MOUNT VERNON PLANNING DISTRICT

OVERVIEW

The Mount Vernon Planning District is located in the southeastern portion of Fairfax County. It is bordered by the Capital Beltway (I-95/I-495) and the City of Alexandria on the north, Rose Hill Planning District on the west, Woodlawn Plantation and Fort Belvoir on the south and the Potomac River on the east. (See Figure 1.)

The Mount Vernon Planning District has a diverse character. The Huntington Metro Station is located in the north portion of the district and Fort Belvoir is located at the south. The district is bisected by Richmond Highway, a major north-south oriented highway which serves local and through traffic. Low density, single-family residences in stable neighborhoods are the predominant land use in the Mount Vernon Planning District. Higher density residential developments, including townhouses, duplexes, garden apartments, high-rise apartments and mobile home parks are located along Richmond Highway and sometimes provide transitions between low density residential neighborhoods and commercial areas.

Commercial activity is located primarily along a seven and one-half-mile stretch of the Richmond Highway Corridor between the City of Alexandria boundary and Woodlawn Plantation. The commercial component of Mount Vernon is mainly local-serving retail located in a number of community and neighborhood shopping centers and in strip commercial areas along Richmond Highway. Shopping centers are often set back from the highway with large parking areas which front on Richmond Highway. These large expanses of parking areas are generally characterized by the absence of streetscape and urban design features along the Richmond Highway Corridor.

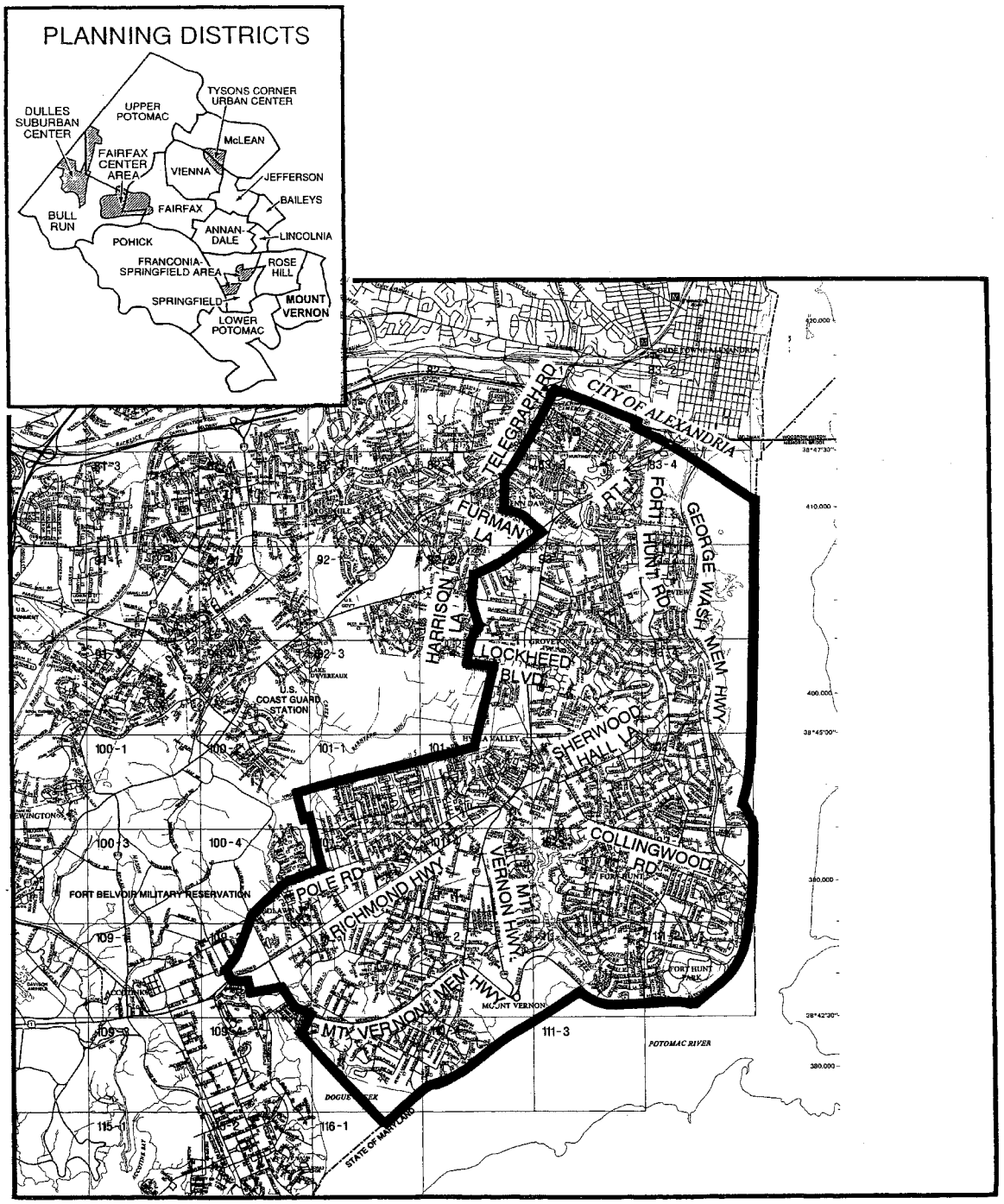
Between 1970 and 1995, the population of the Mount Vernon Planning District increased from 76,774 in 1970 to 85,539 in 1995, an increase of about eleven percent. Residential growth will generally occur through the redevelopment of commercial uses to residential uses.

Major roadways in the Mount Vernon Planning District include the Capital Beltway/Interstate 95 and Richmond Highway, Fort Hunt Road, George Washington Parkway, and Kings Highway. Richmond Highway and Fort Hunt Road provide access to the Capital Beltway and Interstate 95. The George Washington Parkway is a limited access, scenic highway. Huntington Metro Station, located between Huntington Avenue and North Kings Highway, provides access to the regional mass transit system.

Mount Vernon's eastern border is characterized by scenic parkland and riverfront indicative of the historic character of the area. One of the nation's most important historic resources, Mount Vernon, is located here. Other national historic resources are also present in the Mount Vernon Planning District and include Woodlawn Plantation, George Washington's Grist Mill, and the Pope-Leighey House, designed by Frank Lloyd Wright. Wellington, Sherwood Farm, and Gum Springs are locally significant historical sites.

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 a planning



MOUNT VERNON PLANNING DISTRICT **FIGURE 1**

district although within the planning district there may be substantial land areas of a distinctly different land use character than that envisioned by the Concept.

The vision for the Mount Vernon Planning District is to achieve the highest quality of life possible through expanding economic opportunity, access to quality education and public services, and through achieving a balance between transportation and residential, commercial, and industrial growth.

Accordingly, goals in support of this vision are to:

1) Preserve and capitalize on and enhance to the extent possible the great natural beauty and attractiveness of the important environmental and heritage resources of the Mount Vernon area to the extent possible;

2) Promote the economic potential of the Richmond Highway Corridor as the gateway to the nation's capital and the historic heart of Fairfax County;

3) Encourage an economically balanced community with abundant high-tech, professional, and other employment opportunities; and

4) Achieve a balance between transportation, residential, and commercial growth.

In the context of the Concept, the Mount Vernon Planning District is envisioned to continue, develop or redevelop in the Community Business Center, Transit Station Area and Suburban Neighborhood land use classifications. The Concept envisions five Community Business Centers along the Richmond Highway Corridor: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs and Woodlawn areas of Richmond Highway. The Community Business Center classification encourages a mix of uses in a community scale which promotes pedestrian activity and economic stability.

A Transit Station Area at the Huntington Metro Station provides for higher density mixed-use projects in an effort to concentrate development near the station and encourage greater pedestrian and transit-oriented accessibility, while maintaining existing stable neighborhoods.

The Suburban Neighborhoods designation reflects the predominantly residential character of the area. This character should be maintained by inhibiting potential incompatible land uses and/or land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between adjoining land uses, access control, environmental protection and other appropriate public facility and transportation guidelines.

PLANNING OBJECTIVES

Planning objectives in the Mount Vernon Planning District include the following:

- Preserve stable residential neighborhoods through appropriate infill development which is compatible in use, type and intensity with surrounding uses.

- Limit commercial encroachment into stable residential neighborhoods and establish well-defined edges between commercial and residential uses.

- Establish well-defined buffers, particularly for existing residential development adjacent to high density/intensity corridors, with appropriate pedestrian access between commercial and residential areas.

- Establish an appropriate mix of land uses and intensities in the Community Business Centers along Richmond Highway and provide transitions to adjacent Suburban Neighborhoods.

- Encourage pedestrian access to commercial areas and improve the appearance and image of Richmond Highway by addressing issues of functional efficiency, aesthetics streetscaping and design by using the urban design principles found in this section.

- Improve and upgrade existing commercial development within the Community Business Centers along the Richmond Highway Corridor to serve as the focus of office buildings, hotel, and other commercial development that encourages the growth of professional employment opportunities and promotes tourism and related activities.

- Encourage improved access to and increased ridership of the transit system.

- Encourage transit ridership by encouraging appropriate economic development and redevelopment around the Huntington Metro Station.

- Encourage the consolidation of small land parcels to provide for future development opportunities.

- Improve the public's perception of the environmental and heritage resources of the Mount Vernon area.

- Preserve significant heritage resources and protect environmentally sensitive areas.

- Protect wetlands and environmental quality corridors.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Mount Vernon 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 2. Other countywide transportation elements are also depicted.

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

Housing

A list of existing, under construction, and proposed assisted housing for the Mount Vernon Planning District is shown on Figure 3. This list includes housing developments which, to the County's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from Federal, State, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

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

- Federal Section 8 project based rental subsidy units, which are usually privately owned;

- Units subsidized under Federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

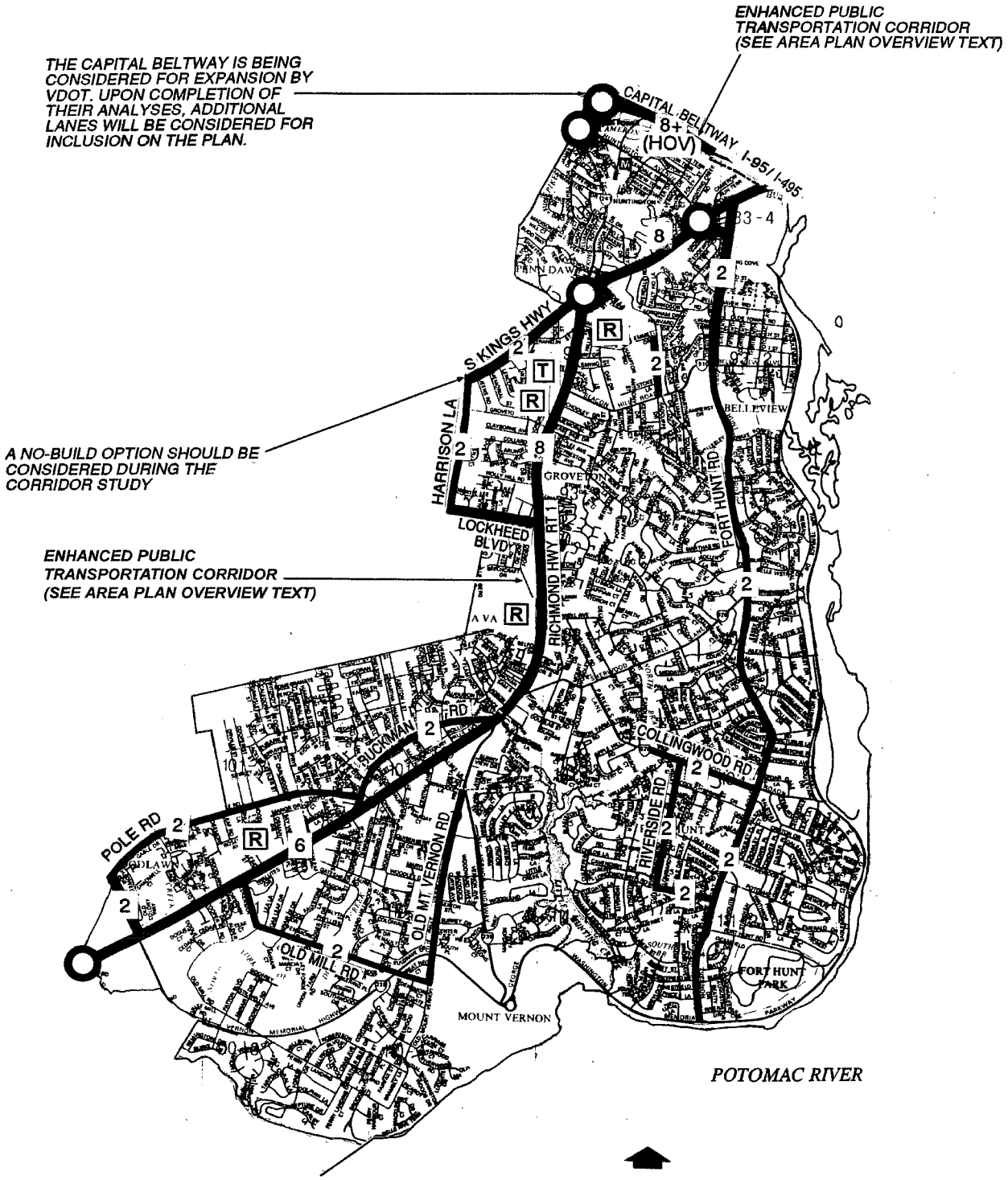
- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund; and

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer



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

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS FIGURE 2
MOUNT VERNON PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

● 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

TRANSPORTATION RECOMMENDATIONS LEGEND — FIGURE 2

FIGURE 3
MOUNT VERNON PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of December 31, 1997)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Mondloch House, Lockheed Blvd	MV2	52 beds	Emergency Housing
The Atrium, Holly Hill Road	MV2	37	Public Housing
Audubon Apts., Audubon Avenue	MV2	46	Public Housing
Beacon Hill, Southgate Drive	MV2	288	Private/FCRHA Bond Financing
Colchester Towne, Audubon Avenue	MV2	32*	24 Fairfax County Rental 8 Public Housing
Mount Vernon Gardens, Fordson Rd.	MV2	34	Private Rental
Murraygate Village, Belford Dr.	MV2	198	Fairfax County Rental/Section 236/Tax Credit
Tavenner Lane Property, Tavenner Lane	MV2	24	12 Public Housing and 12 Fairfax County Rental
Belle View Apts., Belle View Ave.	MV4	40*	Public Housing
Belle View/Hartwood, Belle View Blvd.	MV4	16 beds	Private/Section 202/8
Paul Spring, Fort Hunt Road	MV5	30	Private/FCRHA Bond Financing
Beacon Hill Group Home Beacon Hill Road	MV5	8 beds	Group Home
Woodley Hills Est., Richmond Hwy	MV5	115	Fairfax County Rental/Mobile Home Park
Hunting Creek, Jackies Lane	MV6	35	Private/Section 8
Mount Vernon House, Tiswell Drive	MV6	130	Private/Section 8 (Elderly)
Spring Gardens, Richmond Highway	MV6	209	Private/Section 221-d-3
West Ford I Andrus Court, Mennifield Court	MV6	24	Public Housing
West Ford II, Fordson Road	MV6	22	Public Housing
West Ford III Fordson Ct., Westford View Ct.	MV6	59	Public Housing
Belvoir Plaza, Richmond Highway	MV7	45	

Mount Vernon Apts., Russell Road	MV8	37	Private Rental/Mixed Financing
Buckman Road Apts., Buckman Rd.	MV8	204	Private/FCRHA Bond Financing
Janna Lee Apts, Janna Lee Avenue	MV8	100	Private/Section 236
Old Mill Gardens, Old Mill Road	MV8	47	Private/Section 236
Homeownership			
Huntington, Blaine Drive	MV1	1	Public Housing
South Meadows, Fordson Road	MV2	12	MIDS
Memorial Sreet and Bryant Towne Court	MV5	3*	MIDS
Gabriel Plaza, Joseph Makell Court	MV5	28	MIDS
Brosar Park, Napper Road	MV6	35	Section 235
Gum Springs, Holland Road	MV6	1	MIDS
Engleside, Walutes Circle	MV7	1	MIDS
Pembrook Village Dr., Russell Rd., Manzanita Pl.	MV8	3	MIDS
Mount Vernon Lakes Buckman Road & Aspen	MV8	14	MIDS
			MIDS

* Scattered Units

PROPOSED ASSISTED HOUSING
(As of December 31, 1997)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Mondloch House I Replacement Lockheed Blvd.	92-4((1))12, 12A	MV2	8 beds	Emergency Housing (replacement)

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.

According to a 1996 consultant study evaluating assisted housing in the County, the Mount Vernon Planning District has a higher percentage of assisted housing units than most other areas of the County. A 1997 revitalization analysis of Richmond Highway recommended that no new project-based assisted housing be built in the Richmond Highway Corridor. As noted in the Housing section of the Policy Plan, assisted housing programs offer one means of providing affordable housing. Objective 2, Policy c. of the Policy Plan Housing section states that the County should promote affordable housing opportunities throughout the County. This policy should be considered in the analysis of any proposal to add additional County-assisted housing in the Mount Vernon Planning District.

Environment

The Mount Vernon Planning District is located within the watersheds of Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek. The Potomac River shoreline, designated a critical environmental area by the State of Virginia, contains tidal wetlands and estuaries along the shores of Hunting Creek, Little Hunting Creek, and Dogue Creek. This Planning District is within the Coastal Plain geologic province. Consequently, soils are marginal for septic tank usage. Slippage-prone swelling clays underlie most of the district. Any development in areas with these conditions should be based on the latest technologies for stabilizing marine clays from soil slippage. Provisions which protect the County from liability due to soil slippage over a 20 to 25 year period should be supplied.

The Potomac River shoreline which includes a broad floodplain, tidal wetlands and several small embayments is the most significant environmental feature in the district. Activities that require modifications to the shoreline are regulated by the Wetlands Board. The shoreline and adjacent tributaries are also protected by the regulations of the Chesapeake Bay Preservation Act.

As growth continues, it is expected that development of environmentally constrained lands will become economically feasible, although environmental constraints will limit their development potential. Future development in this district should also be encouraged to achieve environmental reclamation of degraded environmental quality corridors and other sensitive features.

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

Heritage Resources

The Mount Vernon 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 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Office of Comprehensive Planning.

Some of the most important heritage resources in the County are located in the Mount Vernon Planning District. Mount Vernon, Woodlawn Plantation, the Pope-Leighey House and Washington's

FIGURE 4
MOUNT VERNON PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of 1994)

Name	Address	Parcel Number	Date
Andalusia	800 Arcturus Lane, Alexandria	102-2 ((1)) 44	c.1869 + 1932
Carlby	4509 Carlby Lane, Alexandria	110-3 ((1)) 10	c.1750 + 1947
Collingwood	8301 E. Boulevard Drive, Alexandria	102-4 ((1)) 71	c.1785 + 1932
Ferry Landing (Neitzey House)	4201 Neitzey Place, Alexandria	110-3 ((1)) 18	1876
Fort Hunt N,V	8940 Fort Hunt Road, Alexandria	111-2 ((1)) 3	c.1897
Fort Willard Circle	Belle Haven Road, Alexandria	83-3 ((14)) B1,B2	1862
Grand View H	9000 Richmond Highway, Alexandria	109-2 ((1)) 3, 4	1859
Hollin Hills	Near Fort Hunt Road, Alexandria	93-3	1949-1962
Little Hollin Hall	1901 Sherwood Hall, Alexandria	102-1 ((24)) E	c.1779
Mason, Otis T., House H	8907 Richmond Highway, Alexandria	109-2 ((1)) 2	c.1840 + c.1890
Mount Eagle*	5919 N. Kings Highway, Alexandria	83-3 ((1)) 88	Unknown
Mount Vernon N,V	GW Memorial Parkway, Alexandria	110-2 ((1)) 12, 12A	1742-1787
Mount Vernon Memorial Highway N	Washington Street and George Washington Memorial		
Mount Vernon High School	8333 Richmond Highway, Alexandria	101-4 ((1)) 5A 101-4 ((7)) 1-11	
Peake Family Cemetery	8115 Fordson Road, Alexandria	101-2 ((1)) 45A	1785

Pope-Leighey House N,V,H	9000 Richmond Highway, Alexandria	109-2 ((1)) 3, 4	1942
Popkins Farm*	7300 Popkins Farm Road, Alexandria	93-3 ((1)) 11	c.1866
Sherwood Farm	7702 Midday Lane, Alexandria	102-1 ((26)) 5-13	1859
Spring Bank*	6301 Richmond Highway, Alexandria	83-3 ((1)) 24A	c.1880
Tower House	9020 Lucia Lane, Alexandria	111-1 ((1)) 7	c.1895
Union Farm	9150 Union Farm Road, Alexandria	110-1 ((1)) 10	1857
Washington's Grist Mill	5514 Mount Vernon Highway, Alexandria	109-2 ((1)) 28	1932°
Watering Trough	Mount Vernon District Park, Alexandria	93-1 ((1)) 72B	Unknown
Wellington	7931 E. Boulevard Drive, Alexandria	102-2 ((1)) 20	c.1760 + 1920
Woodlawn N,V,H	9000 Richmond Highway, Alexandria	109-2 ((1)) 3, 4	
Woodlawn Baptist Church H	9001 Richmond Highway, Alexandria	109-2 ((1)) 1	1872 + 1932

* Indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District
° Date of reconstruction

Grist Mill are among the nationally prominent sites in this district. Locally significant sites are also abundant and include Grand View, Little Hollin Hall, Sherwood Farm and Wellington. The tidal shorelines of Dogue Creek and the Potomac River are particularly sensitive for prehistoric and historic resources. The historic Indian hamlet of Namassingakent may be located north of Dogue Creek. Although much of the District has been developed, there is potential for prehistoric and historic resources to exist in undeveloped areas, and it is possible that some historic resources may yet exist within older established developments.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with County policies.

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

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 4, and may be identified in the text and recommendations section.

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

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

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

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

The following properties should be studied for possible inclusion on the Fairfax County Inventory of Historic Sites:

- Browne Academy "Greystone" building at 5917 Telegraph Road; and

- Existing ruins of Civil War fortifications, all of which should be reviewed by the County archaeologist before any development is approved.

Public Facilities

Existing public facilities located in the Mount Vernon Planning District and those for which a future need has already been identified are included in Figure 5. 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 County Planning Commission through provisions outlined in Section 15.2-2232 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 2232 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector plans and are considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. The following public facilities are identified as future needs in the Mount Vernon Planning District:

1. Two activity rooms are planned to be added to the Huntington Community Center located in Sector MV1 between Arlington Terrace and Farrington Avenue to meet future community needs.

2. Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Richmond Highway between Memorial Street and Groveton Street.

3. Parcels 93-1((1))46A-53 are recommended for planned public uses, for future addition to the West Potomac High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road in Sector MV3.

4. When the operation of the Little Hunting Creek Treatment Plant located near Thomas J. Stockton Parkway in Sector MV6 is discontinued, the property is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. However, should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

5. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.

6. The site of the former Dogue Creek Treatment Plant located on Old Mill Road in Sector MV7 is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

7. Provide an alcohol and drug residential treatment/detoxification program in Area IV.

FIGURE 5
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC FACILTIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
MV1	Mt. Eagle Elem.			Huntington Community Center	FCWA Huntington Storage Tank, 2 Sewage Pumping Stations	*Jefferson Manor P.O.
MV2	Hybla Valley Elem.			Mondoch House, South County Health Center (Health Dept.; Primary Care)	FCWA Beacon Hill Storage & Pumping Station, FCWA Groveton Tank, Va. Power Gum Springs Substation	*Hybla Valley P.O.
MV3	West Potomac High, Quander Rd. Special Ed. Center		Penn Daw Fire Station	Health Department Mt. Vernon Dist., Human Development Office	2 Sewage Pumping Stations	
MV4	Belle View Elem.				Westgate Sewer Treatment Plant (Abandoned), 5 Sewage Pumping Stations	*Belle View P.O.
MV5	Bucknell, Hollin Meadows Elem., Bryant Alt. High	Martha Washington Community		Bryant Early Learning Center	FCWA Gum Springs Storage and Pumping Station, Recycling Dropoff	
MV6	Waynewood, Stratford Landing, Ft. Hunt Elem., Walt Whitman, Sandburg Middle	Sherwood Hall Regional	Mt. Vernon Government Center, Mt. Vernon Fire Station Co. 9, Mt. Vernon Police Station	Hollin Hall Senior Center, Mt. Vernon Center for Community Mental Health, Parent & Child Center, Gum Springs Community Center, Mt. Vernon Hospital	Little Hunting Creek Pumpover	
MV7	Washington Mill, Woodley Hills, Riverside Elem., Mt. Vernon High		Woodlawn Fire Station Co. 24	Alcohol and Drug Services – Hope Center for Women	Dogue Creek Pumpover, 5 Sewage Pumping Stations	*Mt. Vernon P.O.
MV8	Mt. Vernon Woods, Woodlawn Elem., Elem. Site			Human Services/ South County Adult Day Care (IMP Building), Alcohol and Drug Services – Adult Outpatient, Mt. Vernon Center for Community Mental Health – Richmond Highway Office.		

* Federal and State facilities are not subject to the 2232 review process

8. Provide a residential program for adults with mental illness who also need substance abuse services in Area IV. Approximately 9,000 square feet of space is necessary for this type of facility.

9. Renovate and expand the Mount Vernon Police District Station and Governmental Center in Sector MV6.

10. Locate a recovery women's center in Planning Area IV which will provide outpatient treatment to women recovering from alcohol and drug addiction with the benefit of a child care center on site. The center should be located in a commercial area which is served by public transportation.

11. Locate an animal shelter satellite facility in Planning Area IV.

12. Expand the Martha Washington Community Library in Sector MV5 consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Existing public parks located within the Mount Vernon Planning District are identified on Figure 6. Additional recreational facilities are provided at County public school sites. The Mount Vernon Planning District contains a considerable diversity of park, recreation and cultural resources. A network of well-distributed Neighborhood and Community Parks reflects the long established character of the district. These modest-sized parks, together with the Dogue Creek, Little Hunting Creek and Paul Springs Stream Valley corridors, provide open space and visual relief in stable residential areas. Two County recreation centers provide year-round indoor recreation opportunities including the only publicly-owned ice skating rink in the County and a competitive swimming/diving facility. The George Washington Memorial Parkway bicycle trail along the Potomac River shoreline is part of the Federal Heritage Trail system.

Nevertheless, there are significant park and recreation needs outstanding in the district. Overall, there remains a deficiency of community parkland and facilities. Most of the existing parks were acquired, and development begun, a number of years ago; consequently many are limited in recreational capacity and in need of rehabilitation. Currently only Grist Mill District Park is large enough to accommodate cost-effective development of a complex of athletic fields.

Redevelopment along the Richmond Highway Corridor can provide the impetus for addressing these broader community needs. Development of new Urban Parks in the Community Business Centers should be an integral component of revitalization efforts, as should be the provision of Neighborhood Park facilities in conjunction with new residential development. Acquisition and development of at least one additional Community Park should be considered in the southern portion of the district. Expansion of selected existing parks and upgrading of facilities at a number of other park and school sites appear to be the most appropriate mechanisms for addressing active recreation needs elsewhere.

Major park and recreation objectives for the Mount Vernon Planning District include:

- Expand selected park sites to provide additional active recreation facilities.
- Complete development of existing parks and upgrade facilities as needed.

FIGURE 6
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	STATE/ FEDERAL
MV1	Farrington	Huntington Jefferson Manor Mt. Eagle			
MV2	Hybla Valley Lenclair	Groveton Heights			
MV3		Belle Haven		Fort Willard Circle	
MV4		Collingwood Westgrove			Fort Hunt (NPS)
MV5	Bucknell Manor Hollin Meadows White Oaks			Paul Spring S.V. Mt. Vernon Recreation Center	
MV6	Carl Sandburg School Site Stratford Landing Kirk	Fort Hunt Foster Int., Sch. Site, Hollin Hall Martin Luther King, Jr. Walt Whitman School Site Williamsburg Manor		Paul Spring S.V. Little Hunting Creek S.V.	Fort Hunt (NPS)
MV7	Vernon Heights Woodley Hills Mt. Zephyr	Mt. Vernon Manor Washington Mill	Grist Mill George Washingto n Recreation Center	Dogue Creek S.V. Little Hunting Creek S.V.	George Washington Grist Mill State Park
MV8	Mt. Vernon Woods	Muddly Hole Farm Woodlawn Pole Road		Dogue Creek S.V.	

- Provide Urban and Neighborhood Parks and facilities in conjunction with new development.
- Locate an additional suitable site for public boat ramp access.

RICHMOND HIGHWAY CORRIDOR AREA

BACKGROUND

A goal of the Comprehensive Plan for the Richmond Highway Corridor is to promote revitalization and redevelopment, while maintaining an acceptable land use and transportation balance. In 1998, approximately 3 million square feet of non-residential development existed along the corridor. Retail uses account for approximately two-thirds of this total. Approximately 1,675 dwelling units are also located in the corridor, most of the dwelling units are garden style or high rise residences.

Traffic congestion and future transportation needs are major concerns. In response, a transportation study of the corridor was conducted by the Virginia Department of Transportation (VDOT) in 1997. The study relied on the recommendations of the Fairfax County Comprehensive Plan as a source for developing conclusions regarding future transportation improvements.

Although the VDOT study recommends 8 lanes north of the Buckman Road/Mount Vernon Highway intersection, the VDOT study raises questions about the effectiveness of HOV and does not recommend implementation of HOV pending further study that involves affected parties. The study transportation recommendations would support most of the development potential that, at the time of the 1997 VDOT study was estimated to be approximately 7.3 million square feet of non-residential use and 6,500 dwellings.

More recently, the Comprehensive Plan for the Richmond Highway Corridor has been amended to provide for future growth and revitalization in the corridor to provide greater land use flexibility as a way to encourage revitalization. A new land use approach has been developed to manage this potential which could exceed 10.5 million and 6,100 dwellings. For example, in the Beacon/Groveton core area, a maximum development potential is not specified. The development potential will instead be a function of market demand, available development capacity and the ability of the developer to meet performance standards set forth in the Plan. As a result, it is possible that a more intense urban form of development than previously envisioned for this area may result.

According to "Revitalization Analysis for Richmond Highway" prepared by Robert Charles Lesser & Co., there is anticipated to be a short-term market opportunity for approximately 230,000 square feet of new office, restaurant and retail uses, in addition to an extended stay hotel and approximately 750 dwellings within a five year horizon. This estimate suggests a very long term buildout of the corridor even if revitalization efforts are successful in attracting major new development.

Comparing the potential maximum intensity level of planned land uses of the amended Plan to the level that could be supported by planned transportation improvements indicates a substantial future imbalance. This imbalance can be addressed in two ways: first, the level of development will be monitored against an established threshold for the corridor, and, second, transportation measures to reduce trip generation will be required to be implemented. For monitoring purposes, development in the corridor will be compared to the total development potential of 7.3 million square feet of non-residential development and 6,500 dwelling units. This is the development level that can be supported by the planned improvements to Richmond Highway. When the cumulative level of new and approved development approaches this threshold, new land use and transportation analyses should be undertaken.

Based on the findings of the Lesser Revitalization Analysis, reaching the threshold level of supportable development will take many years. In the interim, this monitoring approach will attempt to ensure that development does not increase beyond a level which can be managed, while allowing flexibility to favorably respond to market conditions. This approach also supports the revitalization of multiple locations where major redevelopment is contemplated and seeks to maintain an acceptable land use and transportation balance.

CHARACTER

The Mount Vernon Planning District's segment of the Richmond Highway Corridor[1] stretches for nearly 7 ½ miles from the boundary of the City of Alexandria on the north to Fort Belvoir and Woodlawn Plantation on the south.

Land uses along the Richmond Highway Corridor are predominantly commercial and consist of uncoordinated, local-serving retail and other commercial enterprises. Long-standing strip-retail establishments include a variety of types and sizes of gas stations, restaurants, motels, banks, home and auto-related businesses. More recently, office and townhouse-style residential uses have been developed along the corridor which provide quality living opportunities and new employment space.

Several community and neighborhood shopping centers located along the corridor provide visual relief from the uncoordinated, strip-commercial appearance and form the basis for four of the five Community Business Centers (CBC) along the corridor. From north to south, these shopping centers include Penn Daw Plaza, Beacon Mall, Hybla Valley and Engleside/Woodlawn Shopping Centers. No major department stores are located in these centers or in the Mount Vernon Planning District. The northern part of Richmond Highway near its intersection with the Capital Beltway is the focus of the fifth CBC (North Gateway).

Housing types vary widely and include low density, single-family detached and townhouse residential neighborhoods to mobile home parks. High-rise apartments and condominiums are located in the northern section of the corridor near the Huntington Metro Station. Garden apartments comprise a significant portion of the housing units in the Mount Vernon Planning District and are primarily located on the west side of the corridor south of Beacon Mall. An increasing number of townhouse communities have been built along the corridor and provide a transition between higher density commercial and residential uses to low density, single-family residential neighborhoods.

Richmond Highway serves a dual purpose as a multi-functional, north-south oriented transportation route. It carries through-commuter traffic between the southern part of Fairfax County and counties to the south and Alexandria, Arlington and Washington to the north. It also functions as the "Main Street" of the Richmond Highway Corridor that serves the many commercial and residential uses located on or adjacent to it. The width of the highway varies from four to six lanes. Service drives exist sporadically along Richmond Highway.

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[1]The term, Richmond Highway or Richmond Highway Corridor, is used in this section of the Area IV Plan to describe that segment of Richmond Highway from the north, at the Capital Beltway and the City of Alexandria/Fairfax County boundary to the south, at Fort Belvoir, which includes Community Business Centers and designated Suburban Neighborhoods, generally extending 1,000 feet on either side of the highway centerline. This area was previously designated as the "Richmond Highway Corridor Area" in the Area IV Plan. "Richmond Highway" is currently and continues to be used to reference a County designated revitalization area and to define the service area of the Southeast Fairfax Development Corporation (SFDC). Future references in the Comprehensive Plan to the geographic boundaries previously described should conform to the term Richmond Highway or Richmond Highway Corridor.

The northern part of Richmond Highway is located in the Belle Haven and Little Hunting Creek watershed, while the southern segment is in the Dogue Creek watershed and is affected by the floodplains and stream valleys of Dogue Creek. The entire corridor is located in the Coastal Plain geologic province and thus lies in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge.

There are three stream crossings of Richmond Highway. Cameron Run crosses the highway at its northern border adjacent to the Capital Beltway and the City of Alexandria. Little Hunting Creek crosses the roadway just south of the Gum Springs community, and the North Fork of Dogue Creek crosses just east of Woodlawn Court. The creek crossings represent examples of natural breaks in the otherwise almost continuous commercial strip character of the corridor.

CONCEPT FOR FUTURE DEVELOPMENT

The Richmond Highway Corridor is envisioned to contain five Community Business Centers which provide community-serving retail, residential, and mixed uses as well as serving as focal points in the corridor. From north to south, the Community Business Centers are: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, and Woodlawn. Areas between these Community Business Centers are classified as Suburban Neighborhoods. Densities in the site specific recommendations which follow (especially the CBC's) reflect the recognition that medium density and intensity development provides an opportunity to achieve a high standard of urban design, and to integrate office, residential, hotel, and retail uses. Throughout the Community Business Centers, provision of space for small business, particularly in the ground floor of multi-family residential or office buildings is encouraged. Along Richmond Highway, uses in Suburban Neighborhood areas shall include predominantly residential use, but may also include neighborhood-serving retail and mixed-uses among others. Specific recommendations for each Land Unit or Area defined within the Community Business Centers and Suburban Neighborhoods are contained in the site-specific language. Within the Beacon/Groveton and the Penn Daw CBCs, core areas have been identified that may be developed with high intensity uses if conditions specified in the Plan are met. The intent of recommending these levels of development is to foster revitalization, redevelopment and the creation of distinctive urban environments that are economically sound and offer attractive opportunities to live, work and shop.

PLANNING OBJECTIVES FOR THE RICHMOND HIGHWAY CORRIDOR

The following objectives are intended to guide general land use decisions for the portion of the Richmond Highway Corridor within the Mount Vernon Planning District:

Land Use

- Plan for quality development, which may include office, retail, residential, mixed-use and institutional uses in five Community Business Centers along Richmond Highway: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs and Woodlawn. Core areas within these Community Business Centers that are appropriate for higher intensity have been identified.

- Encourage development which fosters home ownership to improve the variety of available housing.

- Plan for primarily residential (except for garden-style apartments), institutional and open space uses in areas outside and between the Community Business Centers.

- Strongly discourage fast food, car washes and pawn shops as they are not consistent with quality revitalization.

- Mini-warehouses are not appropriate uses in the Richmond Highway Corridor.

- Encourage substantial consolidation of contiguous parcels starting at the Richmond Highway frontage back to the existing stable residential neighborhoods to provide for projects that function in a well-designed, efficient manner and for the redevelopment of unconsolidated parcels in conformance with the Area Plan.

- In cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access, parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.

- Reduce adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height. Within designated Community Business Centers, mid-rise buildings are generally appropriate as long as there is no other site-specific Plan language regarding height limits. In the core areas of the Community Business Centers, high-rise buildings may be appropriate in order to create an urban environment. Building heights should taper down to adjacent residential neighborhoods and special care should be given to screening and buffering these neighborhoods.

- Strongly discourage freestanding uses with drive-through facilities and uses that create high traffic volumes to and from and along the corridor and that contribute to the strip-commercial character of Richmond Highway.

- Encourage clustered auto-oriented uses within well-designed and integrated complexes with efficient internal circulation patterns to minimize and consolidate access points and to provide efficient internal circulation patterns.

- Encourage better access and functional amenities through improvements to and integration of the pedestrian, bicycle and vehicular traffic systems by visually enhancing intersections, reducing curb cuts and providing better signage and access to commercial facilities and adjacent, non-commercial uses. Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to bus/transit stops and covered waiting areas. This pedestrian network should provide traffic-sheltered, well-identified and pleasant-to-use access to shopping, employment, and transit opportunities for residents living in close proximity to Richmond Highway as well as for adjacent communities.

- Encourage aesthetic and design excellence in all public and private improvements and developments. Detailed guidance regarding aesthetic and design excellence is found in the urban design recommendations located at the end of this Plan. In addition, the provision of landscaping/open space which exceeds by more than 5% of that required in the Zoning Ordinance shall be considered highly desirable.

- Encourage revitalization and redevelopment of the Richmond Highway Corridor to create more attractive, commercially-viable, and functionally-efficient business centers and community focal points.

- Provide incentives such as tax abatement to attract reinvestment in the Richmond Highway Corridor which will seek help to correct deteriorating property conditions.

- Provide expanded employment opportunities and improve the economic condition of residents in the Richmond Highway Corridor.

Transportation

The following objectives are intended to guide general transportation decisions in the Richmond Highway Corridor.

- Provide improved traffic circulation and traffic safety during both peak and non-peak hours;

- Maximize the efficiency of existing highway facilities to move people and goods;

- Promote the increased use of ridesharing and public transportation to reduce reliance on automobiles; and

- Minimize the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

Service drive construction should not generally be required where interparcel access can be provided between adjacent development areas. Existing service drives should be replaced wherever possible. Highway right-of-way dedication or the "reservation" of right-of-way will be required where necessary.

The Virginia Department of Transportation completed an extensive study of the Richmond Highway Corridor from the Beltway through Prince William County in 1997. The study incorporated current land use recommendations and revitalization goals. The Board endorsed the general recommendations of the VDOT study in September, 1997. After further studies regarding road location and the cost effectiveness of including HOV, implementation of this plan should be highly desirable and will be a major public investment that could facilitate significant reinvestment in the area.

Urban Design

Five urban design objectives are identified for the Richmond Highway Corridor to implement the overall goal of improving the visual image and efficiency of the Richmond Highway Corridor. These objectives are supplemented by urban design recommendations that are found at the end of the Richmond Highway Corridor Plan text and provide specific recommendations.

The following objectives are the policy framework for the urban design recommendations. Together, the objectives and recommendations support the creation of a unifying and consistent identity for Richmond Highway. In order to achieve these objectives, adherence to the urban design recommendations is strongly encouraged in all public infrastructure and private development activity that occurs along Richmond Highway.

The urban design objectives are intended to:

- **Establish Visual Continuity** - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the corridor. Place utilities underground in conjunction with all public and private development projects being carried out in the Richmond Highway Area. Place emphasis on signage, including block numbers and cross streets, landscaping, intersection and service drive definition.

- **Provide User Orientation** - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the corridor.

- **Establish a Clear Corridor Image** - Develop two well-defined vehicular entry point "gateways" to the corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the corridor.

- **Improve Access and Functional Amenities** - Provide visual improvements to pedestrian and vehicular traffic systems to enhance intersections and safety, reduce curb cuts, and provide better signage including block numbering and cross streets and access to commercial facilities and adjacent, non-commercial uses.

- **Reduce Impact on Adjacent Residential Communities** - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

Revitalization Consideration

Richmond Highway was originally designated as a Commercial Revitalization Area in 1986 by the Fairfax County Board of Supervisors. This land use plan has been designed to facilitate revitalization. Quality development and redevelopment projects, particularly those with parcel consolidation are encouraged. In addition, special tools (i.e., tax abatement, low cost loans) should be utilized to encourage economic development in designated Revitalization Areas.

On October 12, 1998, the Board of Supervisors adopted a commercial revitalization district zoning ordinance which applies to certain properties located within the Richmond Highway Corridor in furtherance of the County's commitment to revitalization. The ordinance creates a unique set of regulations which provide flexibility in the development or redevelopment of these properties. In addition, it is the policy of the Board of Supervisors to extend other initiatives to this area to generate investment activity. These include services such as facilitated review of development proposals and amendments to the Comprehensive Plan.

Additionally, several other efforts have been initiated in an effort to upgrade Richmond Highway. For example, the County has allocated funds for commercial revitalization projects such as utility improvements, sidewalks, lighting and public open space. Projects to beautify, improve the image and identity; improve pedestrian and vehicular circulation; and implement infrastructure improvements are also underway. In conjunction with these endeavors, urban design recommendations are provided in a following section.

The Richmond Highway Corridor between Fort Belvoir and the Capital Beltway is a designated highway corridor zoning overlay district. The highway corridor overlay district imposes

additional regulations on certain automobile-oriented, fast-service or quick turn-over uses along the highway in an effort to prevent or reduce traffic congestion and associated dangers. The overlay district has increased the County's control over the further construction of drive-in banks, fast-food restaurants, quick-service food stores and service stations within a thousand feet of either side of the centerline of Richmond Highway.

The Southeast Fairfax Development Corporation (SFDC) is supported by the Fairfax County Board of Supervisors to promote, facilitate and monitor development, redevelopment and revitalization along Richmond Highway, and as such, is an active participant in the public and private revitalization efforts. SFDC provides assistance with marketing of the corridor as well as a variety of on-site and referral services.

