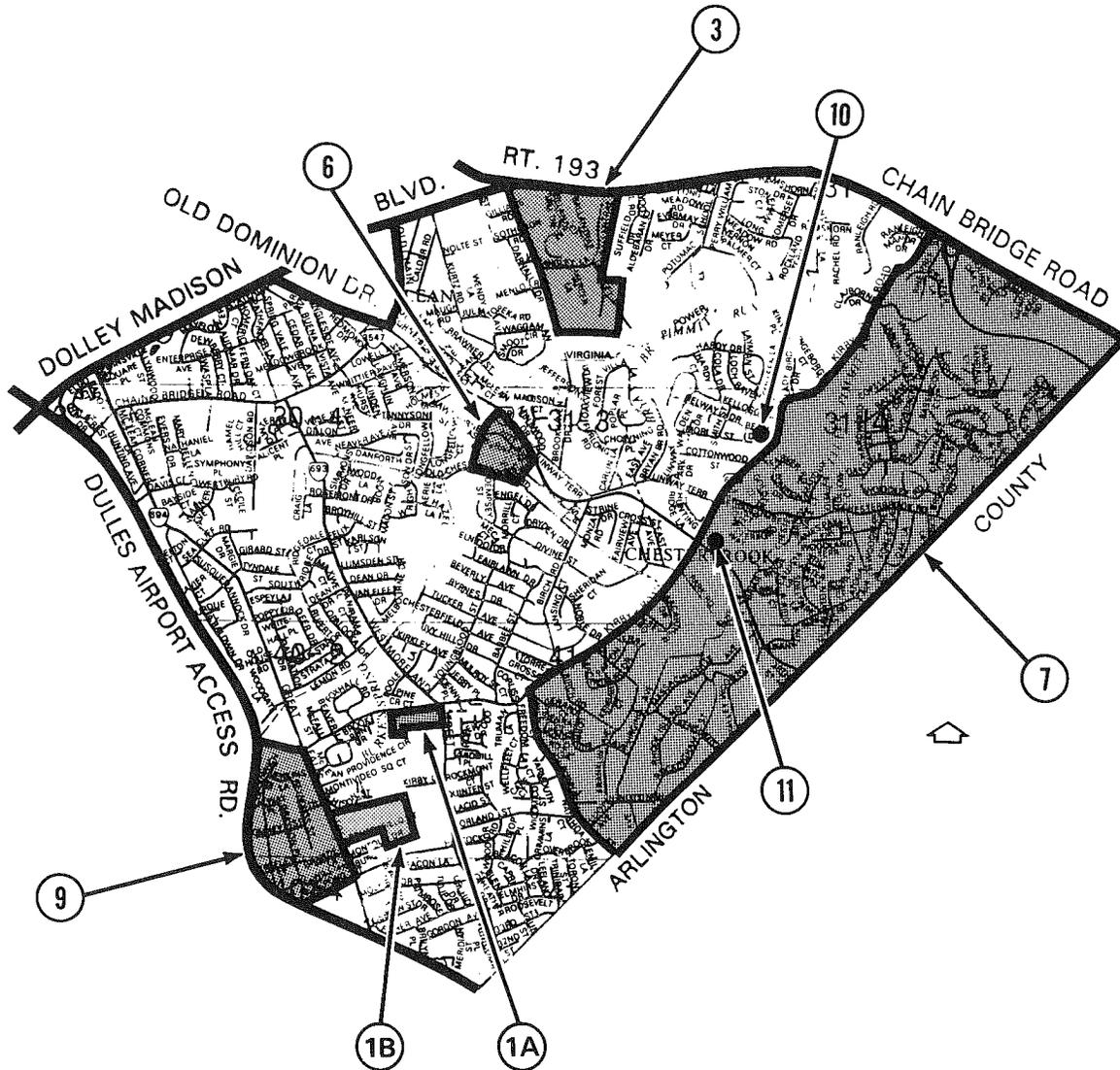
The Kirby sector is largely developed as stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 101 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

M3

KIRBY COMMUNITY PLANNING SECTOR



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

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

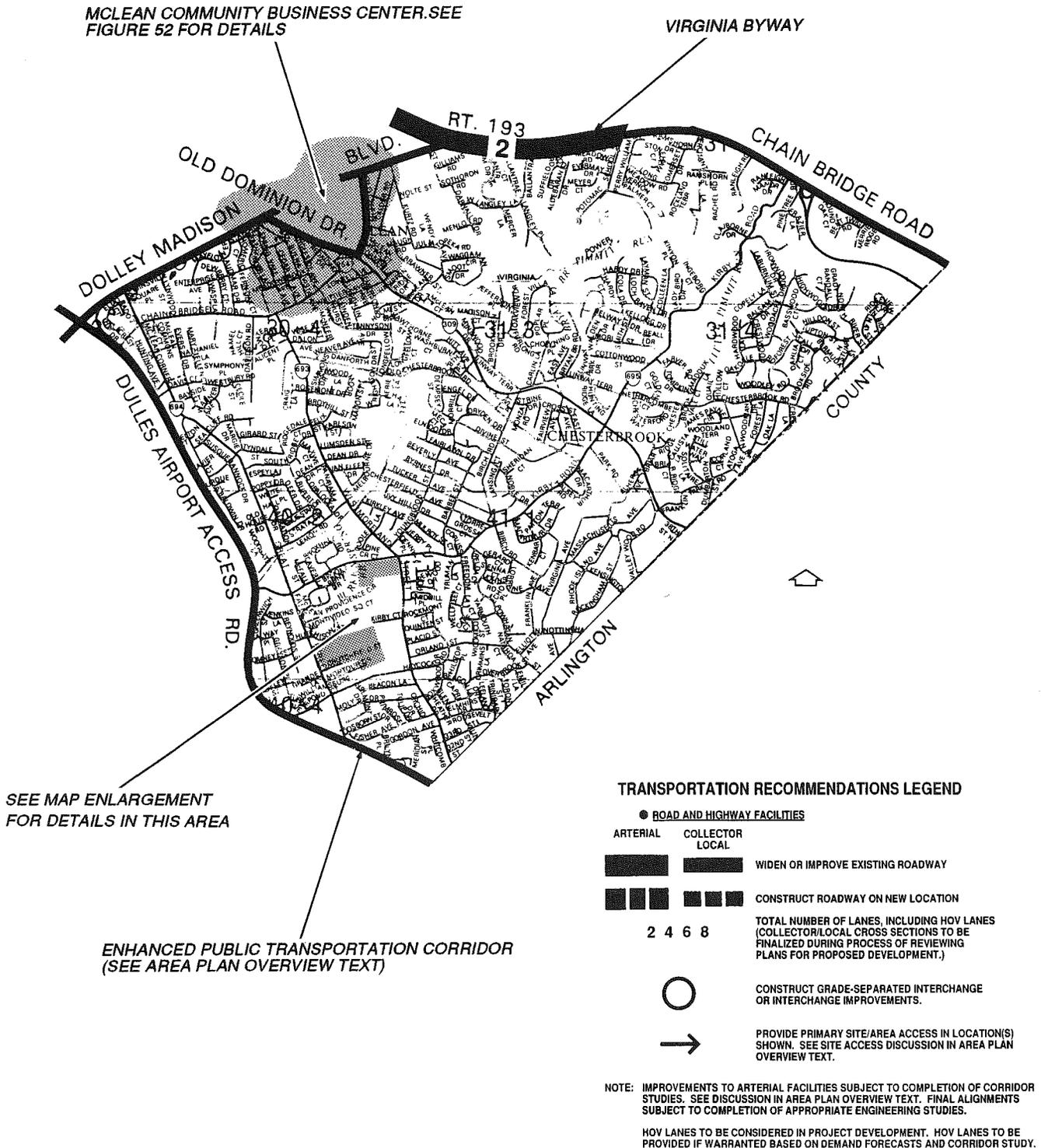
The Franklin Park area to the south of the Chesterbrook Shopping Center, which is located between Powhatan and Dumbarton Streets and the Arlington County line and Kirby Road, has predominantly steep slopes and sensitive stream valleys and heavily treed areas. Because of these environmental constraints,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