RECOMMENDATIONS

Land Use

The Community Business Centers (CBC) located along the Richmond Highway Corridor have unique features which distinguish and identify their individual character within the surrounding community. Accordingly, the specific land uses within the boundaries of these centers seek to reflect the needs and character of each CBC.

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.

Where the Comprehensive Plan envisions a substantial change in land use that is expected to come about in conjunction with redevelopment, but existing uses do not strictly conform with the long-term recommendations of the Comprehensive Plan, the guidelines for Interim Improvements of Commercial Establishments found in the Land Use Section of the Policy Plan should be considered.

Throughout the Richmond Highway Corridor Area, mixed-use development is encouraged. Where the Plan recommends mixed-use development at an overall intensity (FAR), it is intended that the FAR be calculated over the entire development site to include all residential and non-residential gross floor area. In some places, the Plan includes land use recommendations for mixed-use development that provide for both intensity in terms of FAR for the commercial portion and densities in terms of dwelling units per acre for the residential portion of the mixed-use development. In these cases, it is intended that the non-residential intensity and residential density be calculated separately based on the respective percentages of the total land area recommended for each use.

Protecting adjacent neighborhoods from visual and other impacts of nearby commercial development is a primary objective along Richmond Highway. Development plans for redevelopment or revitalization projects should provide for compatible heights and mitigate impacts on adjacent neighborhoods. The determination of compatible building heights along the Richmond Highway Corridor is guided by provisions in the Policy Plan, (specifically Land Use Objectives 8 and 14), the Concept for Future Development, the Richmond Highway Corridor Land Use and Urban Design Objectives and site-specific conditions, such as building style, tapering of building heights, building orientation, and screening and buffering requirements.

The following parcel specific recommendations read from north to south and discuss land uses within the Community Business Centers and in Suburban Neighborhood areas between the nodes. Corresponding maps are provided which depict specific land units and sub-units.

NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS

Figure 7 indicates the geographic location of land use recommendations for the North Gateway and Penn Daw Community Business Centers and the Suburban Neighborhood area between them.

The high-rise residential area located on the west side of Richmond Highway south of Huntington Avenue, including Huntington Gateway, Montebello and Belle Haven Towers is located within the Huntington Transit Station Area and is addressed in that section of the Plan. The remainder of the west side of northern Richmond Highway is addressed below.

North Gateway Community Business Center

Figure 7 indicates the geographic location of land use recommendations for this Community Business Center.

The North Gateway Community Business Center is an entry point to historic Richmond Highway from points north including the Nation's Capital, the City of Alexandria and the Capital Beltway. As such, this area provides an initial impression of Fairfax County, not only to visitors but to those who live in the southern part of the County. An improved identity using urban design principles and revitalization strategies is especially important. An attractive and efficient mix of land uses improves the image, economic viability and circulation along the Richmond Highway Corridor.

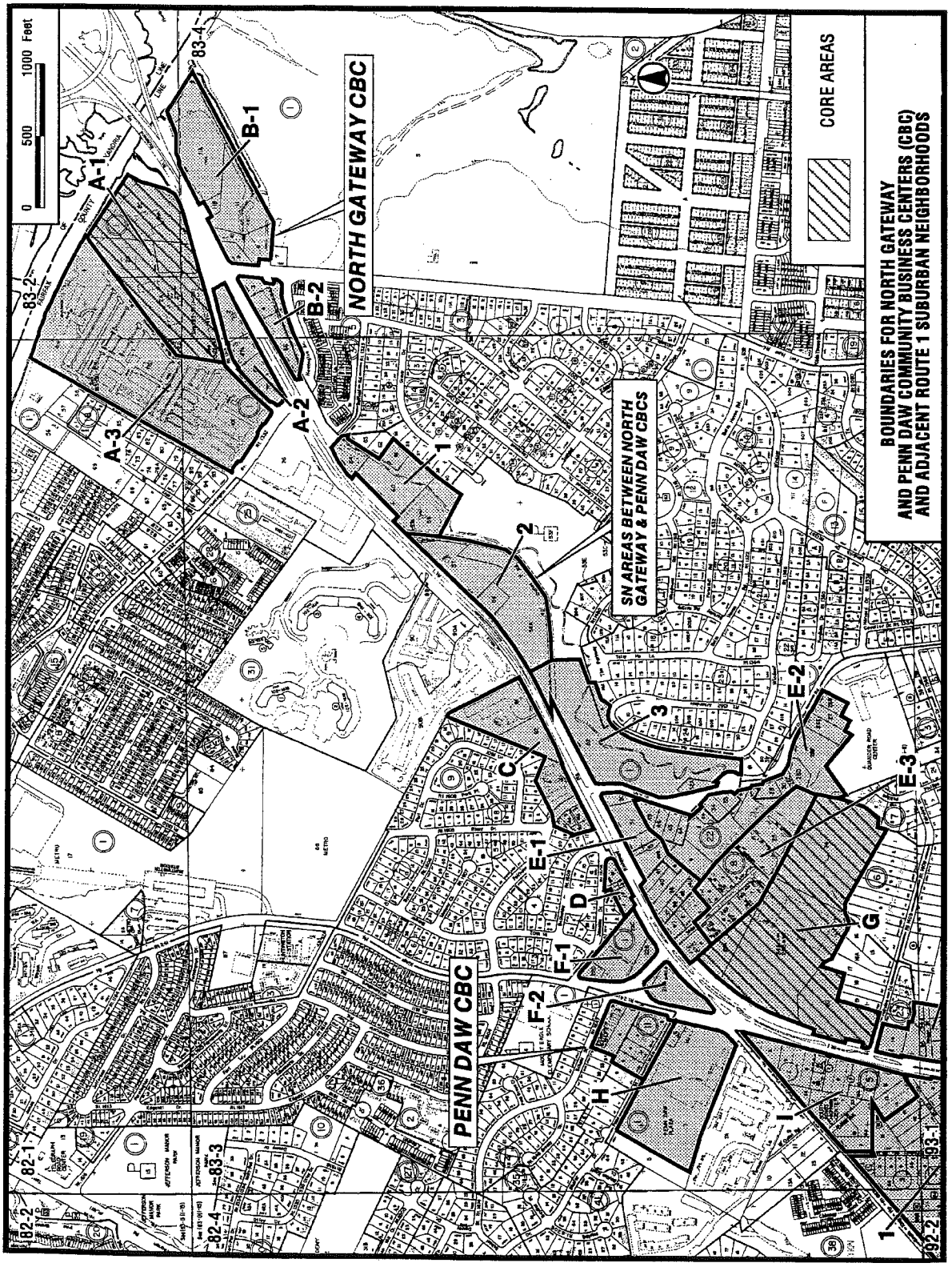
This area is characterized by high-rise residential buildings, auto dealerships, gas stations, hotels/motels and mid-rise office buildings. Its proximity to the Capital Beltway, Huntington Transit Station and Fort Hunt Road makes this portion of the Richmond Highway Corridor a major transportation-oriented center and presents opportunities for well-designed, transit-accessible redevelopment.

Environmentally-sensitive areas exist along Cameron Run and in the shallow lots along the east side of Richmond Highway. Future highway improvements, including the redesign of the Woodrow Wilson Bridge and Richmond Highway/Capital Beltway interchange, may further impact this area. As development occurs, adequate measures should be provided to mitigate environmental impacts and restore degraded areas to more natural conditions.

Redevelopment in this area is anticipated to occur adjacent to the Capital Beltway primarily at the location of the auto dealerships. This area is planned to redevelop to high-rise residential or in the alternative, as a varied height, mixed-use project including residential, office and retail uses or in the alternative as high rise residential use. These planned uses complement the advantageous transit/transportation-oriented location and are compatible with the surrounding character and density.

Due to the prominent gateway location, high quality urban design is especially important in any redevelopment that occurs. Quality building materials, patterns and architectural design, which are compatible and complementary to surrounding uses, especially Huntington Gateway, are desirable. Landscaping should be used to soften the vertical built environment.

FIGURE 7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NORTH GATEWAY CBC
PENN DAW CBC
SN AREAS BETWEEN NORTH GATEWAY & PENN DAW CBCS
CORE AREAS
BOUNDARIES FOR NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS
A-1
A-2
A-3
B-1
B-2
C
D
E-1
E-2
E-3
F-1
F-2
G
H
I
1
2
3
83-4
83-2
82-1
82-2
82-4
83-3
92-2
93-1

Sub-unit A-1

The area along the west side of Richmond Highway between the Capital Beltway and Old Richmond Highway is planned for retail, office and/or residential uses up to .50 FAR.

As an option, mixed-use development up to 1.0 FAR may be appropriate if the following conditions are met:

- A mix of uses, which may include office, retail and residential, is provided;
- Substantial and logical parcel consolidation is achieved;
- Pedestrian and vehicular connections are provided;
- Project design and layout provide a high quality development;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service no less than Level of Service D;
- An efficient internal vehicular circulation system is provided. Access points are consolidated, and placed away from existing intersections and operate at levels of service no less than Level of Service D;
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian circulation system which encourages pedestrian traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;
- Adequate measures to mitigate against environmental impact should be provided. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations; and
- Urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, streetscaping, landmarks or building designs which will denote this area as a focal point of the North Gateway Community Business Center are included. The urban design recommendations found at the end of this Plan should be used as a guide.

As an alternative option, future redevelopment of Sub-unit A-1 northwest of Old Richmond Highway for residential use up to 30 dwelling units per acre to be compatible with the surrounding high-rise residential uses may be appropriate. Substantial parcel consolidation, minimization of access points, provision of an efficient internal circulation pattern and mitigation of environmental and transportation impacts are required. See land use recommendations for Sub-units A-2 and B-2 for additional options.

Sub-unit A-2

The redevelopment of the "island" formed by Richmond Highway and Old Richmond Highway would enhance the "gateway" character of this area and should be encouraged. Consolidation of all parcels within this "island" and redevelopment of this area with

neighborhood-serving retail use up to .25 FAR is recommended. Building orientation should be to Richmond Highway but access should be to Old Richmond Highway.

As an option, if Sub-unit A-2 is fully consolidated and included in a unified mixed-use development plan with Sub-unit A-1, then Sub-unit A-2 may be appropriate for mixed-use development up to 1.0 FAR. In addition to meeting the same conditions stated in the land use recommendation for Sub-unit A-1, as part of this mixed-use development, Old Richmond Highway should be vacated and access should be provided from Richmond Highway.

Sub-unit A-3

The Riverside Apartments complex, located on the north side of Huntington Avenue between Cameron Run Terrace and Hunting Creek Road, is planned for high-rise residential use with first floor retail or office use at a density up to 35 dwelling units per acre. This recommendation reflects the existing use which should be retained.

Sub-unit B-1

The area northwest of Belle Haven Country Club along Richmond Highway from the Beltway to Fort Hunt Road is developed with several commercial uses. The most northern portion of this sub-unit is planned for hotel use up to .50 FAR with a maximum of 8 stories. Office use up to .50 FAR with a maximum of 8 stories is planned for Parcels 83-4((1))10 and 11. The remainder of this sub-unit is planned for neighborhood-serving retail use up to .25 FAR. This recommendation reflects current uses which should be retained. Future highway improvements may impact the accessibility of this sub-unit.

Sub-unit B-2

The triangle-shaped area bounded by Richmond Highway on the northwest, Fort Hunt Road on the east and Huntington Avenue on the south is planned for community-serving retail use up to .35 FAR. Complete consolidation of these parcels is encouraged for a coordinated development. Screening and buffering should be provided along Huntington Avenue to mitigate any impacts on the townhouse community located across Huntington Avenue. Right-of-way needed for interchange improvements at Huntington Avenue, Richmond Highway and Fort Hunt Road should be dedicated. In the event that highway improvements impact part or all of this land unit, this is an appropriate location for a gateway park or identifying features. In addition, impacts on sensitive environmental features located here should be mitigated.

As an option, if Sub-unit B-2 is fully consolidated and included in a unified development plan with Sub-units A-1 and A-2, then Sub-unit B-2 may be appropriate for mixed use development up to 1.0 FAR provided that it is preserved in its entirety as an open space area and the development potential is transferred to Sub-units A-1 and A-2.

SUBURBAN NEIGHBORHOOD AREA LOCATED ON THE EAST SIDE OF RICHMOND HIGHWAY BETWEEN NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS

(Refer to Figure 7)

1. The area along the east side of Richmond Highway at the intersection with Belfield Road is planned for residential use at 5-8 dwelling units per acre, with an option for public park. Consolidation is encouraged and effective screening and buffering should be provided between any proposed development and the adjacent neighborhood and other uses. Access points should also be consolidated and no access point should be closer than 200 feet to Belfield Road.

2. The lots located along Richmond Highway midway between Belfield Road and Quander Road (Tax Map 83-3((1))57, 57A, 56 and 56A) are planned for residential use at 5-8 dwelling units per acre with an option for public park. Design of the project should leave the majority of the steep slopes undisturbed.

3. The site located at the northeast corner of Richmond Highway and Quander Road (Tax Map 83-3((1))52) is planned for residential use at 5-8 dwelling units per acre to provide a transition from Richmond Highway to the stable, low density residential neighborhood to the southeast. The site is currently used for a car dealership. Residential project design should include clustered units with steep slopes left undisturbed. No more than one entrance point onto Richmond Highway and that no closer than 200 feet to Quander Road, and no more than two entrances on Quander Road, no closer than 200 feet to Richmond Highway should be provided. These latter provisions are intended to preclude congestion near the Richmond Highway/Quander Road intersection because of the importance of that road for carrying school traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites. As an option, this area is planned as a public park.

Penn Daw Community Business Center

Figure 7 indicates the geographic location of land use recommendations for this Community Business Center.

Major existing uses in the Penn Daw Community Business Center include the Penn Daw Shopping Center, and neighborhood and community-serving retail establishments. Stable residential neighborhoods abut the Community Business Center on the east and northwest. A small office building at Franklin Street and Richmond Highway is representative of the small percentage of office use in this area. While there are multiple uses in this area located near the Huntington Transit Station, the uses are not well coordinated and do not encourage pedestrian or transit access. However, the location at the intersection of Richmond Highway and Kings Highway provides good auto accessibility and visibility.

Planned highway improvements will impact some uses at the intersection of Richmond Highway and Kings Highway creating an opportunity for a special landscaped area or other identifying landmark at this intersection. The Penn Daw Shopping Center is planned to remain as a community-serving retail center while the east side of Richmond Highway is planned to be redeveloped into a larger single use or as a mixed-use project comprised of residential, retail and office uses. Additional office uses are planned for the western side of Richmond Highway adjacent to the Fairhaven community, which is designated as a Neighborhood Conservation Area.

The opportunity exists on the east side of Richmond Highway to create a large scale well designed mixed-use development as a focal point and core area of the Community Business Center. This area is envisioned as an integrated residential and commercial center which functions well within the context of adjacent existing or planned uses and incorporates high quality urban design elements to create a sense of identity.

Much of the area located to the east side of Richmond Highway contains steep slopes, a stream valley and other environmentally sensitive features which should be protected and any degraded natural conditions and functions restored.

Land Unit C

Commercially-zoned lots fronting on the west side of Richmond Highway south of Belle Haven Towers between Richmond Highway and the Fairhaven neighborhood are part of the Fairhaven Conservation Area and planned for office use up to .50 FAR and a maximum height of 50 feet, provided the following conditions are met:

- Buildings are well-designed and oriented toward the highway with parking in the rear;
- Development provides and maintains effective screening and buffering to the existing adjacent neighborhood;
- Substantial consolidation of lots is accomplished; and
- Combined access points and an efficient internal circulation pattern is provided.

Land Unit D

Lots fronting on the west side of Richmond Highway between Jamaica Drive and Sub-unit F-1 are planned for low-rise office use up to .35 FAR.

Sub-unit E-1

Lots fronting on the east side of Richmond Highway between Quander Road and Shields Avenue are planned for neighborhood-serving office and/or retail uses up to .50 FAR with a maximum height of 50 feet. See Land Unit G for an additional land use option.

Sub-unit E-2

Properties located along the south side of Quander Road between Richmond Highway and Quander Road Center are planned for residential use at 3-4 dwelling units per acre. As an option, with complete parcel consolidation in this sub-unit, a density of 5-8 dwelling units per acre may be appropriate. Structures should be clustered to minimize impacts on steep slopes in the area. No more than one entrance point onto Richmond Highway that is no closer than 200 feet from Quander Road, and no more than two entrance points on Quander Road, that are no closer than 200 feet from Richmond Highway should be provided. These latter provisions are intended to preclude congestion near the Richmond Highway/Quander Road intersection because of the importance of that road for carrying school traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites. See Land Unit G for an additional land use option.

Sub-unit E-3

The Penn Daw Trailer Park is planned and currently developed as a mobile home park at a density of 5-8 dwelling units per acre. Any redevelopment of this sub-unit is encouraged to comply with the County's voluntary relocation guidelines. See Land Unit G for an additional land use option.

Sub-unit F-1

Properties included in this sub-unit are Parcels 83-3((1))22B pt, 22C and 22D which are planned for retail uses up to .50 FAR and building heights of 50 feet. Consolidation of contiguous lots is desirable. Existing landscaping, which serves as a buffer to the adjacent residential neighborhood should be maintained. In any development proposal, sidewalks should be provided to facilitate pedestrian access. Vehicular access should be provided only at one point each on Richmond Highway and North Kings Highway.

Sub-unit F-2

Parcels within this sub-unit include 83-3((1))22A and a portion of Parcel 22B and are planned for retail use up to .35 FAR. If substantial land is required for interchange improvements, the remaining property should also be acquired for use as a gateway park to provide a focal point for the Penn Daw Community Business Center.

Land Unit G

The area along the east side of Richmond Highway south of Shields Avenue to Fairview Drive is planned for community-serving retail use up to .50 FAR.

Existing conditions present an opportunity for a well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw Community Business Center. As an option, Land Unit G is planned for a well integrated mix of retail, office, hotel and residential uses with an overall intensity of up to 1.0 FAR. Development proposals for a single integrated project or a project that allows for future coordination with other projects should meet the following conditions:

- Consolidation of Parcels 83-3((1))20, 23A, 24, 24A and 24B together with consolidation of additional lots in adjacent Sub-units E-1, E-2 and E-3 is encouraged. If full consolidation is not achieved, interparcel access to adjacent uses should be provided;

- The level of non-residential development should not exceed two-thirds of the total gross floor area for the entire mixed-use development. Appropriate first floor support retail and service uses designed to serve the development in this land unit should be encouraged;

- Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear of parcels 24A and 24B in order to take advantage of the visual and passive recreational amenity provided by the adjacent stream valley area. Residential density and building heights should be tapered from mid-rise or garden-style apartments to townhouses located nearest to the existing adjacent neighborhood;

- Building heights are tapered down toward the existing single-family area;

- Adequate measures to mitigate against undue environmental impact are provided. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions;

- Sufficient buffering and screening are provided to mitigate adverse impacts on adjacent residential areas;

- Adequate right-of-way is provided for road improvements;

- Pedestrian circulation and the use of mass transit is encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods;

- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide; and

- Incorporation of residential use in office or retail buildings in an "above the shop" arrangement is encouraged.

As an option, if Sub-units E-1, E-2 and E-3 are substantially and logically consolidated with Land Unit G, a well-integrated mix of uses with an overall intensity at up to 1.0 FAR that includes at least two of the following uses: retail, office, hotel and residential. The conditions listed above should be fulfilled for the entire assemblage.

Land Unit H

Land Unit H contains the Penn Daw Shopping Center and adjacent commercial uses between School and Poag Streets along North Kings Highway. The Penn Daw Shopping Center site is planned for retail use up to .35 FAR. Free-standing uses should be discouraged to preserve an opportunity for connections to the proposed "gateway park". Additional parking lot landscaping and the introduction of a landscaped berm between the front parking lot and North Kings Highway is encouraged.

The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for low-rise office or compatible institutional uses up to .25 FAR to serve as a transition between the residential and commercial areas located north and south of the subject property, respectively. As an option, if parcels are completely consolidated and an integrated, well-designed development is proposed, an FAR up to .35 may be appropriate.

Land Unit I

The triangle-shaped parcel bounded by Richmond Highway on the east, South Kings Highway on the west and the office located at the corner of South Kings Highway and Pickett Street and the Franklin office building at the northwest corner of Richmond Highway and Franklin Street is planned for retail, office or retail and office mixed-use up to .50 FAR. Restaurants with table service are especially encouraged. This area is a centerpiece of the Penn Daw Community Business Center and special attention to urban design elements will enhance its

appearance and function. As an option, office use up to .25 FAR is appropriate if substantial parcel consolidation is achieved.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN PENN DAW AND BEACON/GROVETON COMMUNITY BUSINESS CENTERS

(Refer to Figure 8)

1. The area which fronts on the west side of Richmond Highway between Franklin Street and the Service Merchandise retail center north of Beacon Mall to South Kings Highway includes commercial and residential uses. This area is planned for residential use at 4-5 dwelling units per acre and 8-12 dwelling units per acre as shown on the Comprehensive Plan map.

2. Lots fronting on the east side of Richmond Highway between Fairview Drive and Huntington Walk Condominiums and along Regan Street are planned for residential use at 16-20 dwelling units per acre, with substantial parcel consolidation. Elderly housing is encouraged. Landscape materials should be selected and located to provide effective buffering and screening to the residential community to the east.

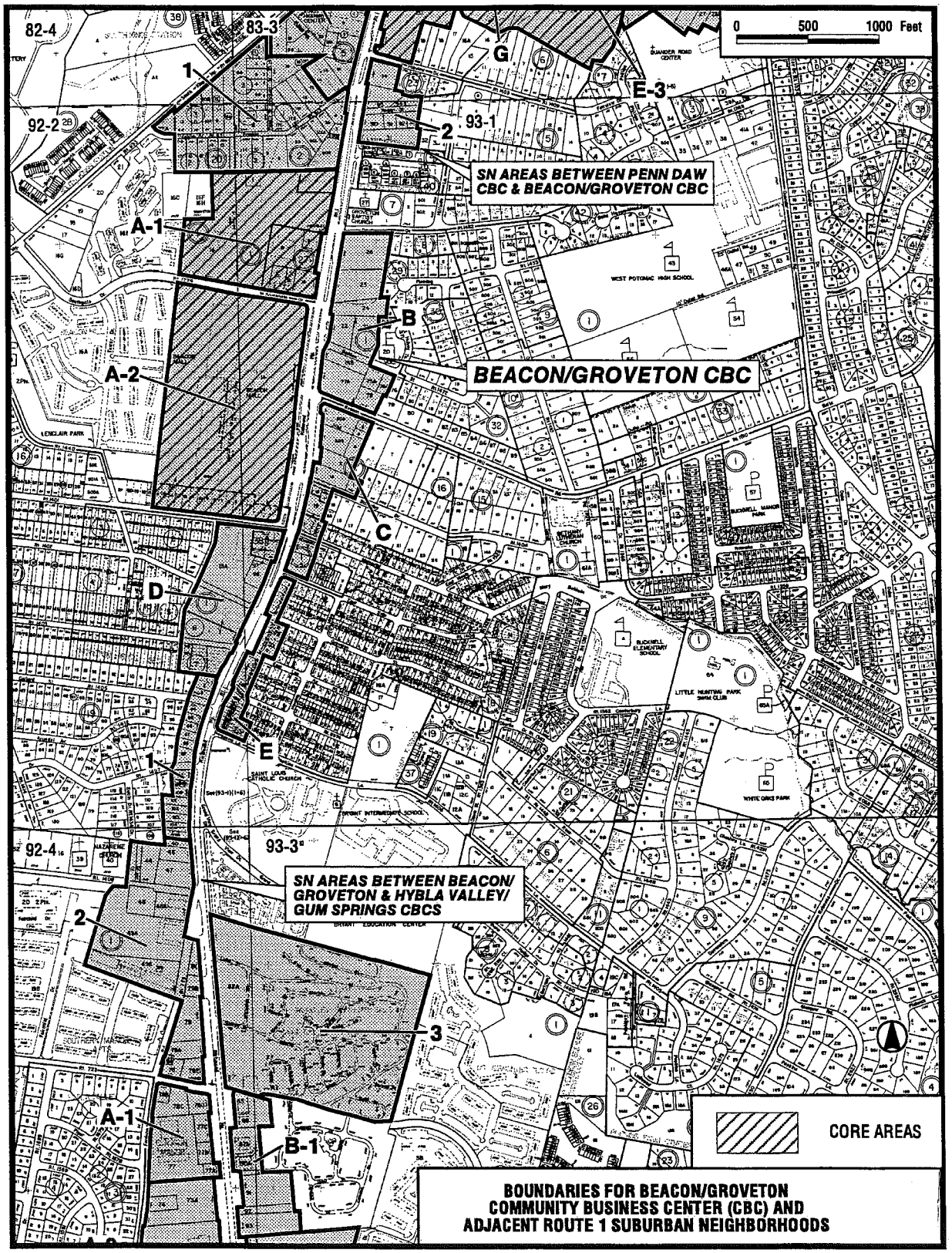
BEACON/GROVETON COMMUNITY BUSINESS CENTER

Figure 8 indicates the geographic location of land use recommendations for this Community Business Center.

This is the smallest of the community business centers located on Richmond Highway and is centered around Beacon Mall community shopping center. The Beacon Hill area in the Beacon/Groveton Community Business Center is one of the highest points in the metropolitan area with views of and beyond the Washington Monument. Office uses exist in the Metrocall building on the corner of Beddoo Street, Groveton Street and Richmond Highway. Strip-retail uses are also prevalent primarily on the east side of Richmond Highway where commercially-zoned lots are shallow and abut stable residential neighborhoods.

A variety of retail operations continue to the north of Beacon Mall. These large retail centers on the west side of Richmond Highway provide an opportunity for redevelopment, design and appearance enhancements and access and circulation improvements. Beacon Mall is planned for office and retail uses with an option for a high intensity mixed-use redevelopment project for the entire mall site and the retail center located to the north of Beacon Mall. The Groveton Redevelopment site is planned for redevelopment to office space. Office and retail uses are planned for the east side of Richmond Highway. Intensities and heights on the east side of Richmond Highway are limited by the shallow depths and adjacent residential neighborhoods. These shallow lots may also be impacted by future highway improvements.

As the largest core area on Richmond Highway with the highest potential intensity, the Beacon/Groveton CBC is intended to become a focal point for the entire Richmond Highway Corridor. To establish an identifiable character, high-rise buildings that are properly oriented to take advantage of the views and coordinated in terms of scale, mass and function, yet which mitigate impacts to adjacent residential neighborhoods are envisioned. High-quality building and site design, incorporating the urban design recommendations found at the end of this Plan, will further distinguish this area as a well-designed urban center.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SN AREAS BETWEEN PENN DAW CBC & BEACON/GROVETON CBC
BEACON/GROVETON CBC
SN AREAS BETWEEN BEACON/ GROVETON & HYBLA VALLEY/ GUM SPRINGS CBCS
CORE AREAS
BOUNDARIES FOR BEACON/GROVETON COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 8

Sub-unit A-1

Located at the northwest intersection of Richmond Highway and Southgate Boulevard, this area is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-1, a well-designed, integrated mix of office, high rise residential, retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the following conditions are met:

- Substantial consolidation of parcels is obtained and where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;
- Intensities and building heights should be tapered to mitigate bulk and height impacts to residential uses to the west and to create a pedestrian-oriented scale along Richmond Highway and Southgate Drive;
- Building design is of high architectural quality and is combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;
- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Beacon/Groveton Community Business Center is provided. The urban design recommendations found at the end of this Plan should be used as a guide;
- Effective buffering and screening are provided and maintained for differing adjacent land uses;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, are provided as determined during the development review process;
- Access points are consolidated along Richmond Highway and an efficient internal circulation system provided;
- Traffic circulation on the site must ensure safe and orderly access to adjacent arterials; and
- Pedestrian circulation and the use of mass transit is encouraged through site design, and connection with proposed and existing pedestrian circulation systems in the area and other methods.

Intensity greater than 1.0 FAR may be considered if the following conditions are also met:

- The mix of uses should include at least one-third residential; and

- Transportation improvements necessary to mitigate impacts must be included.

Sub-unit A-2

The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met.

Land Unit B

This land unit includes lots fronting on the east side of Richmond Highway from Dawn Drive to Beacon Hill Road and from Richmond Highway along Beacon Hill Road to and including Tax Map 93-1((1))78. With the exception of parcels identified below, this land unit is planned for office, and/or retail uses up to .35 FAR with building heights up to 50 feet, and/or residential use at a density of 8-12 dwelling units per acre. An intensity up to .50 FAR may be permitted if the following conditions are met:

- Reasonable consolidation of Parcels 93-1((1))21, 22, 24, 25 and 26, or 74B and 77A, and a coordinated development plan is submitted;
- In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the east;
- Aesthetically pleasing buffers between this land unit and the adjacent residential area are provided and maintained;
- Provision of adequate underground, structured or other parking to service all users;
- Roadway improvements are built as needed; and
- Inclusion of appropriate landscaping, streetscaping, and other elements of the urban design recommendations found at the end of this Plan.

Tax Map Parcels 93-1((1))75A, 76A and 78 are planned for townhouse-style office use at an intensity of up to .35 FAR to transition to the stable residential neighborhood. An aesthetically pleasing buffering and screening treatment is to be provided and maintained between the office use and the adjacent residential area.

Land Unit C

Lots fronting on the east side of Richmond Highway between Beacon Hill Road and East Side Drive are planned for office and/or retail uses up to .50 FAR with maximum building heights of 50 feet. The development plan and architectural design should achieve consolidated access and provide and maintain aesthetically pleasing and effective screening and buffering to adjacent residential properties.

Land Unit D

The area between Richmond Highway and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use up to .70 FAR. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

Land Unit E

Lots on the east side of Richmond Highway from East Side Street to Popkins Lane are planned for townhouse-style office and/or retail use up to .30 FAR with maximum building heights of 35 feet. The following conditions should be met with any development proposal:

- Commercially-zoned lots along Richmond Highway between Groveton Street and East Lee Avenue or East Lee Avenue and Preston Avenue or Preston Avenue and Popkins Lane are consolidated;
- Buildings are oriented to Richmond Highway with parking located at the rear of the property; and
- Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood.

SUBURBAN NEIGHBORHOOD AREAS BETWEEN BEACON/GROVETON AND HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTERS

(Refer to Figure 8)

1. Parcels fronting on the west side of Richmond Highway from north of Collard Street to Parcel 92-2((19))105 located south of Spring Street are planned for residential use at 2-3 dwelling units per acre. These shallow lots may be further impacted by roadway widening which will severely constrain potential redevelopment. Existing vegetation should be preserved on these parcels to the extent possible and sidewalks along Richmond Highway should also be provided.

2. This land unit is bounded on the east by Richmond Highway from south of Spring Street to Lockheed Boulevard and on the south by Lockheed Boulevard and on the west by Fordson Road, Meadow Woods Apartments and the Nazarene Church. With substantial parcel consolidation, it is planned for 8-12 dwelling units per acre with compatibly-scaled townhouse-style retail and/or office components to an intensity up to .35 FAR. Additionally, and as an option, housing for the elderly, or a mini-warehouse, at an intensity not to exceed .50 FAR, may be appropriate for Tax Map 92-4 ((1)) 48 and 49A. A proposal for a mini-warehouse should provide sufficient architectural treatment, townhouse-style office buildings facing Fordson Road, and buffering and landscaping to create an unobtrusive facility.
   The following conditions should be met in any development proposal:

   - Disturbance to steep slopes and environmental features in this area is minimized;

- No access points are provided onto Richmond Highway;
- Effective screening and buffering is provided and maintained to the adjacent residential neighborhoods; and
- An efficient internal circulation pattern including pedestrian travelways is provided.

3. The North Hill, a part of the former Woodley Nightingale Redevelopment Area (approximately 33 acres) located on the eastern side of Richmond Highway north of the Hybla Valley/Gum Springs Community Business Center and the Woodley Hills Estates Mobile Home Park, is planned for public park for passive recreational use.

HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTER

Figure 9 indicates the geographic location of land use recommendations for this Community Business Center.

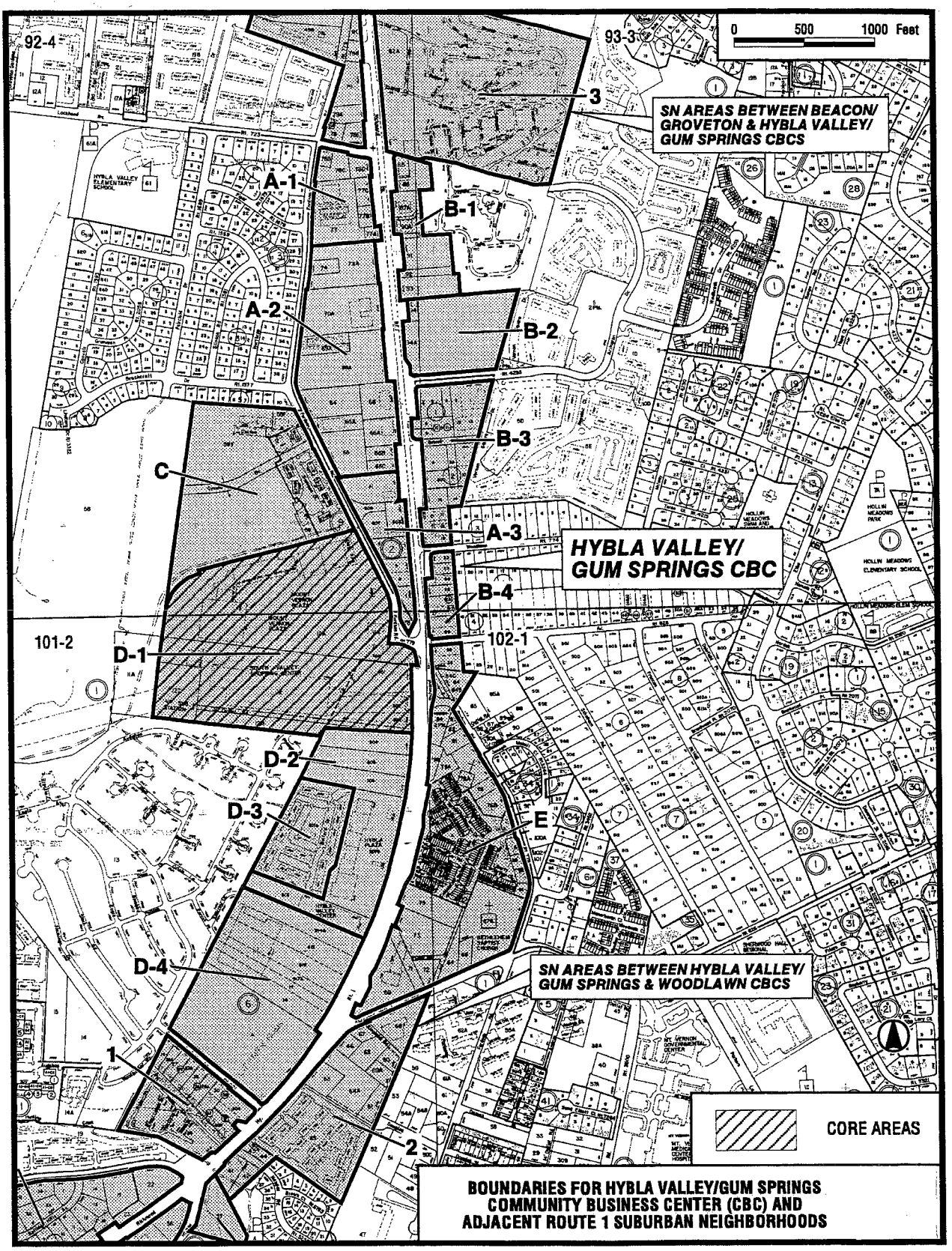
Combined, the Mount Vernon Plaza and the South Valley Shopping Center comprise the focal point of this Community Business Center. These two shopping centers provide over 550,000 square feet of retail space. These centers are set back from the highway and are characterized by great expanses of parking lot frontage and poorly designed circulation patterns.

North of these centers are areas of strip-commercial uses including auto dealerships, gas stations, convenience stores, home improvement establishments, fast food restaurants and auto repair businesses. Most of these establishments are located on relatively small parcels and oriented to the highway. Coordination of uses is minimal. Service drives have been built sporadically as development has occurred.

The Gum Springs Redevelopment Area is located at the southeast portion of this Community Business Center. This area was settled in the early 19th century by Free Blacks and has local historic significance. Several long-established homes and community organizations, including churches and a community assistance program, are based here. The Gum Springs Redevelopment Plan recommends a mixture of residential, office and commercial uses provided that substantial consolidation is achieved, adverse development impacts are mitigated and improvements to the infrastructure, streetscape, transportation and circulation systems are provided. The residential portion is planned for a mix of townhouses, apartments and single-family homes.

The Hybla Valley/Gum Springs Community Business Center has many constraints and opportunities. Redevelopment within the center should greatly improve the area by combining housing, shopping, entertainment, dining and employment opportunities in addition to aesthetic improvements.

The core area on the west side of Richmond Highway includes Mount Vernon Plaza and South Valley Shopping Center and is envisioned as a well-designed mix of uses that will become a lively local activity center. Use of the urban design recommendations found at the end of this Plan will achieve the character desired in this focal point, especially as it relates to building and site orientation and coordination of pedestrian and vehicle circulation.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SN AREAS BETWEEN BEACON/ GROVETON & HYBLA VALLEY/ GUM SPRINGS CBCS
A-1
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SN AREAS BETWEEN HYBLA VALLEY/ GUM SPRINGS & WOODLAWN CBCS
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CORE AREAS
BOUNDARIES FOR HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 9

Sub-unit A-1

This area includes parcels bounded by Lockheed Boulevard on the north, Fordson Road on the west and Richmond Highway on the east (Tax Map 92-4((1))77, 77A, 77B, 77C, 78B, 78C and 78D). This land unit is planned for office and/or retail use up to .50 FAR. Parcel consolidation and building orientation toward Richmond Highway or Lockheed Boulevard are encouraged with any development proposal. Development near Fordson Road and the Hybla Valley community should be well screened and buffered.

Sub-unit A-2

Sub-unit A-2 is located between Richmond Highway and Fordson Road and is planned for retail use up to .50 FAR, oriented toward Richmond Highway. Consolidation is encouraged. With substantial consolidation, this area is planned for retail and/or office uses with an overall intensity up to .70 FAR. Access points should be consolidated and an integrated internal circulation pattern should be provided with minimal access points to Richmond Highway. Parking lots should be well landscaped and screened. Effective buffering and screening should be provided along Fordson Road to provide a transition to the Hybla Valley community.

Sub-unit A-3

Sub-unit A-3 is located in the triangular area north of the intersection of Fordson Road and Richmond Highway and is planned for retail use up to .50 FAR. With substantial consolidation, this area is planned for retail and/or office uses with an intensity up to .70 FAR. Access should be provided from Richmond Highway and any access point near the intersection of Fordson Road should include proposals for improved circulation and access design at this intersection and to the adjacent shopping centers. Screening along Fordson Road and adjacent uses should be provided to this sub-unit.

Sub-unit B-1

Sub-unit B-1 is located on the east side of Richmond Highway adjacent to the Woodley Hills Estate Mobile Home Park and is planned for office and retail use up to .35 FAR. If substantial parcel consolidation is achieved, an FAR up to .50 FAR and a maximum building height of 50 feet may be appropriate. Property should be well-screened from the adjacent residences. A maximum of two access points along Richmond Highway should be provided.

Sub-unit B-2

Sub-unit B-2 is located at the northeast corner of Richmond Highway and Arlington Drive. This area is planned for office or hotel use up to .50 FAR. As an option, office or hotel use at an intensity of up to .70 FAR may be appropriate, provided the following conditions are met:

- Parcels in this sub-unit are consolidated to facilitate a unified and coordinated development;
- The architectural quality of the proposed buildings exhibits a creative and innovative design;
- Landscape materials should be located to provide visual relief between adjacent residential and, to a lesser extent, commercial properties; and

- Every effort is made to provide additional alternative access other than from Arlington Drive.

Sub-unit B-3

Sub-unit B-3 is located along the east side of Richmond Highway south of Arlington Drive. This area is planned for retail use up to.50 FAR with a maximum building height of 50 feet. Substantial consolidation of lots and access points is encouraged. An interparcel access road connecting Belvoir Road with Arlington Drive should be constructed to facilitate local and site-generated traffic.

Sub-unit B-4

Sub-unit B-4 includes all contiguous commercially-zoned property on the east side of Richmond Highway between Woodlawn Trail and Boswell Avenue and is planned for townhouse-style or well-designed retail and office use up to .50 FAR with maximum building heights of 40 feet. Substantial consolidation should be achieved to create a unified, coordinated development. Special attention should be given to mitigation of commercial development impacts on the adjacent Hybla Valley Farms through effective screening and other transition techniques. Access should be consolidated and oriented to Richmond Highway.

Land Unit C

Land Unit C is located adjacent to the Mount Vernon Plaza Shopping Center along the west side of Fordson Road and is planned for residential use at 8-12 dwelling units per acre. As an option, up to 15 dwelling units per acre may be appropriate if it can be demonstrated that such development is of sufficiently high quality to be an appropriate and compatible use adjacent to the stable Hybla Valley residential community. In order to accomplish that, development should meet the following conditions:

- Townhouses, at the lower end of the planned density range, buffered by a 60-foot landscaped strip, instead of the required 25-foot strip along the northern edge of the property, are the most dense type of development to occur next to the Hybla Valley subdivision;

- Garden apartments are restricted to the central and southern portions of the tract;

- The quality of construction and appearance of the development are compatible with the Hybla Valley subdivision;

- Because of the high water table in the area, a drainage study is undertaken and any proposed development ensures that it will not add to existing drainage problems; and

- Adequate recreational space should be supplied within the project boundaries to serve the needs of the residents.

Sub-unit D-1

Sub-unit D-1 includes Mount Vernon Plaza and South Valley Shopping Center, located on the west side of Richmond Highway at Fordson Road, and is planned for retail use up to .50 FAR.

As an option, this land unit should serve as the focal point and core area of the Hybla Valley/Gum Springs Community Business Center. This sub-unit is planned for a high-quality, development that may incorporate multiple uses up to .70 FAR, including residential, office, hotel and/or retail uses. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage. In addition, the following conditions should be met:

- Full parcel consolidation is achieved except the Virginia Power substation located on Tax Map parcel 101-2((1))12C;
- A well-integrated mix of uses, including retail, office, hotel and residential uses, is provided. Non-residential development should be oriented toward Richmond Highway with residential uses located toward the middle and rear of the property;
- Effective buffering and screening to adjacent uses is provided and maintained;
- Connecting, safe pedestrian travelways to adjacent land uses are provided;
- Building heights are tapered down toward adjacent residential uses;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Hybla Valley/Gum Springs Community Business Center should be included. The urban design recommendations found at the end of this Plan are to be used as a guide;
- Structured parking is encouraged;
- Provide an acceptable detailed transportation analysis that identifies transportation improvements required to support the development. The transportation network for this center should provide efficient internal circulation and address access difficulties on or near this site;
- Provide transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, as determined during the development review process;
- Accommodate in the design of the project a future transit station at this site; and
- Adequate measures to mitigate against undue environmental impact are provided including preservation of streams and floodplains, with their existing vegetation, on the property as private open space. Where past practices have degraded these streams, bioengineering approaches to restore them to more natural conditions and functions should be utilized.

Sub-unit D-2

Sub-unit D-2 is located on the west side of Richmond Highway and includes the Mount Vernon Crossroads and Hybla Valley Center shopping centers. It is planned for retail use with intensities up to .50 FAR. Any redevelopment proposed in this sub-unit should better integrate

this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage.

Sub-unit D-3

This sub-unit contains the Murraygate Apartments and is planned for residential use at 16-20 dwelling units per acre.

Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR.

Land Unit E

This land unit contains the Village at Gum Springs townhouse community, developed at 12-16 dwelling units per acre, and the Gum Springs Center, a neighborhood serving retail center. Existing and proposed land uses within the Gum Springs Conservation Area should develop in accordance with the Gum Springs Neighborhood Improvement Program and Conservation Plan adopted by the Board of Supervisors on April 30, 1979 and amended on April 16, 1990. Redevelopment of the 32-acre area bounded by Richmond Highway, Fordson Road and Sherwood Hall Lane and the Belle Haven Lodge property should be in accordance with the Gum Springs Redevelopment Plan adopted by the Board of Supervisors on April 16, 1990. The heritage resources within the historic community of Gum Springs should be protected in all development proposals.

The Gum Springs Redevelopment Plan Area is planned for residential development at 5-8 dwelling units per acre and for office and commercial uses along the Richmond Highway frontage. Residential development at 16-20 dwelling units per acre and a reconfiguration of the strip commercial areas into areas of office and/or retail uses may be appropriate if the following land use and transportation conditions are met:

- Substantial consolidation of the land area, to include frontage along Richmond Highway, is achieved and a coordinated redevelopment as a well-integrated, high-quality, planned development of residential and community-serving office and/or retail commercial uses is provided;

- Residential development should consist of a mix of townhouses, apartments and single-family detached units. Landscape treatments should be used along Richmond Highway to buffer residential units from noise and visual impacts. Single-family detached houses should be located along the Fordson Road frontage and should be compatible with and provide a transition to the single-family detached neighborhood to the east. These houses should be effectively protected from any adverse impacts generated by adjacent higher intensity residential or commercial development through a combination of architectural and landscaping treatments;

- At a minimum, 12.5% of the total number of units proposed should meet the standards for affordable housing as determined by the Department of Housing and Community Development;

- New development is sensitive to the existing institutional and residential uses, which have long-standing ties to the Gum Springs Community. Effective measures should be taken to protect these institutional uses from any adverse impacts generated by adjacent higher intensity residential, office or retail development through a combination of architectural and landscaping techniques;

- Office and retail development is architecturally compatible with adjacent residential uses, fronts on Richmond Highway and is oriented to community needs and services. Commercial development should be located north and south of Gum Springs Village. A mix of office development up to .35 FAR and retail development up to .25 FAR is appropriate. Townhouse-style office development not to exceed 40 feet in height is recommended. Retail development shall also not exceed 40 feet in height. Auto-oriented uses that contribute to strip commercial-type development are not appropriate;

- Pedestrian connections to the adjacent neighborhoods are provided as part of a continuous, coherent urban design treatment. Streetscape improvements along Richmond Highway should be in general conformance with the design standards outlined in the urban design recommendations found at the end of this Plan. Usable open space to serve the residents should be provided in conjunction with any multi-family residential development; and

- Mitigation is provided for noise impacts, drainage, and poor soil conditions and existing vegetation is incorporated in the project design.

Future development in the Gum Springs Redevelopment Area should be based upon the following considerations:

- Intersection improvements along Richmond Highway in the vicinity of the redevelopment area and between the redevelopment area and the shopping centers on the west side of Richmond Highway are planned to enhance traffic safety and flow. These improvements include the realignment of Fordson Road to Boswell Road. Additional improvements may require the relocation of median cuts and traffic signals on Richmond Highway between Sherwood Hall Lane and Boswell Avenue, and improvements in the service roads and curb cuts on the west side of Richmond Highway;

- Provision for safe pedestrian access from the redevelopment area to the shopping centers on the west side of Richmond Highway;

- Retention of the present configuration of Sherwood Hall Lane at its intersection with Richmond Highway, specifically: two travel lanes with the development of a dedicated right turn lane within 100 yards of its western terminus at Richmond Highway and with all current lane markings to be retained as now existing to within 100 yards of this western terminus;

- Consolidation of access points to the property along the Richmond Highway frontage;

- Provision for interparcel access connecting the various sections of the redevelopment area;

- Provision on Richmond Highway for an additional northbound lane from Sherwood Hall Lane to Boswell Avenue for right turns, deceleration/acceleration, and future widening;

- Provision for bus pullouts and continuous sidewalks along the Richmond Highway frontage.

SUBURBAN NEIGHBORHOOD AREAS
BETWEEN HYBLA VALLEY/GUM SPRINGS AND WOODLAWN CBC
(Refer to Figure 10 for recommendations 1-18)

1. The area bounded by Ladson Lane on the north, Richmond Highway on the east, Audubon Mobile Home Park on the west and Little Hunting Creek on the south is planned for residential use at a density of 5-8 dwelling units per acre with an option for 8-12 dwelling units per acre. Substantial parcel consolidation should be accomplished to allow for a well-designed project. Access points should be consolidated and oriented toward Ladson Lane. Parcel 101-2((6))25 is the current location of Harmony Place Trailer Park, much of which has been developed in the Little Hunting Creek flood plain. Mobile homes currently located in the flood plain should be relocated into any areas planned for mobile home park. Any redevelopment of this sub-unit is encouraged to comply with the County's voluntary relocation guidelines. The environmental quality corridor located on Parcel 25 should be preserved for open space.

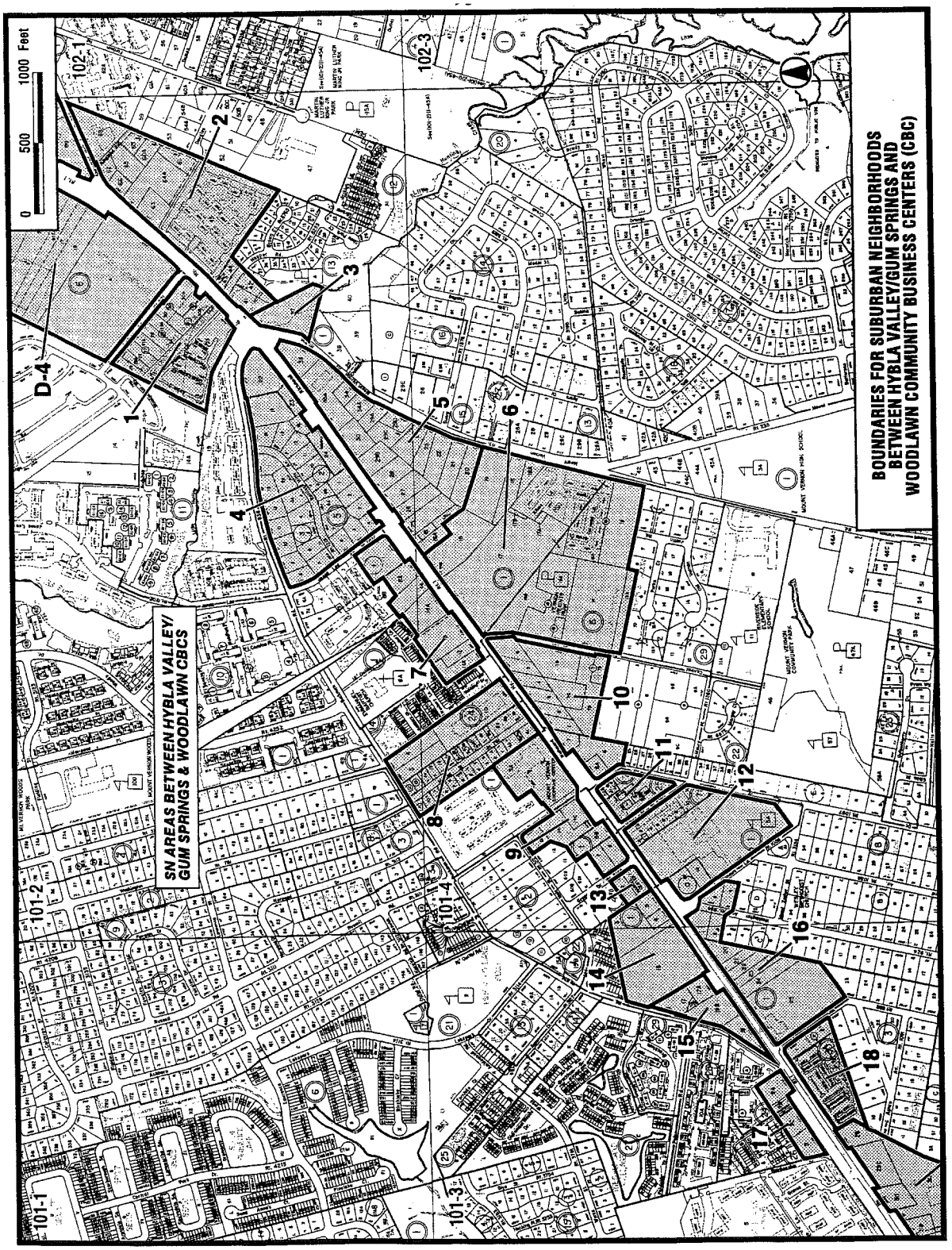
2. The area on the east side of Richmond Highway from Sherwood Hall Lane to Little Hunting Creek is located within the Gum Springs Conservation Area and is planned for uses as recommended in the Gum Springs Conservation Plan. Adequate measures to mitigate against undue environmental impact should be provided. Streams and flood plains with their existing vegetation located on the property should be preserved. Where past practices have degraded these streams, bioengineering approaches should be followed to restore them to more natural conditions and functions.

3. The property located on the east side of Richmond Highway south of Little Hunting Creek near Mount Vernon Highway (Tax Map 101-2((1))37) is planned as open space to protect the integrity of the environmental quality corridor.

4. The area fronting on the west side of Richmond Highway south of its intersection with Buckman Road to Janna Lee Avenue is planned for townhouse-style office and neighborhood-serving retail use up to .25 FAR to provide a transition to the adjacent single-family neighborhoods. As an option, a mix of predominantly residential use at 8-12 dwelling units per acre with local-serving, compatibly-designed commercial uses at an overall intensity up to .35 FAR may be appropriate. Development at the option level should only be considered if the owners in the Rolling Hills neighborhood petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan. In any development proposal, the following conditions should be met:

   - Primary access is provided at Janna Lee Avenue;
   - A service drive with right-turn lanes in and out of Buckman Road and interparcel access is provided; and
   - Disturbance to steep slopes in this area is minimized.

FIGURE 10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BOUNDARIES FOR SUBURBAN NEIGHBORHOODS
BETWEEN HYBLA VALLEY/GUM SPRINGS AND
WOODLAWN COMMUNITY BUSINESS CENTERS (CBC)
SN AREAS BETWEEN HYBLA VALLEY/
GUM SPRINGS & WOODLAWN CBCS
D-4
102-1
102-3
101-1
101-2
101-3
101-4
1
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5. This area extends south from the intersection of Richmond Highway and Mount Vernon Highway, and includes all the parcels bounded by these two highways, up to and including Tax Map 101-4((1))16A, 16B and 20 which are planned for residential use at 5-8 dwelling units per acre. If substantial consolidation of these parcels is achieved, residential use at 8-12 dwelling units per acre may be appropriate to provide a transition to the adjacent single-family dwellings. Density should be tapered from Richmond Highway to Mount Vernon Highway and development along Mount Vernon Highway should be limited to single family detached houses. Access points should be consolidated. Effective screening and buffering should be employed to provide a visual barrier between the existing residences and planned units as well as along Mount Vernon Highway. Existing retail, commercial uses on Parcels 34, 34A and 35A are appropriate to be retained up to .30 FAR. Parcel 36 is appropriate for retail use up to .35 FAR.

6. Parcels located south of Richmond Highway, east of Central Avenue, and west of Mount Vernon Avenue, are planned for residential use at 2-3 and 8-12 dwelling units per acre, as shown on the Plan map.

   This land unit may be appropriate for a mix of single family detached homes and townhouses with an option for a medical care facility for the elderly. Residential use at 2-3 dwelling units per acre should be developed adjacent to the existing single family neighborhoods on Central Avenue and Mount Vernon Highway. The area adjacent to Richmond Highway may be appropriate for townhouse development at 8-12 dwelling units per acre, with an option for a medical care facility for the elderly, provided that:

   - A unified development plan is submitted;
   - Structures are clustered away from Richmond Highway on Parcel 17 to retain some of the existing open space along Richmond Highway;
   - Sufficient and suitable screening and buffering are provided and maintained along Richmond Highway and adjacent residential lots;
   - The medical care facility is limited to a maximum of 90 living units. If the medical care facility is not built, the balance of the development on this portion of the site may also develop in townhouse use; and
   - Access to the single family detached development is limited to Mount Vernon Highway and Old Mount Vernon Road, while access to the townhouse development and medical care facility is from Central Avenue and Richmond Highway.

7. Parcels located on the west side of Richmond Highway between Janna Lee Avenue and the Roxbury of Mount Vernon townhouse community are planned for a mix of predominantly residential use at a density of 8-12 dwelling units per acre and community-serving commercial uses up to .35 FAR with substantial parcel consolidation. Access points should be consolidated. Screening should be employed to provide a visual barrier between the existing residences and planned units and along Richmond Highway.

8. This area is bounded on the north by Roxbury of Mount Vernon Townhouses, Buckman Road on the west, Richmond Highway on the east and the Mount Vernon Shopping Center on the south. If consolidation of contiguous parcels fronting Richmond Highway is achieved on Martha Street, a density of 12-16 dwelling units per acre may be developed.

9. Lots fronting on the west side of Richmond Highway from and including Mount Vernon Shopping Center to Gregory Street are planned for neighborhood-serving retail use with intensities up to .35 FAR.

10. Parcels fronting on the east side of Richmond Highway from Central Avenue to Reddick Avenue and the parcels along the southeast side of Central Avenue as shown in Figure 10 are planned for residential use at 5-8 dwelling units per acre with the following conditions:

    - Consolidation of parcels is achieved;
    - Access points are consolidated;
    - A well-integrated development plan with an efficient internal circulation pattern is provided; and
    - Effective screening and buffering are provided to the existing adjacent residential properties.

11. Mount Zephyr Business Center is planned for office and/or retail use up to .35 FAR with maximum building heights of 40 feet.

12. The Old Mount Vernon High School located on the east side of Richmond Highway between Maury Place and Mohawk Lane is planned for public facilities use. The school should be retained in County ownership and preserved as a local historic site. The two parcels located at the northeast corner of Richmond Highway and Mohawk Street adjacent to the Old Mount Vernon High School are planned for institutional use. Any design and development plan should be compatible with the historic nature of the Old Mount Vernon High School. Uses of this site may include a community recreation center and a performing and visual arts center. These uses are consistent with the Richmond Highway revitalization goals and present an opportunity for a community activity center and adaptive reuse of the site.

13. Parcels 101-4((4))1 and 2, located at the southwest corner of Richmond Highway and Gregory Drive, are planned for neighborhood retail and/or office use up to .25 FAR. The design and development plan should be compatible with the historic nature of the Old Mount Vernon High School. Adverse impacts of proposed development to neighboring residential uses should be mitigated.

14. This area includes Parcels 101-3((1))16 and 101-4((1))3, 4 and 5, located on the west side of Richmond Highway south of Gregory Drive which are planned for residential use at 8-12 dwelling units per acre. See recommendation 15 for additional recommendations.

15. This area, located at and north of the intersection of Richmond Highway and Buckman Road, is planned for community-serving retail use up to .35 FAR.

    As an option, if the parcels described in recommendations 14 and 15 are substantially consolidated, a mixed office and residential development may be appropriate if the following conditions are met:

    - A minimum of fifty percent of the total consolidated land area is developed for residential use at 12-16 dwelling units per acre;

- The remainder of the consolidated site is developed as office use at an intensity up to .35 FAR;
- Sufficient buffering, screening and landscaping are provided, especially to adjoining existing and planned residential uses; and
- An efficient internal circulation system is provided.

As a second option, if the parcels described in recommendations 14 and 15 are substantially consolidated, office use up to .50 FAR to support County services may be appropriate if the following conditions are met:

- Buildings are oriented toward Richmond Highway;
- Sufficient buffering, screening and landscaping are provided especially to adjoining existing and planned residential uses; and
- An efficient internal circulation system is provided.

16. This area includes properties located on the east side of Richmond Highway between Mohawk Lane and Radford Avenue and is planned for residential use at 5-8 dwelling units per acre. Substantial lot consolidation should be achieved and a landscaped open space buffer should be provided adjacent to the existing residential community. As an option, the area from Mohawk Lane to and including Tax Map 101-3((1))20 may be appropriate for retail and/or office use at .35 FAR in order to create a gateway into the Mount Zephyr community. The design of the retail and/or office use should be compatible in scale and appearance with the residential neighborhood.

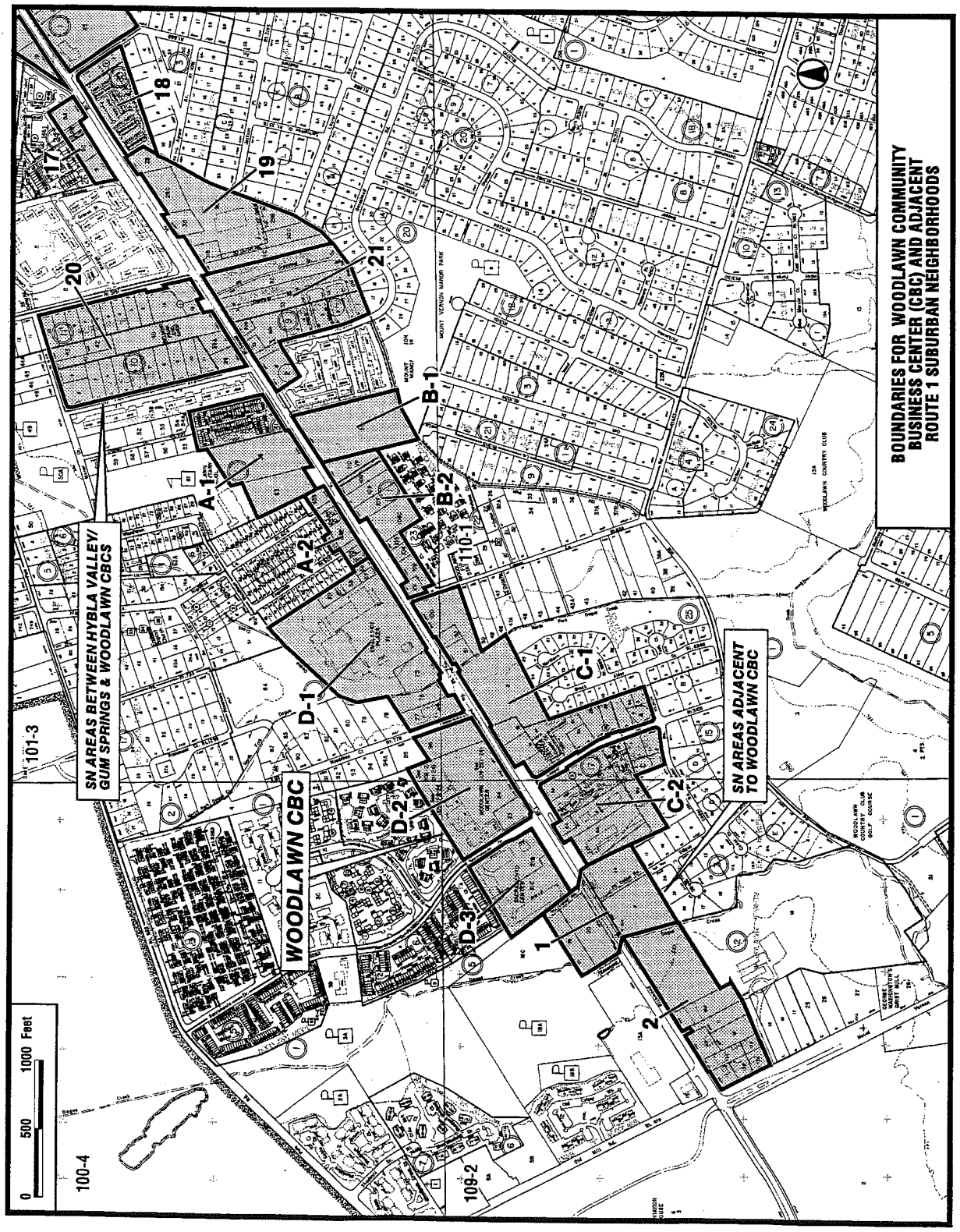
17. This area is located on the west side of Richmond Highway between the southern end of Buckman Road and Blankenship Street and is planned for retail and/or office use up to .35 FAR.

18. Potomac Square and Tax Map parcels 101-3((3))1 and 2 are planned for townhouse-style office and/or retail use up to .35 FAR with building heights up to 40 feet.

Figure 11 indicates the geographic location of land use recommendations for Areas 19-21.

19. The area located on the east side of Richmond Highway south of Potomac Square Center to Parcel 101-3((1))31C north of the Engleside Trailer Park is planned for residential use at 5-8 dwelling units per acre. Residential uses should be designed to provide for a transition to the adjacent single-family residential neighborhood by providing the required buffering and screening to adjacent neighborhoods. No access should be provided to any proposed development from existing streets in the Mount Zephyr community. See recommendation #21 for additional recommendations.

20. The area located on the west side of Richmond Highway between Frye Road and SkyView Drive is planned for community-serving retail use up to .35 FAR and residential use at 2-3 dwelling units per acre, as shown on the Comprehensive Plan map. As an option, if substantial parcel consolidation is achieved between the commercial and residential properties as shown in the boundaries in Figure 11, development of a well-integrated, mixed-use project consisting of two-thirds residential use and one-third townhouse-style office/retail use up to .35 FAR fronting on Richmond Highway may be considered. Residential density should be



BOUNDARIES FOR WOODLAWN COMMUNITY
BUSINESS CENTER (CBC) AND ADJACENT
ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 11

in the range of 8-12 dwelling units per acre. Development at the option level should be considered only if the owners of residential property in the area between Frye Road and Sky View Drive east of Manor Drive petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.

21. This area includes the Engleside Trailer Park and Ray's Mobile Colony north of the intersection of Forest Place and Richmond Highway and commercial uses fronting on Richmond Highway. This area is planned for residential use at 5-8 dwelling units per acre. If full consolidation is achieved, this area may be appropriate for a mixed-use development with residential, office and retail uses. At least seventy-five percent of the total development should be developed as residential at 8-12 dwelling units per acre with a component of up to 25 percent of the total site area developed with retail and office uses at an intensity of .35 FAR. Any redevelopment of this area is encouraged to comply with the County's voluntary relocation guidelines. If Areas 19 and 21 are fully consolidated, an option for mixed use including retail and office uses at an intensity up to .50 FAR may be appropriate.

WOODLAWN COMMUNITY BUSINESS CENTER

Figure 11 indicates the geographic location of land use recommendations for this Community Business Center.

The Woodlawn Community Business Center is primarily centered around three shopping centers located on the northwest side of Richmond Highway: Woodlawn Shopping Center, Engleside Plaza and Sacramento Center. On the southeast side of Richmond Highway is an abundance of strip commercial uses including fast food restaurants, auto repair establishments and converted residences. Two small shopping centers, including Cooper Center and Pear Tree Village which offers a well-designed collection of locally-oriented retail and service businesses, are also located on the southeast side of Richmond Highway.

Dogue Creek and associated environmental quality corridors traverse this area of Richmond Highway. Some businesses established in environmentally-sensitive areas exist as grandfathered non-conforming uses. These areas should be protected and any environmentally degraded areas should be restored.

The intersection of Richmond Highway and Mount Vernon Memorial Highway is the gateway to upper Richmond Highway. Woodlawn Plantation, Mount Vernon, Washington's Grist Mill and Fort Belvoir are within short distances of this intersection and create a market for this Community Business Center. Therefore, redevelopment within the Woodlawn Community Business Center should relate to and complement the nearby tourist-oriented attractions. The urban design recommendations in this Plan are especially important in creating the desired historic character.

Sub-unit A-1

Sub-unit A-1, which includes the U.S. Post Office site, is located on the north side of Richmond Highway between Osman Drive and east of Highland Lane and is planned for community-serving retail/office use up to .35 FAR or residential use at 12 to 16 dwelling units per acre without parcel consolidation. Effective buffering and screening to adjacent residential development, high quality design, and efficient circulation patterns should be provided as part of any development plan. Interparcel access connecting Sky View Drive and Parcel 36 to the west, shall be maintained.

Sub-unit A -2

Sub-unit A-2 is located on the west side of Richmond Highway immediately north of Highland Lane to Engleside Shopping Center and is planned for neighborhood-serving retail use up to .25 FAR. As an option, neighborhood-serving office use up to .25 FAR may be appropriate if buildings are designed to be residential in appearance. In any development proposal parcel consolidation is encouraged. Access points should be minimized and effective screening and buffering should be provided to the adjacent single-family residences located to the north.

Sub-unit B-1

Sub-unit B-1 is located on the east side of Richmond Highway south of Washington Square Apartments and planned for residential use at 5-8 dwelling units per acre. As an option, retail and/or office uses up to .50 FAR may be appropriate. Only one access point to Richmond Highway should be provided.

Sub-unit B-2

Sub-unit B-2, located on the east side of Richmond Highway from the Virginia Power substation to Lukens Lane, is planned for residential use at 5-8 dwelling units per acre, retail and/or office use up to .50 FAR.

Sub-unit C-1

Sub-unit C-1 is located along the east side of Richmond Highway between Lukens Lane and Cooper Road to Cedar Road and is planned for office and neighborhood-serving retail use up to .35 FAR. Open space should be preserved around the environmental quality corridor surrounding Dogue Creek as shown on the Plan map. Buildings should be oriented toward Richmond Highway with parking located to the rear which is well-screened and buffered from adjacent residential uses.

As an option, if parcels are substantially consolidated, a mixed-use project at an overall intensity up to .50 FAR may be appropriate if the following conditions are met:

- Residential use is a component;
- Consolidation of parcels includes the environmental quality corridor surrounding Dogue Creek which is preserved as open space, but does not require the inclusion of the Cooper Center;
- Commercial uses are oriented toward Richmond Highway and residential uses away from Richmond Highway;
- Dedication of needed right-of-way for planned roadway improvements is provided;
- Access is provided at a median break and coordinated with the planned roadway improvements;
- An efficient internal circulation system provided; and

- Substantial buffering and screening are provided to adjacent residential and other existing uses.

As an alternative to the mixed-use option, Parcels 101-3((1))100, 110-1((1))2, 51 and 52, may be appropriate for residential use at 4-5 du/ac. If this alternative is exercised, Parcel 2, which is substantial in size and located west of Dogue Creek, may be developed without consolidation with the other parcels. However, full consolidation of the parcels located east of Dogue Creek would be required to exercise this alternative on Parcels 100, 51 and 52. Further, if this alternative is exercised on parcels east or west of Dogue Creek, the following conditions should be met:

- Preservation of the environmental quality corridor surrounding Dogue Creek as open space;
- Dedication of needed right-of-way for planned roadway improvements is provided;
- Access is provided at a median break and coordinated with the planned roadway improvements; and
- An efficient internal circulation system is provided.

Sub-unit C-2

Sub-unit C-2 is located along the east side of Richmond Highway south of Cooper Road. Parcels 109-2((2))3, 3A, 4, 4A, 5A; 110-1((17))3, 19 and 19A; 110-1((15))1, 2 and 3 are planned for neighborhood retail use at .35 FAR. Parcels 109-2((2))5 and 6A are planned for residential use at 16-20 dwelling units per acre with an option for hotel use. Parking areas are well-screened and buffered from adjacent residential planned uses. Impacts on the adjacent environmental quality corridor are mitigated.

Sub-unit D-1

This sub-unit primarily consists of the Engleside Plaza Shopping Center and other strip commercial uses located on the west side of Richmond Highway north of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit D-1 is planned for mixed-use development including office and retail uses up to .50 FAR. Any development proposal should meet the following conditions:

- Consolidation of parcels includes the environmental quality corridor surrounding Dogue Creek which is preserved as open space;
- Building heights are tapered down toward adjacent residential uses;
- Dedication of needed rights-of-way for planned roadway improvements is provided;
- Substantial buffering and screening are provided to adjacent residential and other existing uses;
- Retention of existing basic retail uses (i.e. grocery, pharmacy) currently located in the Engleside Plaza Center; and

- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide.

Sub-unit D-2

This sub-unit primarily consists of the Woodlawn Shopping Center and other strip commercial uses located on the west side of Richmond Highway south of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit D-2 is planned for mixed-use development including office and/or retail uses up to .50 FAR. Any development proposal should meet the following conditions:

- Consolidation of parcels includes the environmental quality corridor surrounding Dogue Creek which is preserved as open space;
- Building heights are tapered down toward adjacent residential uses;
- Dedication of needed rights-of-way for planned roadway improvements are provided;
- Access points are consolidated and an efficient internal circulation system is provided;
- Substantial buffering and screening are provided to adjacent residential and other existing uses;
- Retention of existing basic commercial uses currently located in the Woodlawn Plaza Center is encouraged; and
- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide.

Sub-unit D-3

Located at the southwest corner of Richmond Highway and Sacramento Drive, Sacramento Center is planned for community-serving retail use with an intensity of up to .35 FAR.

SUBURBAN NEIGHBORHOOD OUTSIDE WOODLAWN COMMUNITY BUSINESS CENTER

(Refer to Figure 11)

1. Parcels 109-2((2))7A, 9, 19 and 20 on both sides of Richmond Highway are predominantly floodplain and planned for open space.

2. The parcels fronting on the southeast side of Richmond Highway from Tax Map 109-2((2))10 to Mount Vernon Memorial Highway including Tax Map 109-2((2))10A-13D are planned for tourist-oriented retail shops such as crafts, antiques and collectibles up to .35 FAR. Development proposals should be consistent and compatible with those approved uses within

the Woodlawn Historic District. The environmental quality corridor located in this area should be preserved as open space.

As an option and with substantial parcel consolidation, this area is planned for a well-designed hotel/conference center up to .50 FAR to serve Fort Belvoir and this tourist-related area. If this option is exercised, the following conditions should be met:

- Screening, landscaping and buffering should be provided in excess of that required in the Zoning Ordinance;
- Design, architecture and building materials and heights should be compatible with the Woodlawn Historic Overlay District Ordinance and approved by the Architectural Review Board;
- No access shall be provided on Mount Vernon Memorial Highway;
- Traffic and environmental impacts should be mitigated;
- Internal pedestrian, bicycle and vehicular circulation should be well-designed and efficient to promote greater pedestrian/bicycle usage; and
- Urban design elements, such as public art, pedestrian plazas, streetscaping, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point at the "gateway" to upper Richmond Highway should be included. The urban design recommendations found at the end of this Plan should be used as a guide.

Transportation Recommendations

Transportation recommendations for the Richmond Highway Corridor are shown on the following figures and on individual sector maps attached to each sector plan. 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.

Along the Richmond Highway Corridor, the following transportation system improvements should be treated as the highest priorities for implementation:

- Dual Nature of Richmond Highway - Transportation system improvements should reflect the dual nature of Richmond Highway between the Alexandria City Line to the north and the Occoquan River to the south. It functions both as a Main Street serving the residents and businesses of the Mount Vernon and Lee Districts, as well as a heavily traveled commuter route. Future improvements should focus on improving local traffic flow and resident access and egress from the highway and the business serving the area. Long distance commuter traffic (from outside of Fairfax County) should be encouraged to utilize the existing interstate system, in lieu of Richmond Highway.

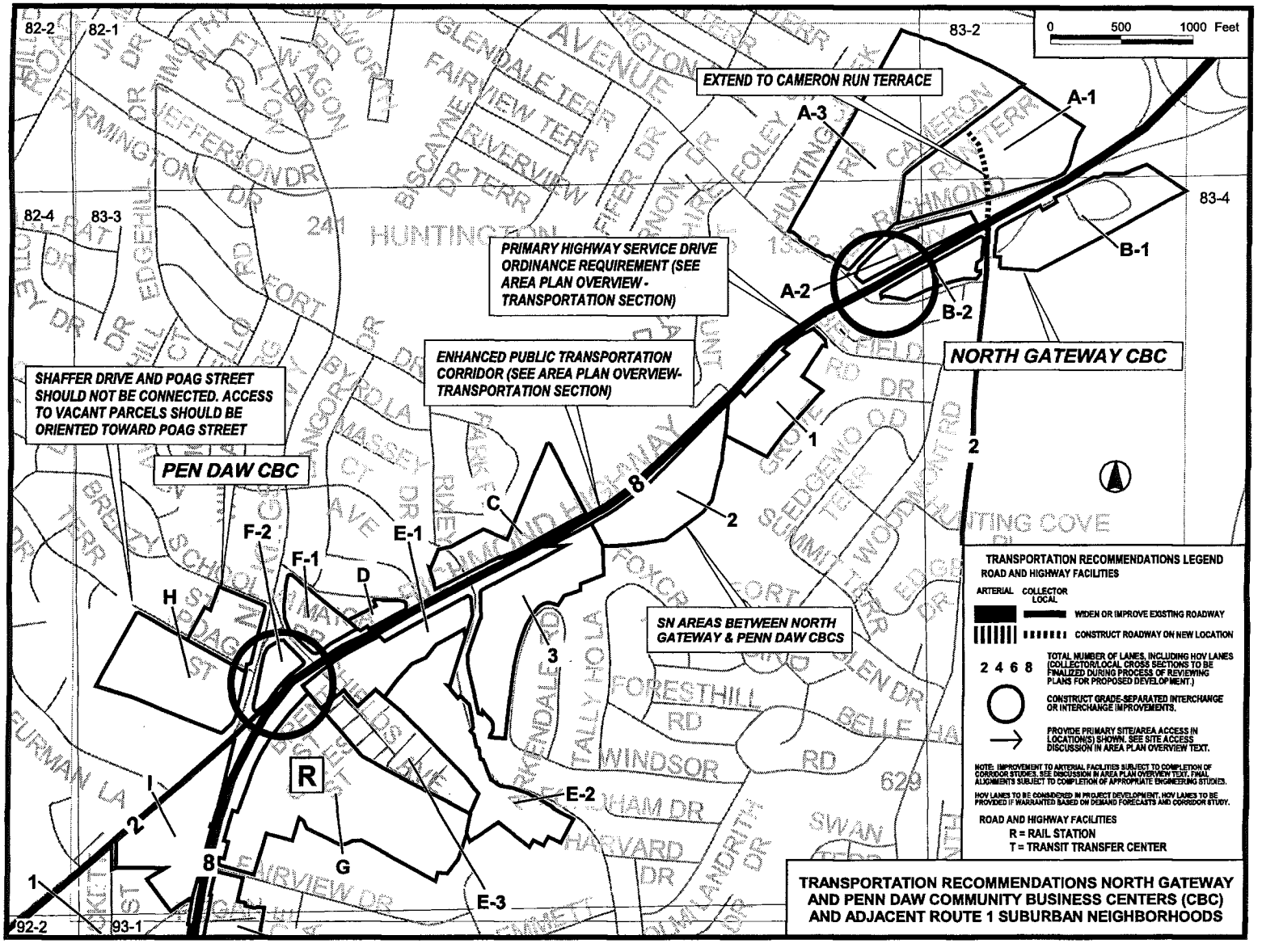

0 500 1000 Feet
EXTEND TO CAMERON RUN TERRACE
PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW - TRANSPORTATION SECTION)
ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW-TRANSPORTATION SECTION)
SHAFFER DRIVE AND POAG STREET SHOULD NOT BE CONNECTED. ACCESS TO VACANT PARCELS SHOULD BE ORIENTED TOWARD POAG STREET
NORTH GATEWAY CBC
PEN DAW CBC
SN AREAS BETWEEN NORTH GATEWAY & PENN DAW CBCS
A-1
A-2
A-3
B-1
B-2
C
D
E-1
E-2
E-3
F-1
F-2
G
H
I
R
82-2
82-1
82-4
83-3
83-2
83-4
92-2
93-1
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: IMPROVEMENT 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.
ROAD AND HIGHWAY FACILITIES
R = RAIL STATION
T = TRANSIT TRANSFER CENTER
TRANSPORTATION RECOMMENDATIONS NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 12

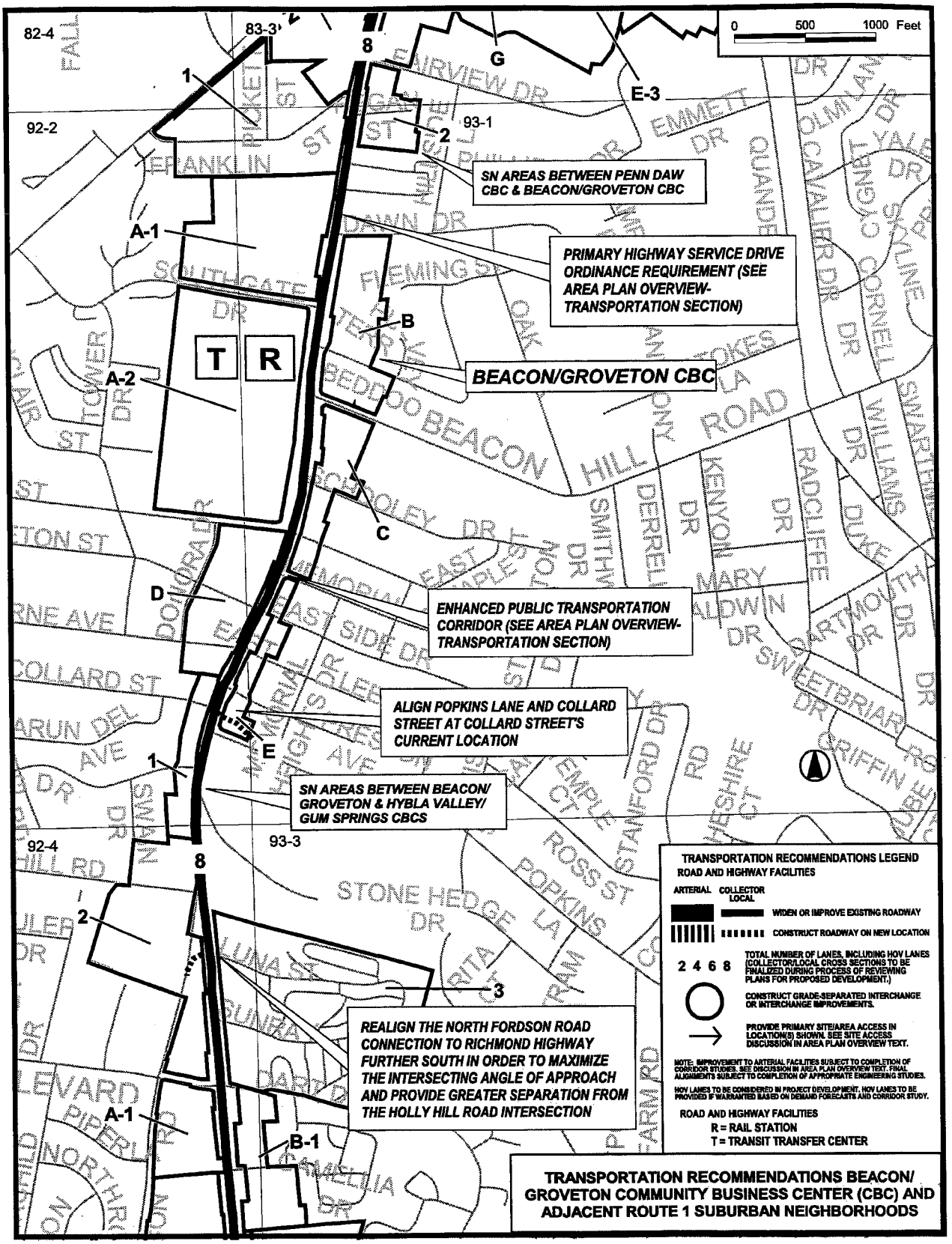
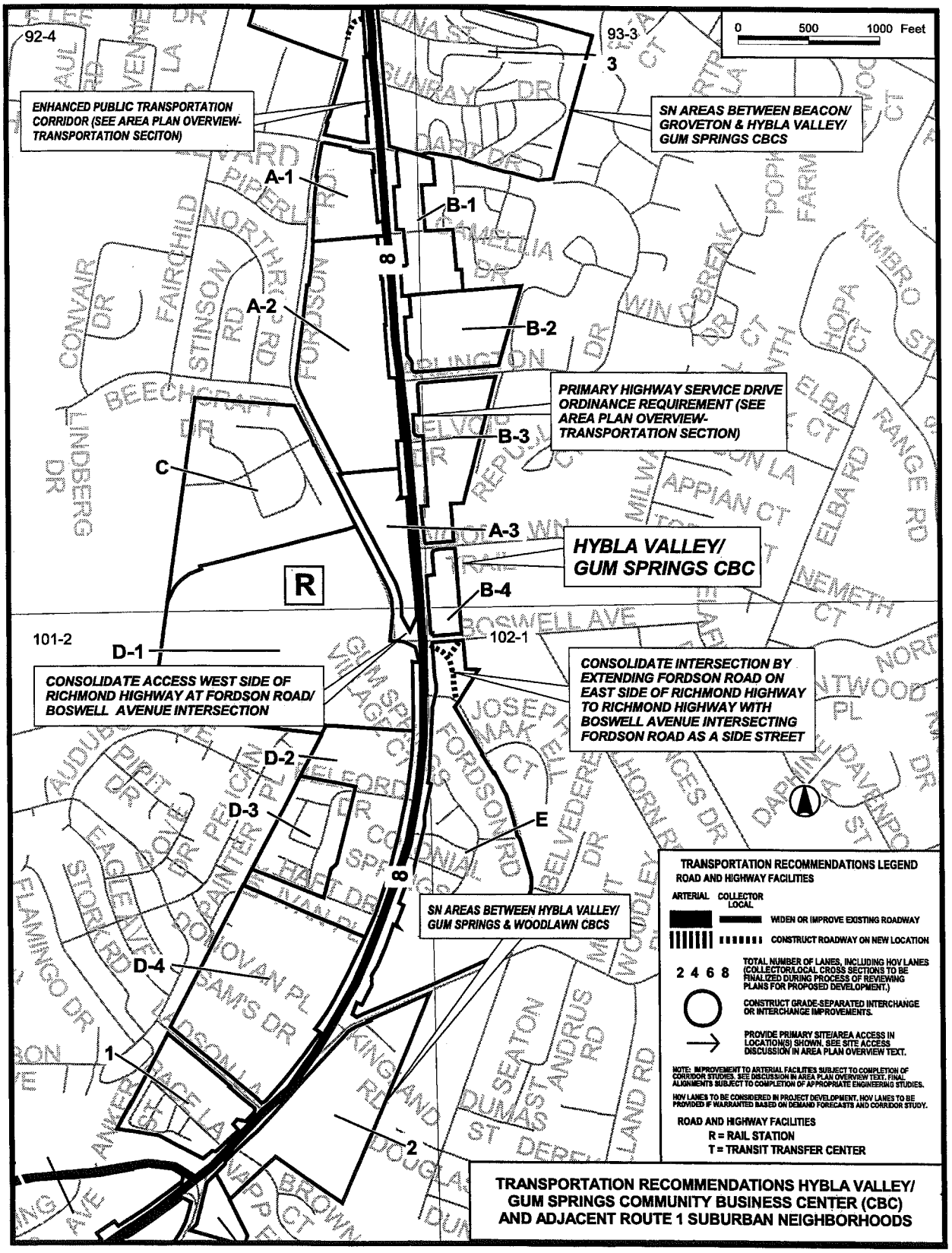
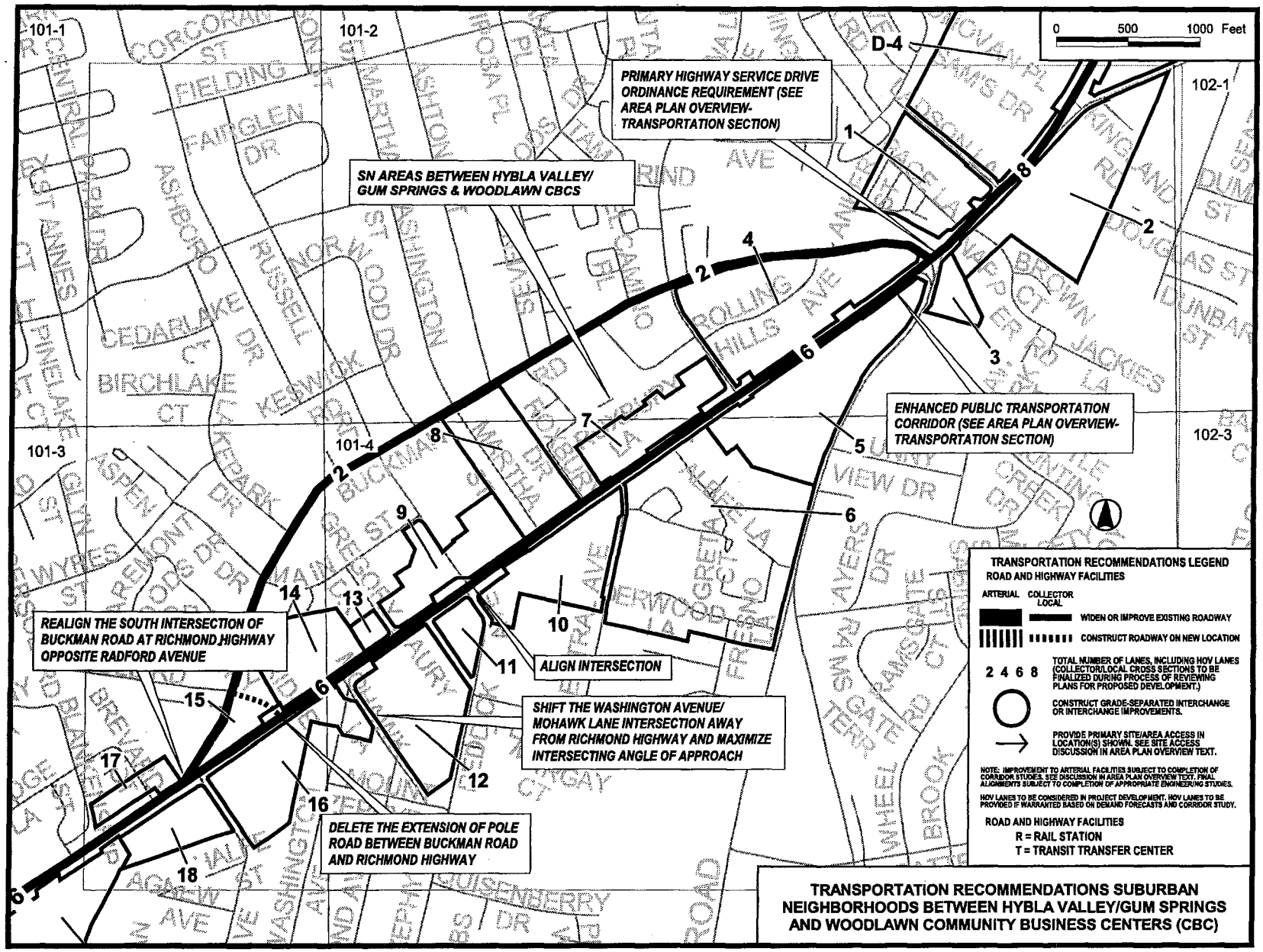