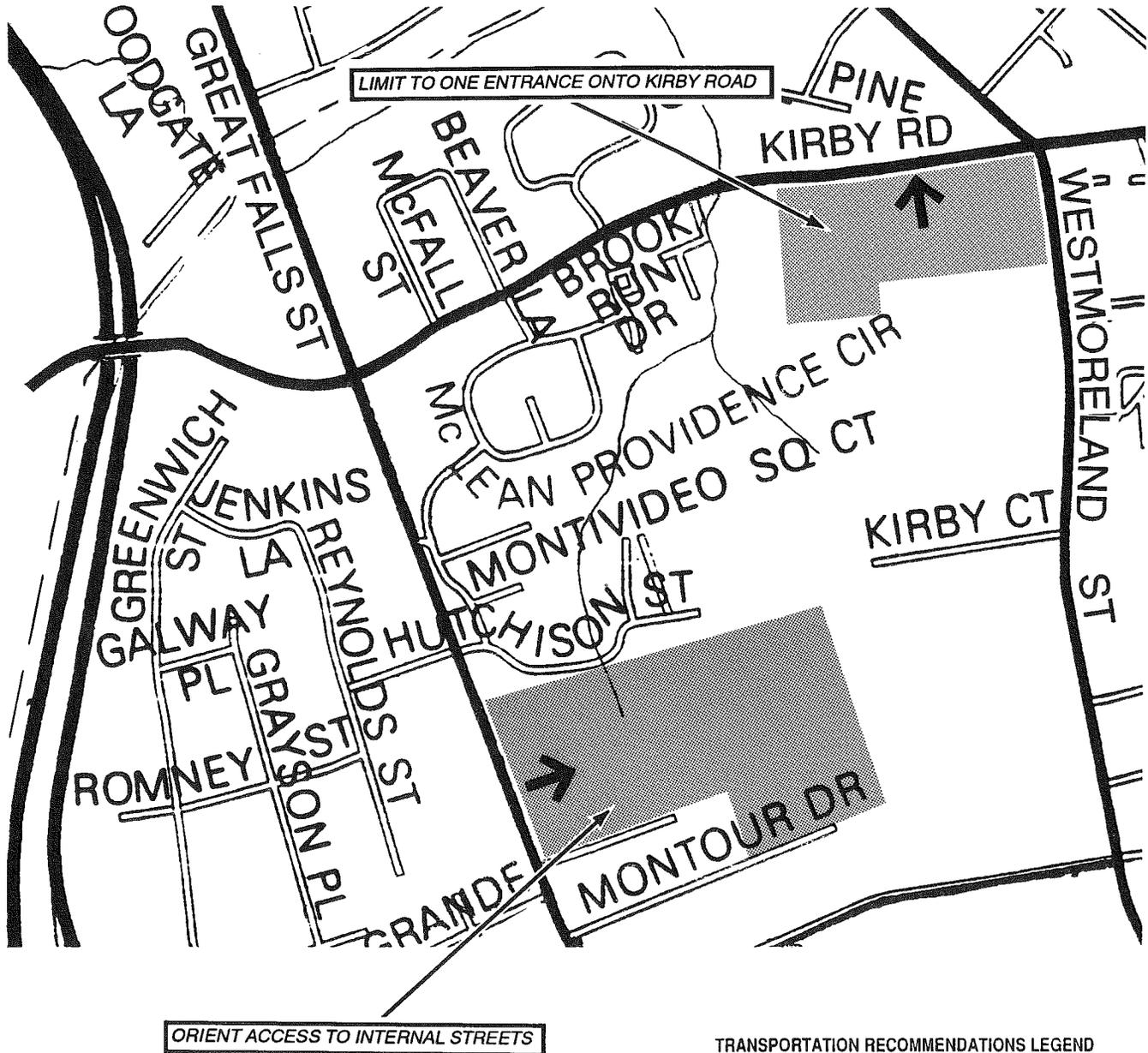
- The creation of nonconforming pipestem lots should only be encouraged where the result is the protection of EQCs and where the environmental impact of a multi-lot infill development will be minimized by their use.
 - Consolidation of narrow and grandfathered nonconforming lots should be encouraged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

Transportation

Transportation recommendations for this sector are shown on Figures 102 and 103. 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.

M3 KIRBY COMMUNITY PLANNING SECTOR





TRANSPORTATION RECOMMENDATIONS LEGEND

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

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

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

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

Heritage Resources

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 104. 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.

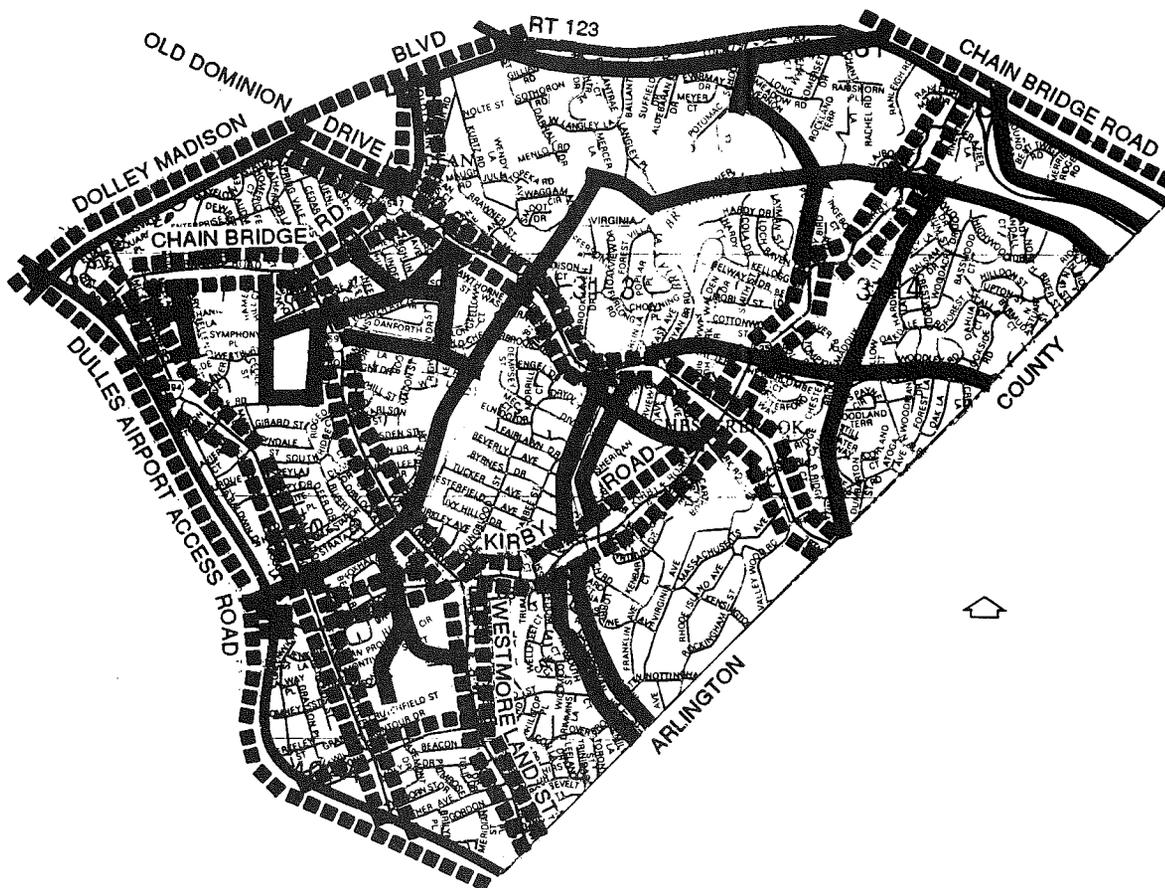
Trails

Trails planned for this sector are delineated on Figure 105 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 104
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M3