0 500 1000 Feet
SN AREAS BETWEEN PENN DAW CBC & BEACON/GROVETON CBC
PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW-TRANSPORTATION SECTION)
BEACON/GROVETON CBC
ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW-TRANSPORTATION SECTION)
ALIGN POPKINS LANE AND COLLARD STREET AT COLLARD STREET'S CURRENT LOCATION
SN AREAS BETWEEN BEACON/ GROVETON & HYBLA VALLEY/ GUM SPRINGS CBCS
REALIGN THE NORTH FORDSON ROAD CONNECTION TO RICHMOND HIGHWAY FURTHER SOUTH IN ORDER TO MAXIMIZE THE INTERSECTING ANGLE OF APPROACH AND PROVIDE GREATER SEPARATION FROM THE HOLLY HILL ROAD INTERSECTION
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: IMPROVEMENT 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.
ROAD AND HIGHWAY FACILITIES
R = RAIL STATION
T = TRANSIT TRANSFER CENTER
TRANSPORTATION RECOMMENDATIONS BEACON/ GROVETON COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 13



TRANSPORTATION RECOMMENDATIONS HYBLA VALLEY/ GUM SPRINGS COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 14



TRANSPORTATION RECOMMENDATIONS SUBURBAN NEIGHBORHOODS BETWEEN HYBLA VALLEY/GUM SPRINGS AND WOODLAWN COMMUNITY BUSINESS CENTERS (CBC)

FIGURE 15

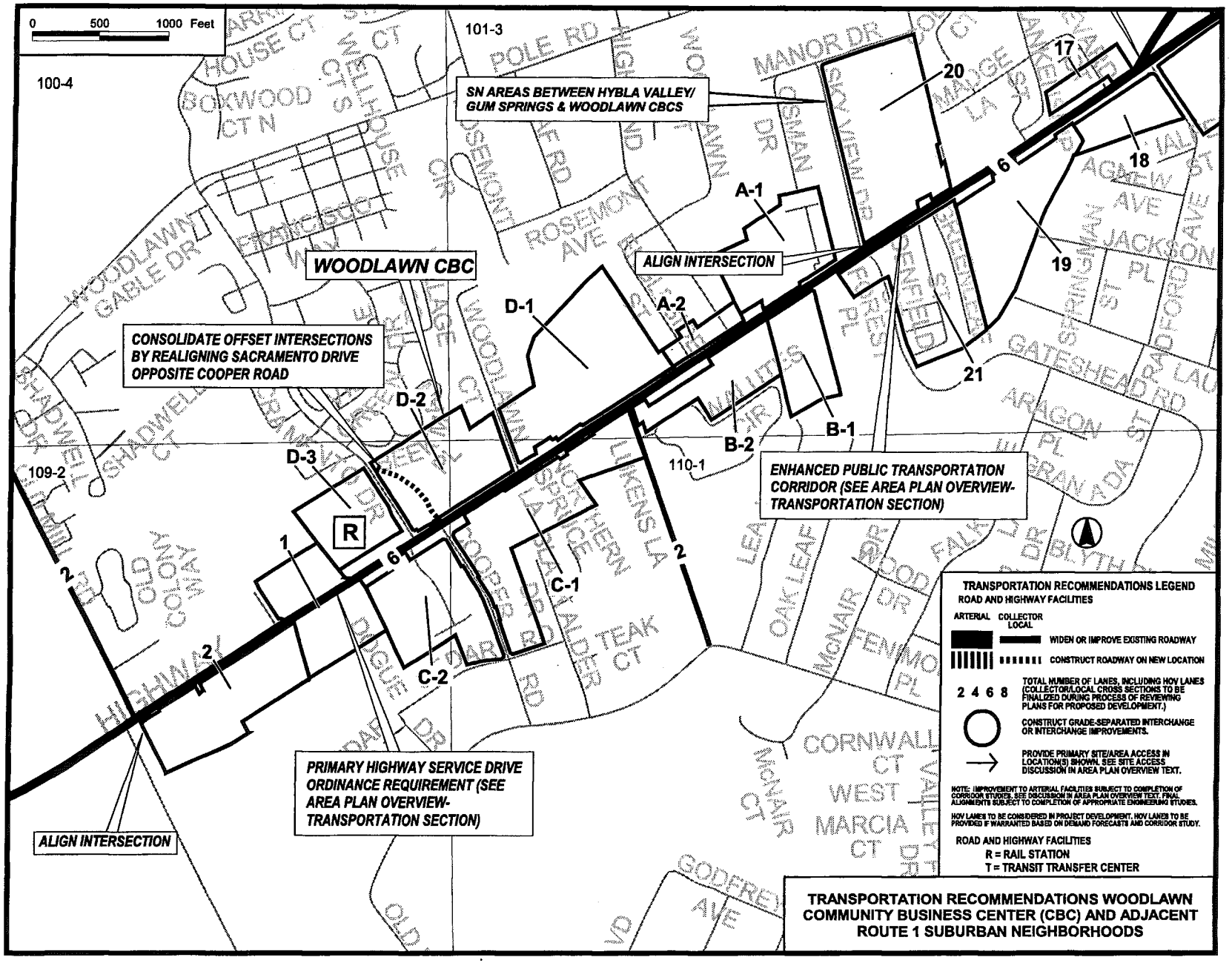

0 500 1000 Feet
100-4
101-3
SN AREAS BETWEEN HYBLA VALLEY/ GUM SPRINGS & WOODLAWN CBCS
WOODLAWN CBC
ALIGN INTERSECTION
CONSOLIDATE OFFSET INTERSECTIONS BY REALIGNING SACRAMENTO DRIVE OPPOSITE COOPER ROAD
ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW-TRANSPORTATION SECTION)
PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW-TRANSPORTATION SECTION)
ALIGN INTERSECTION
A-1
A-2
B-1
B-2
C-1
C-2
D-1
D-2
D-3
109-2
110-1
1
2
6
17
18
19
20
21
R
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: IMPROVEMENT 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.
ROAD AND HIGHWAY FACILITIES
R = RAIL STATION
T = TRANSIT TRANSFER CENTER
TRANSPORTATION RECOMMENDATIONS WOODLAWN COMMUNITY BUSINESS CENTER (CBC) AND ADJACENT ROUTE 1 SUBURBAN NEIGHBORHOODS

FIGURE 16

- Mainline Widening of Richmond Highway – Provide additional roadway capacity along the segment of Richmond Highway north of the intersection of Buckman Road/Mount Vernon Highway to create an 8-lane divided highway to the Capital Beltway and City of Alexandria. Provide additional roadway capacity along the segment of Richmond Highway south of Buckman Road/Mount Vernon Highway, to create a uniform 6-lane divided highway to Fort Belvoir. Traffic efficiency measures should include improved signalization, and other peak hour operational measures, other than high occupancy vehicle (HOV) lanes.

- Service Drives - Implement service drive policies, compatible with Richmond Highway mainline improvements. Integrated site plans that provide quality interparcel access should be encouraged whenever possible in place of service drives and should address traffic safety, access management, the consolidation and elimination of access points, connections to/from the mainline facility, signalization and turn prohibitions. The benefits and drawbacks of each segment of service drive, including whether service drives should be required, should be weighed as properties along Richmond Highway are developed.

- Public Transportation - Major improvements in public transportation should be implemented, including a system of transit centers providing timed transfer bus services. Physical transportation improvements should include a complete system of pedestrian facilities to include but not be limited to sidewalks, trails, crosswalks, physically challenged access, frequent shuttle buses and cross-highway pedestrian travelways.Improved directional signage should be easy to understand but pleasing to the eye. Richmond Highway has been designated an "Enhanced Transportation Corridor." Subject to appropriate studies, consider a rail extension to Hybla Valley with a possible later extension to Fort Belvoir. Rail stations designated at the various CBCs are subject to further analysis with respect to location, parking requirements, acreage needed, etc. Appropriate studies should also be undertaken to determine the location of rail stations between CBCs.

The Comprehensive Plan for the Richmond Highway Corridor provides land use recommendations designed to encourage revitalization and possible redevelopment at multiple locations. In order for revitalization to be successful, a balance between land use and transportation must be achieved at specific sites and within the corridor as a whole. This balance will be maintained and monitored in two ways: first, development within the corridor will be counted against a planned development potential of 7.3 million square feet of non-residential development and 6,500 dwellings. This amount represents the level of development which is estimated to be accommodated by the planned improvements to Richmond Highway. This development potential is not expected to be depleted in the next ten to twenty years, and will be monitored on a periodic basis.

In 1999, approximately 40 percent of the planned 7.3 million square feet of non-residential development and 25 percent of the planned 6,500 residential dwellings had been built. At such time as 75 percent of either or both non-residential or residential development potential has been reached, the land use and transportation needs of the corridor will be re-evaluated. Second, to ensure transportation system adequacy as the Richmond Highway Corridor continues to develop, the following conditions will apply to development above the baseline Comprehensive Plan recommendation in each CBC:

- Require that a detailed transportation analysis be performed during the development review process which will determine transportation improvements needed to support the development; and

- Condition higher development levels on provision of transit, developer contributions for Transportation Demand Management (TDM) programs, and/or roadway improvements above the planned 6 and 8 lane sections of Richmond Highway.

Development at or below the baseline level recommended for each CBC will continue to be required to meet all appropriate transportation conditions in conformance with the Comprehensive Plan. These may include frontage and access improvements as delineated in a detailed transportation analysis performed as part of the development review process.

Urban Design Recommendations

The Richmond Highway urban design recommendations are intended to help foster new development and redevelopment that function well together and contribute to a positive image of the area as a desirable place to live, work, shop or visit. These recommendations build on guidance found in the 1989 Richmond Highway Urban Design Study and the Virginia Department of Transportation Richmond Highway Study completed in 1998.

Historically, development in the Richmond Highway Corridor has occurred in an uncoordinated, strip-commercial manner with little attention to efficient functioning and aesthetic form. These deficiencies should be corrected in any new development or redevelopment through integration of the urban design elements prescribed in the following recommendations.

These recommendations specifically address streetscape, landscape, parking lot, building and site design and signage elements. Combined, these elements comprise the physical form. The guidance provided for each element seeks to create an improved visual image for the Richmond Highway Corridor. These recommendations will be used as performance criteria in the review of development applications and site plans for properties in the Richmond Highway Corridor. In addition, these recommendations support public and private revitalization in the Richmond Highway Corridor.

Given the existing uncoordinated development patterns along Richmond Highway, implementation of the following urban design recommendations will require creative application of the design elements described. Modifications in the application of the streetscape guidance outlined in this Plan will likely be necessary to respond to site conditions or roadway design considerations. Until such time as road improvements are designed and/or constructed along Richmond Highway, it will be necessary to provide flexibility in the implementation of streetscape improvements in the right of way. Urban design elements should be incorporated into each site in a way that transitions effectively to adjacent existing properties and future planned land uses.

STREETSCAPE ELEMENTS
Attractive streetscape includes a well designed road edge with street furniture and other features and provides an improved identity, visual continuity and user safety. In order to establish a uniform roadway edge on major and minor arterials, a consistent landscape corridor is prescribed which includes coordinated areas for landscaping, sidewalks and landscaped parking lot edges or browsing areas. Figures 17 and 18 visually display a cross section of the roadway edge plans as envisioned on major and minor roadways.

LANDSCAPE CORRIDOR
A landscape corridor consists of the total landscape treatments placed parallel to the road edge and property line between the curb and the building or parking lot. The following landscape corridor treatments are recommended:

A. Streetscape treatments for Richmond Highway, Kings Highway and Mount Vernon Memorial Highway:
As depicted in Figure 17, on these prominent roadways located within the Richmond Highway Corridor area, a 20'-25' total landscape corridor width should be provided and comprised of :

1. **Off-site improvements:**
   a. On east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway:
      1) a 9' wide curb edge landscape strip and
      2) a 6' wide masonry sidewalk
   b. On west side of Richmond Highway:
      1) a 8' wide curb edge landscape strip and
      2) a 10' asphalt trail on the west side of the roadway; and

2. **On-site improvements:**
   a. On the east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway provide either a 5' wide paved browsing area where a building abuts the landscape corridor or a 10' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.
   b. On the west side of Richmond Highway provide either a 4' wide paved browsing area where a building abuts the landscape corridor or a 7' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.

B. Streetscape treatments on all other streets intersecting Richmond Highway:
As depicted in Figure 18, on other streets that intersect Richmond Highway and are within the Richmond Highway Corridor area, a 15' total landscape corridor width should be provided and comprised of:

1. **Off-site improvements:**
   a. 5' wide curb edge landscape strip;
   b. 5' wide sidewalk; and

2. **On-site improvements:**
   a. either a 5' wide paved browsing strip where a building abuts the landscape corridor or a 5' wide landscaped screening strip when a parking lot or other non-building edge types abuts the landscape corridor.

BROWSING STRIP A browsing strip is an important part of the landscape corridor in areas where buildings are oriented toward the street and have little or no front setback. In these cases, a minimum 5' wide masonry surface between the sidewalk and building front should be provided to encourage pedestrian activity especially where retail stores are located on the first level of a building.

CENTER HIGHWAY MEDIAN Along Richmond Highway, a 16'-20' raised median is planned as part of the highway improvements. This median should be planted with groups of flowering trees or large deciduous trees and underplanted with groundcovers and shrubs. Sight lines should not be obscured by plantings at initial installation or at maturity.

BICYCLE LANE Along the Richmond Highway streetscape, a bicycle lane should be accommodated in the wider outside roadway lanes in each direction. In addition, bicycles will be accommodated in a 10' multi-purpose trail on the west side of Richmond Highway.

STREET FURNITURE Provide some or all of these features in a coordinated style, where feasible and/or appropriate, both in streetscape and other areas:

Trash receptacles	Bollards
Benches	Planters
Kiosks	Water Fountains
Tree Grates/Guards	Bus Shelters
Bicycle Racks	

STREETLIGHTING Provide flat lens streetlight fixtures mounted on black painted poles with all wiring placed underground. In areas of significant pedestrian activity, uniform pedestrian-scale lampposts are more appropriate and can supplement the aforementioned overhead streetlights. All lighting fixtures should be well placed within the streetscape and have full cut-off lighting that is directed downward in an effort to reduce glare and provide uniform directed illumination.

UTILITIES Place all utility distribution lines underground.

LANDMARKS Provide distinctive major and minor features that contribute to a sense of place (i.e. clock towers, distinctive architecture, fountains, furnished open space, public art, arcades, plazas, etc.), where feasible and/or appropriate.

OPEN SPACE Preserve existing natural features or create attractive open space where people can gather and/or view in a pleasant environment.

GATEWAYS/ENTRY AREAS At locations identified in the Plan as gateways to the Corridor or Community Business Centers, provide distinctive features to identify entry into the Corridor and/or the individual Community Business Centers. Utilize special landscape and other treatments to identify and reinforce entry areas.

PAVEMENT TREATMENTS Provide surface treatments in pedestrian areas and on crosswalks that contrast with the roadway surface to enhance the appearance and clearly identify areas of pedestrian walkways.

ENVIRONMENTAL PRESERVATION Preserve sensitive environmental features and existing quality vegetation.

PARKING ELEMENTS
The provision of adequate parking is essential to commercial activities. Poorly designed parking lots dominate the Richmond Highway Corridor. These recommendations provide guidance for visually and functionally improving existing and new parking facilities.

INTERPARCEL ACCESS Provide vehicular and pedestrian connections between adjacent developments instead of service drives, where feasible.

PARKING LOT DESIGN

1. Divide lots into smaller sections using landscaped medians to avoid large expanses of parking areas.
2. Ensure adequate visual clearance at intersections.
3. Provide internal circulation which is efficient, yet attractive and user-friendly.
4. Consolidate access points.
5. Use clear and legible signs and other techniques to direct the flow of vehicular and pedestrian traffic.
6. Provide sidewalks or walkways for safe pedestrian access that connect to adjacent street sidewalks and/or trails.

PARKING LOT LIGHTING

1. Locate or screen parking lot lighting, with respect to spatial design and fixture height, to minimize impacts on adjacent neighborhoods.
2. When replacing or installing new lighting, eliminate direct glare through the use of fully-shielded luminaries that direct the light downward.
3. Lighting fixtures should be positioned, with respect to spatial design and fixture height, to give adequate uniformity of the illuminated area.
4. Place lighting for signs and/or buildings above and in front of the object to be illuminated and keep the light restricted to that area.
5. All lights should be directed downward and shielded to create less glare impact to drivers, pedestrians, neighbors and other users.
6. Placement of light fixtures should not conflict with landscape treatments, especially trees.

PARKING LOT LANDSCAPING

A. Interior Parking Lot Landscaping

When there is a proposed expansion or enlargement of an existing development which involves the addition of 20 or more parking spaces, provide at least 1 shade tree per 8 parking spaces in the new or expanded parking areas and exceed Zoning Ordinance requirements for parking lot landscaping by 5%. To achieve these ratios, the following alternatives or a combination of these alternatives should be considered:

1. Provide a continuous landscape strip between every four rows of parking. This should be a minimum of eight feet in width to accommodate a low hedge and shade trees, and/or
2. Create large planting islands (over 600 square feet) to be located throughout the lot and planted with shade trees, low shrubs, and/or ground cover. These should preferably be located at the ends of parking rows, and/or
3. Provide planting islands (a minimum of nine feet wide) between every 10 to 15 spaces to avoid long rows of parked cars. Each of these islands should provide at least one shade tree having a clear trunk height of at least six feet.

B. Peripheral Parking Lot Landscaping

1. When a parking lot abuts land not in a right of way, provide peripheral parking lot landscaping as follows:

a. For expansions or enlargements of existing developments which involve the addition of less than 100% of the total gross floor area of all existing buildings on a lot, no peripheral landscaping should be required.
b. For redevelopments involving the total removal of all buildings on a lot and the construction of new buildings or the addition of 100% or more of the total gross floor area of all buildings on a lot or new developments on vacant land, a landscaping strip at least four feet in width should be located between the parking lot and the abutting property lines, except where driveways or other openings may necessitate other treatment. Within that landscape strip at least one tree for each fifty linear feet should be planted.

2. For new development and expansions, enlargements or redevelopment of existing developments as described above, and when a parking lot property line abuts the right of way, a landscaping strip ten (10) feet in width on the east side of Richmond Highway and both sides of Kings Highway and seven (7) feet in width on the west side of Richmond Highway, exclusive of sidewalk, trail or parallel utility easements, should be located on the lot where it abuts the right of way. On other streets intersecting Richmond Highway, a five (5) foot parking strip shall be required where a parking lot property line abuts the right of way. This landscaping strip should be planted in accordance with the landscape treatments section recommended in the landscape elements section of these urban design recommendations.

Flexibility in the application of the preceding parking lot landscaping guidance may be necessary if it is not feasible to meet these requirements in the case of expansions or enlargements of existing developments.

C. Structured Parking

The visual impacts of structured parking should be reduced by:

1. Rooftop Landscaping. On the top level, landscape areas should be provided, and planted with shade trees and shrubs. These should be provided at a minimum at the end of each row of parking.

2. Landscaped Setbacks. The perimeter of the parking structure should be landscaped at ground level.

3. Multilevel Plantings. The use of planting boxes and trellises should be considered on the exterior parapet of parking structures.

4. All of the above landscaping applications will need to have special detailed designs developed to ensure proper drainage within the landscaped areas.

D. Parking Lot Entry Landscaping

Provide distinctive landscape treatments at parking lot entry points.

LANDSCAPE ELEMENTS

The provision of well placed, selected and maintained plant materials will improve visual and environmental conditions and make the Richmond Highway corridor more attractive to users.

PLANTINGS WITHIN THE LANDSCAPE CORRIDOR

Tree Planting Patterns within Landscape Strips Along Richmond Highway

Within Community Business Centers, a linear planting pattern along Richmond Highway is recommended within the landscape strips. A minimum of 1 canopy tree per 25-30 linear feet with regular spacing should be provided depending on tree species selected, whether overhead utility lines exist and VDOT requirements.

Within Suburban Neighborhood Areas, a random or clustered planting pattern along Richmond Highway is recommended within landscape strips. A minimum of 3 trees per cluster with clusters spaced at least every 30 to 40 feet should be provided depending on the tree species selected, whether overhead utility lines exist and VDOT requirements.

Parking Lot Planting Strips
In parking lot planting strips that abut a right of way, in addition to the tree plantings recommended in the Parking Elements section above, provide a hedge row underplanting to screen vehicles from view.

Landscape Corridor Trees
Within the landscape corridor landscape and planting strips, if there are no existing or proposed overhead utility lines, there should be at least one (1) large deciduous tree planted in the landscaping strips for each thirty (30) feet of length. If there are overhead utility lines, there should be at least one (1) small to medium deciduous tree planted in the landscaping strips every twenty-five (25) feet of length. Trees planted in the landscaping strips beneath overhead utility lines should be of a shape and character so as not to interfere with the utility lines.

TREE SELECTION CRITERIA

The following criteria should be used in the selection of trees:

1) Drought resistant
2) Tolerant of site light conditions
3) Must not exceed 30' tall at maturity if placed under utility lines
4) Minimum 2 ½" caliper at time of planting
5) 5-6' branch clearance, when planted, for street and peripheral parking lot trees
6) Requires low maintenance
7) Bears no objectionable fruit
8) Species is readily available
9) Single stemmed along streets and either single stemmed or multi-stemmed in interior parking lots or other appropriate landscape areas
10) Road salt tolerant
11) Disease resistant
12) Insect resistant

RECOMMENDED TREE SPECIES

The following species are choices to consider. Other species may be appropriate as determined by the Urban Forester.

a. Large DeciduousTrees	b. Medium Deciduous Trees	c. Columnar Trees
red oak	Sargent or kwanzan cherry	hedge maple
green ash	goldenrain tree	red maple
willow oak	crabapples	gingko (columnar varieties)
London planetree	downy serviceberry	English oak (columnar varieties)
zelkova	kousa dogwood	
red maple	saucer/star magnolia	
silver linden	hedge maple	
	flowering plum	
	hawthorn	

d. Evergreen Trees eastern white pine eastern red cedar leyland cypress	**e. Groundcover/Grass** horizontal juniper species liriope fountain grasses red meidiland rose
f. Shrub Hedges **4'-6' at maturity** Manhattan euonymus dwarf burning bush pfitzer juniper densiformis yew glossy abelia sea green juniper compact inkberry	**2'-3' at maturity** andorra juniper gold coast juniper William Penn barberry helleri holly bonica rosa

TREE AND PLANT MAINTENANCE Property owners and/or managers shall agree during the development process to maintain and replace plant materials and trees placed in the adjacent right of way and on the property to ensure the long term viability of trees and plants.

BUILDING/SITE DESIGN ELEMENTS

Quality architectural and site design provide a sense of identity to the corridor. Coordinated and compatible architectural and site design are essential to achieve a well-designed corridor.

EXISTING BUILDING IMPROVEMENTS

1. Replace unsightly elements, including signs, siding and artificial materials with more appropriate features and/or materials.
2. Where original quality building materials are to be retained, new building materials should match the original as closely as possible in material, color and texture.
3. Mechanical equipment and other elements located on the roof of a building should be effectively screened.

MASS OF NEW BUILDINGS Create building mass that minimizes adverse impacts on adjacent neighborhoods and is compatible with other surrounding uses through the use of tapered building heights, appropriate setbacks, and transitional screening and barriers.

SCALE AND SITING OF NEW BUILDINGS Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, browsing areas, lighting and plant materials to visually soften the harder architectural features of the building and create an attractive pedestrian-friendly environment that will reinforce retail activities.

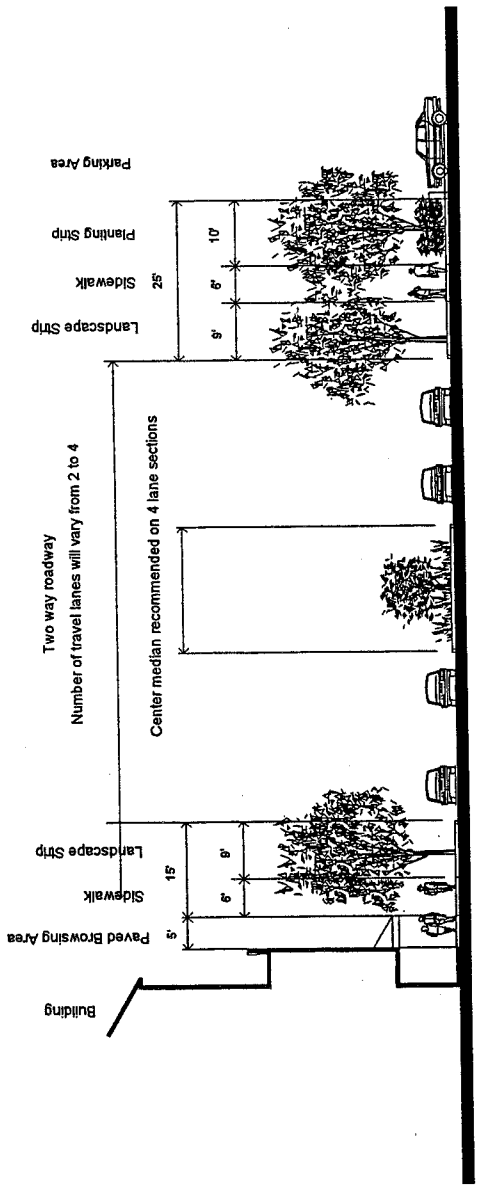
The following guidelines should be used to determine the appropriate scale and site location of new buildings:

1. Where feasible, orient commercial buildings toward the road with parking lots to the side and rear to create an urban atmosphere. Where buildings are oriented to the road, no minimum front yard is required except as needed for the streetscape treatments described above.
2. Site buildings to discourage large expanses of parking adjacent to and visible from roadways.
3. Cluster buildings to reinforce a neighborhood style or ambience, where appropriate.
4. Site buildings with respect to natural topography and other environmental and historic features

UTILITIES Place all on-site utility service lines underground.
FUNCTION/USE Where appropriate and within large developments and core areas, use interior circulation patterns and public plazas to foster increased pedestrian and social activity.
DETAILING Create interest through appropriate and coordinated architectural details of building facades.
COMPATIBLE ARCHITECTURAL DESIGN Where feasible, provide architectural design that is visually coherent, respects the surrounding neighborhood style, scale and character.
COORDINATED DESIGN Provide an overall compatible design for all units in a development. For instance, colors, sign types, awnings, lighting, architectural features and materials should be coordinated to unify blocks and storefronts.
IMAGE IDENTIFICATION Provide distinctive design and architectural details to provide a sense of identity to a particular site, building or location.
SIGNAGE ELEMENTS Well coordinated and designed signage provides a greater sense of orientation to users.
DIMENSIONS AND DESIGN Demonstrate a coordinated sign size, design, style, materials and height through a comprehensive sign plan.
NONCONFORMING SIGNAGE Replace existing nonconforming signs.
SPECIAL AREAS IDENTIFICATION Provide coordinated signage to identify CBCs and gateways as distinctive areas.
CLUTTER Reduce sign clutter especially along the highway edge.
PLACEMENT Install building or ground mounted, coordinated signage rather than pole mounted signage.
CONSOLIDATION Consolidate signage for multiple uses within a single development with coordinated color, materials, lettering and design.
SIGN LIGHTING Minimize sign lighting impacts on adjacent neighborhoods. Minimize glare impacts from sign lighting by placing lighting above and in front of signs and directing the light downward.
PUBLIC SIGNAGE Consolidate public safety, directional, highway identification and other public signage to the extent possible. Place cross street name and block number signs on Richmond Highway traffic light masts. Visibility of public signage should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.
ENTRY SIGNS Provide well-designed commercial and residential development entry signs. Coordinate all landscaping in the vicinity of the sign to compliment, but not obscure, signage.
TEMPORARY SIGNS Prohibit the use of temporary commercial advertising signs and movable signs with flashing lights along street edges. However, banners announcing district-wide events, but not individual businesses or products, shall be allowed on utility or light poles if securely affixed at the top and bottom so as to preclude any fluttering or rotation by the rotation of the atmosphere.

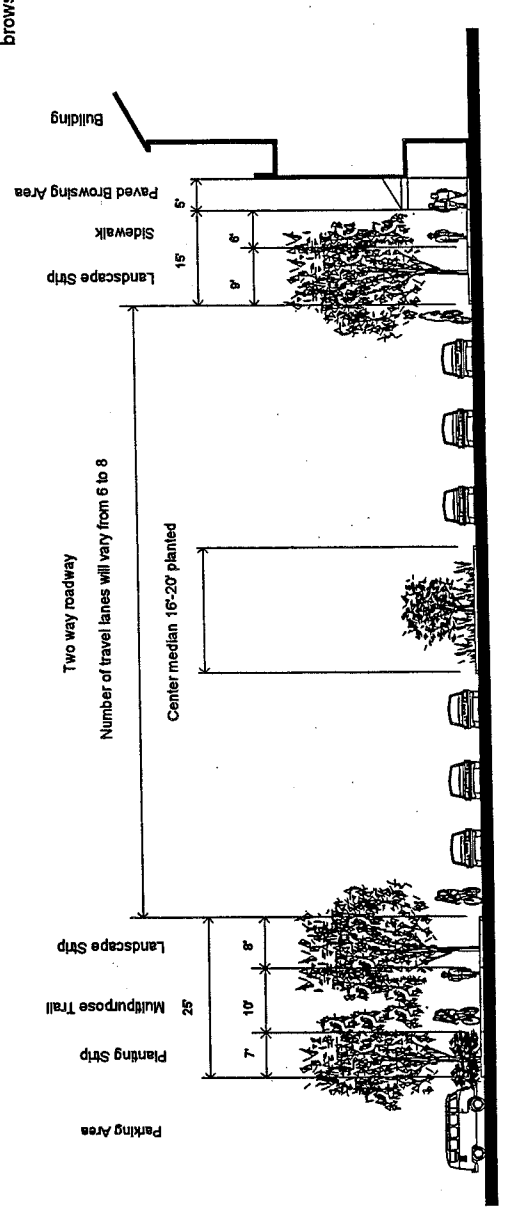
BUILDING NUMBER SIGNAGE Coordinate building numbers and address signage at each address for public safety and identification purposes. Visibility of building numbers should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.

FIGURE 17

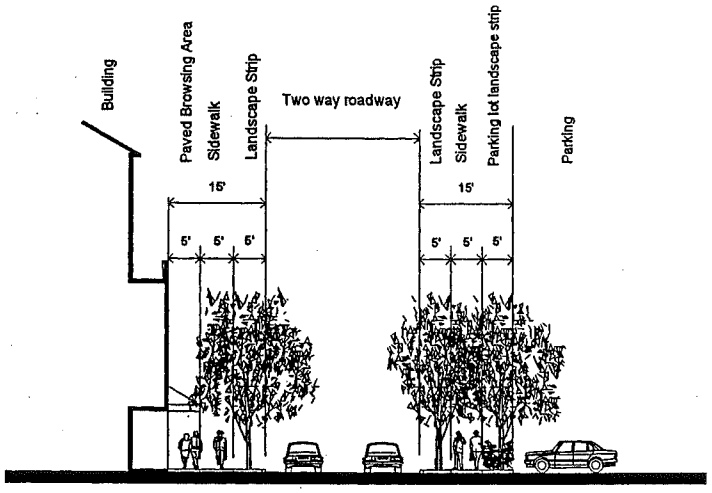


Streetscape - Kings Highway & Mt. Vernon Memorial Highway

Note: Depending on the type of right of way abutment proposed (i.e. building front or parking area) either a paved browsing strip or a planting strip is recommended.



Streetscape - Richmond Highway



Streetscape - Other streets intersecting Richmond Highway Scale: 1" = 30'

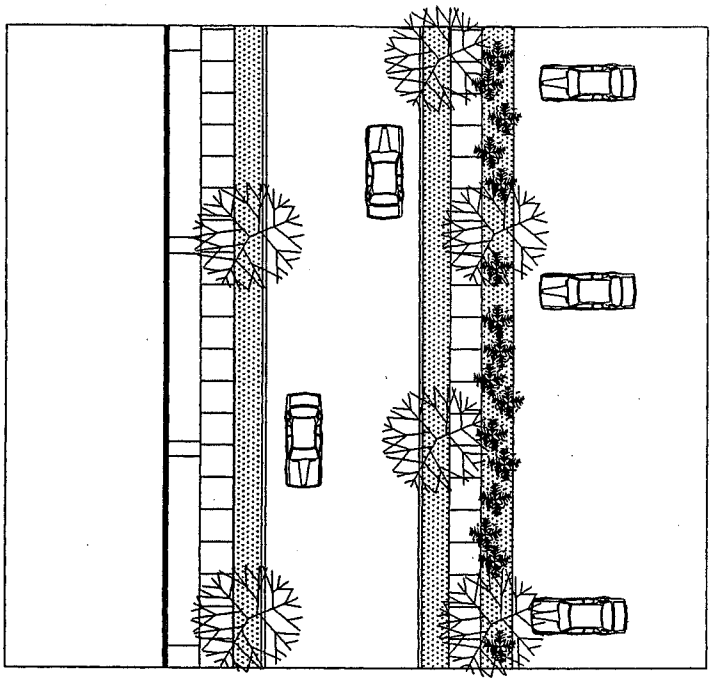
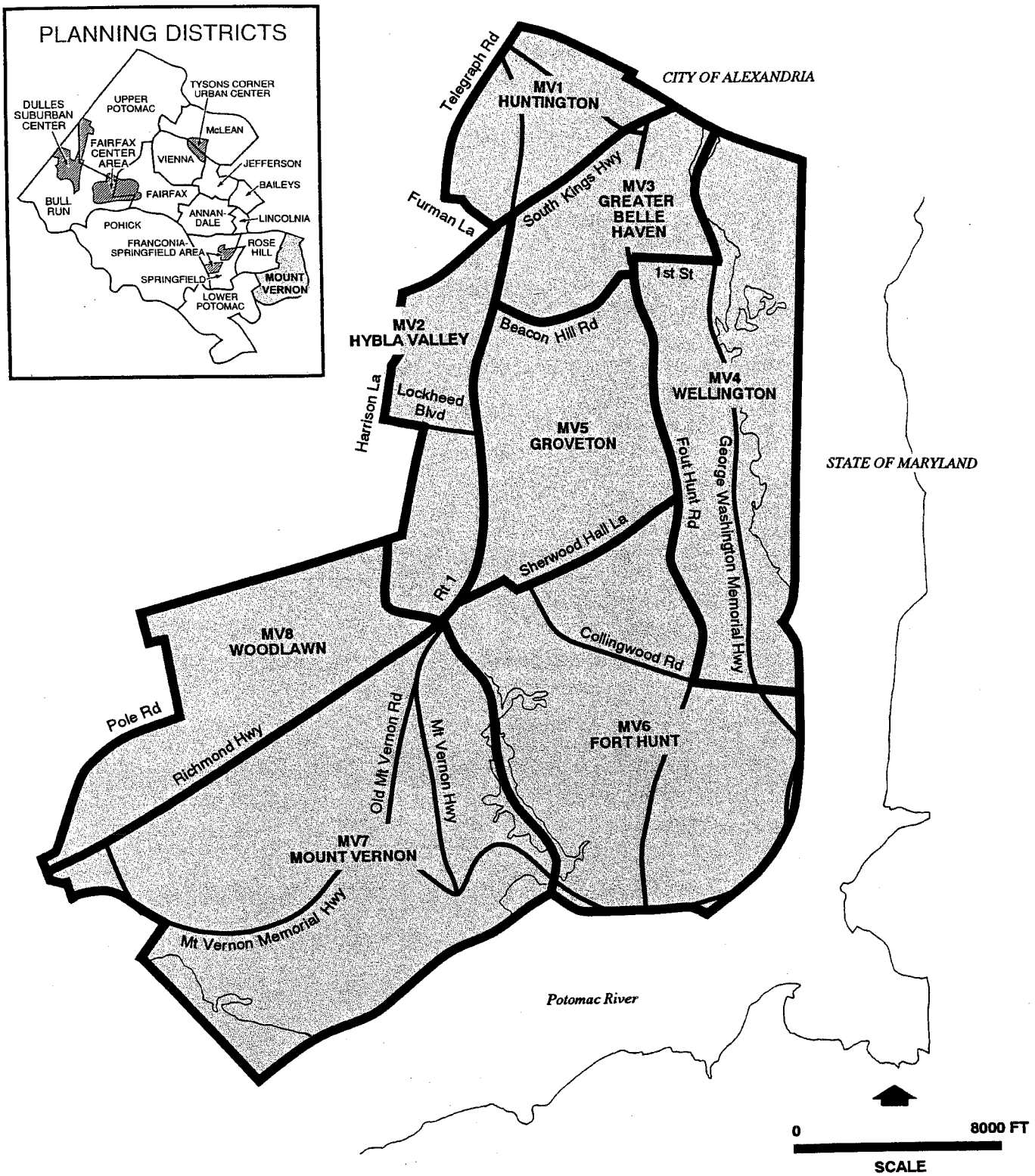


FIGURE 18



COMMUNITY PLANNING SECTORS
MOUNT VERNON PLANNING DISTRICT

FIGURE 19

MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

OVERVIEW

This planning sector generally coincides with the Huntington Transit Station Area. The sector is generally bounded by the Capital Beltway on the north, Telegraph Road, Furman Lane and South Kings Highway on the west and Richmond Highway on the east. The Transit Station Area is divided into land units with specific recommendations made for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington Transit Station Area and the Transit Development Area are outlined on the area maps in Figure 20.

The Huntington Metro Station is located south of the City of Alexandria in the triangle of land bounded by Huntington Avenue, Richmond Highway and North Kings Highway. The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from older single-family detached and duplexes in stable neighborhoods to newer high-rise apartment and condominium projects. There are also clusters of local retail development located at major intersections.

CONCEPT FOR FUTURE DEVELOPMENT

The Huntington Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers that are located around the six Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the viability of existing, nearby land uses.

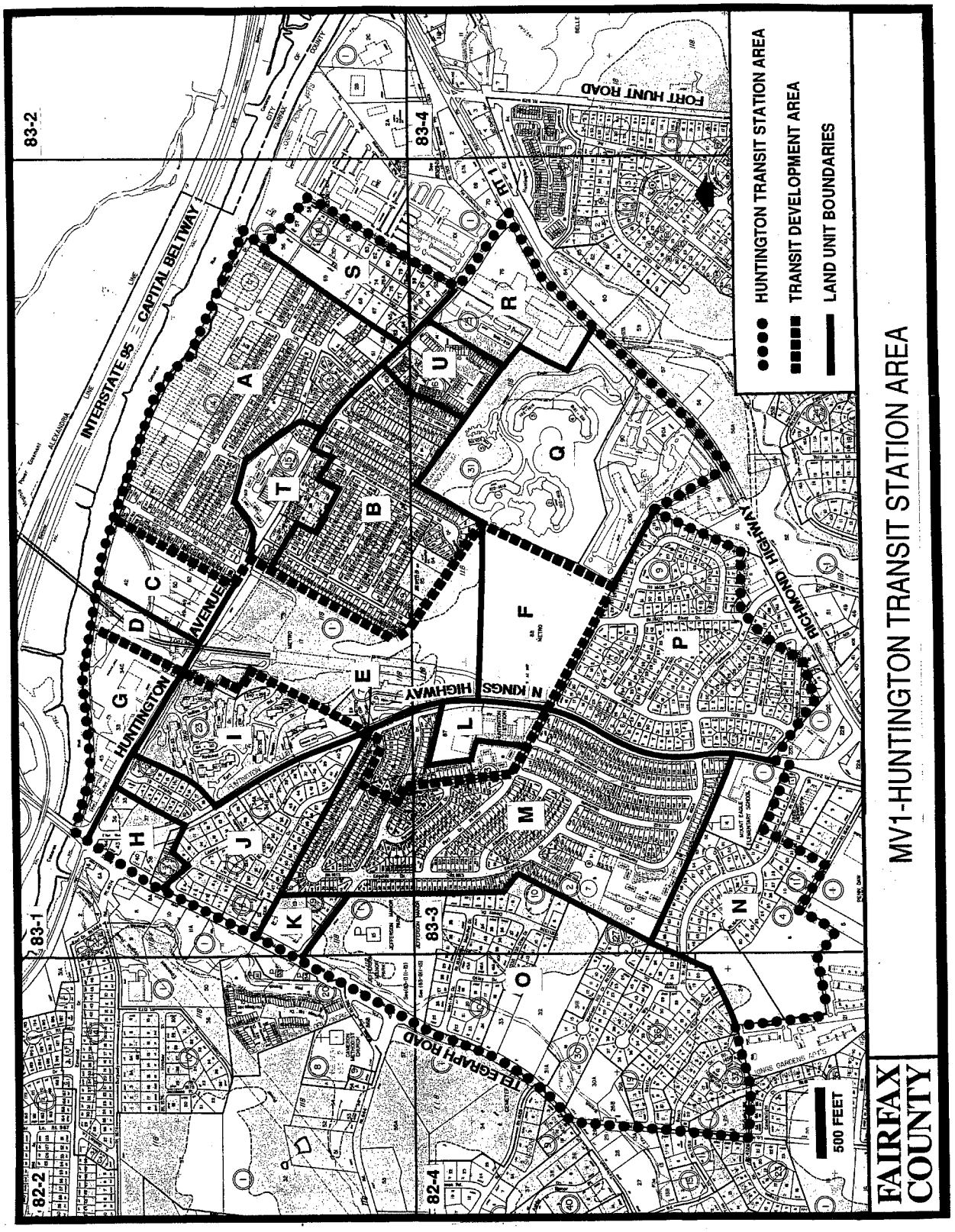
The Transit Development Area, is a smaller area, located within a 5 to 7 minute walk of the transit station, and planned for higher-density, mixed-use development. This concept of the Transit Development Area is appropriate for the Huntington Metro Station Area in particular. Within the Transit Station Area, most of the vacant and redevelopable land is located within a 5 to 7 minute walking distance from the station. New development should be channelled into land units within this Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Transit Station Area, the stability of older residential neighborhoods will be threatened and affordable housing in close proximity to the Metro station may be lost. Traffic congestion would be likely to increase if development is encouraged farther away from the station.

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations is to guide and direct development in the Huntington Transit Station Area by recognizing the opportunities and constraints. The area impacted by these recommendations is divided into land units as presented in Figure 20. 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.

FIGURE 20



MV1-HUNTINGTON TRANSIT STATION AREA

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.

The Huntington Sector has areas of stable residential neighborhoods. Infill development within 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.

By its distinct character, the Huntington 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 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 Huntington Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Huntington Transit Station Area should be encouraged to improve.

Transit Development Area Conditions and Recommendations

An area determined to be appropriate for higher intensity, mixed-use development within the Huntington Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 20, the Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment. The concentration of development in the Transit Development Area recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station. Development within this convenient walking distance would generate a substantial number of walk-on Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metro station. In suburban locations such as Huntington, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the non-residential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The predominance of residential uses within the Transit Development Area is appropriate for Huntington, reflecting the residential character of this area and recognizing the limited market for office use. The Transit Development Area also will provide a strong visual and functional focus for the Huntington community due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place where County residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the County's key policy objectives.

Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. These activities within the Transit Development Area represent a variety of relationships including the pedestrian/vehicular system, spatial organization of land use activities, building height, orientation and massing, and streetscape and pedestrian spaces, as well as design and amenity programs. Successful development of transit stations which integrate new development into the existing fabric of the community is dependent upon implementation of an urban design framework.

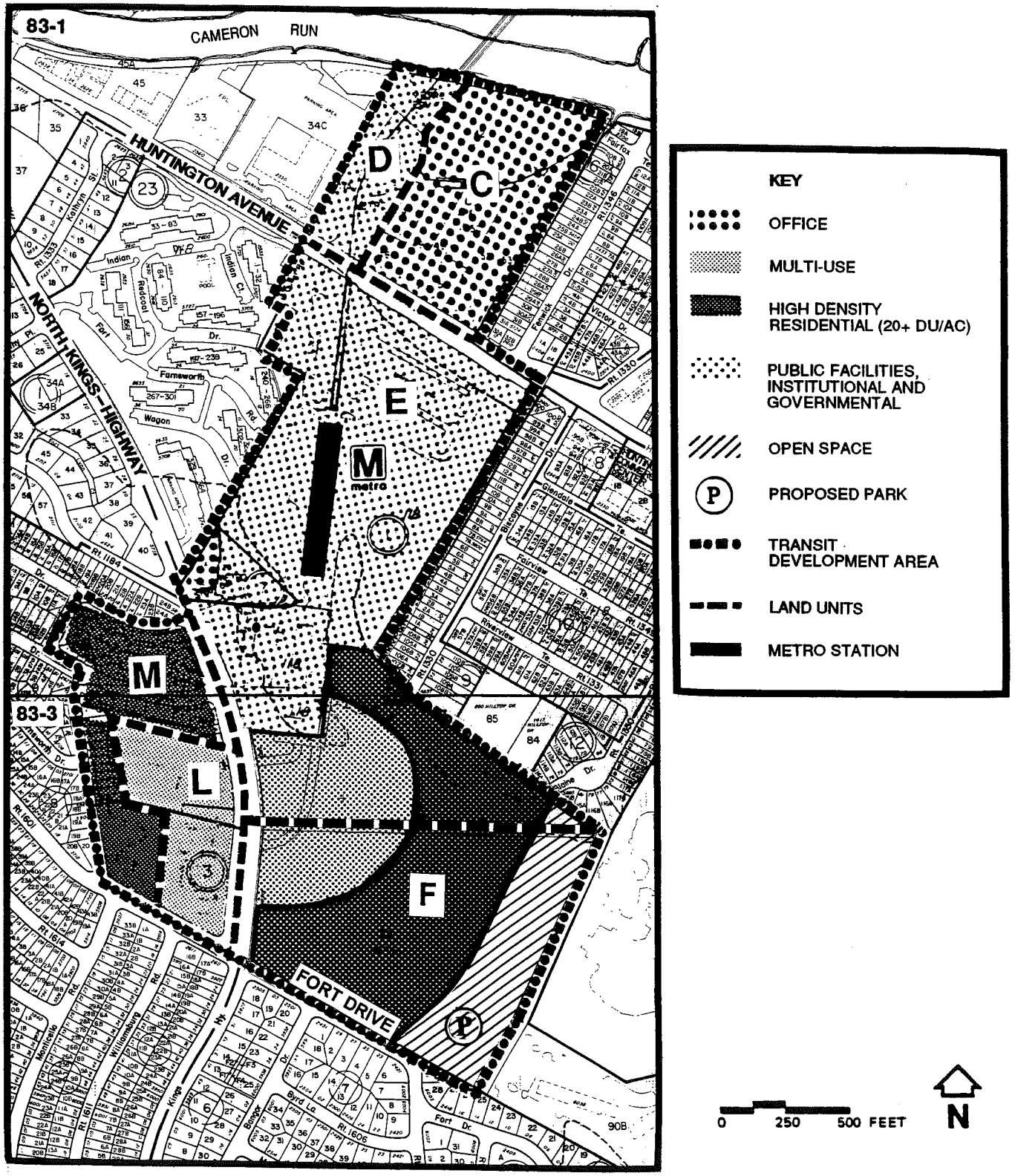
As shown on Figure 20, the Huntington Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment within a 5 to 7 minute walk of the station. It includes the Washington Metropolitan Area Transit Authority (WMATA) property (Land Units E and F), the Huntington Station Shopping Center (Land Unit L), an area just west and north of the Huntington Station Shopping Center (a portion of Land Unit M), and an area on the north side of Huntington Avenue (Land Units C and D). The recommended land use plan for the Transit Development Area is illustrated on Figure 21.

The 60-acre WMATA property on which the station is built is the most accessible property from the station and has strong potential for development along North Kings Highway. The WMATA property is bounded on the east by the older, stable Huntington neighborhood and by high-rise residential projects. The Fairhaven neighborhood serves as a boundary to development on the south side of the WMATA property.

On the west side of North Kings Highway across from the area of potential WMATA development, the Huntington Station Shopping Center has a direct visual and functional link with the WMATA property. Its age, size (five acres) and consolidated ownership make the shopping center a good site for Metro-related development. The entire block in which the shopping center is located is included within the Transit Development Area to facilitate the redevelopment of the shopping center and create a logical limit to new development.

North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor, is not recommended north of Jefferson Drive, west of Monticello Road, or south of Fort Drive to limit the impact upon the Jefferson Manor neighborhood and adjoining subdivision. Northwest of the WMATA property are two stable residential neighborhoods which represent boundaries to the Transit Development Area: Fort Lyon Heights and the Huntington Club Condominiums. On the north side of Huntington Avenue, across from the station, is an area of largely undeveloped land which is appropriate for Metro-related development. Land Units C and D are within a five minute walk of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and an office building on the west.

Base and maximum levels of development have been identified for the Transit Development Area. The base level of development is that which represents what is permitted by current zoning as a matter of right. Development within the base level may not be subject to the conditions listed in this Plan, nor may additional development regulations or incentives be applicable.



HUNTINGTON TRANSIT DEVELOPMENT AREA RECOMMENDED LAND USE PLAN — **FIGURE 21**

Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 22, 23 and 24.

2. Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities.

3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.

4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.

5. Provision of energy conservation features that will benefit future residents of the development.

6. In areas planned for residential development, provision of 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. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.

8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.

9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.

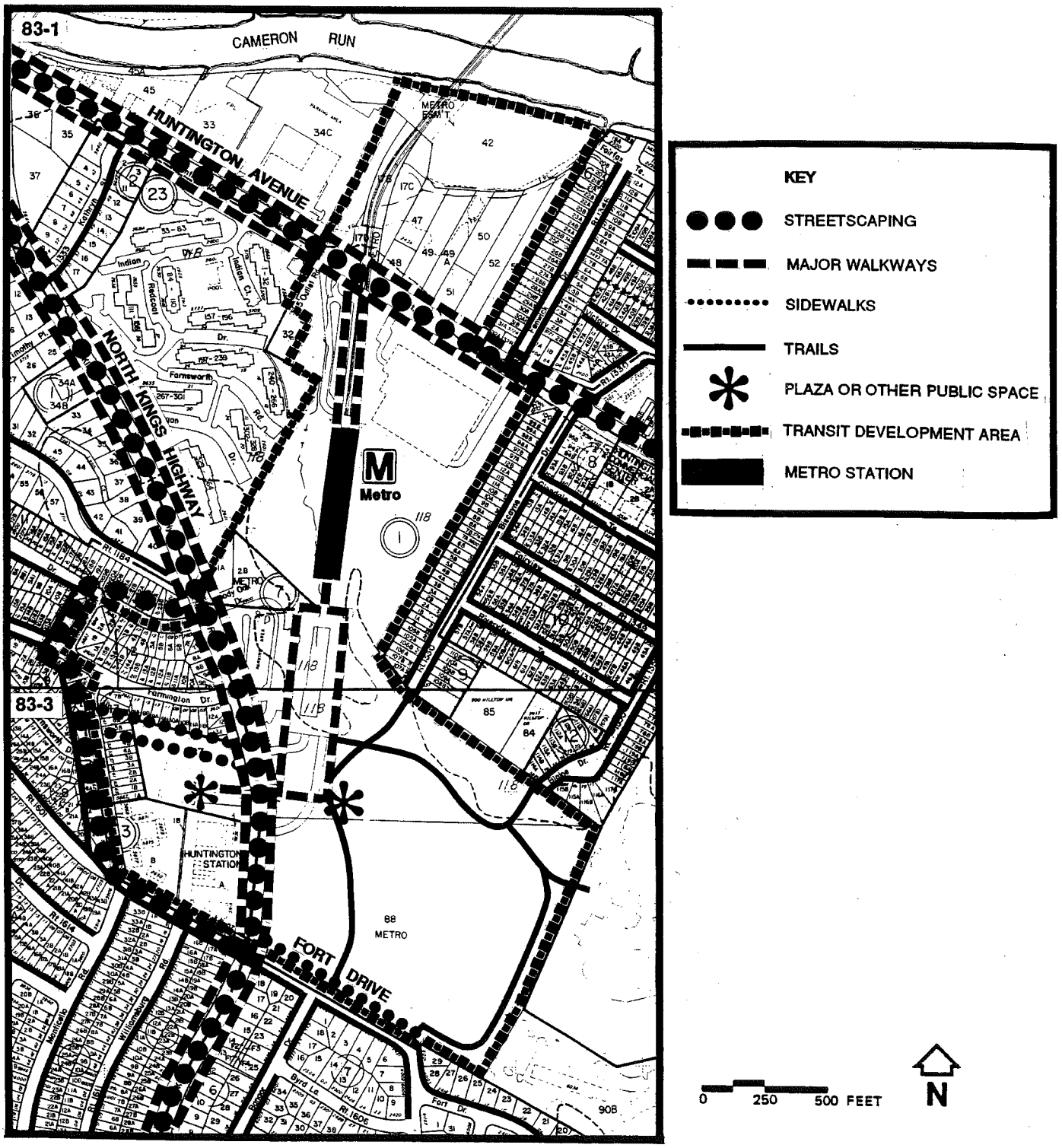
10. Identification and preservation of significant heritage resources.

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. For the maximum level of development, the following must be met:

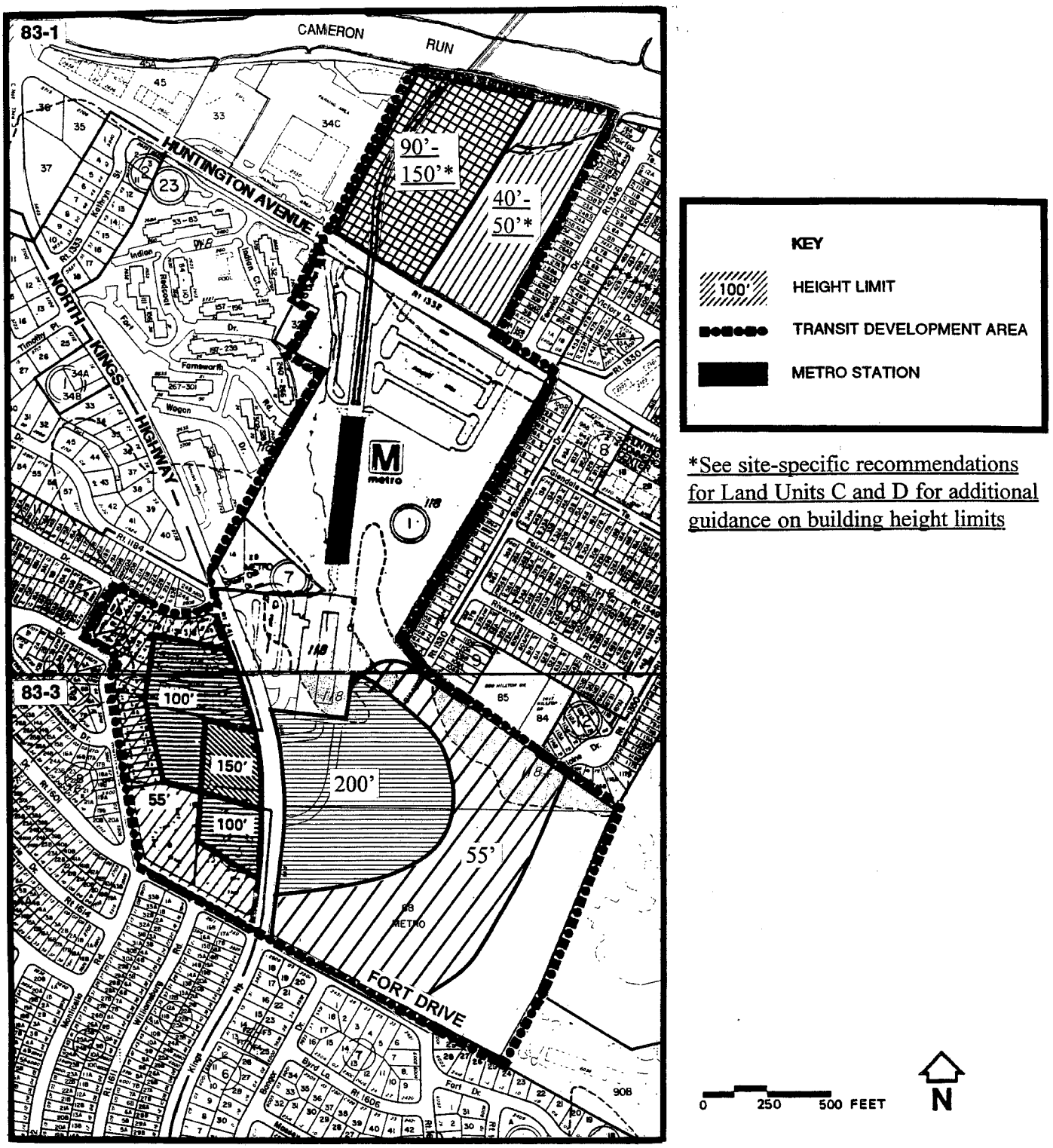
- All site-specific conditions;
- Criteria #1, #2 and #3 of the general development criteria listed above; and
- All of the remaining applicable general development criteria.

The maximum level of development for the Transit Development Area is the following:

- 650,000 gross square feet of office space;

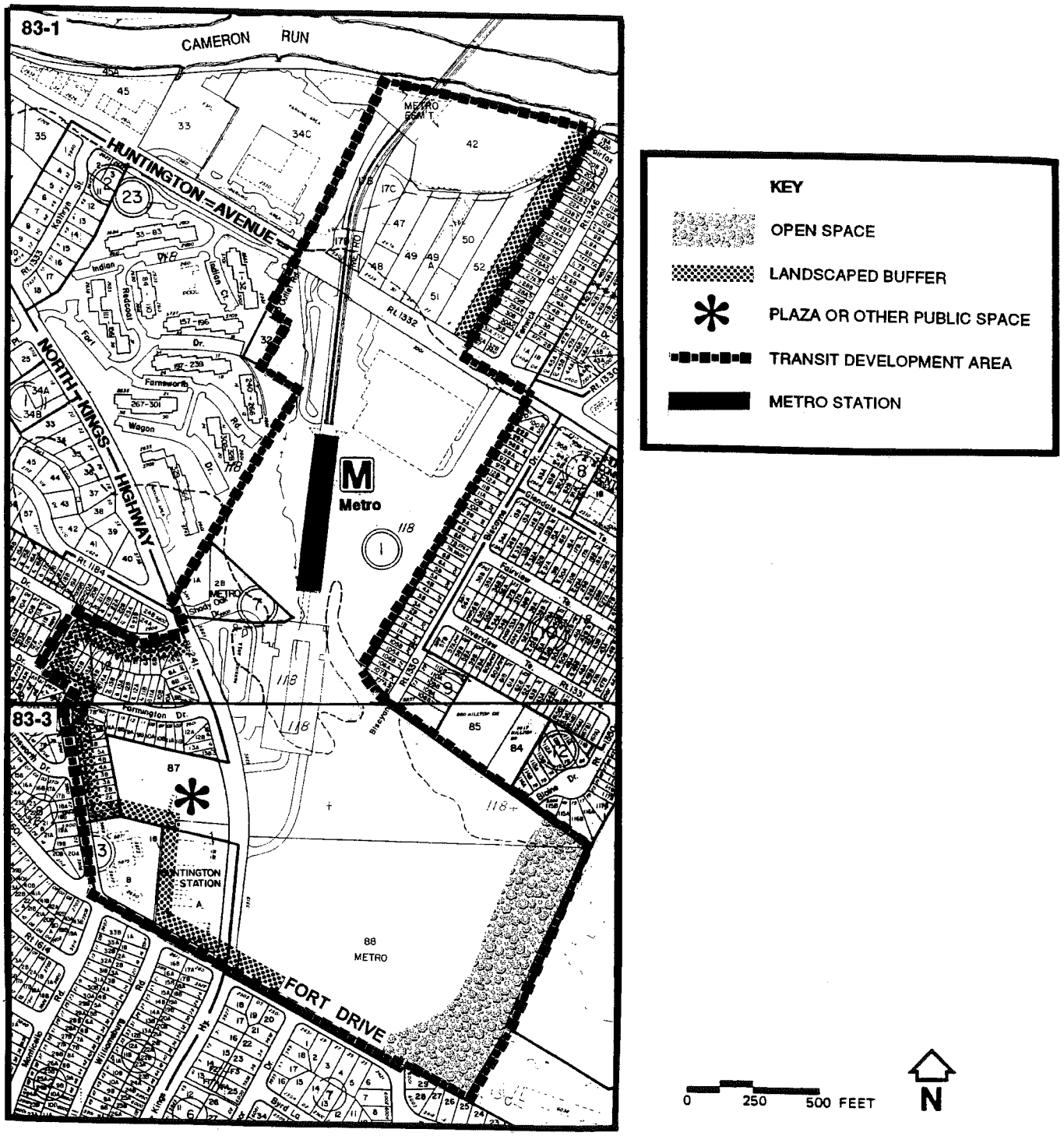


HUNTINGTON TRANSIT DEVELOPMENT AREA PEDESTRIAN CIRCULATION — **FIGURE 22**



*See site-specific recommendations for Land Units C and D for additional guidance on building height limits

HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS — **FIGURE 23**



HUNTINGTON TRANSIT DEVELOPMENT AREA OPEN SPACE AND LANDSCAPED BUFFERS — **FIGURE 24**

- 117,000 gross square feet of retail space;
- 845 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units.

(Land Units E and F) The WMATA Property

The 60-acre WMATA property is occupied by the Huntington Metro Station and associated parking facilities and Mount Eagle Park. There is also a privately-owned parcel associated with the WMATA property; Parcel 83-1((7))1A is a .34-acre lot along North Kings Highway planned for office use.

The portion of Land Unit E which is occupied by the Metro station, the parking garage, and the parking lot along Huntington Avenue is planned for public facilities. Air rights development over the station and the parking facilities may have long-term potential. For this 35-acre area south of the station, the following mix of uses is recommended within the maximum levels shown:

- 250,000 gross square feet of office space;
- 30,000 gross square feet of retail space;
- 400 dwelling units; and
- 200-room hotel with conference facilities or 250 additional dwelling units.

In addition, the following uses should be incorporated into this development:

- The existing 900^{+} space Metro surface parking lot should be reconfigured into an on-site underground or above-ground facility up to six stories. Adequate buffering and landscaping around the parking structure should be provided adjacent to nearby neighborhoods;
- Approximately 9 to 12 acres of the WMATA property should be dedicated to Fairfax County for Mount Eagle Park in order to provide needed park facilities in this high density area and to buffer Metro-related development from the existing community. The development of both passive and active recreation facilities is suggested; and

The development of the WMATA property should be in accordance with the urban design concept plan shown in Figures 22, 23 and 24. The commercial uses, including the optional hotel, should be clustered around a public plaza near the Metro station and North Kings Highway. Residential use should be located east and south of this cluster to provide a transition to surrounding residential development. As shown in Figure 24, Mount Eagle Park and/or open space should be accessible to, and provide buffering for, the Huntington community, the high-rise residential projects located east of the WMATA property, and the Fairhaven community.

In order to develop except at the base level, all the applicable general development criteria listed for all sites in the Transit Development Area should be satisfied, except that in lieu of criterion #6, affordable housing should be provided in accordance with the County's

Affordable Dwelling Unit Ordinance. In addition, the following site-specific conditions must be met:

- Development should be coordinated under one planning program for the entire site;
- Retail uses should be limited to the ground level of proposed buildings along the main pedestrian access routes to the Metro station;
- Non-residential uses should be clustered around the public space near the Metro Station. Residential development should occur towards the south and east of the station in order to provide an appropriate transition to adjacent neighborhoods; and
- Vehicular access to private development should be separated from vehicle access to the Metro station.

Land Unit L and a portion of Land Unit M

The Board of Supervisors of Fairfax County directed the development of a Conservation Plan which established a conservation area for Jefferson Manor. It was adopted on June 17, 1991 (See Land Unit M). Land Unit L contains the Huntington Station Shopping Center. It is planned for a mix of retail and high density residential uses in conjunction with the portion of Land Unit M that is bounded by Fort Drive, Monticello Road, Jefferson Drive, and North Kings Highway as shown in Figure 21. Land Units L and M are included in the Jefferson Manor Conservation Area which is discussed under Land Unit M.

Excluding the existing garden apartments on Parcel 83-3((3))B which should be retained and upgraded, the entire area is planned for redevelopment with a maximum of approximately 445 dwelling units (220 units on the portion of Land Unit M within the Transit Development Area and 225 units on Land Unit L), reflecting a density of 45 dwelling units per acre. Incorporated within this high density residential development, a maximum of approximately 87,000 gross square feet of retail space is recommended on Land Unit L, the site of the existing Huntington Station Shopping Center. The redevelopment should include a plaza or other public space that is oriented to the Transit Area in terms of character and location.

The maximum level of development should be granted only if all ten of the general development criteria for the Transit Development Area are met and the following site-specific conditions are satisfied:

- Reduce vehicular access points along North Kings Highway; and
- Coordinate the design and development of Land Unit L and Land Unit M with review by the residents of the Jefferson Manor Conservation Area. Development on Land Units M and L should complement each other and reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area. A pedestrian-oriented public space should be created that is oriented to the public space on the WMATA property to facilitate pedestrian access across North Kings Highway.

Land Units C and D

On the north side of Huntington Avenue across from the Metro station parking lot, there are approximately 14 acres which are currently being used for interim parking by Metro. Land

Unit D is a four-acre strip that is planned for public facility use and serves as the right-of-way for the Metrorail guideway which passes over Huntington Avenue and Cameron Run. Any development on Land Units C and D should be coordinated and access to development on these lots should be designed to conform with General Development Criterion #9 since this site is located across the street from the Huntington Avenue entrance to the Metro station.

On these parcels, a maximum of 400,000 gross square feet of office space including a service retail component is recommended. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west, and would also serve as a transitional use from the industrial area on the west.

Any non-residential development affecting Land Units C and D should satisfy all applicable general development criteria and address each of the following site-specific conditions:

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 23. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.

- Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.

- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 24 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.

- Development affecting Land Units C and D should provide adequate measures to mitigate against undue environmental impact. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations, such as the Chesapeake Bay Act.

- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

As an option, residential use up to a maximum of 450 dwelling units in a mix of townhouse units and high-rise multifamily units is appropriate for the southern portion of Land Units C and D, provided that all the applicable general development criteria are met, except that in lieu of criterion #6, affordable housing should be provided in accordance with the County's Affordable Dwelling Unit Ordinance. In addition, residential development should also satisfy the following site-specific conditions:

- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.

- Taper building heights by placing the townhouse portion of the development with maximum heights of 40' on the eastern portion of the Land Unit and building heights up to a maximum height of 150 feet for the high-rise residential on the western portion of the land units nearest the Metrorail guideway to reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area.

- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 48, for the adjacent neighborhood conservation area.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

- Provide adequate measures to mitigate undue environmental impacts. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as other applicable guidelines and regulations such as the Chesapeake Bay Act.

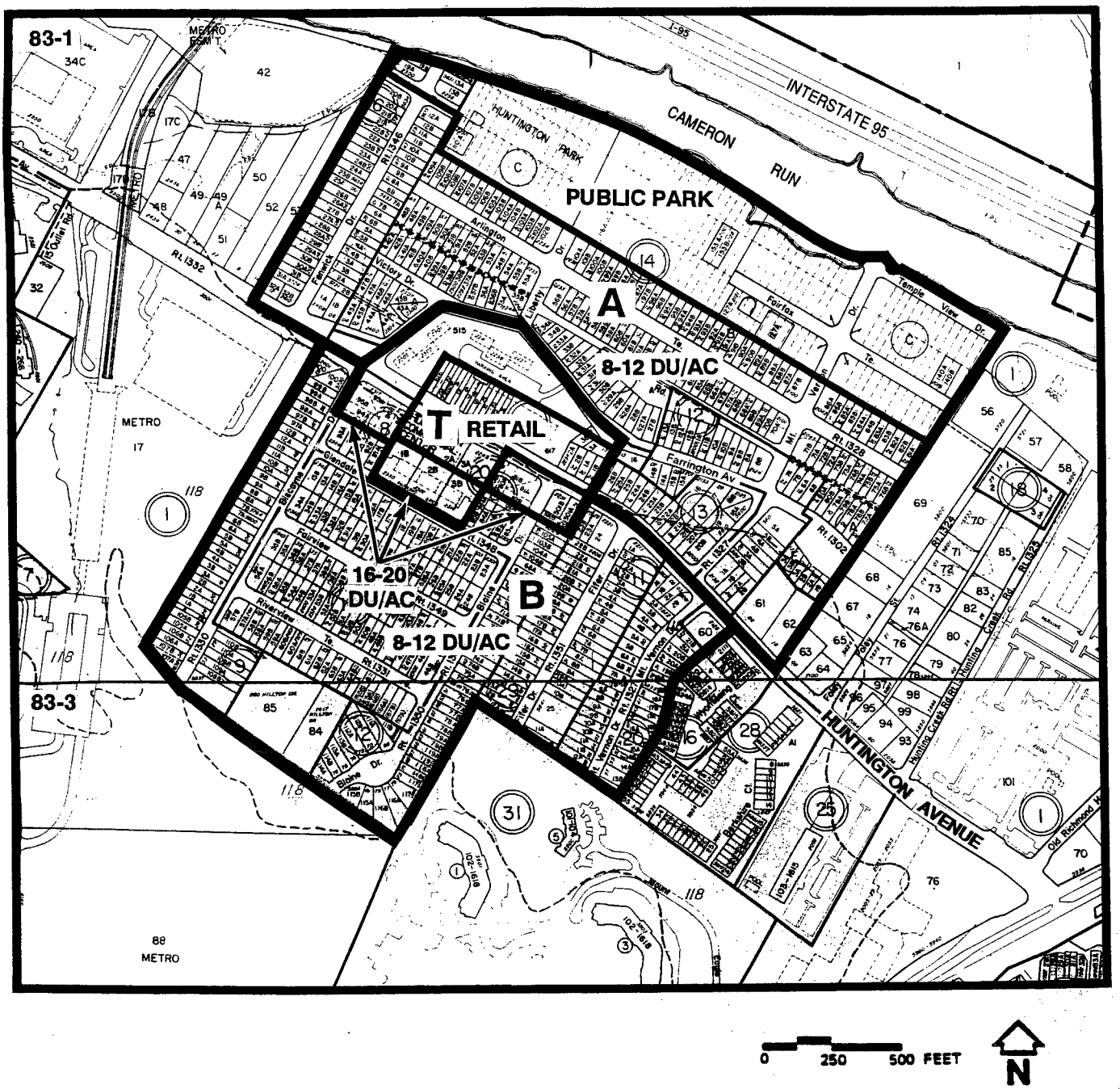
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

Land Units A, B and T (Huntington Conservation Area)

The land use recommendations for the Huntington community seek to preserve the stability of this residential area, upgrade local community shopping facilities, improve parklands and provide better pedestrian linkage to the Metro station. The Huntington Conservation Area is comprised of Land Units A, B and T as shown in Figure 25.

A neighborhood improvement program and the Huntington Conservation Plan were adopted for the community by the Board of Supervisors in March, 1976. The basic goal of that document is the conservation and development of a viable and sound residential community in the Huntington neighborhood. First, the neighborhood improvement program lists a series of public improvement projects that will be necessary to improve the livability of Huntington. Second, the Conservation Plan provides the legal mechanisms for carrying out the activities of the neighborhood improvement program; it firmly establishes land use densities for the Conservation Area; and it sets standards for future development and rehabilitation in the community.

Land Unit A comprises most of the northern portion of the Huntington Conservation Area. The developed area of duplex residential units is planned for residential use at 8-12 dwelling units per acre. The undeveloped land along the south side of Cameron Run, north of the rear property line of parcels on the north side of Arlington Terrace, should be acquired for additional public park use to serve the residents of the Huntington area. It is suggested that the park be developed with passive and active recreation facilities.



HUNTINGTON CONSERVATION AREA — FIGURE 25

Land Unit B comprises most of the southern portion of the Huntington Conservation Area. It is developed with duplex residential units and is planned for residential use at 8-12 dwelling units per acre. Pedestrian facilities from the terminal points of Blaine Drive and Biscayne Drive should be provided to facilitate pedestrian movement between the Huntington community and the Metro station and Mount Eagle Park.

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 25). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;
- Provide landscaping between the existing residential uses and areas redeveloped with non-residential uses or parking facilities to buffer the residential areas from adverse impacts;
- Encourage the retention and rehabilitation of existing garden apartments on the site; and
- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.

Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

Land Unit H contains highway-oriented retail use located at the intersections of Telegraph Road with North Kings Highway and Huntington Avenue. Land Unit H is planned for retail use up to .35 FAR. A significant portion of this land unit may be required as right-of-way for the planned roadway and interchange improvements of the Telegraph Road/North Kings Highway/ Huntington Avenue intersections. Therefore, no substantial redevelopment or new development should occur prior to the construction of the planned road improvements.

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 20. The

Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. Huntington Club Condominiums (Land Unit I) is planned for 16-20 dwelling units per acre. Both of these subdivisions should be maintained as stable residential neighborhoods.

At the intersection of Telegraph Road and Farmington Drive, Land Unit K is planned for retail use up to .25 FAR where retail uses currently exist and residential use at 3-4 dwelling units per acre where existing residential development is located and as shown on the Plan map.

Land Unit M (Jefferson Manor Conservation Area)

Located between Telegraph Road and North Kings Highway is the Jefferson Manor Conservation Area, a stable neighborhood of primarily duplex units that is planned for 8-12 dwelling units per acre. Pedestrian facilities within this neighborhood should be improved to provide better access to the Metro station. Non-local "cut-through" traffic on Farmington Drive should be discouraged.

The Jefferson Manor Conservation Plan was adopted by the Board of Supervisors on June 17, 1991. The goal of the Jefferson Manor Conservation Plan is to preserve the Jefferson Manor neighborhood as a stable residential community, to prevent the area from further deterioration, and to provide for its improvement in the future. The Jefferson Manor Conservation Area includes Land Unit M, the adjoining commercial properties in Land Unit L, as well as the adjoining single family detached homes in Land Unit K.

In the southwest corner of Land Unit M is an area of garden apartments planned at 16-20 dwelling units per acre. An adjacent four-acre parcel of vacant land (Tax Map 83-3((2))(7)B and C) should also be developed at 16-20 dwelling units per acre if it can be demonstrated that the new development will have adequate parking and the additional traffic generated by the development will not have a negative impact on the Jefferson Manor community. Development at the high-end of the density range should be considered if the new development includes the rehabilitation of the adjacent garden apartments. Building heights should not exceed four stories.

Land Unit O (Wilton Woods Neighborhood)

This land unit is located at the western edge of the sector and primarily consists of stable single-family residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

The Browne Academy located on the east side of Telegraph Road is allowed by special permit and should be retained. However, if redevelopment of this site is proposed, it should conform to the general land use recommendation for infill development. The planned density for this area is planned for residential use at 3-4 dwelling units per acre.

Land Unit N (Penn Daw Area)

Land Unit N, located north and west of the Penn Daw Shopping Center, includes Mount Eagle School which is planned for public facilities use and Penn Daw Village which is a subdivision of single-family homes planned for residential use at 3-4 dwelling units per acre.

The balance of Land Unit N, is an area of largely undeveloped land at or adjacent to the terminus of Poag Street and includes Parcels 83-3((11))6, 7, 8, 9, 10; 83-3((1))5; 83-3((4))B; 82-4((1))24. With substantial consolidation, these parcels are planned for residential use at 3-4 dwelling units per acre. Development should be designed and specially engineered to address sensitive environmental areas, including steep slopes, marine clays and drainage problems. Poag Street should be improved to include resurfacing and drainage management. Poag Street should serve as the principal access to these parcels with no connection of Poag Street to Schaffer Drive.

Land Unit P (Fairhaven Conservation Area)

The Fairhaven Conservation Area is located south of the Metro station and is generally bounded by Fort Drive on the north, commercial uses along Richmond Highway on the east, Jamaica Drive on the south and North Kings Highway on the west. The land use recommendations for this area (Land Unit P) encourage the preservation of the Fairhaven community.

Fairhaven (Land Unit P) is a stable neighborhood of single-family detached dwellings that is planned for 3-4 dwelling units per acre.

A neighborhood improvement program and conservation plan for the Fairhaven community was adopted by the Board of Supervisors on September 10, 1979 and amended on June 27, 1994. The basic goal of that plan is the conservation and development of a viable and sound residential community in Fairhaven. The neighborhood improvement program lists a series of needed public improvements in Fairhaven.

Land Units Q, R, S and U (North Gateway Area)

The area south of Huntington Avenue and west of Richmond Highway is built-out. Land Unit Q is designated for residential use at 35-40 dwelling units per acre, reflecting the build-out of the Montebello and Belle Haven Towers high-rise residential projects. The Berkshire townhouse developments which comprise Land Unit U have been built in conformance with the planned density of 8-12 dwelling units per acre.

Near the intersection of Richmond Highway and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is approved for a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (Tax Map 83-3((1))76) is planned for residential development at 40 dwelling units per acre in the event that the following conditions are met. Coordinated development should take place so that:

- Project design and layout provides a high quality development in keeping with the character of residential development in the area;

- Development is screened and set back from Richmond Highway to avoid excessive building bulk in proximity to Richmond Highway and to provide an adequate transition toward the lower residential densities existing and planned south of Richmond Highway and west of Fort Hunt Road;

- Mixed-use is encouraged provided that the traffic impact is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service acceptable to the Virginia Department of Transportation and the County;

- There is an internal circulation system to allow connection with adjacent parcels;

- Vehicular access points are limited to locations as far from the Richmond Highway/Huntington Avenue intersection as possible;

- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the County; and

- Adequate right-of-way is provided for the improvement of that intersection if necessary.

A density of up to 50 dwelling units per acre may be considered in the event that Huntington Avenue and Richmond Highway adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County.

In the area north of Huntington Avenue and west of Richmond Highway, in Land Unit S, is a group of older single-family detached dwellings planned for residential use at 3-4 dwelling units per acre. If substantial consolidation is accomplished, redevelopment at 16-20 dwelling units per acre may be appropriate.

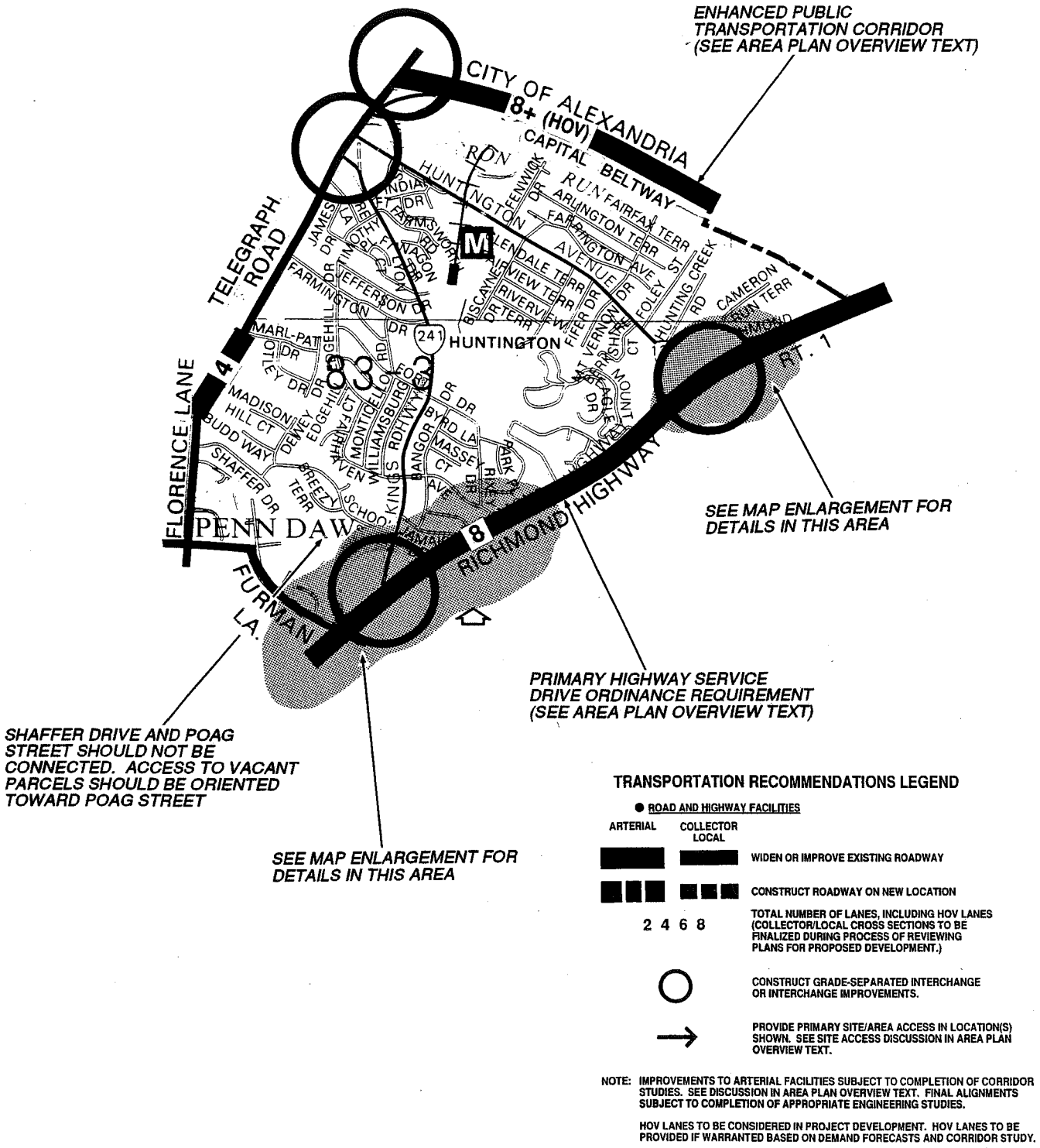
Transportation

Transportation recommendations for this sector are shown in Figures 26, 27, 28 and 29. 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.