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

M3 KIRBY COMMUNITY PLANNING SECTOR



KEY

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

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

M4 BALLS HILL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

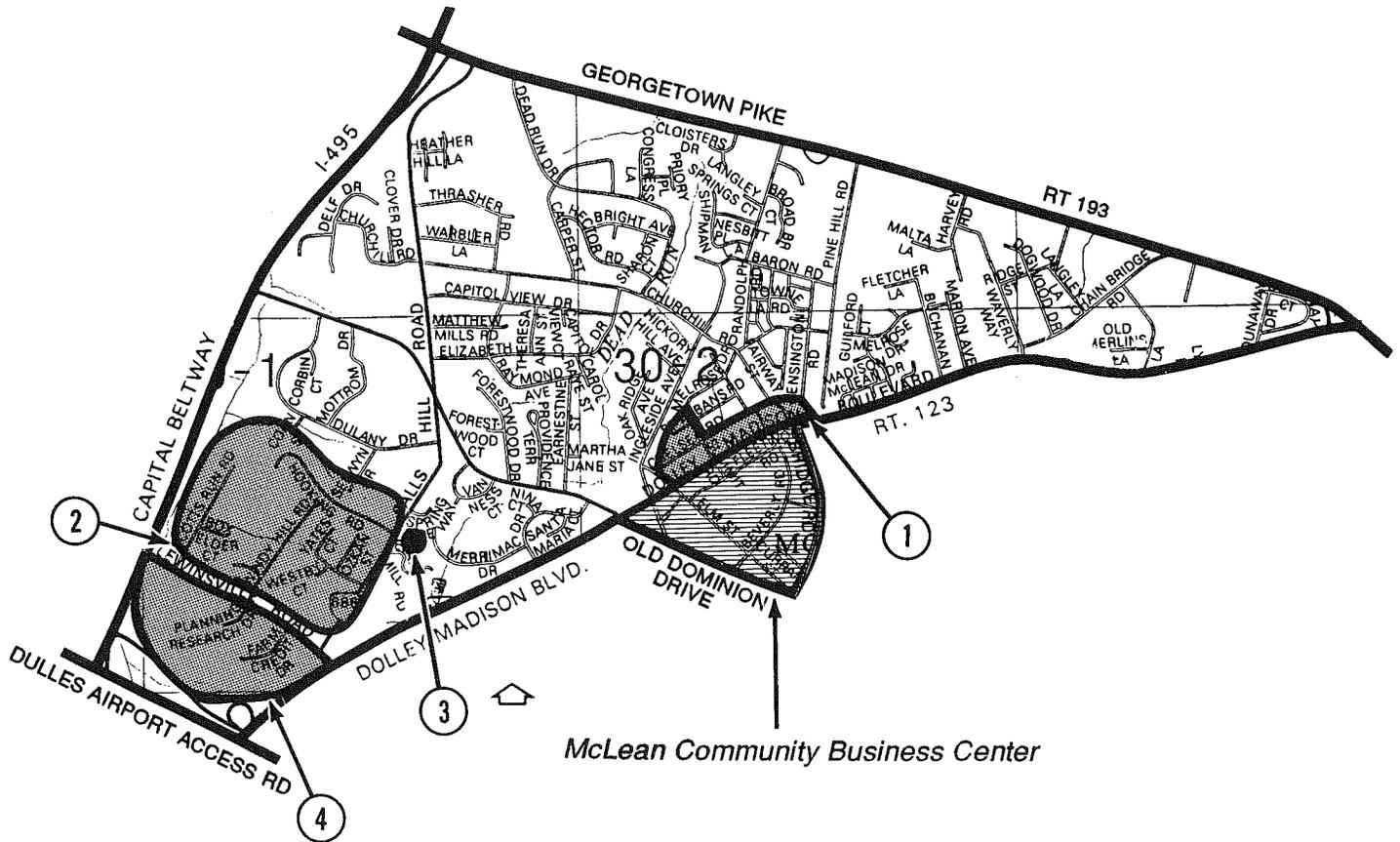
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 106 indicates the geographic location of land use recommendations for this sector.

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

M4

BALLS HILL COMMUNITY PLANNING SECTOR



Given its strategic location to provide a transitional land use, Tax Map 30-1((1))32, located at the intersection of Lewinsville Road and Balls Hill Road, may develop at the high end of the Plan density range if access is limited to Lewinsville Road at the intersection of Farm Credit Drive.

3. Land between the Spring Side subdivision, Webb Lane and the Langley School is planned for residential use at 3-4 dwelling units per acre.
4. The area west of Lewinsville Road is developed as offices. The current covenant restrictions should be retained and no intensification of use should be considered. No structure shall be located within 440 feet of the property line along Lewinsville Road and no building roof line should exceed the 400 feet elevation (USGS Datum), with the exception of mechanical penthouses.

Transportation

Transportation recommendations for this sector are shown on Figure 107. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 108. 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.

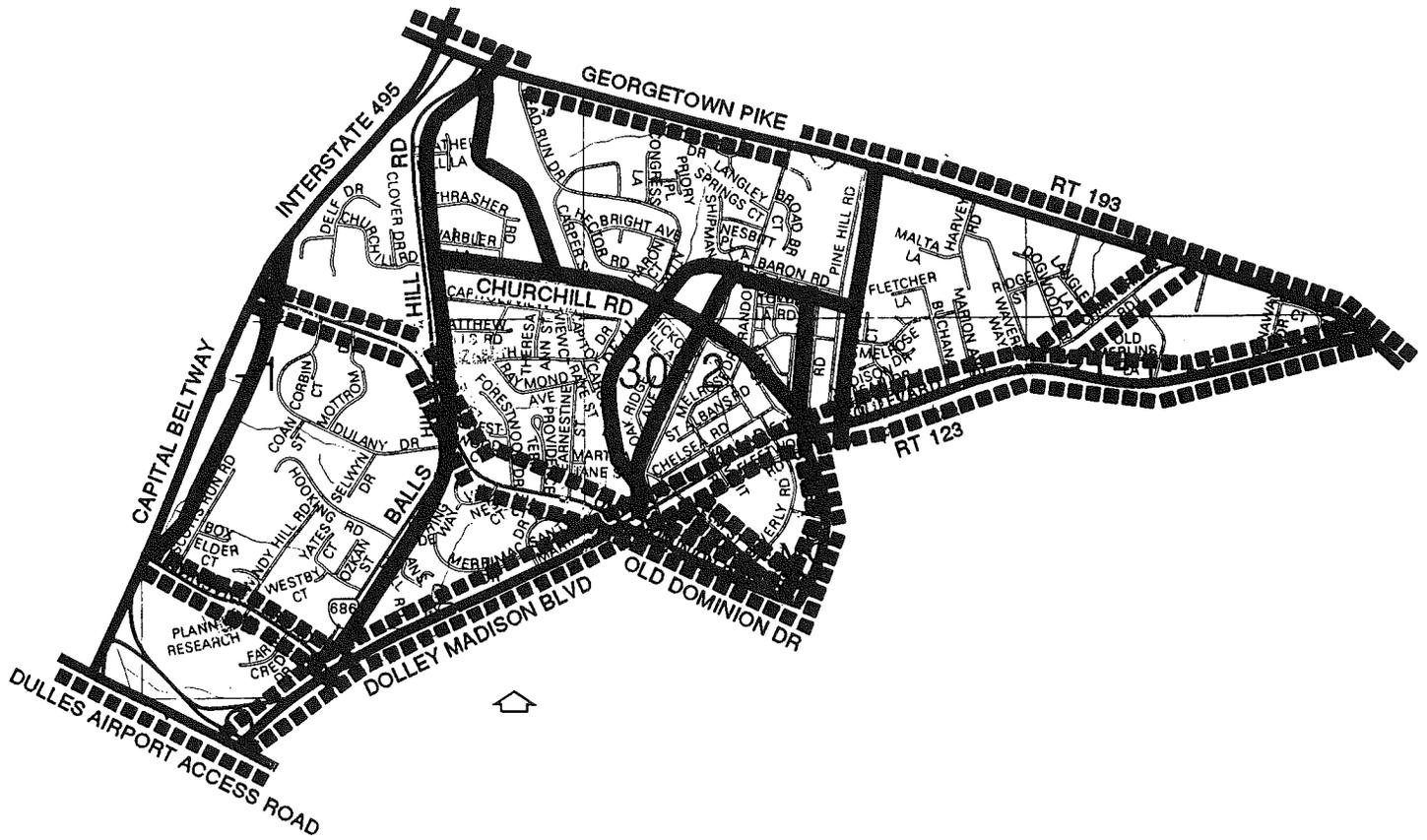
Trails

Trails planned for this sector are delineated on Figure 109 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 108
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M4

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

M4 BALLS HILL COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

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

M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

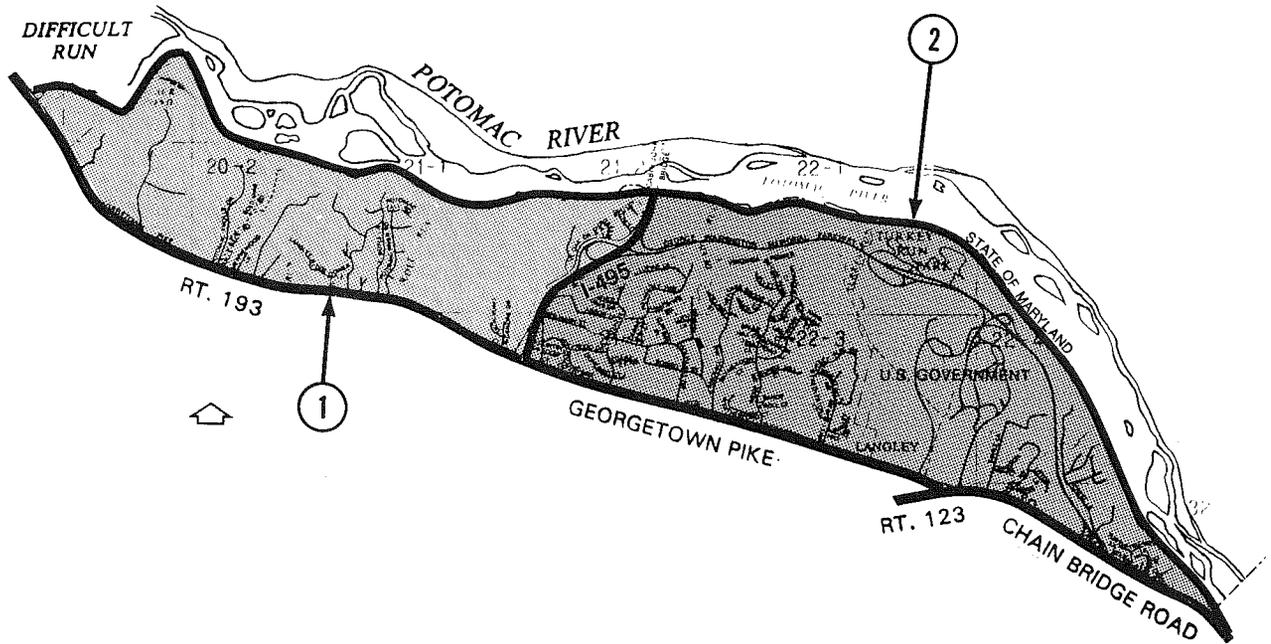
Figure 110 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

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

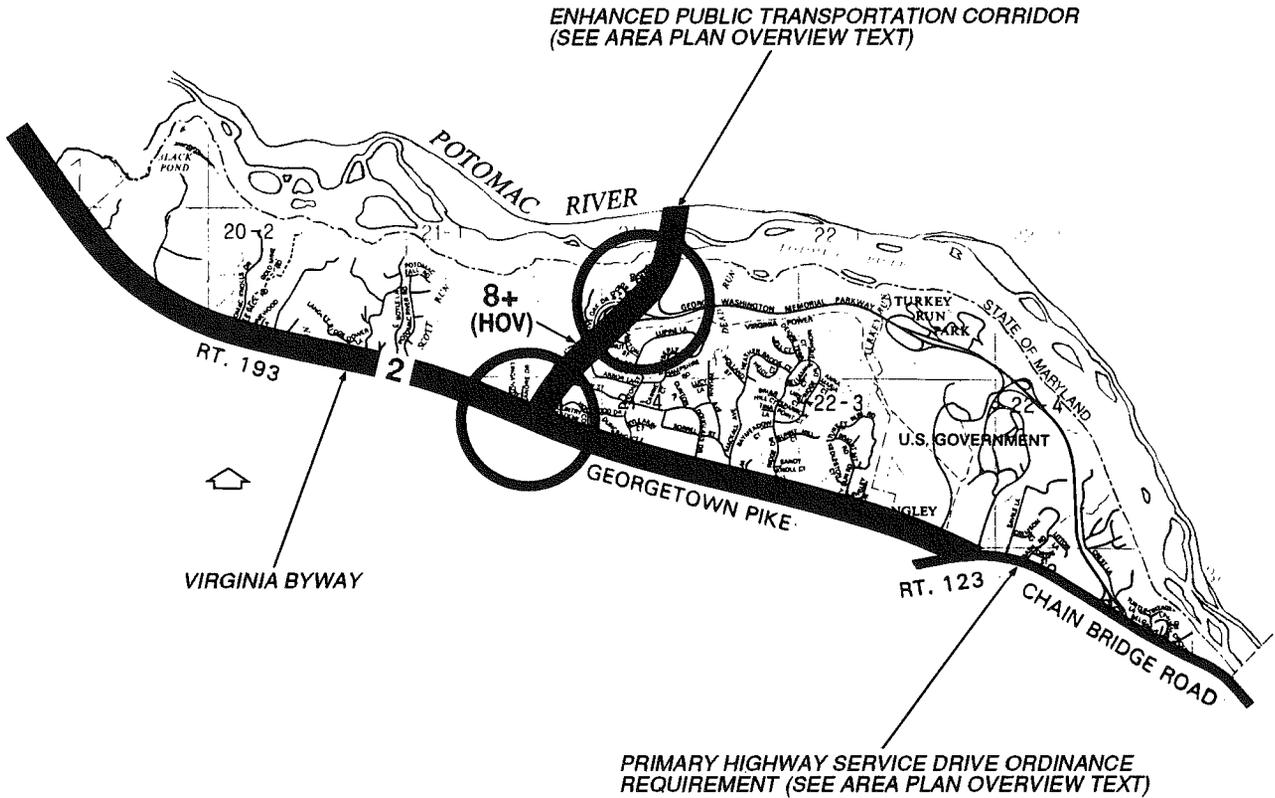
Transportation

Transportation recommendations for this sector are shown on Figure 111. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR



M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

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

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

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 112. 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.