Pedestrian Circulation

Improvements in pedestrian circulation are needed throughout the Transit Station Area to facilitate access to the Metro station and proposed new development. Such improvements can also improve the appearance of the area and create a sense of identity and organization throughout the community.

Public plazas, or other public spaces such as courtyards or atriums, should be provided on the WMATA property and at the Huntington Station Shopping Center site when it is redeveloped. Such public spaces on these two sites would serve several purposes:



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

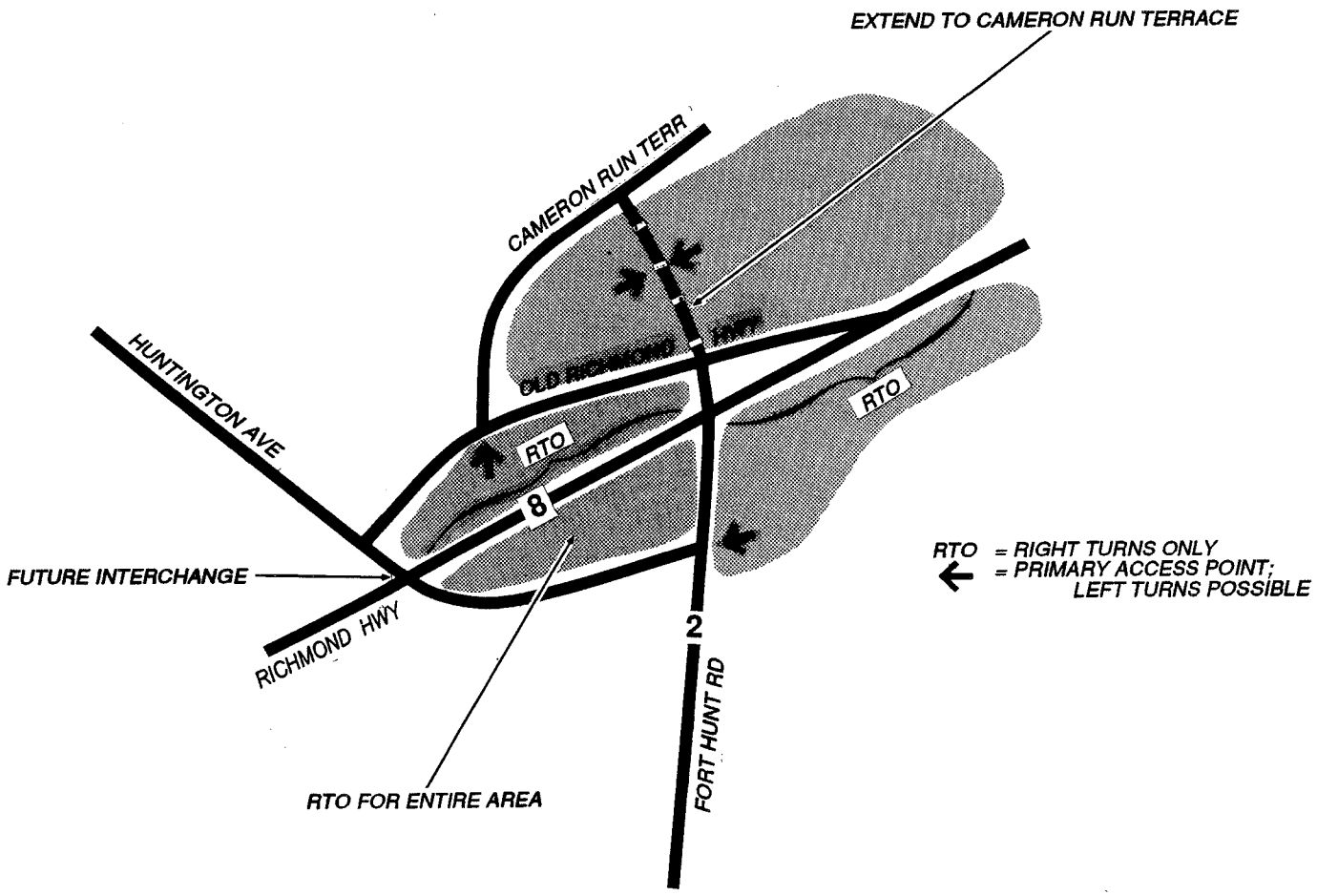
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

TRANSPORTATION RECOMMENDATIONS — **FIGURE 26**



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.

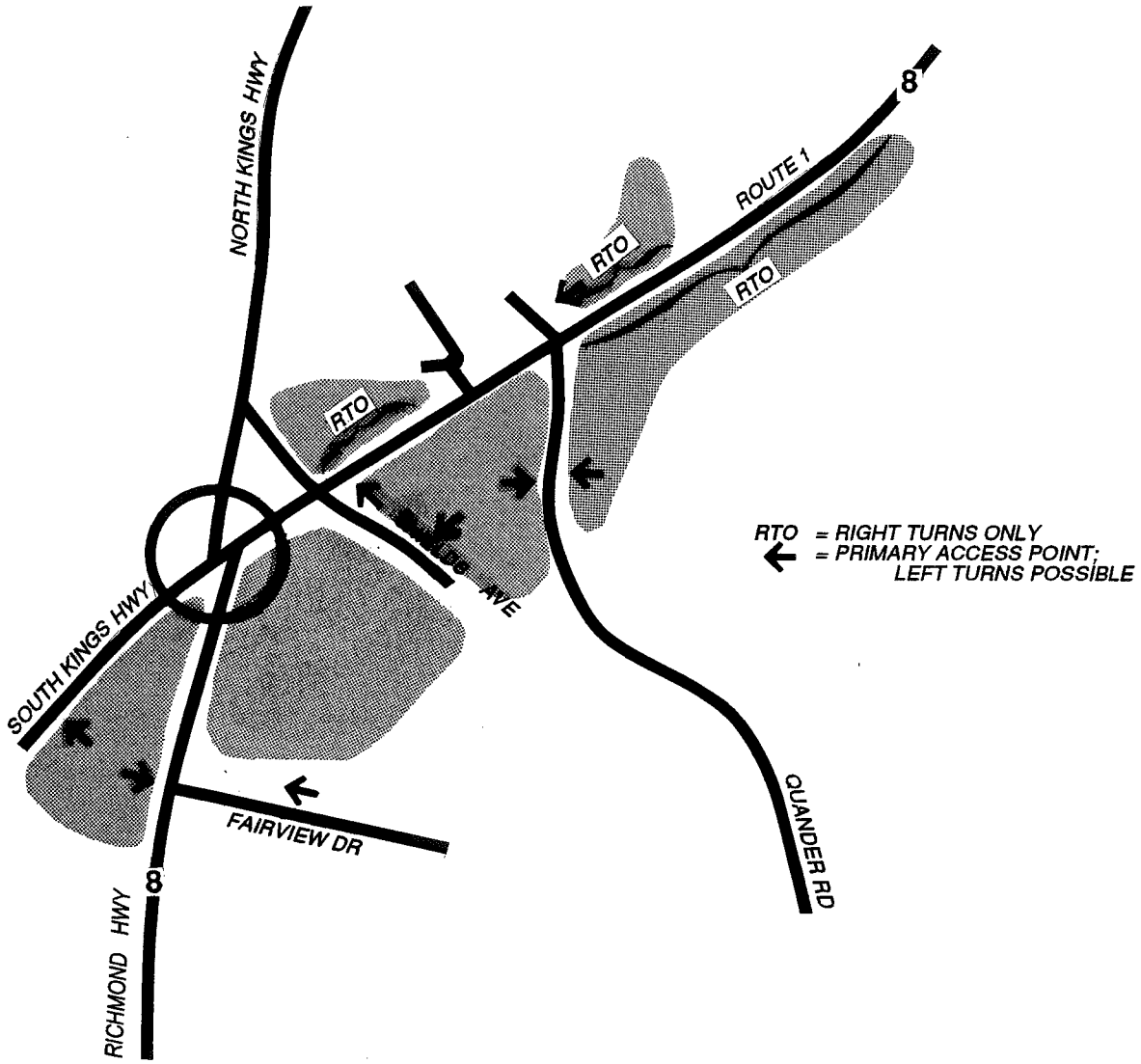
PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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.

ACCESS RECOMMENDATIONS
MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

FIGURE 27



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.

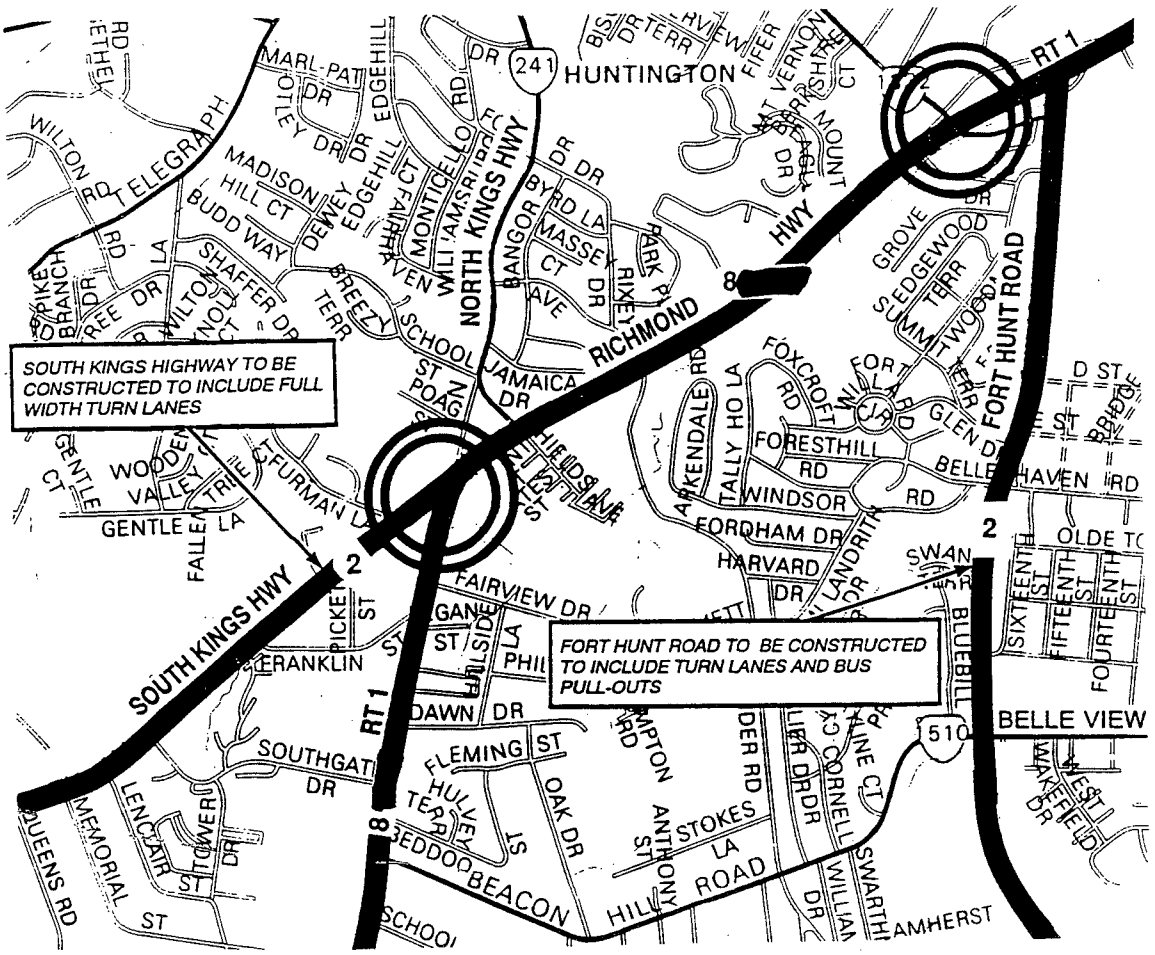
→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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.

ACCESS RECOMMENDATIONS
MV1 HUNTINGTON COMMUNITY PLANNING SECTORS

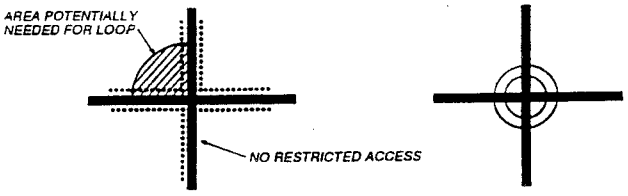
FIGURE 28



KEY TO INTERCHANGE ENLARGEMENTS

CONCEPTUAL/FINAL PLANS NOT AVAILABLE

FURTHER STUDY REQUIRED TO ESTABLISH PRELIMINARY CONCEPTS AND/OR LIMITS OF RESTRICTED ACCESS



RESTRICTED ACCESS AREAS

CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN 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.

INTERCHANGE RECOMMENDATIONS
MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

FIGURE 29

- Provide an organized means of circulation between the Metro station and buildings constructed on the sites;
- Serve as focal points for community activities related to new development and the Metro station;
- 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 relationship between the Huntington Station Shopping Center, the WMATA property development and the Metro station.

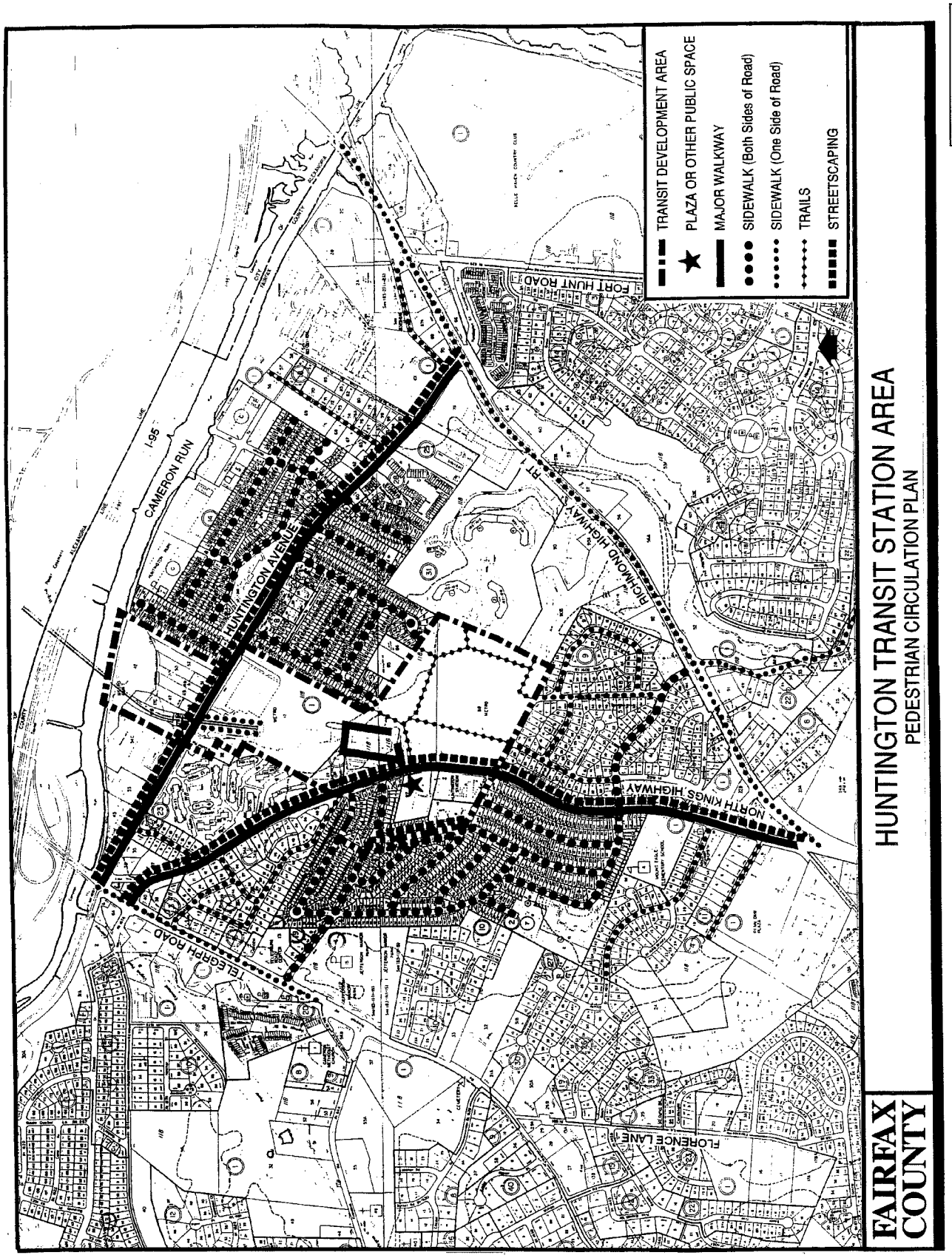
For the entire Transit Station Area, a pedestrian circulation system is proposed to provide an interconnected system of walkways linking pedestrians to their destinations. This system provides new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience. The elements of this system are presented in Figure 30. In order to meet functional needs of commuters and make the walk to the Metro station more pleasant, a streetscape program should be developed and implemented for the segments of Huntington Avenue and North Kings Highway that lie within the Transit Station Area as well as for the streets defining the boundary of the Transit Development Area west of North Kings Highway. Special treatment along both sides of these streets include street trees, pedestrian level lighting, special paving, coordinated graphics and street furniture. Sidewalks have been recently constructed on both sides of Huntington Avenue and the programmed improvements to North Kings Highway will include sidewalks on both sides of the road. Streetscape design should be retrofitted into the existing rights-of-way and augment the existing and programmed sidewalks rather than require their replacement. Developers should be encouraged to provide this streetscape treatment as part of their new development.

Throughout the Transit Station Area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development and existing neighborhoods.

A circuit trail is recommended for the WMATA property to provide Metro station access to the adjacent existing development without intruding upon the proposed new development. This trail should incorporate the pathway between Montebello and the Metro station, the proposed sidewalk on the north side of Fort Drive, and the public space around which the mixed-use development will be clustered. In addition to the existing connection to Montebello, new connections should be provided to the Belle Haven apartments, Biscayne Drive and Blaine Drive.

Full consideration should be given for those pathways within the Transit Station Area which can accommodate possible bicycle trails.

FIGURE 30



HUNTINGTON TRANSIT STATION AREA
PEDESTRIAN CIRCULATION PLAN

Public Facilities

1. Two activity rooms are planned to be added to the Huntington Community Center located in Sector MV1 between Arlington Terrace and Farrington Avenue to meet future community needs.

Parks and Recreation

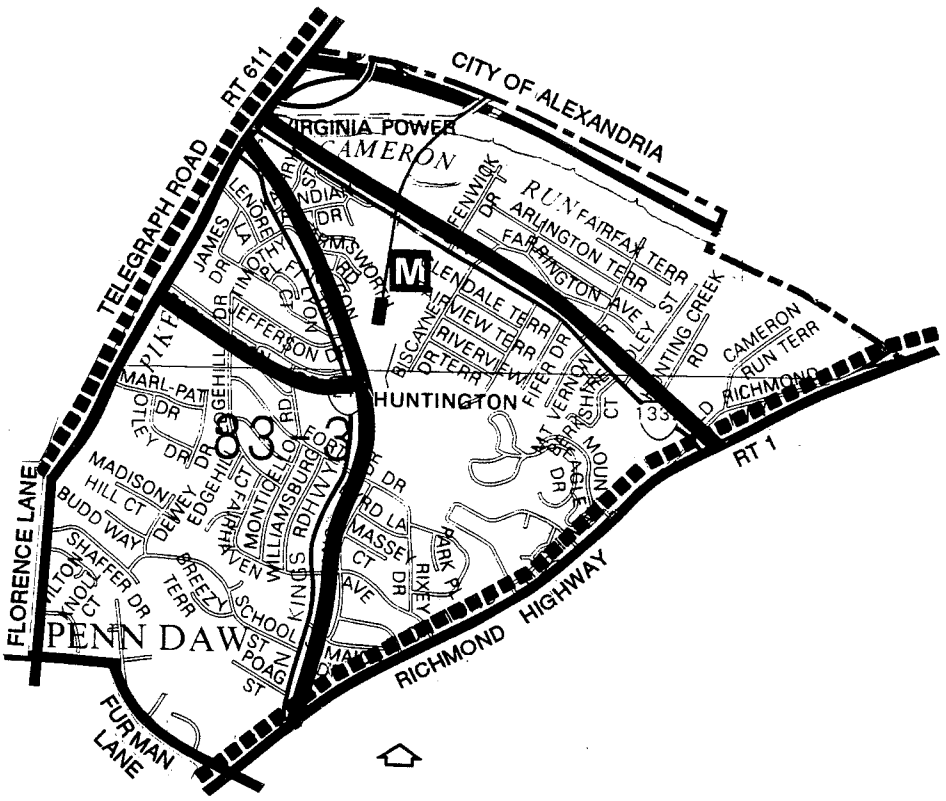
Park and recreation recommendations for this sector are shown on Figure 31. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 32 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 31
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Farrington	Plan and develop Urban Parks within the Huntington Transit Station Area and Penn Daw Community Business Center. Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Huntington	Acquire the Fairfax County Water Authority parcel which bisects this park site; revise approved master plan and implement accordingly. (Also noted in land use recommendations.)
Jefferson Manor	
Mt. Eagle	Acquire Mt. Eagle Park site as presently configured, in conjunction with development of Huntington Transit Station Area. Develop park with a mix of active and passive recreational facilities in accordance with approved master plan. (Also noted in land use recommendations.)
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.



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.

PLANNED TRAIL SYSTEM **FIGURE 32**

MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Hybla Valley Planning Sector is located on the west side of Richmond Highway south of South Kings Highway. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this sector.

Residential land use predominates in this sector. There are stable, single-family subdivisions like Groveton Heights, Valley View, and Hybla Valley. There are also large concentrations of apartments such as Beacon Hill Apartments, several condominiums and privately-owned recreation sites.

A significant proportion of Fairfax County's mobile home parks are located in this planning sector. There is a large variation in quality and extent of accommodations among these mobile home parks. At least one park has provided wide streets with curb and gutter, open space between units, landscaping, and a generally attractive appearance. Other older parks do not meet minimum mobile home park standards.

Strip commercial development along Richmond Highway characterizes the sector for most of its eastern border. Within the boundaries of Sector MV2 are the two largest shopping centers in the Mount Vernon Planning District: Beacon Mall and South Valley Shopping Center.

Richmond Highway and South Kings Highway are the major roadways of this planning sector. The Huntington Metro Station, although not located in this sector, serves residents of the sector.

Groveton Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Groveton Community Improvement Plan to upgrade and preserve the neighborhood by providing public facilities such as sidewalk, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The portion of the Groveton Community Improvement Area in Sector MV2 is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Road and Richmond Highway.

Groveton Redevelopment Area

On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan to facilitate the redevelopment of the area. The Plan permits the Fairfax County Redevelopment and Housing Authority to acquire property within the area, to dispose of any property acquired, and to provide financial assistance for the redevelopment of the area. The area is generally bounded by Richmond Highway on the east, Memorial Street on the north, Donora Drive on the west, and the Groveton Heights subdivision on the south.

Recommendations for the Groveton Redevelopment Area are discussed in the Richmond Highway Corridor section of the Plan under the Beacon/Groveton Community Business Center, Land Unit D.

CONCEPT FOR FUTURE DEVELOPMENT

The southern portion of the Penn Daw Community Business Center and the western portion of Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers are located in this sector. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Hybla Valley Community Planning Sector contains stable residential neighborhoods. Infill development within 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.

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. Community Business Centers in Sector MV2 include the southern portion of Penn Daw, and the western portions of Beacon/Groveton and Hybla Valley/Gum Springs.

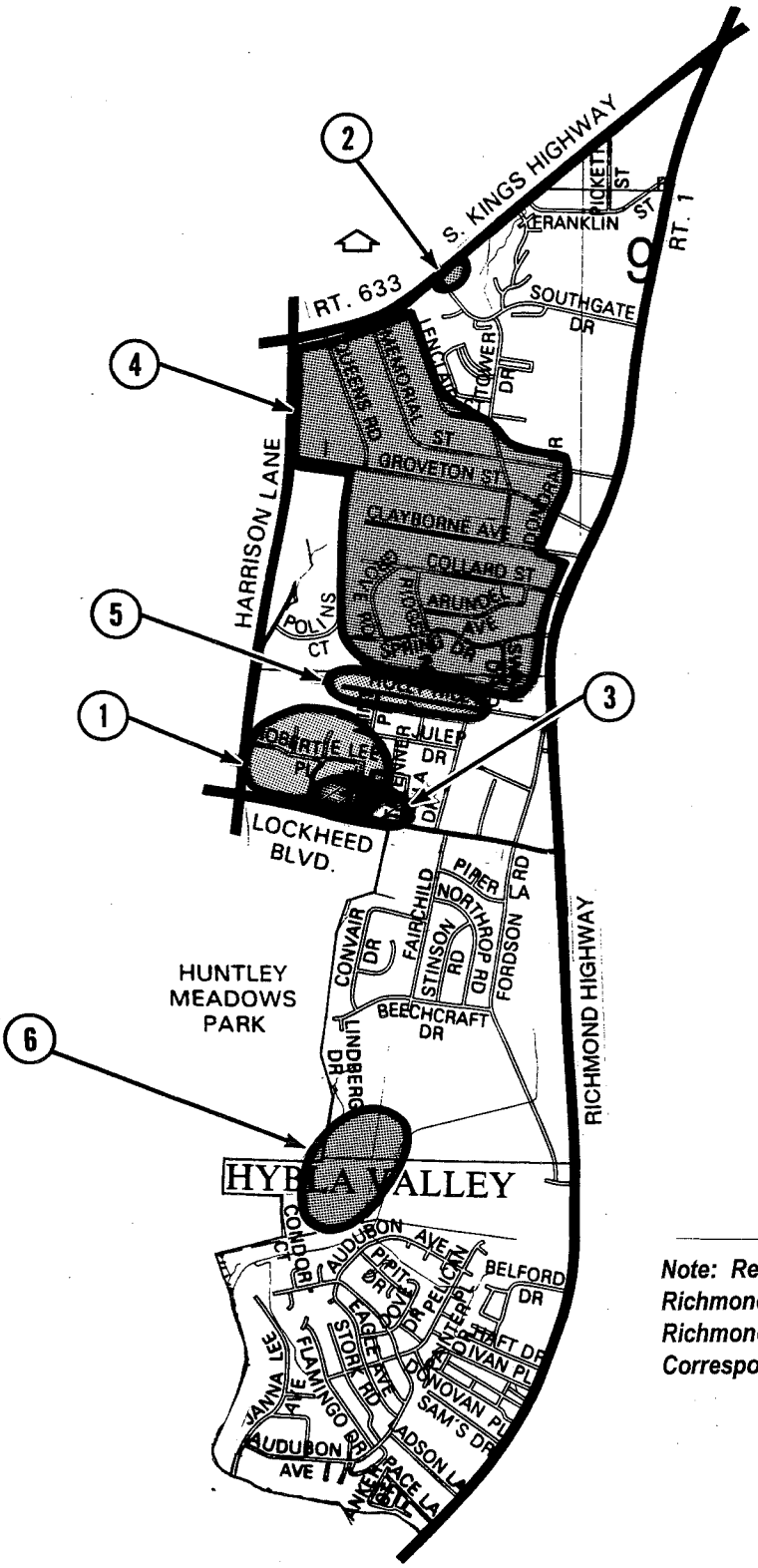
Outside Richmond Highway Corridor

Figure 33 indicates the geographic location of land use recommendations for this sector.

1. Groveton Gardens apartment development is planned and should be completed at 16-20 dwelling units per acre: (Tax Map 92-4((1))13). Adequate buffering should be provided to adjacent detached homes on the east side of Harrison Lane. Part of this area of Groveton Gardens falls within the Huntley Historic District which imposes additional restrictions that are addressed in Sector RH7 of the Rose Hill Planning District Plan.

2. Parcels 92-2((1))16G-21 located on the east side of South Kings Highway adjacent to Beacon Field Apartments are planned for residential use at 8-12 dwelling units per acre, provided the following conditions are met:

   - Full consolidation of all lots is achieved;
   - Proposed development is compatible with surrounding development;
   - A transition is provided between the apartments to the east and townhouse complex to the west;
   - All vehicular access is provided from Southgate Drive; and
   - Environmental impacts are mitigated.



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP — **FIGURE 33**

3. Several single-family homes are currently located adjacent to Groveton Gardens apartments and front on Lockheed Boulevard and Tavenner Lane. With appropriate consolidation, Tax Map 92-4((1))9, 10, 11, 12, 12A, 17A, 22, and 23; 92-4((7)) (32) 1A-3B; 92-4((7)) (34) 1A-3B, are planned for multi-family residential use at 16-20 dwelling units per acre.

4. The Groveton neighborhood should be preserved and upgraded in accordance with the Groveton Community Improvement Plan. Development in the area to which the Richmond Highway Corridor policy does not apply should be of the same use, character and density as existing development.

5. Parcels located on the north side of Holly Hill Road west of the Nazarene Church are planned for residential use at 5-8 dwelling units per acre and should meet the following conditions:

   - Parcel consolidation should be achieved to promote a coordinated development plan; and

   - Substantial and effective screening between this property and the stable Groveton residential neighborhood should be an integral element of the development plan.

6. Tax Map 92-4((1))58 and 101-2((1))11A located adjacent to Mount Vernon Plaza and Huntley Meadows Park contain environmental constraints including wetlands and marine clay soils. The most desirable use for this land is open space. As an option, residential development in the range of 5-8 dwelling units per acre would be an acceptable alternative provided the following conditions are met:

   - The development is sensitive to the existing wetlands and Environmental Quality Corridor;

   - At least fifty percent (50%) of the gross area is provided as open space as defined in the Zoning Ordinance;

   - Suitable buffering is provided for Huntley Meadows Park, which may vary in width, but shall consist of a minimum width of fifty (50') feet of open space;

   •Traffic Management:

      a. Access serving all single family detached units will be provided only via existing street(s) to the north through existing similar development;

      b. Access serving all townhouse and multifamily units will be provided only via existing street(s) to the east; and

      c. The project shall address access for emergency vehicles.

   - A mixture of unit types, including single family detached and attached, is appropriate provided it is done as a coordinated development. Multifamily development is appropriate provided that such use shall not exceed fifty percent (50%) of the total number of units proposed. Only single family detached units and storm water management facilities are appropriate adjacent to the buffer area for Huntley Meadows Park.

Transportation

Transportation recommendations for this sector are shown on Figures 34, 35 and 36. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Remaining undeveloped areas as well as older and more dispersed neighborhoods remain in this sector and could contain significant heritage resources. These resources should be preserved.

Part of the Huntley Historic District lies within this area. Regulations for this area are discussed in Sector RH7 of the Rose Hill Planning District.

Public Facilities

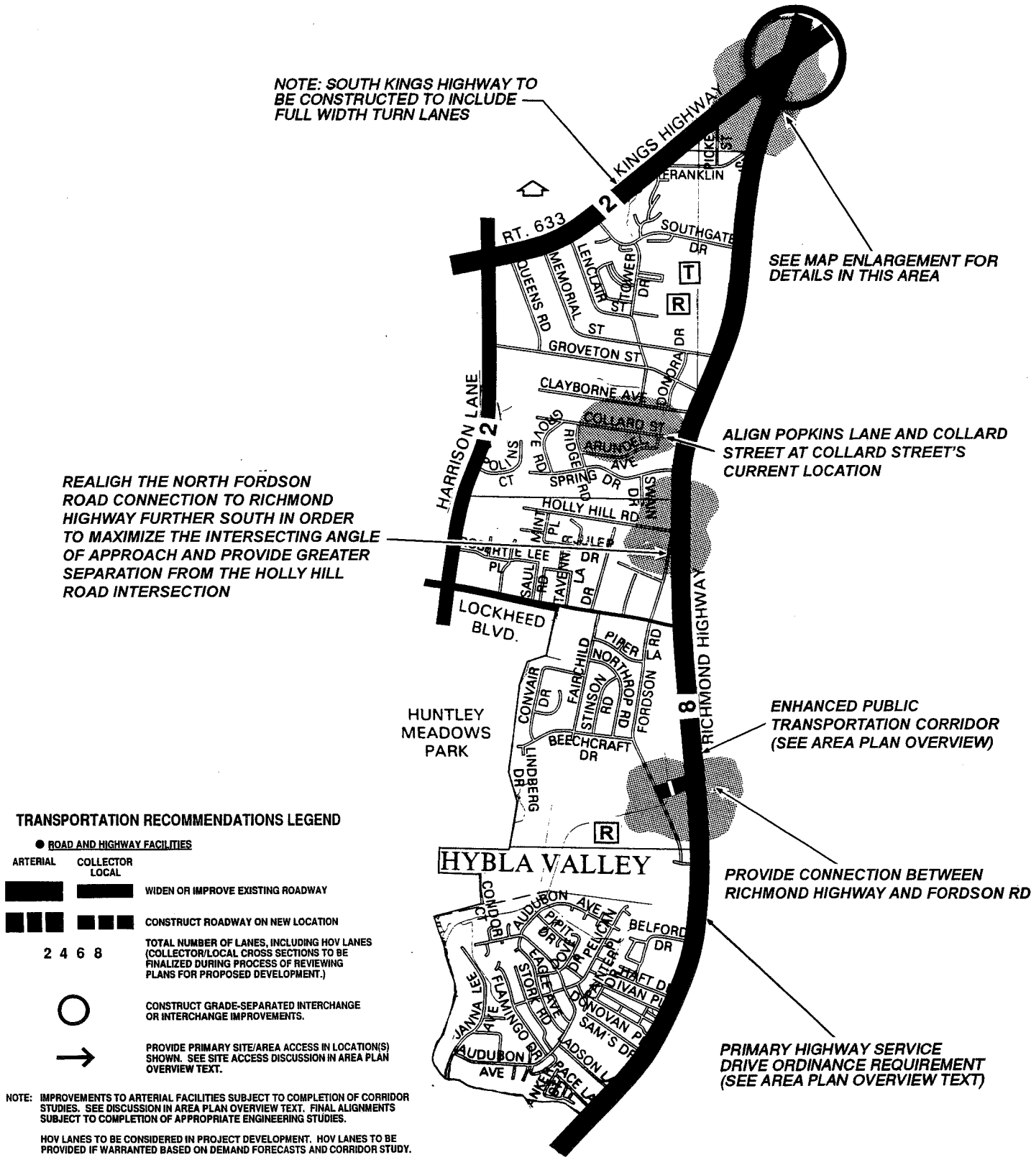
Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Richmond Highway between Memorial Street and Groveton Street.

Parks and Recreation

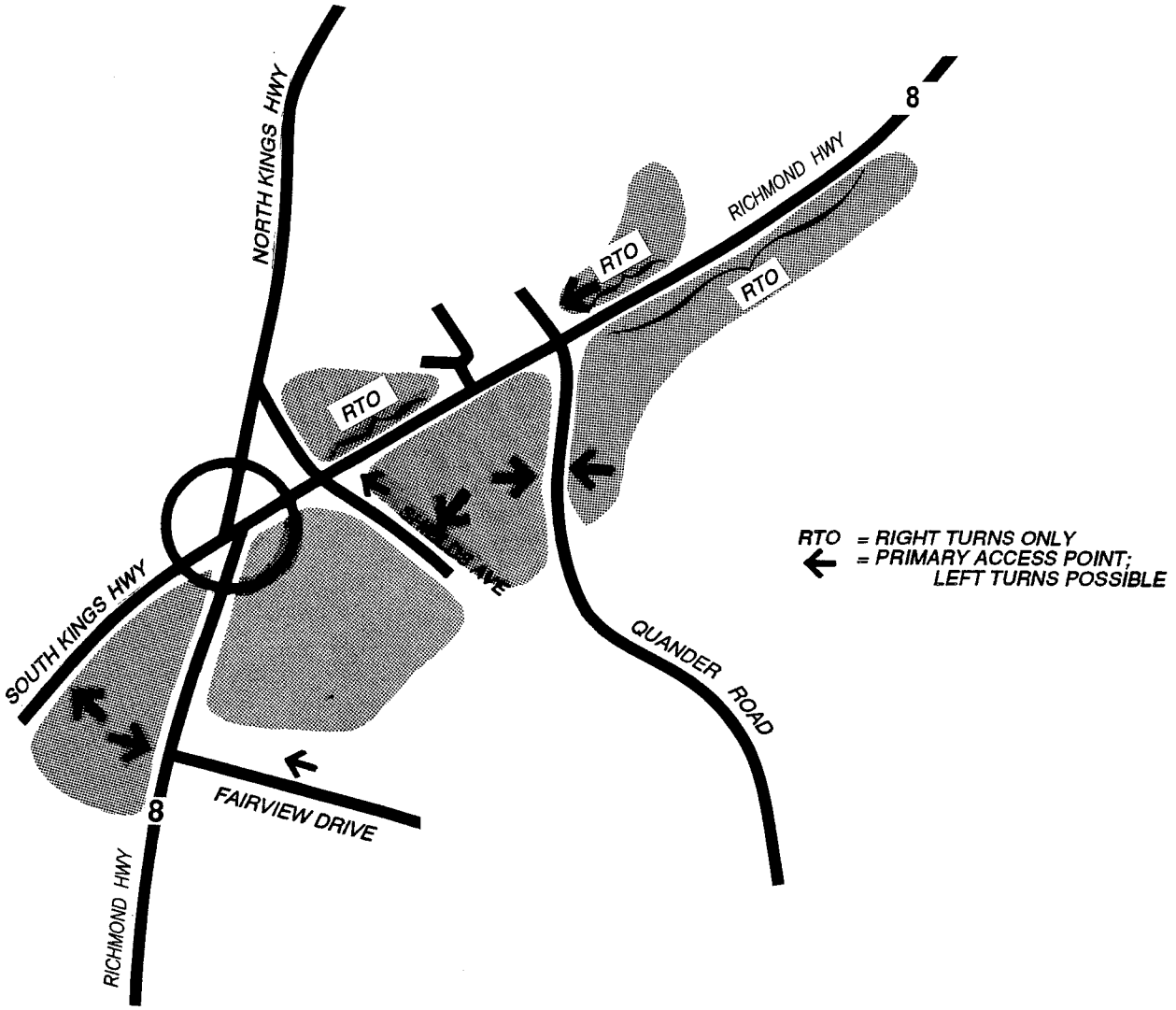
Park and recreation recommendations for this sector are shown on Figure 37. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates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

Trails

Trails planned for this sector are delineated on Figure 38 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS **FIGURE 34**



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.

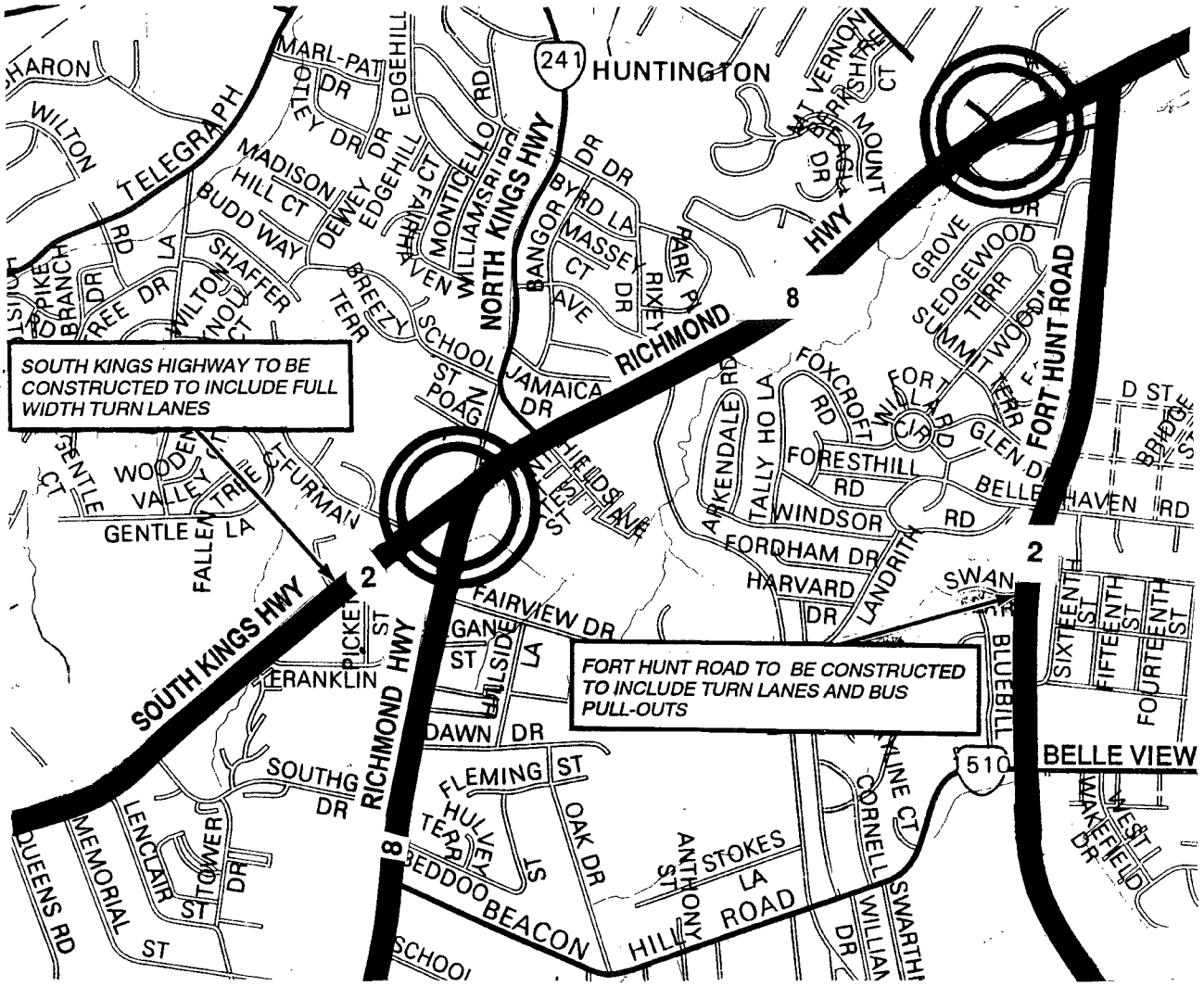
PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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.