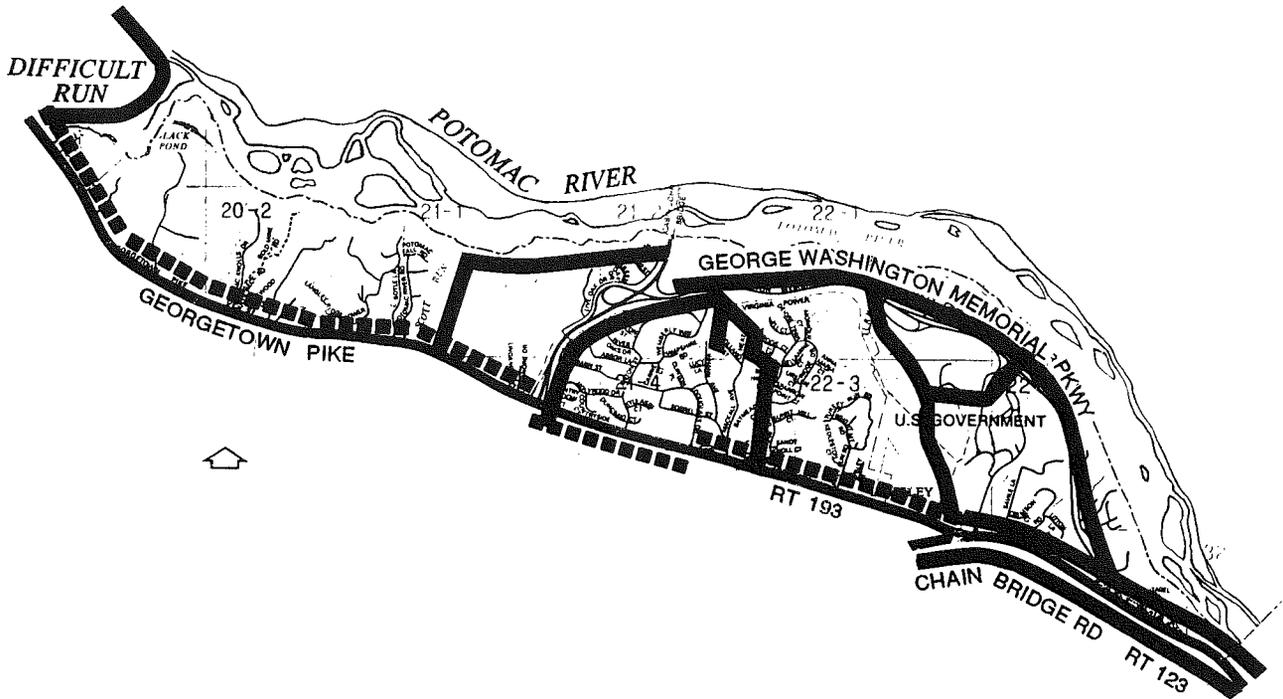
Trails

Trails planned for this sector are delineated on Figure 113 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 112
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M5

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

M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

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

M6 SPRING HILL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods as recommended by the Concept for Future Development.

RECOMMENDATIONS

Land Use

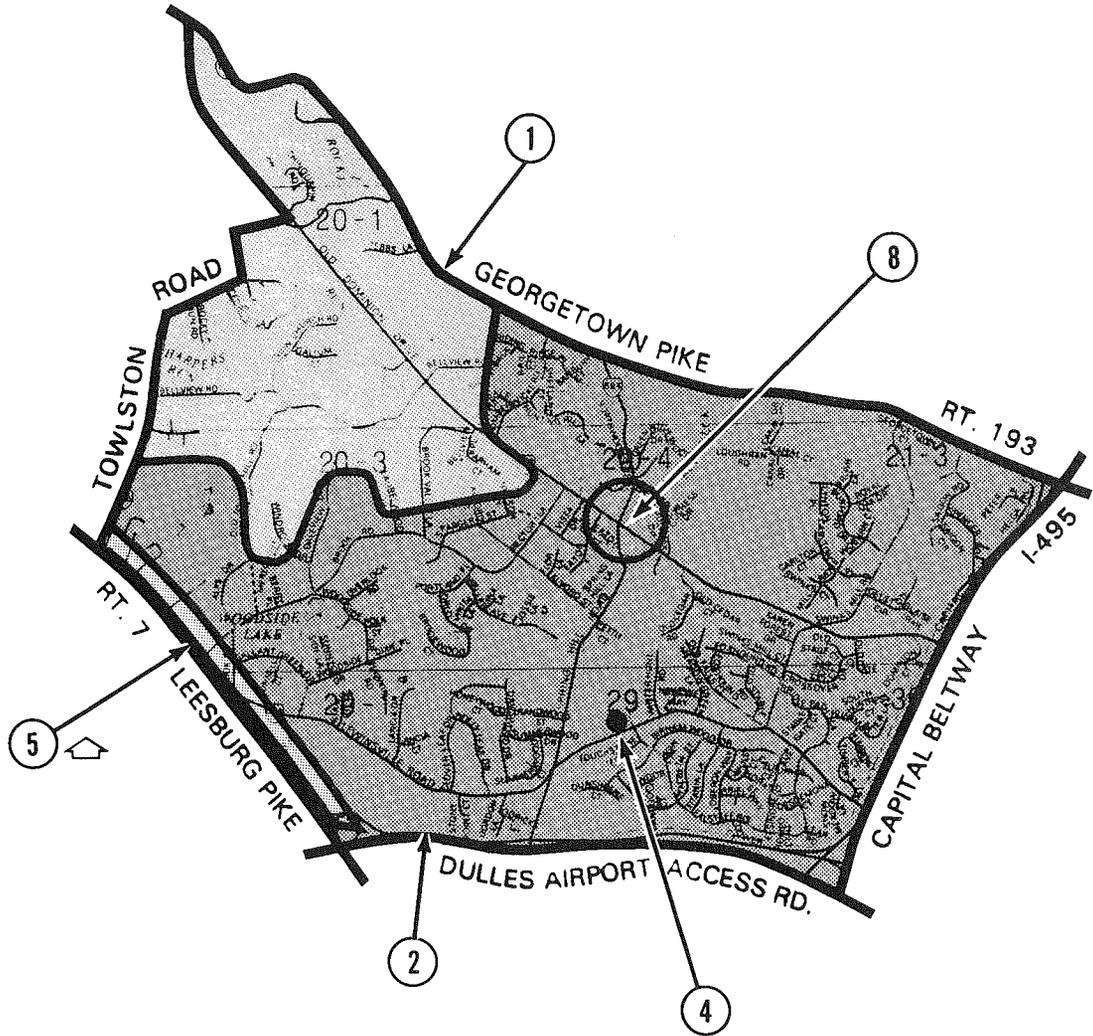
The Spring Hill sector is largely developed as stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 114 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

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

M6 SPRING HILL COMMUNITY PLANNING SECTOR



4. Tax map 29-2((1))1E is planned for residential use at a density of 1-2 dwelling units per acre. The residential development on this parcel should allow for both pedestrian and vehicular access to Spring Hill District Park. In addition, dedication of sufficient right-of-way to meet Virginia Department of Transportation requirements should be provided along Lewinsville Road as well as off-site street dedication by the Park Authority for the public access street to development on parcel 1E.
5. Vacant and underdeveloped land along Route 7 should maintain the present maximum 1 dwelling unit per acre density, but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.
6. All other residential development in this sector except as noted above is recommended for a density not to exceed 1 dwelling unit per acre. The area already has substantial development at 1 unit per acre and varies from the large lot and estate development in the western portions of the sector. [Not shown]
7. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]
8. Commercial use is limited to a small existing area at the junction of Old Dominion Drive and Spring Hill Road.

Transportation

Transportation recommendations for this sector are shown on Figure 115. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

Parks and Recreation

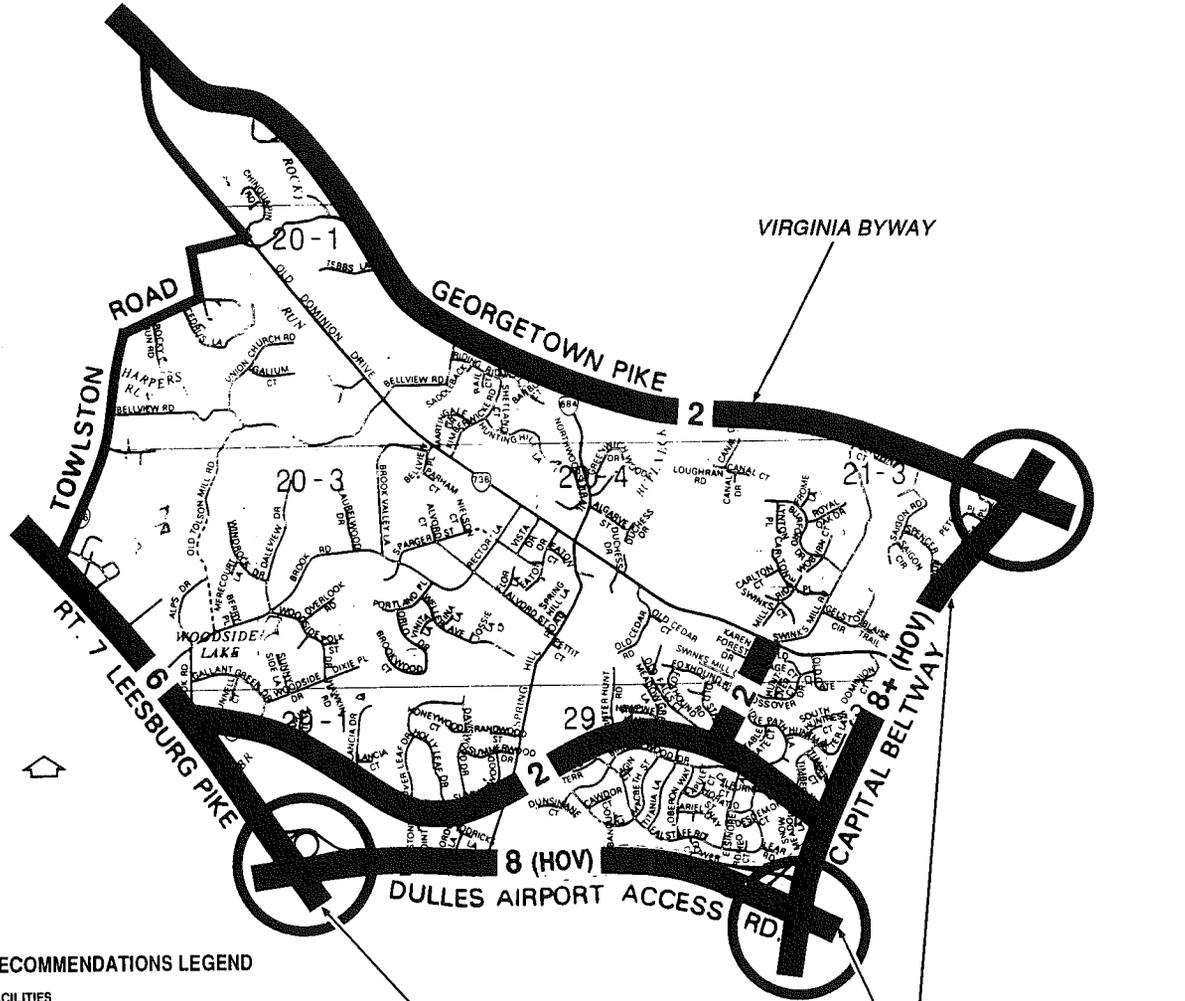
Park and recreation recommendations for this sector are shown on Figure 116. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 117 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.

M6

SPRING HILL 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.

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)

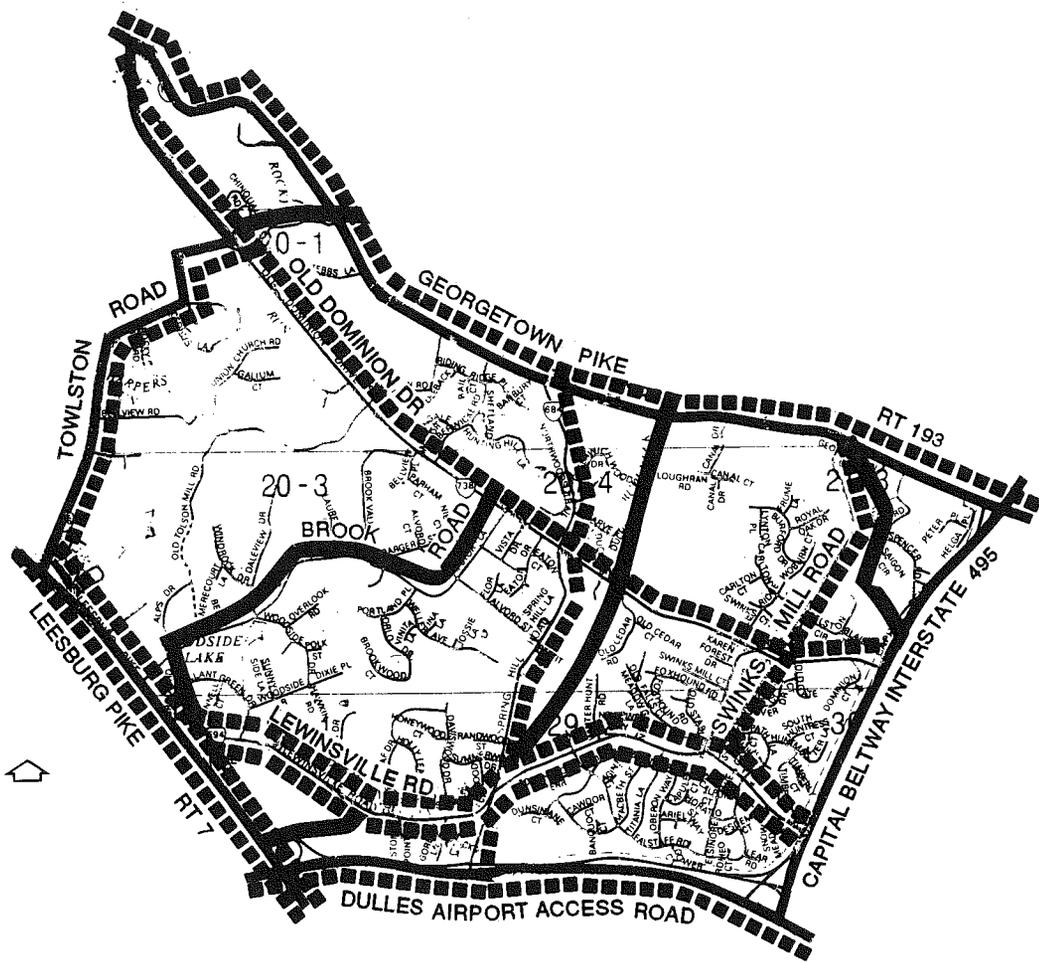
PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW TEXT)