ACCESS RECOMMENDATIONS
MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

FIGURE 35



KEY TO INTERCHANGE ENLARGEMENTS

CONCEPTUAL/FINAL PLANS NOT AVAILABLE

AREA POTENTIALLY NEEDED FOR LOOP

NO RESTRICTED ACCESS

FURTHER STUDY REQUIRED TO ESTABLISH PRELIMINARY CONCEPTS AND/OR LIMITS OF RESTRICTED ACCESS

RESTRICTED ACCESS AREAS ·····

CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN 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.)

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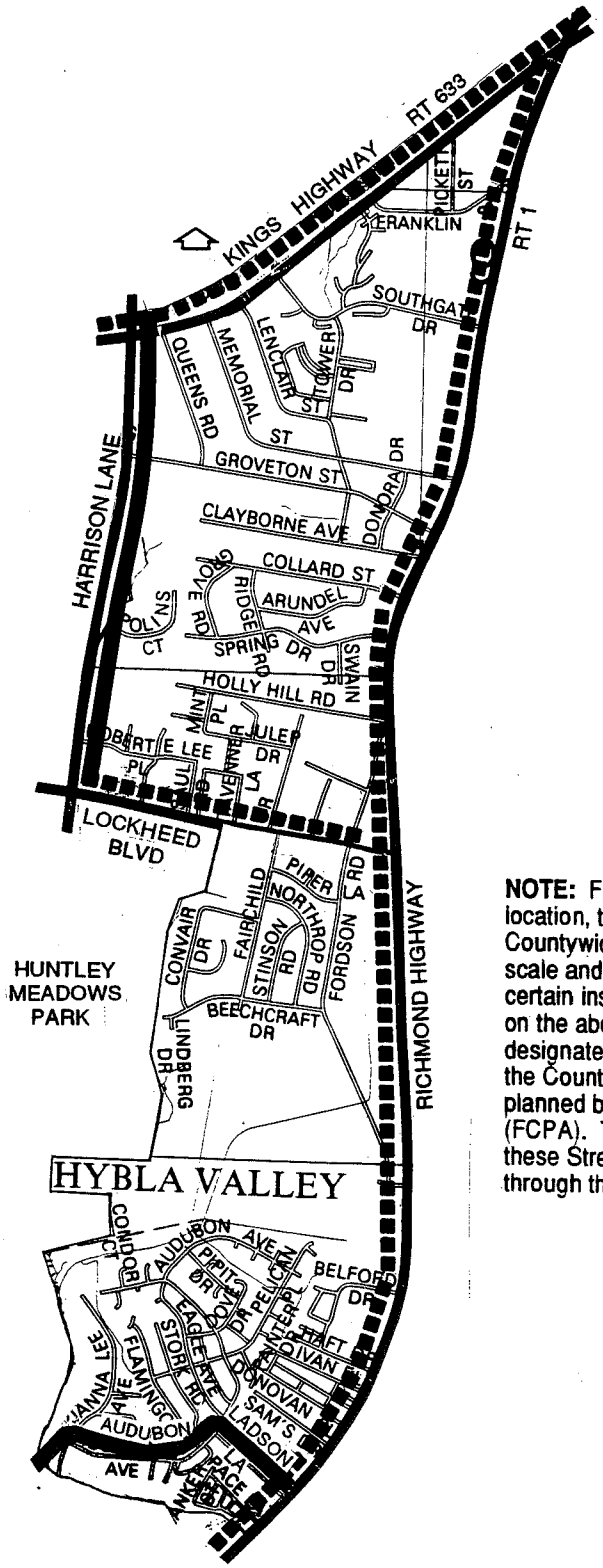
INTERCHANGE RECOMMENDATIONS
MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

FIGURE 36

FIGURE 37
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Hybla Valley	
Lenclair	No development is currently planned for this park.
	Plan and develop urban parks in Community Business Centers located within this sector; Neighborhood Park facilities should also be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Groveton Heights	Transfer ownership of Parcel 92-2((1))9 to the Fairfax County Park Authority for expansion of Groveton Heights Park. Revise master plan and develop to provide additional active recreation facilties.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.



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

KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

PLANNED TRAIL SYSTEM **FIGURE 38**

MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

CHARACTER

While significant commercial uses exist along the Richmond Highway Corridor, the predominant land use in this sector is residential. The Belle Haven Sector has a cross-section of housing. Single-family homes in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Richmond Highway and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Richmond Highway area. One mobile home park, located along Shields Avenue near Richmond Highway has approximately 90 units. Richmond Highway, the George Washington Memorial Parkway, and Fort Hunt Road are major roadways in this planning sector.

This sector contains a large segment of open space land along the George Washington Memorial Parkway. The Belle Haven Country Club utilizes approximately 120 acres for recreational facilities that include an 18-hole golf course, tennis courts, a driving range, and a swimming pool. The Potomac River bounds the sector on the east.

Dating back to the 17th century, this sector is the location of one of the County's earliest settlements. The sector includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a County-owned park.

New Alexandria/Riverview Community Improvement Area

On May 18, 1987, the Board of Supervisors adopted the New Alexandria/Riverview Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as storm drainage and street improvements. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Fort Hunt Road on the west, Olde Towne Road and Belle Haven Road on the north, Boulevard View on the east and I Street on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept depicts the western portions of this sector as the Penn Daw/North Gateway, and Beacon/Groveton Community Business Centers. The remainder of the sector is recommended as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Belle Haven 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.

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and Suburban Neighborhood Areas between these centers. Community Business Centers in Sector MV3 include the eastern portions of North Gateway, Penn Daw and Beacon/Groveton.

Outside Richmond Highway Corridor

Figure 39 indicates the geographic location of land use recommendations for this sector.

1. Infill development in Belle Haven Estates and on Parcels 93-1((1))71B and 71C and 83-3((32))A is planned for residential use at 3-4 dwelling units per acre. A maximum of six clustered home sites, with access from Princeton Drive or Cygnet Drive, should be developed on these parcels.

2. Parcels located on the west side of Quander Road next to West Potomac High School (Tax Map 93-1((1))46A-53) are planned for public facilities use as an addition to the West Potomac High School.

3. The area between Belle Haven Road and Olde Towne Road, east of Potomac Avenue is planned for residential development at 3-4 dwelling units per acre with the exception of lots fronting on Belle Haven Road east of 11th Street which are planned for office use at .30 FAR with maximum building heights of 35 feet. These office uses should be well-buffered and screened from existing and planned residential uses located on the north side of Olde Towne Road. In any development proposal, adequate storm drainage outfall, which will require major construction and is consistent with the County's policy regarding development within flood-prone areas, should be provided.

Transportation

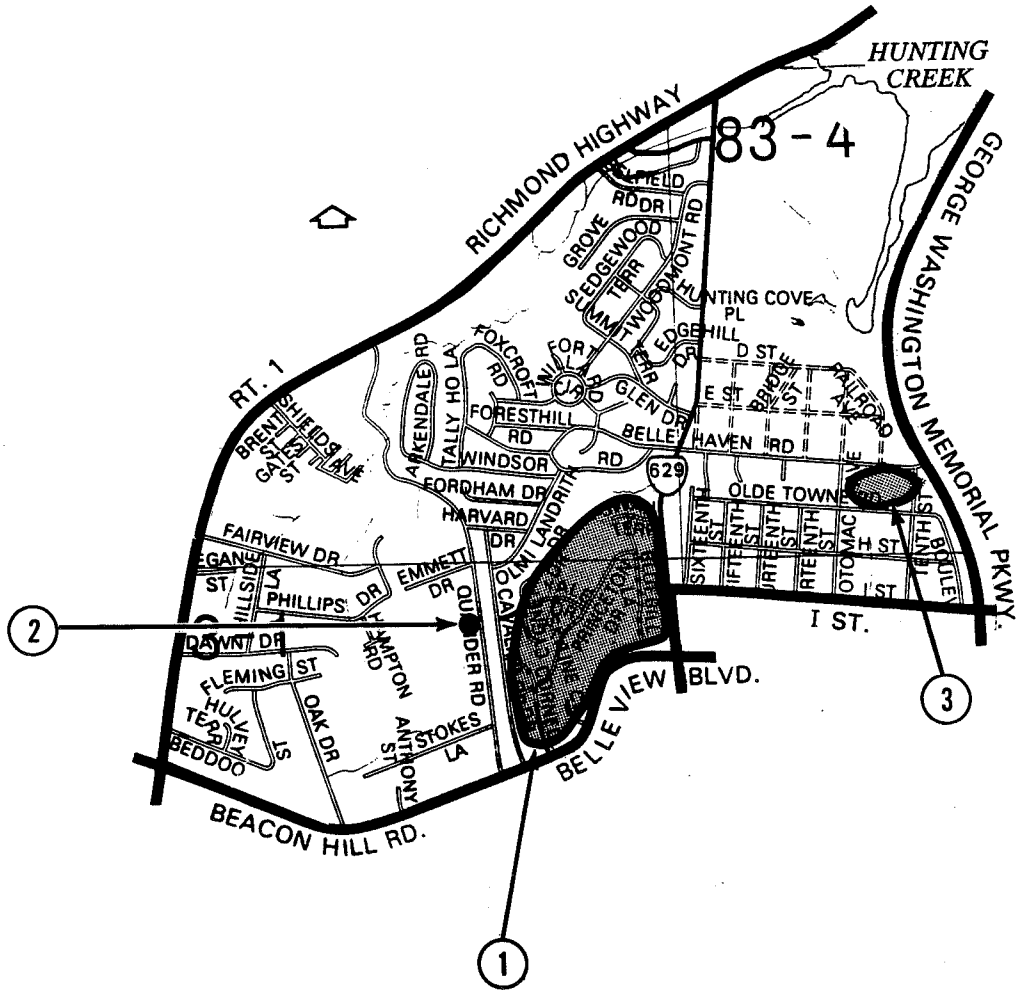
Transportation recommendations for this sector are shown on Figures 40, 41, 42 and 43. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The sector is likely to produce significant heritage resources, particularly in open spaces and older or more dispersed neighborhoods. Heritage resources survey work should be undertaken in this sector.

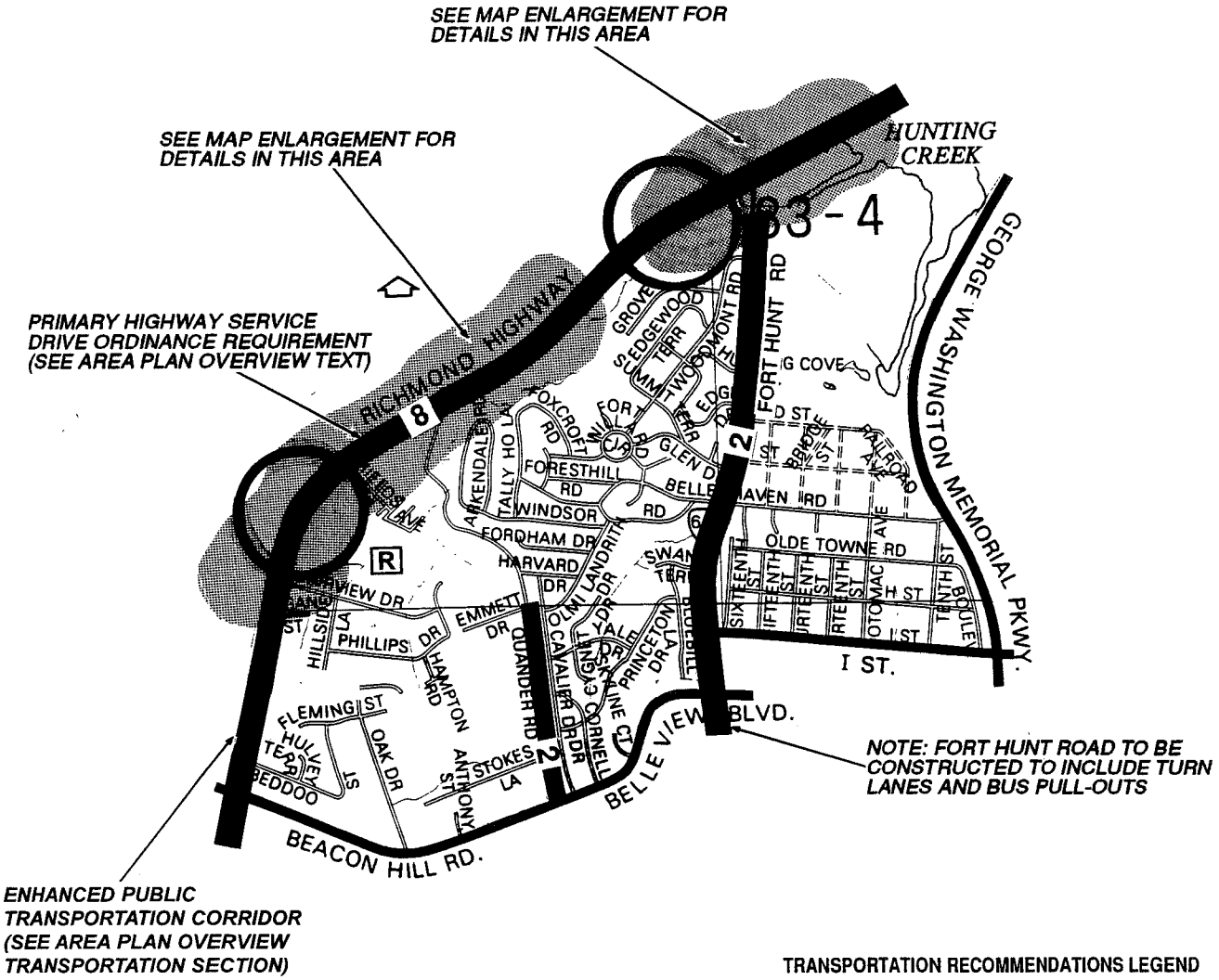
Public Facilities

Parcels 93-1((1))46A-53 are recommended for planned public uses, for future addition to the West Potomac High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road.



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP — **FIGURE 39**



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.

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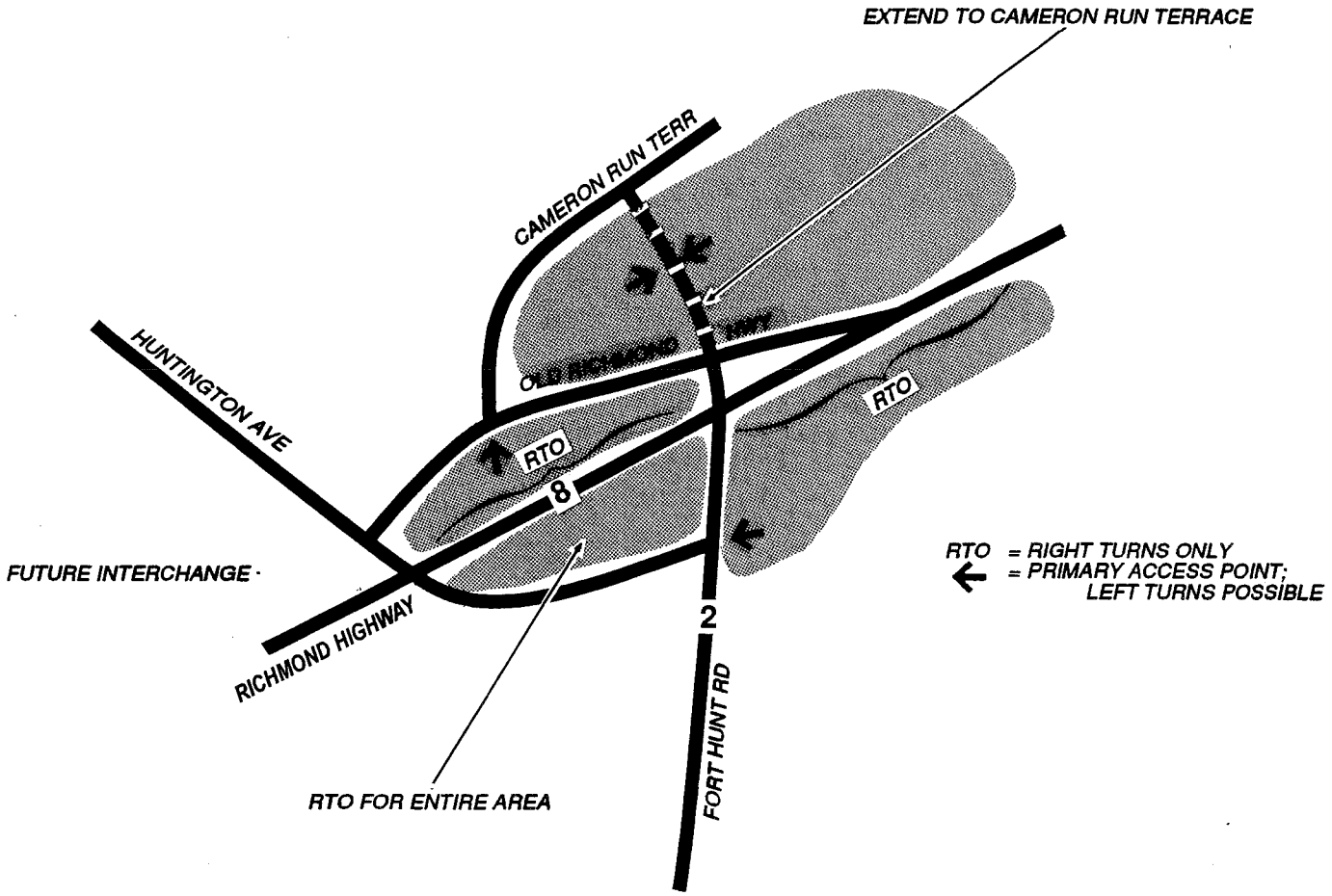
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS — **FIGURE 40**



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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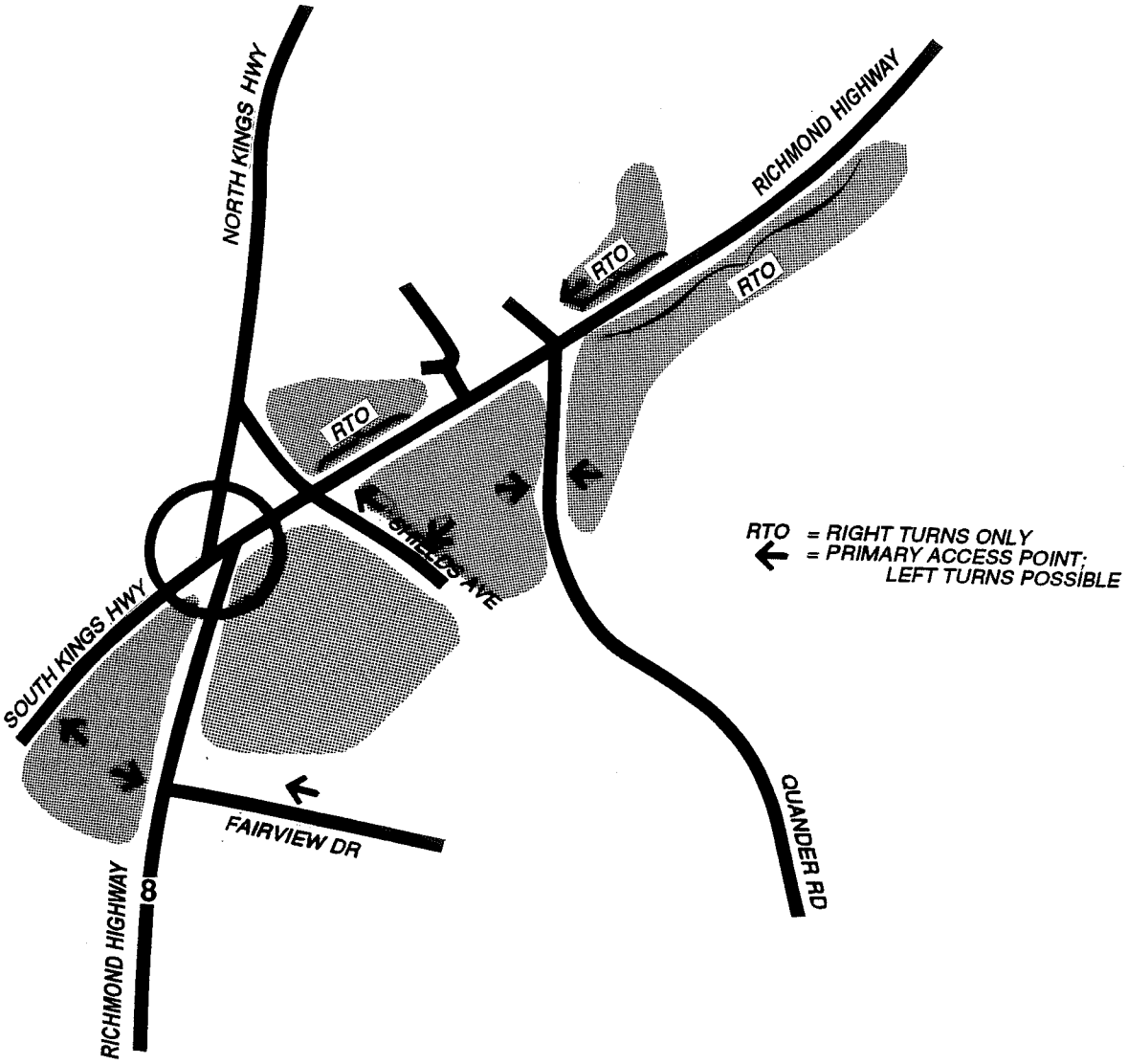
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

ACCESS RECOMMENDATIONS
MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

FIGURE 41



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.)

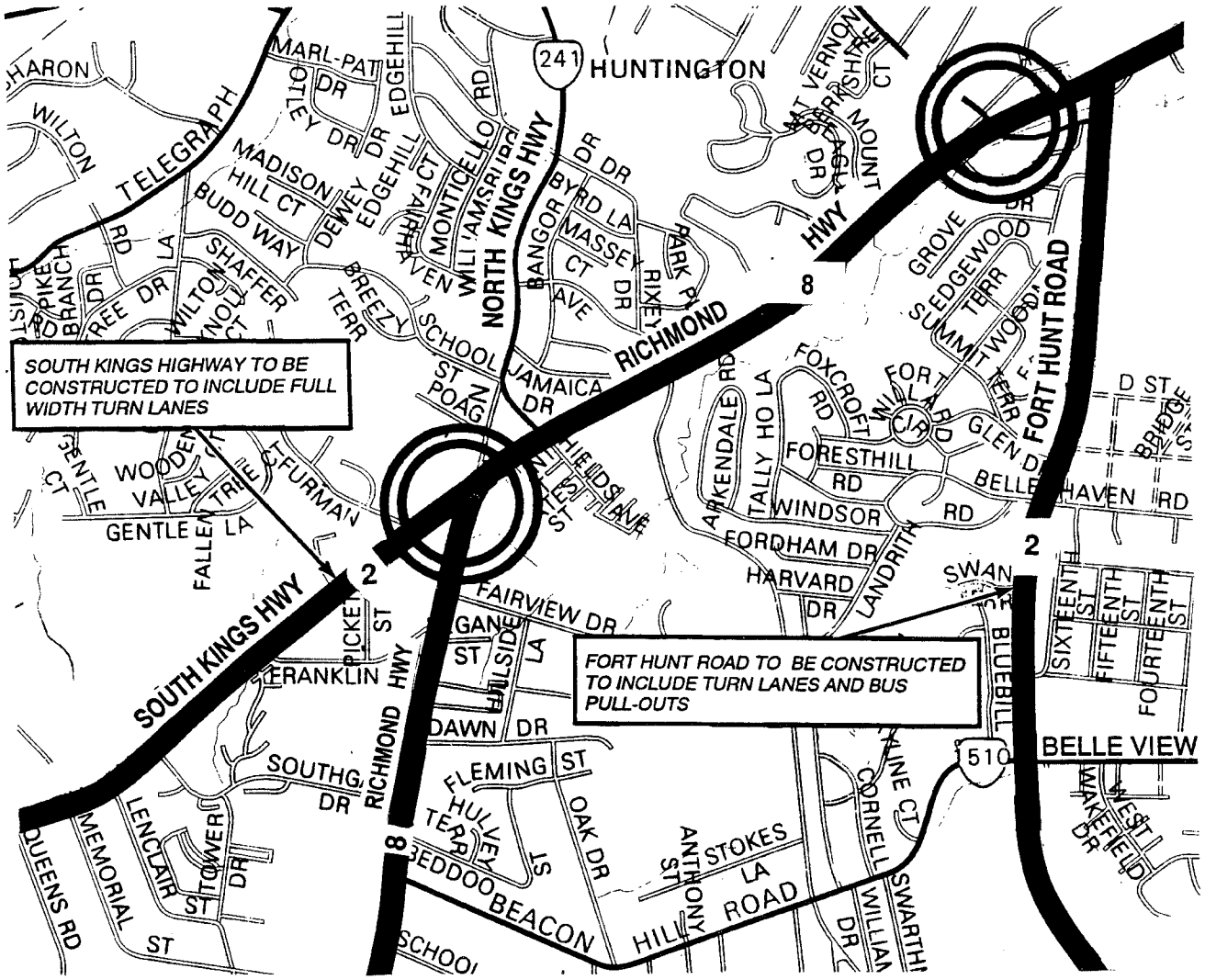
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

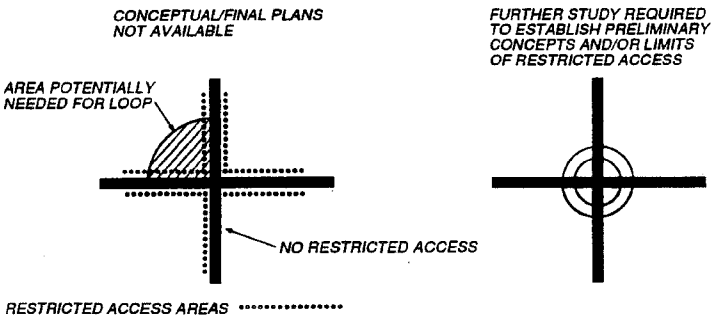
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

ACCESS RECOMMENDATIONS FIGURE 42
MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR



KEY TO INTERCHANGE ENLARGEMENTS



CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN 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.

INTERCHANGE RECOMMENDATIONS FIGURE 43
MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

Parks and Recreation

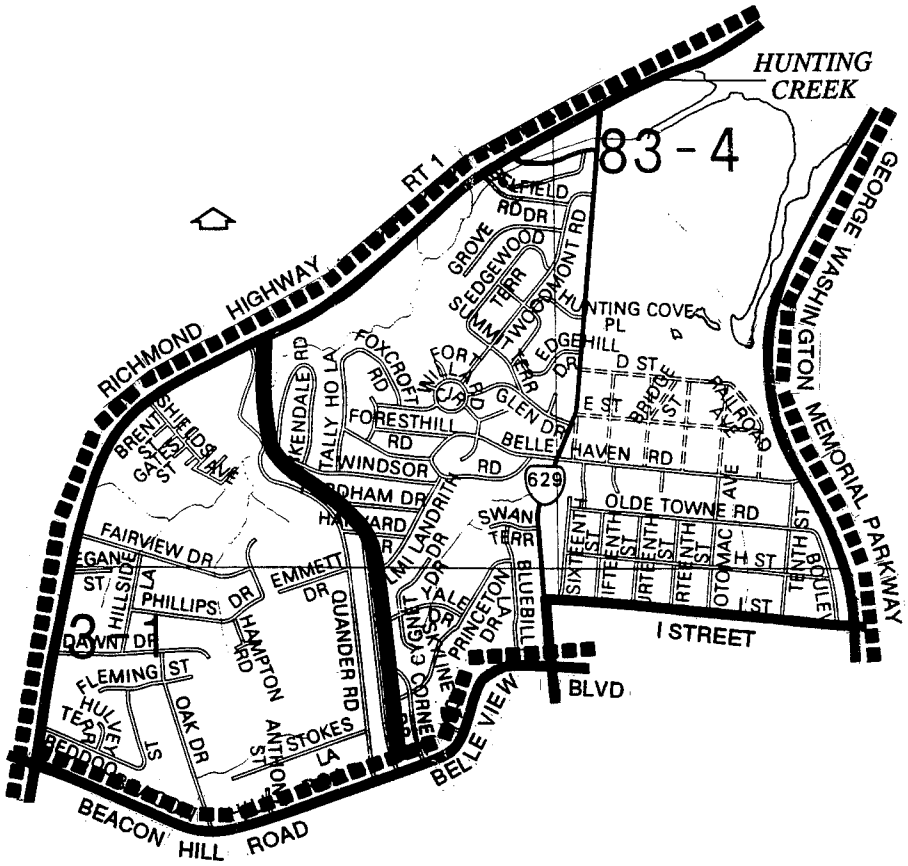
Park and recreation recommendations for this sector are shown on Figure 44. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 45 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 44
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Belle Haven	Complete transfer of ownership of Belle Haven Park to Fairfax County Park Authority as scheduled. Initiate master planning process and develop this 16+ acre park when feasible in accordance with the approved master plan.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.
COUNTYWIDE PARKS:	
Fort Willard Circle	Initiate master planning process and develop this park in accordance with the approved plan. Seek historic preservation easements on selected properties.



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.

PLANNED TRAIL SYSTEM **FIGURE 45**

MV4 WELLINGTON COMMUNITY PLANNING SECTOR

CHARACTER

Dating back to the 17th century, this sector is one of the County's earliest settlements. The sector is located between Fort Hunt Road and the Potomac River south of I Street and north of Collingwood Road. Much of the parkland within the right-of-way of the George Washington Memorial Parkway forms the eastern border of the sector. The northern portion of the sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

Fort Hunt Road and the George Washington Memorial Parkway are the major roadways in this sector. Belle View Boulevard, Westgrove Boulevard, Morningside Lane, Alexandria Avenue, and Collingwood Road function as links between residential areas and the Parkway. Bike and hike trails traverse the Parkway.

Historic landmarks include structures such as Wellington and Collingwood which are open to the public as well as privately owned structures. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. Historic shipwrecks also can be expected.

CONCEPT FOR FUTURE DEVELOPMENT

All of Sector MV4 is recommended to develop in Suburban Neighborhoods as described in the Concept for Future Development.

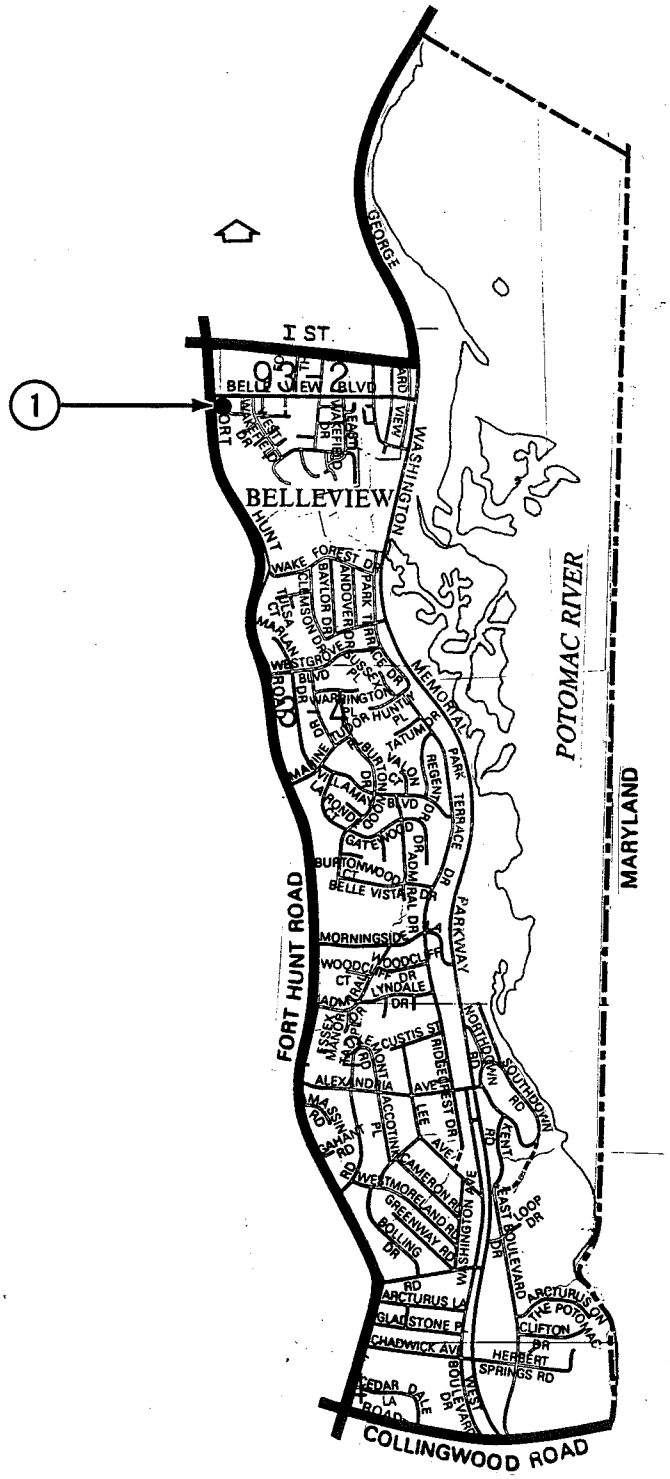
RECOMMENDATIONS

Land Use

The Wellington Community Planning Sector contains 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.

Figure 46 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The Belle View apartment complex located along Belle View Boulevard between Fort Hunt Road and Boulevard View Drive is planned for multi-family residential use at 16-20 dwelling units per acre. Those units located on the south side of Belle View Boulevard between Fort Hunt Road and West Wakefield Drive include various by-right commercial uses which have developed into a pedestrian-scaled mix of office, service retail and residential uses. Commercial uses at this corner should be allowed to continue, but there should be no expansion of these or other commercial uses into any other part of the residential apartment complex.



LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP

FIGURE 46

2. Any new development having direct access to, or a visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway, as well as the character of the adjoining low density, detached single-family residential communities. [Not shown.]

Transportation

Transportation recommendations for this sector are shown on Figure 47. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

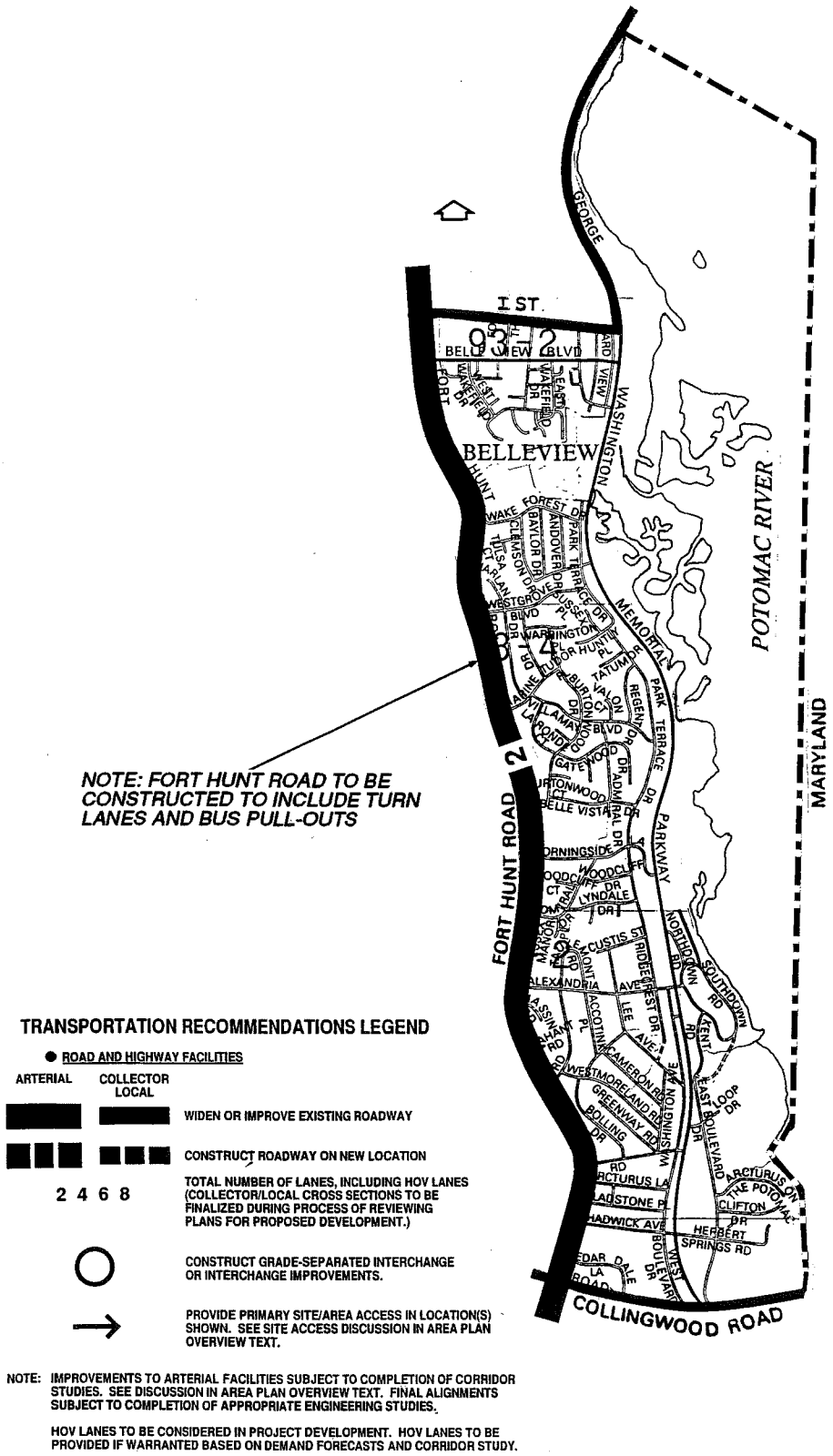
Significant prehistoric and historic sites can be expected in this sector. Heritage resources survey work is especially desirable outside the George Washington Parkway area, where some survey work has been undertaken.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 48. 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

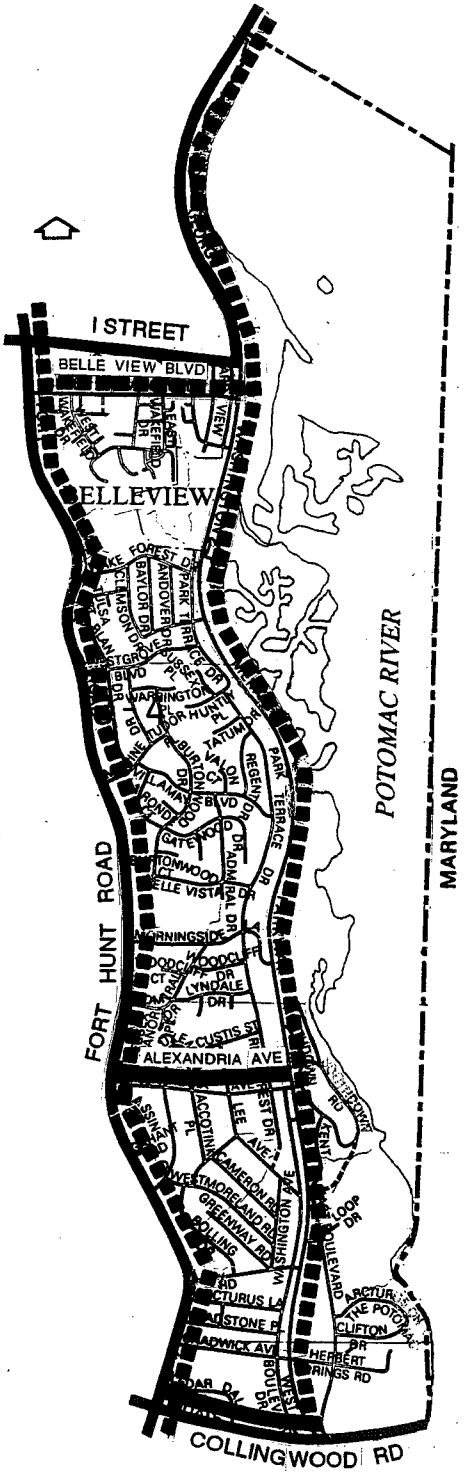
Trails planned for this sector are delineated on Figure 49 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS **FIGURE 47**

FIGURE 48
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Collingwood	
Westgrove	Seek conversion of long-term lease on this publicly-owned land to ownership by the Fairfax County Park Authority. Initiate master planning process and develop with a mix of active and passive recreational facilities in accordance with the approved plan. Pursue acquisition of 18-acre Parcel 93-4((1))3 for Community Park use.
DISTRICT PARKS:	This sector lies within the service area of Lee District Park.
COUNTYWIDE PARKS:	Investigate potential for obtaining historic preservation easements on selected properties.
STATE/FEDERAL:	
George Washington Memorial Parkway	Coordinate with National Park Service in seeking scenic easements on privately owned properties along Potomac shorelines.
Fort Hunt (National Park Service)	



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

KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

PLANNED TRAIL SYSTEM **FIGURE 49**

MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

Low density, single-family residences comprise the major land use within this sector. However, there is a wide range of types and sizes within the single-family housing. Two sizable mobile home parks and a large apartment development are located in this sector as well. The northern portion of the Gum Springs Conservation Area and the Gum Springs Redevelopment Area are located in Sector MV5. There is an urgent need for community parkland in the western portion of the sector.

Commercial areas are generally located along Richmond Highway which includes mostly strip-type retail development. The major roadways in this planning sector are Richmond Highway, Fort Hunt Road, Beacon Hill Road, Sherwood Hall Lane, and Belle View Boulevard.

The sector contains the northern portion of Gum Springs, a 19th century Free Black community and the Hollin Hill subdivision, an excellent example of post World War II suburban architectural design.