FIGURE 116
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
McLean Hunt Estates Falstaff	Complete development of existing parks. No additional neighborhood park facilities are needed in this Low Density Residential Area.
COMMUNITY PARKS:	
Greenway Heights McLean Hamlet Timberly	Complete development of Greenway Heights and McLean Hamlet Parks.
Old Dominion School Site	There is a critical shortage of active recreation facilities in this sector; therefore, an interim use agreement to develop athletic fields at the "Old Dominion" school site should be considered.
DISTRICT PARKS:	
Spring Hill	Acquire additional land to expand outdoor recreation facilities. The southwestern portion of this sector lies within the service area of Clarks Crossing District Park south of the Dulles Airport Access Road.
COUNTYWIDE PARKS:	
Difficult Run Stream Valley Bull Neck Stream Valley Scotts Run Stream Valley	Ensure protection of EQC and public access to stream valley parks by acquisition, dedication or donation of open space easements on privately owned properties. Complete development of countywide stream valley trails. These parklands contain environmentally sensitive natural, cultural and recreational resources. Intrusion of non-recreational development should therefore be restricted or prohibited. Environmental and visual impacts should be mitigated. Seek historic preservation easements on identified historic properties.

M6

SPRING HILL COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

- PEDESTRIAN
- BICYCLE
- EQUESTRIAN

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

M7 WOLF TRAP COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

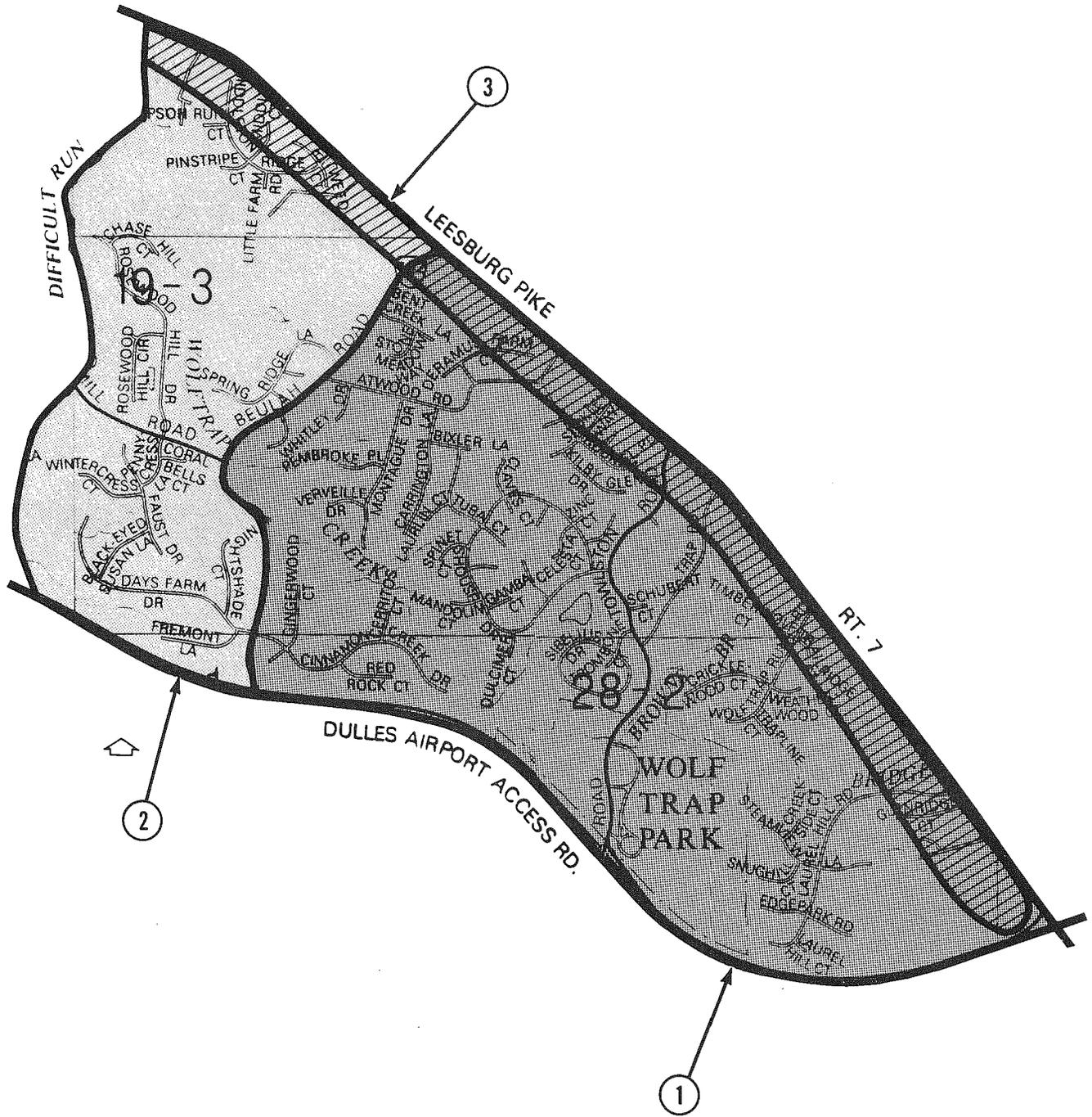
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 118 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

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

M7

WOLF TRAP COMMUNITY PLANNING SECTOR



4. To maintain the present scenic attractiveness of Route 7 in this area, site plans for all developments should be encouraged to feature greater than normal setbacks from the highway and natural buffering as many developments have done. [Not shown]
5. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figures 119 and 120. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

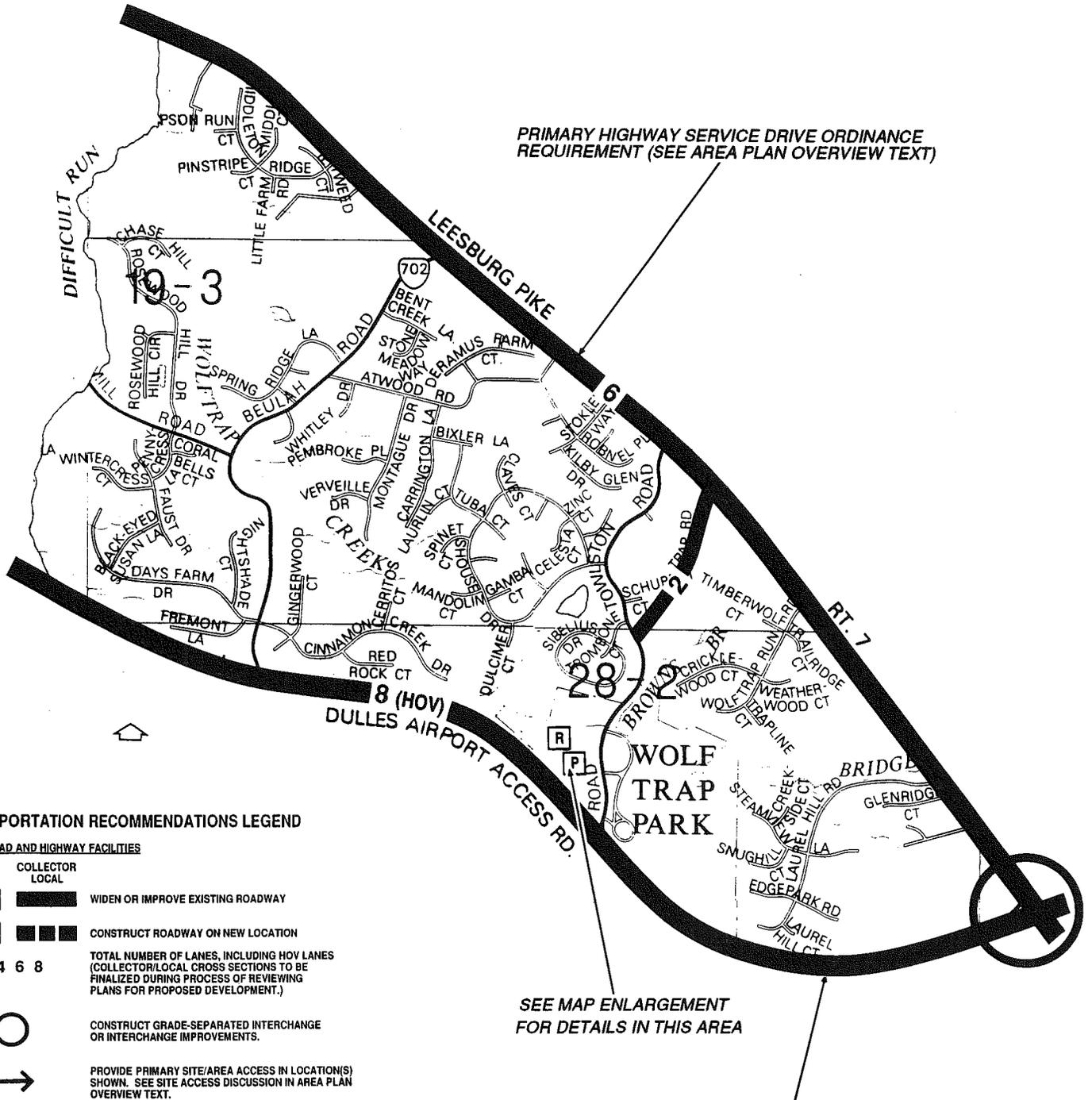
Park and recreation recommendations for this sector are shown on Figure 121. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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.

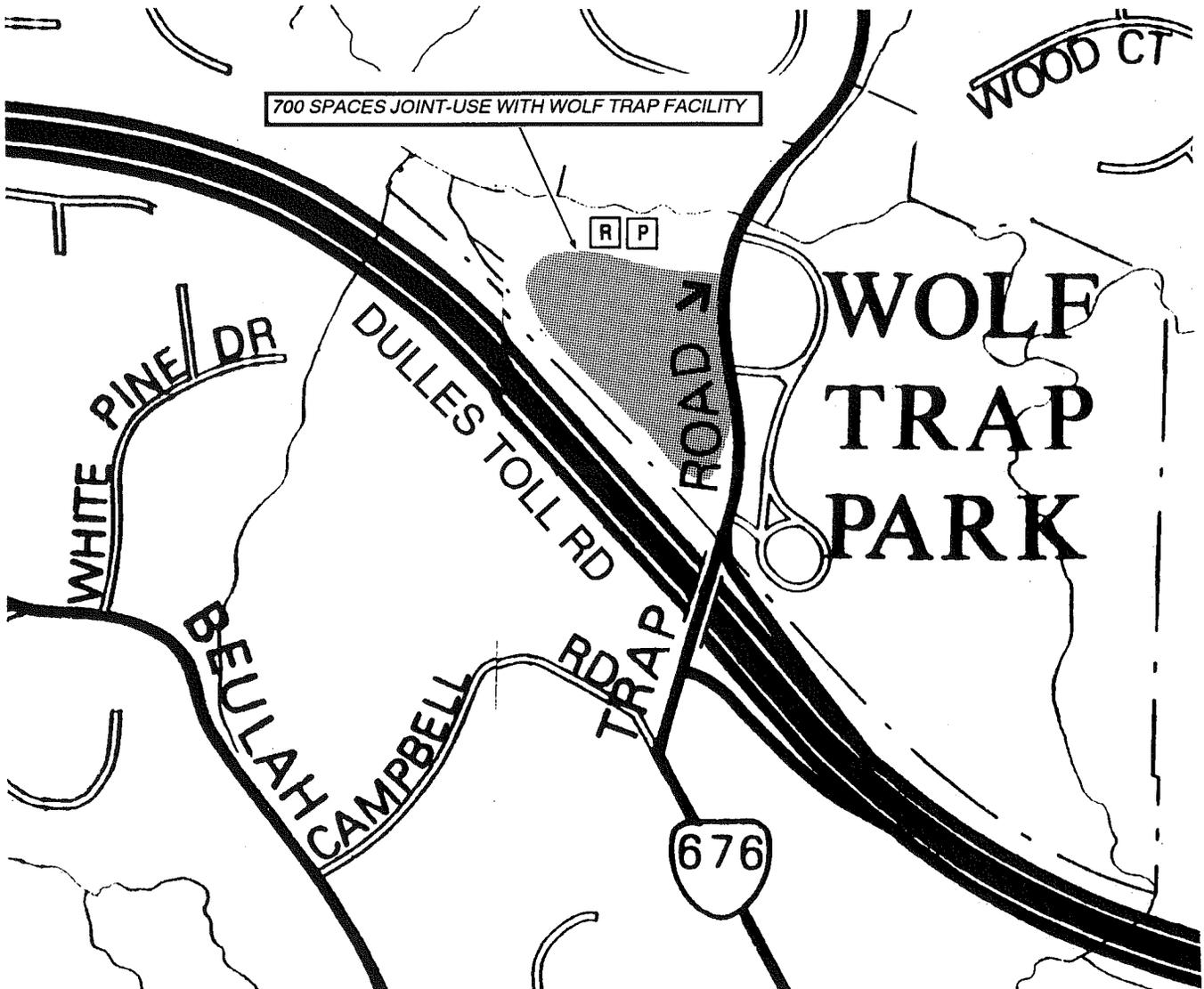
Trails

Trails planned for this sector are delineated on Figure 122 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

M7

WOLF TRAP COMMUNITY PLANNING SECTOR





TRANSPORTATION RECOMMENDATIONS LEGEND

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

T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION

FIGURE 121
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M7

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