Woodley Hills Estates Redevelopment Area

A redevelopment plan for the Woodley Nightingale Mobile Home Park was adopted by the Board of Supervisors on February 26, 1979. The primary goal of that document is to provide a reconstructed mobile home park which meets modern design standards and is of adequate size to accommodate residents of the existing park who wish to remain in the area, and to preserve the park as a housing resource for low- and moderate-income residents.

The Redevelopment Plan was amended by the Board of Supervisors on October 25, 1993, changing the name to 'Woodley Hills Estates Redevelopment Plan' and reducing the Plan Area boundary to contain only that area occupied by the Woodley Hills Estates Mobile Home Park.

Gum Springs Redevelopment Area

The Gum Springs Redevelopment Area Plan was approved by the Board of Supervisors on April 16, 1990. The basic goal of this plan is to develop the designated area as a mixed-use complex, primarily residential with some office and retail uses as part of a general program for upgrading conditions in the Richmond Highway Corridor.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979 and amended on April 16, 1990. A portion of the Conservation Area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Community Improvement Plans

Community Improvement Plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by providing public facilities such as storm drainage and street

improvements including curb, sidewalk and gutter installation. Homeowners participate in the design of improvements and share in the cost. The following Community Improvement Areas are located in the MV5 Sector:

Memorial Heights Community Improvement Area, adopted November 25, 1985, is generally bounded by Richmond Highway on the west, the north parcel line of lots along Schooley Drive to the north, Darue Road right-of-way and the east lot lines of parcels located on Elm Drive on the east and Popkins Lane on the south.

The Bucknell Heights Community Improvement Area, adopted on February 8, 1988, includes lots located on both sides of Ross and Davis Streets.

The Calvert Park Community Improvement Area, adopted on June 30, 1986, includes lots located on both sides of Davis Street, Popkins Lane, Stone Hedge Drive, Rita Court and Bertram Lane.

The Hybla Valley Farms Community Improvement Area, adopted on April 9, 1984, includes lots located along both sides of Woodlawn Trail, Boswell Avenue, Schelhorn Road, Frances Drive, Brentwood Place and Delafield Place.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the western portions of this sector as the Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Groveton Community Planning Sector contains 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.

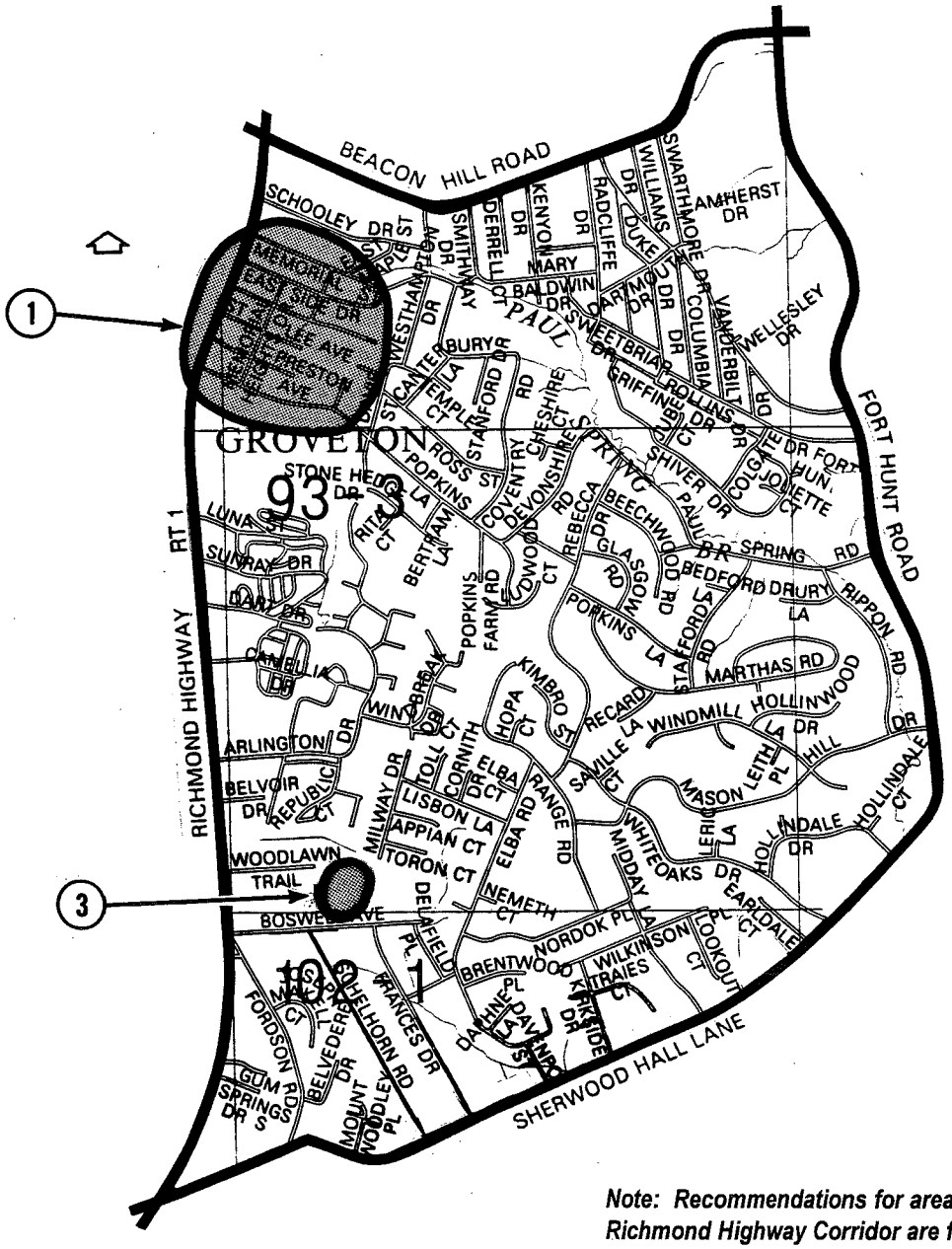
Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The eastern portions of the Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers are located in Sector MV5.

Outside of Richmond Highway Corridor

Figure 50 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. Residential infill in Memorial Heights is planned for 3-4 dwelling units per acre.



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP — **FIGURE 50**

2. Development is planned to conform with the recommendations cited in the Hybla Valley Farms, Gum Springs, Bucknell Heights, Calvert Park and Memorial Heights Community Improvement Plans and the Gum Springs Conservation and Redevelopment Plans as adopted by the Board of Supervisors. [Not shown.]

3. The vacant lots located between Hybla Valley Farms and Milway Meadows are planned for residential use at 2-3 dwelling units per acre.

Transportation

Transportation recommendations for this sector are shown on Figure 51. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The older and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular is Gum Springs, an early 19th century Free Black community. Survey work should be undertaken to locate and preserve significant heritage resources. Additionally, preservation of the Hollin Hills subdivision is encouraged.

Public Facilities

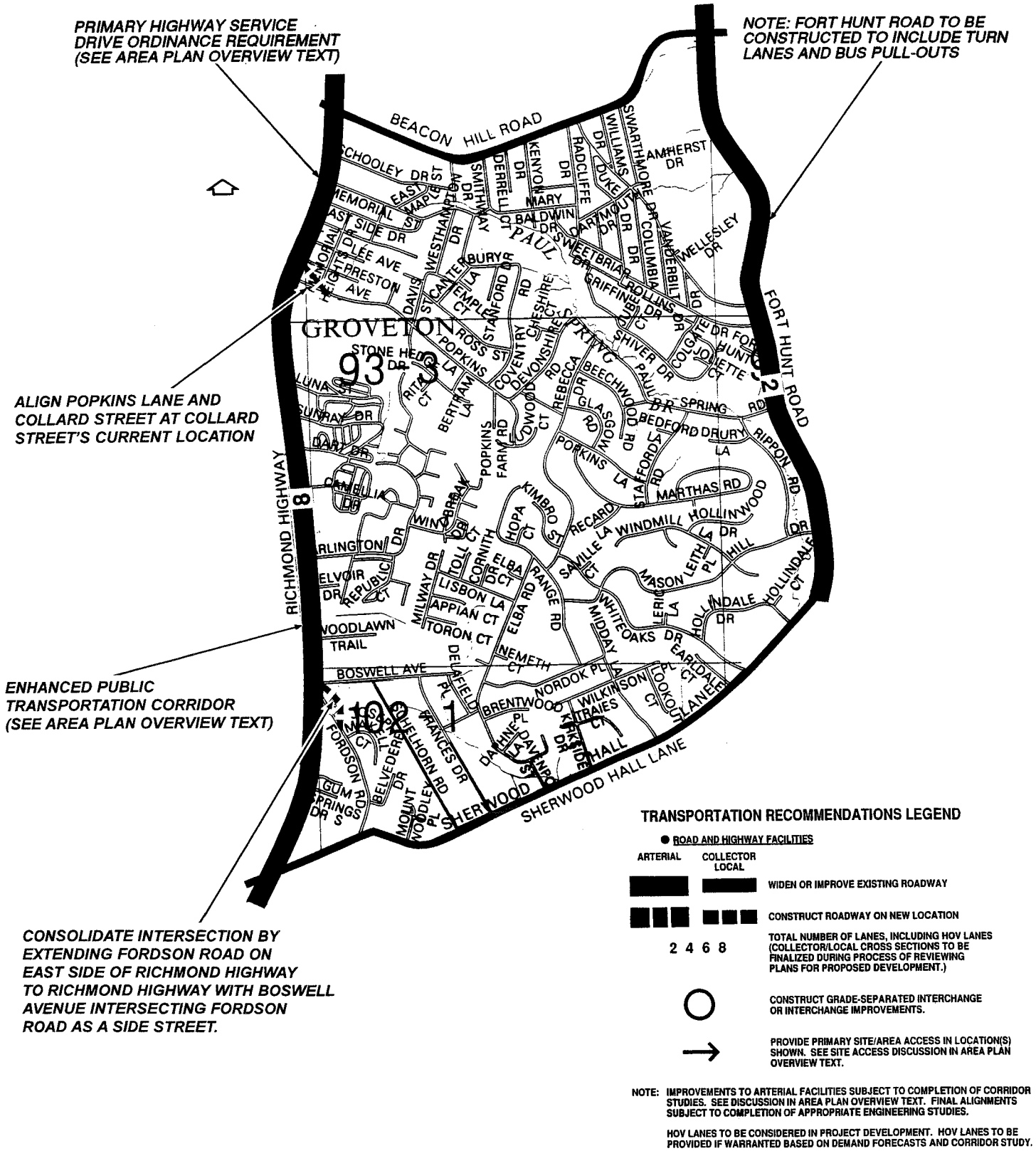
Expand the Martha Washington Community Library consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 52. 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

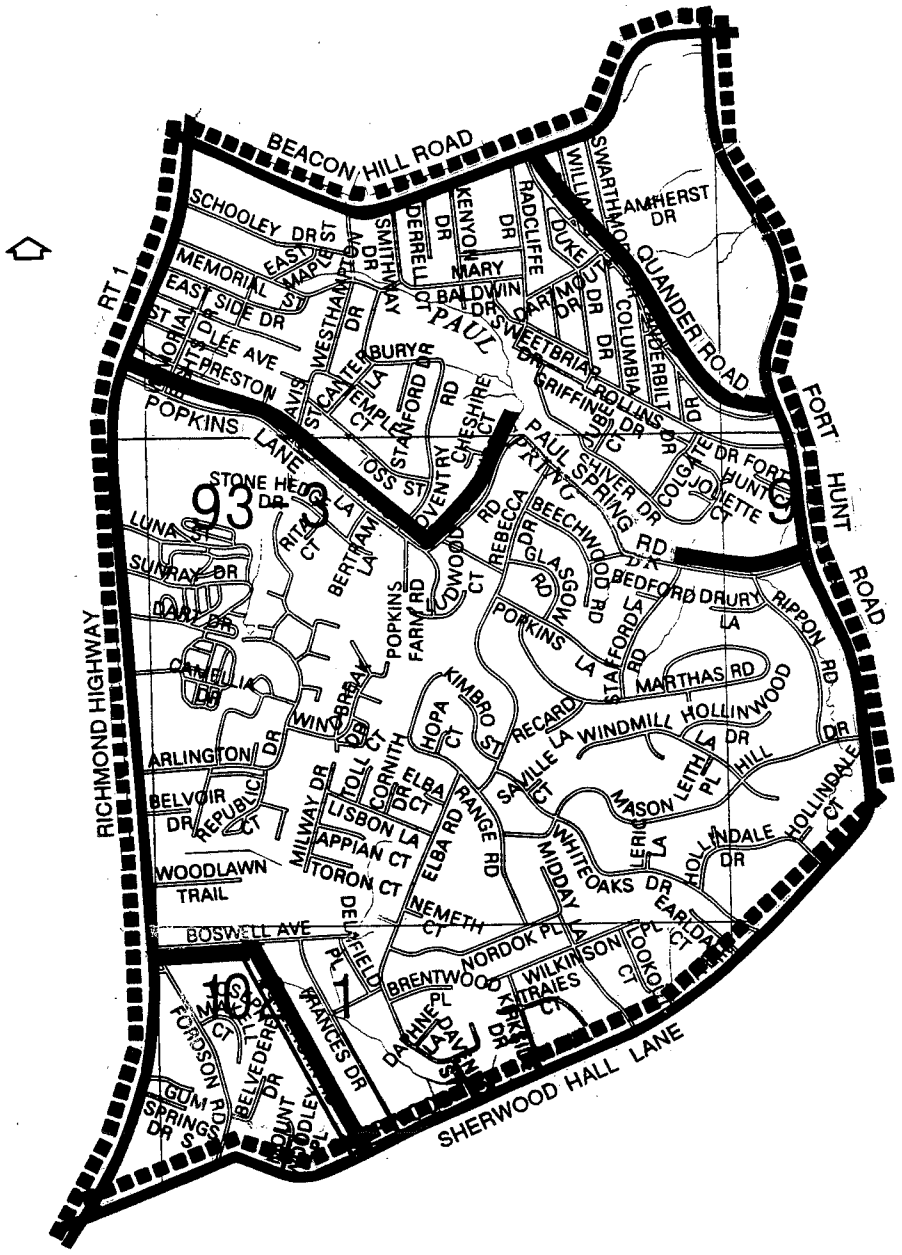
Trails planned for this sector are delineated on Figure 53 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS **FIGURE 51**

FIGURE 52
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Bucknell Manor Hollin Meadows White Oaks	In accordance with approved master plan, the notable environmental resources located on this park site should be preserved in the course of development. Plan and develop an Urban Park in the Beacon/Groveton and Hybla Valley Community Business Centers located within this sector. For any park developed in Gum Springs there should be an emphasis on interpreting the history of the Gum Springs area.
COMMUNITY PARKS:	Identify a Community Park site where land dedication can be provided singularly or in combination with other development or purchased by the County to provide needed active recreation facilities.
DISTRICT PARKS:	This sector lies within the service area of Lee District Park.
COUNTYWIDE PARKS:	
Mt. Vernon Recreation Center	
Paul Spring Stream Valley	Seek open space easements on privately-owned portions of the stream valley and develop pedestrian trail connections to adjacent public parks. Investigate potential for obtaining historic preservation easements on selected properties.



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.

PLANNED TRAIL SYSTEM **FIGURE 53**

A pedestrian trail should be in the general area of the Boswell Avenue right-of-way between Parcels 102-1((7))(4)53, 54 and 55 on the north side, Parcel 102-1((7))(9)501 on the south and Parcels 102-1((19))(2)20 and 21 to the east. It should be aligned with the end of the paved street of Boswell Avenue and the portion of Woodlawn Trail connected to Elba Road. Trail improvements should be environmentally sensitive to the wildlife sanctuary and woodland being preserved by the Hollin Hills Community Association and be in harmony with the natural character of the area.

That part of the proposed east-west trail along Paul Spring Road should be constructed so that the existing trees are preserved.

MV6 FORT HUNT COMMUNITY PLANNING SECTOR

CHARACTER

Most of this sector is characterized by low density, single-family development. However, there are garden apartments located along Richmond Highway and a number of townhouse developments located throughout the sector. The medical/governmental complex is complemented by adjacent private offices, elderly housing and a nursing home. Neighborhood retail centers are located within this sector.

Aside from the small span of Richmond Highway frontage near its intersection with Sherwood Hall Lane, the major roadways in this sector are Fort Hunt Road, Sherwood Hall Lane, Collingwood Road and the George Washington Memorial Parkway.

The Paul Spring Branch that flows through the Fort Hunt Community Planning Sector becomes part of the North Branch before it flows into Little Hunting Creek. The Federally-owned Fort Hunt Park and a large portion of the open space associated with the George Washington Memorial Parkway are located in the sector.

There are many areas consisting of older and more dispersed neighborhoods which retain a high potential for containing significant heritage resources. The sector also contains the southern portion of Gum Springs, a 19th century Free Black community.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979 and amended on April 16, 1990. A portion of the Conservation Area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Plymouth Haven Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Plymouth Haven Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The community improvement area includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road.

CONCEPT FOR FUTURE DEVELOPMENT

This entire sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Fort Hunt Community Planning Sector contains 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 54 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The approximately 11 acres of Parcel 102-3((11))A1 located adjacent to Little Hunting Creek Park and the Coast Guard Radio Station is planned for open space use.

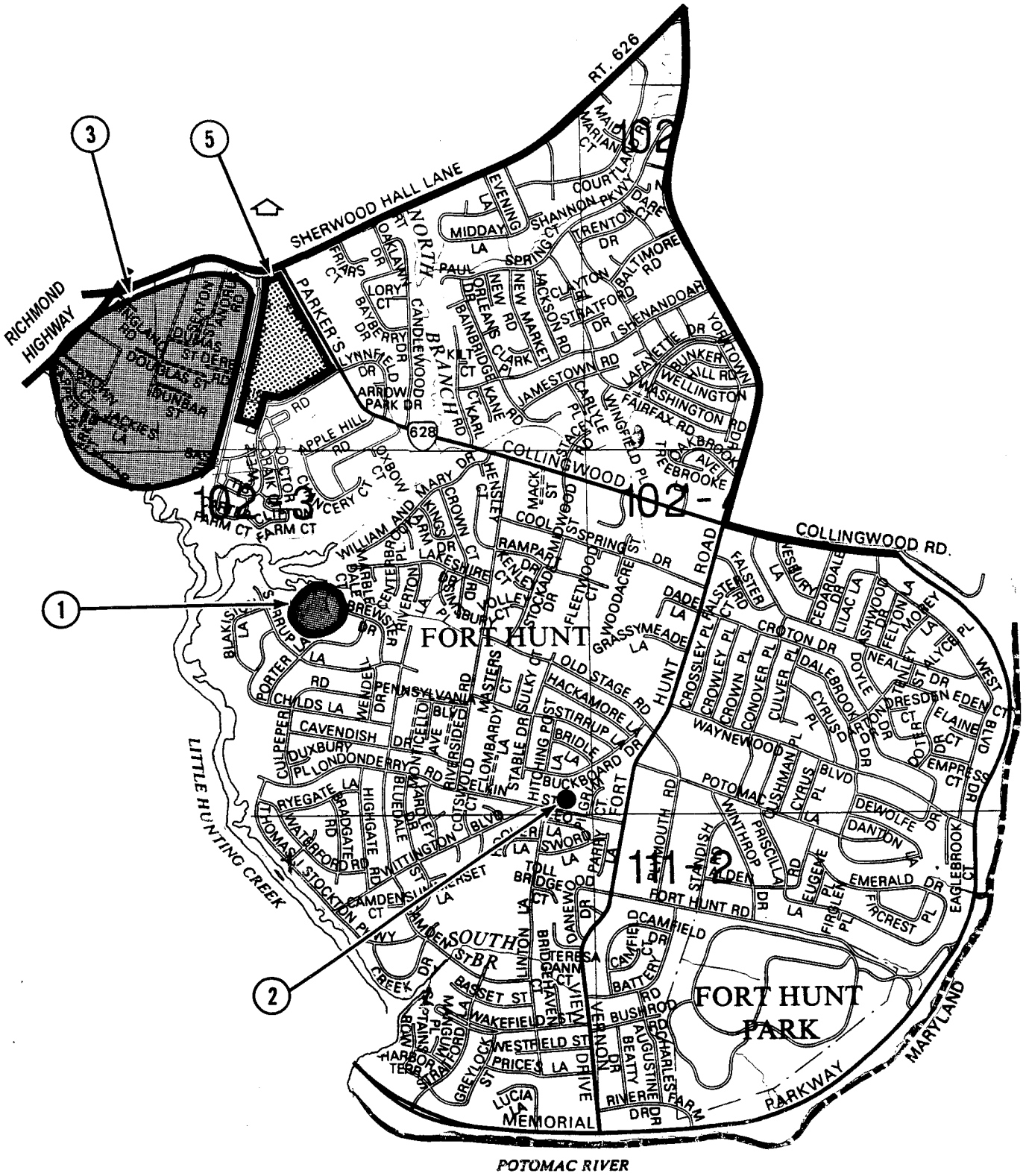
2. Commercial uses located at the northeast intersection of Elkin Street and Whittington Boulevard (Tax Map 102-3((1))44B, 44C, and 44D) are planned for neighborhood-serving retail and office use up to .25 FAR. This recommendation reflects the current use of this property and is not intended to provide for more intensive commercial development.

3. All development within and adjacent to the Gum Springs Community should be consistent with the neighborhood improvement program and conservation plans for that community. If there is a conflict with the Comprehensive Plan the Community Improvement Plan/ Conservation Plan shall take precedence. Significant heritage resources within the historic community of Gum Springs should be identified prior to development and preserved, recovered or recorded.

4. Any new development having direct access to, or a visual impact upon, the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway, and should be low density, detached single-family residential dwellings. No additional non-residential uses should be permitted, nor any expansion to or intensification of existing non-residential uses, in order to preserve the unique scenic character of this parkway. [Not shown.]

5. Mount Vernon Hospital is co-located on a site with the Mount Vernon Governmental Center, the Mount Vernon Fire Station and the Mount Vernon Center mental health facility. The governmental center/fire station and hospital portion of the complex is bounded by Holland Road, Sherwood Hall Lane, Parker's Lane, and Hinson Farm Road. The mental health facility portion of the complex is located south of Hinson Farm Road between Holland Road and Tis Well Drive.

   Expansion of the hospital and related ancillary medical service uses and the mental health care facilities is appropriate to meet the health care needs of the community if certain conditions are met as described below. Such facilities for the hospital portion of the complex (located between the governmental center/fire station portion of the site and Hinson Farm Road) will be limited to hospital and related ancillary medical service uses, a helistop for medical emergency transport, medical offices, employee child care facilities and skilled nursing care facilities. Any skilled nursing care facility shall be added as additional floor(s) to the existing hospital or may be freestanding so long as there is no reduction in the total open space on the hospital campus portion of the complex.



LAND USE RECOMMENDATIONS **FIGURE 54**
GENERAL LOCATOR MAP

Development of governmental center/fire station use, mental health facilities and hospital facilities with related ancillary uses, including medical offices, may be appropriate if the impacts on the surrounding community are mitigated. Development is planned with an FAR up to .35 if the following conditions are met;

- Limit the height of buildings on the periphery of the site to minimize visual impacts on the community.

- Provide for substantial, usable open space. The entire complex should be visually screened by evergreen landscaping from the residentially planned and developed land fronting on Holland Road. However, landscaping along Holland Road should not be designed or located in a manner that interferes with the safe operation of the existing helistop.

Transportation

Transportation recommendations for this sector are shown on Figure 55. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The older and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular, the Gum Springs Conservation Area could contain early 19th century archaeological resources representing Free Blacks. Such resources are of the highest level of significance for locating and preserving. Several historic sites, some privately owned, have already been identified and should be protected.

Public Facilities

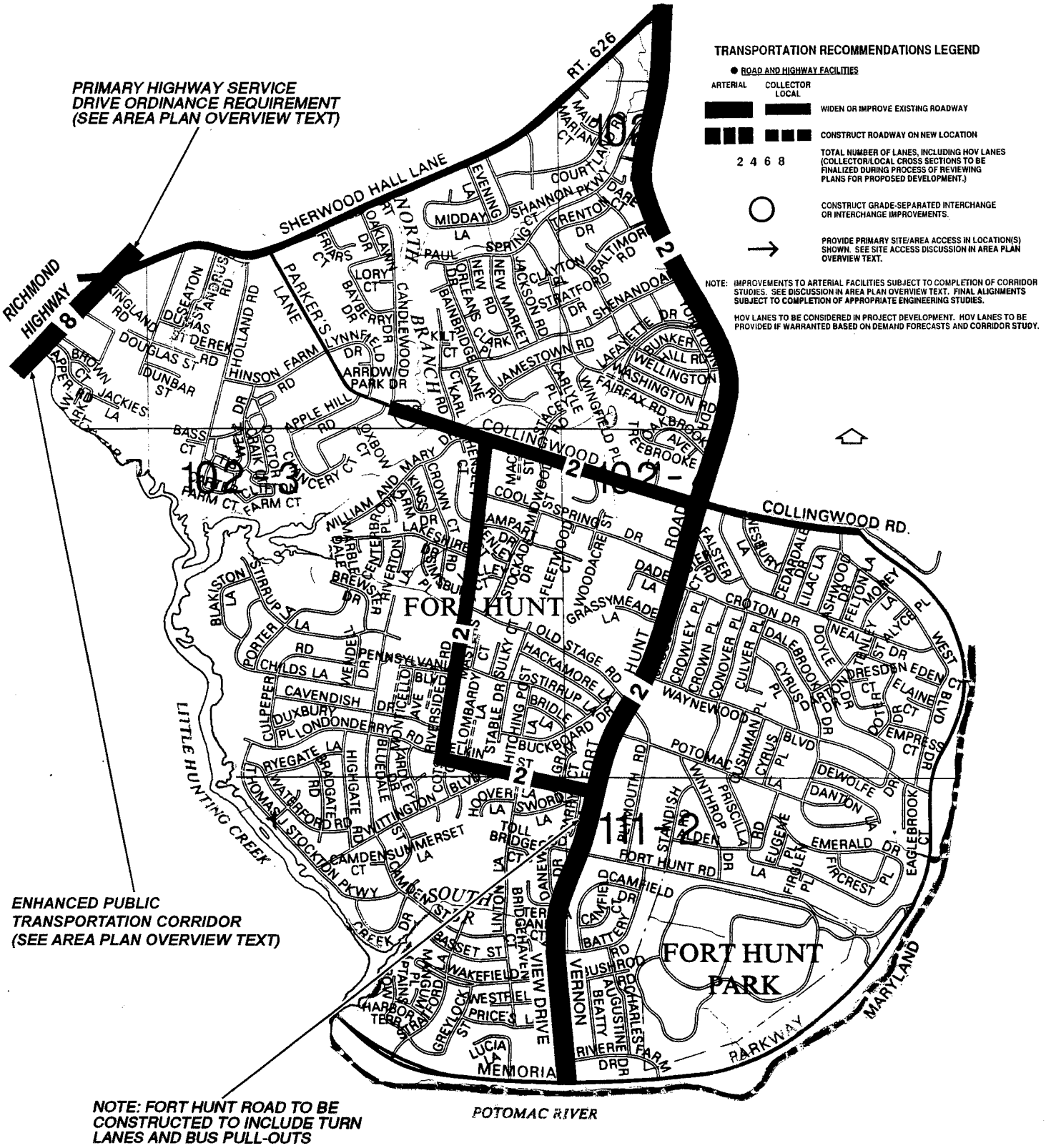
1. The site of the Little Hunting Creek Treatment Plant is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

2. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.

3. Renovate and expand the Mount Vernon Police District Station and Governmental Center.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 56. 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



TRANSPORTATION RECOMMENDATIONS **FIGURE 55**

is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

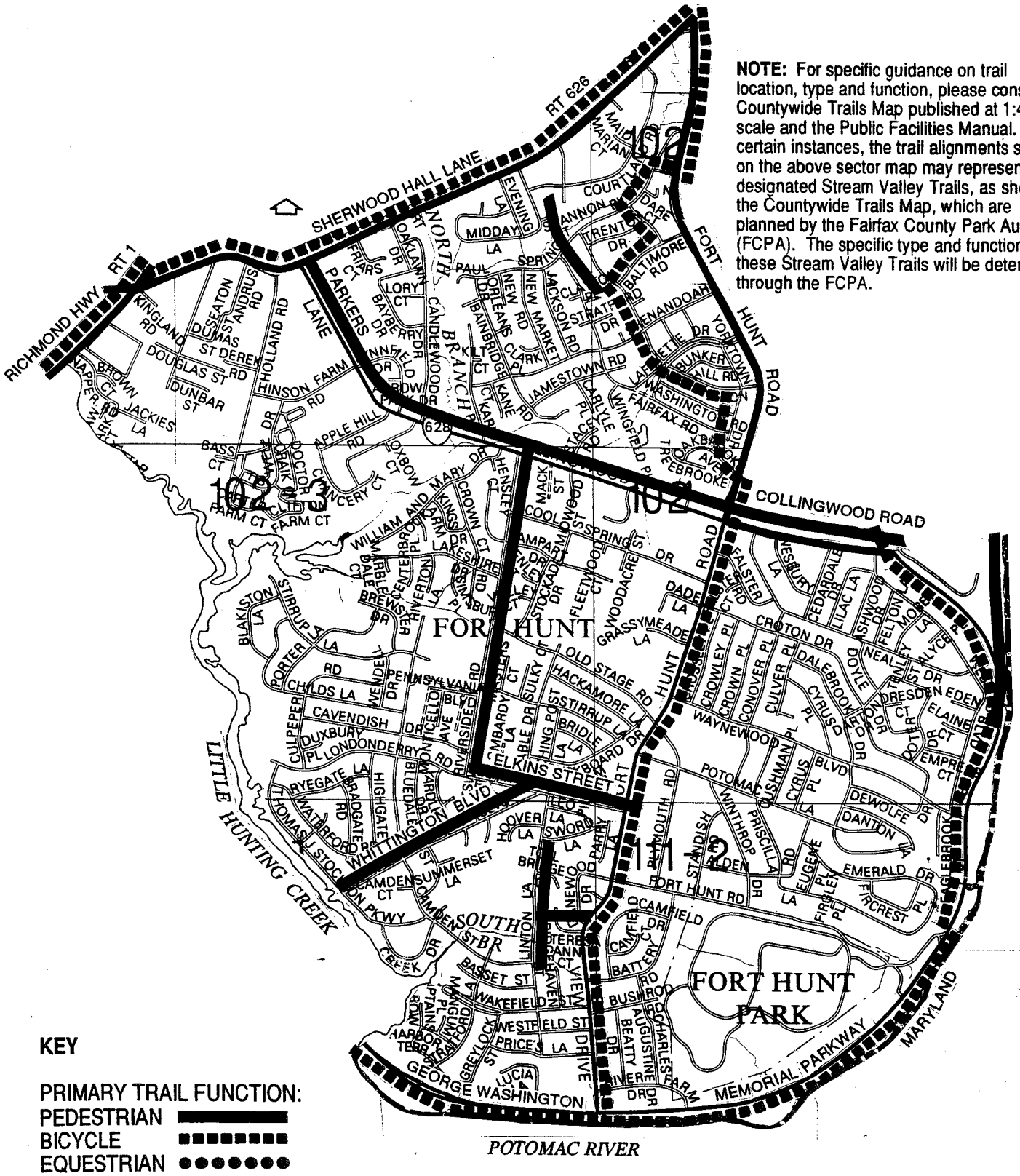
Trails

Trails planned for this sector are delineated on Figure 57 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 56
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Carl Sandburg School Site Stafford Landing Kirk	Initiate a master planning process and develop in accordance with approved plan.
COMMUNITY PARKS:	
Fort Hunt Foster Int. School Site Hollin Hall Martin Luther King, Jr. Walt Whitman School Site Williamsburg Manor	Complete development of existing parks, as needed, in accordance with approved master plan.
DISTRICT PARKS:	This sector lies within the service area of Grist Mill District Park.
COUNTYWIDE PARKS:	
Paul Spring Stream Valley Little Hunting Creek Stream Valley	Protect Environment Quality Corridors and provide public trail access through acquisition of land and/or donation of easements on privately owned portions of Paul Spring and Little Hunting Creek Stream Valleys in accordance with Fairfax County Park Authority Stream Valley Policy. Complete countywide stream valley trail development.
STATE/FEDERAL:	
Fort Hunt Park (National Park Service, NPS) George Washington Memorial Parkway (NPS)	

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.


RICHMOND HWY
RT 1
SHERWOOD HALL LANE
RT 626
FORT HUNT ROAD
COLLINGWOOD ROAD
FORT HUNT
FORT HUNT PARK
LITTLE HUNTING CREEK
POTOMAC RIVER
GEORGE WASHINGTON MEMORIAL PARKWAY
MARYLAND
ELKINS STREET
FORT HUNT RD
WHITTINGTON BLVD
NORTH BRANCH
SOUTH BR
PARKERS LANE
HOLLAND RD
HINSON FARM RD
APPLE HILL RD
JAMESTOWN RD
BALTIMORE RD
WASHINGTON RD
FAIRFAX RD
OLD STAGE RD
POTOMAC
DANTON
DEWOLFE
EMERALD DR
CAMFIELD
BUSHROD
BATTERY
CAMDEN
SUMMERSET
BASSET ST
WAKEFIELD
WESTFIELD ST
PRICE'S LA
LUCIA
GREYLOCK
BALFORD
HARBOR TERR
PLAINS
NORWOOD
BEATTY
AUGUSTINE
CHARLES
FARM
RIVER
DRIVE
BUNKER HILL RD
TREBROOKE
WINGFIELD
CARLYLE
JACKSON RD
NEW MARKET
NEW ORLEANS
BAINBRIDGE
KANE
CANDLEWOOD
LORY CT
BAYBERRY
OAKLAND
FRIARS
PAUL
MIDDAY LA
EVENING LA
SPRING
TRENTON
DARE CT
MARIAN CT
COURTLAND
SHANNON
SHENANDOAH
LAFAYETTE
YORKTOWN
KINGLAND RD
DOUGLAS ST
DUNBAR ST
HINSON FARM RD
BROWN CT
JACKIES LA
BASS CT
DOCTOR CRAIG
FARM CT
WILLIAM AND MARY DR
KINGS
CROWN CT
HENSLEY CT
MACK ST
COOL SPRING ST
WOODACRE
FLEETWOOD CT
STOCKADE DR
GRASSYMEADE LA
DADE LA
FALSTER
CEDARDALE
LILAC LA
ASHWOOD
FELTON
NEALEY
CROTON DR
DALEBROOK
DOYLE
CYRUS
CROWLEY PL
CROWN PL
CONOVER PL
CULVER PL
WAYNEWOOD
DRESDEN
EDEN
ELAINE
EMPRE CT
BLAKISTON LA
STIRRUP LA
PORTER LA
CHILDS LA
CAVENDISH
DUXBURY
LONDONDERRY
RYEGATE LA
HIGHGATE
BRADGATE RD
WATERFORD
THOMAS
STOCKTON PKWY
CULPEPER
PENNSYLVANIA
WENDELL
NICELLE
RIVERSIDE
BLUEDALLEN
HACKAMORE LA
SULKY CT
HUNTING POST
BRIDLE
CAMBRIDGE
HOOVER LA
SWORD
PARRY
PLYMOUTH RD
STANDISH
WINTHROP
PRISCILLA
ALDEN
EUGENE
FIRGLEN
FIRCREST
EAGLEBROOK
CREEK DR
LINTON
BRIDGEWOOD
CLAYVIEW
BRIDGE
TERRY
DANNY
CT
BRIDGE
BRIDGE
BRIDGE

MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

CHARACTER

Located in the southeast portion of the district, this sector has a diverse character. Low density, single-family residences predominate east of the Richmond Highway Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also comprise the residential segment of the Mount Vernon sector. A national historic treasure, Mount Vernon, is located in this sector, which attracts over one million visitors annually.

The commercial district along Richmond Highway is mainly uncoordinated, striptype retail uses although some newer redeveloped commercial areas are well designed. Richmond Highway, Mount Vernon Highway, Mount Vernon Memorial Highway, Old Mount Vernon Road and the George Washington Memorial Parkway are the major roadways in this sector.

A private country club with an 18-hole golf course occupies 42 acres. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in Sector MV7.

Also located within the sector is the George Washington Grist Mill Park owned by the Commonwealth of Virginia. In addition to other notable historic sites such as Carlby and Ferry Landing Farm, there are major areas of open space that potentially contain significant heritage resources.

Mount Zephyr Community Improvement Area

On March 26, 1990, the Board of Supervisors adopted the Mount Zephyr Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Mount Zephyr Community Improvement Area includes residential properties along and west of Mohawk Lane and Mount Zephyr Drive and along and northwest of Laurel Road and bounded by commercially-zoned parcels along Richmond Highway on the west.

Mount Vernon Manor Community Improvement Area

On January 28, 1991, the Board of Supervisors adopted the Mount Vernon Manor 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 Mount Vernon Manor Community Improvement Area includes residential properties along and within the boundary defined by Gateshead Road, Union Farm Road, Old Mill Road and Lea Lane. It also includes the subdivision of Colonial Farms which abuts the south side of Old Mill Road.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the portions of this sector along the Richmond Highway Corridor as part of the Woodlawn Community Business Center. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Mount Vernon Community Planning Sector contains 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.

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The eastern portion of the Woodlawn Community Business Center is located in Sector MV7.

Outside the Richmond Highway Corridor

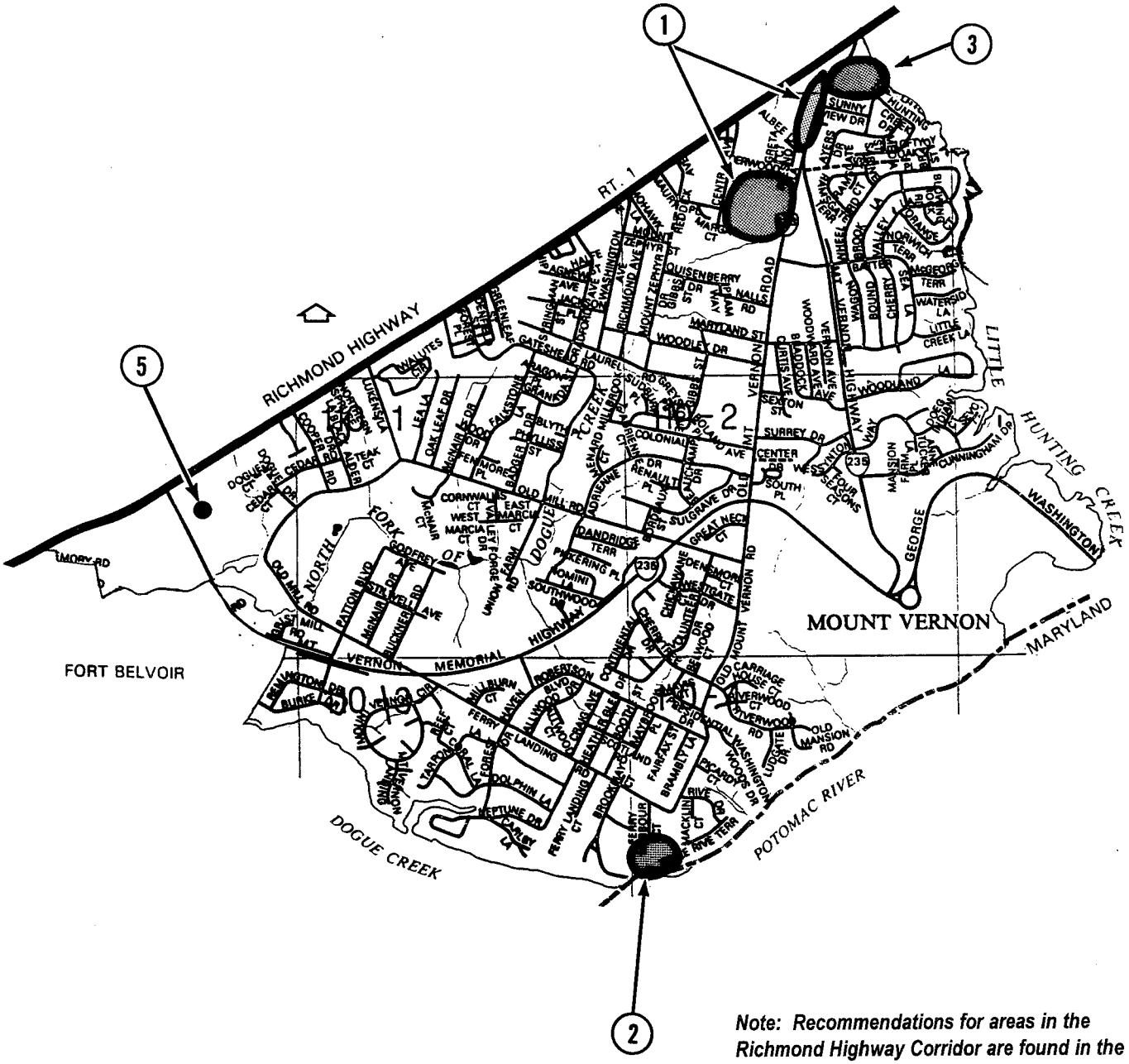
Figure 58 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential development at 2-3 dwelling units per acre is planned for parcels along both sides of Central Avenue, along Old Mount Vernon Road north of Riverside Elementary School and along the west side of Mount Vernon Highway between Parcel 101-4((1))18A and Parcel 101-2((1))29A. Only a short distance separates the properties from Richmond Highway. Consolidated access points and an interior street pattern which promotes clustering and buffers existing uses adjacent to the property should be provided.

2. Development of Ferry Landing Farm along the Potomac River shoreline south of Ferry Landing Road (Tax Map 110-3((1))18) is planned for 1-2 dwelling units per acre to be consistent with adjacent use, density and character.

3. Residential use at 2-3 units per acre is planned for the approximately 11 acres of land located at the north end of Route 235 North, between Mount Vernon Highway and Little Hunting Creek near its intersection with Richmond Highway. Units should be clustered at the southern end of the property with only one point of access onto Mount Vernon Highway and as little direct frontage as possible. Such development should be attractively designed and well-buffered; the floodplain, along the northeastern edge of the parcel, should be preserved as open space.

4. Any new development having a direct access to, or a visual impact upon Old Mount Vernon Road, Mount Vernon Memorial Highway, Mount Vernon Highway and the George Washington Memorial Parkway should be compatible with the historic and scenic character of these routes and should be low density detached single-family residences. [Not shown.]



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP **FIGURE 58**

5. Parcel 109-2((2))18 is planned for residential use at 2-3 du/ac. A six acre portion of the parcel is developed with a building which has been used as a headquarters for a public benefit association. This building may be appropriate for adaptive reuse as an office use up to .25 FAR provided that adequate buffering and screening are incorporated to provide a transition to the surrounding residentially planned area.

Transportation

Transportation recommendations for this sector are shown on Figure 59. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

1. Part of the Woodlawn Historic Overlay District lies within this area. The district was created to protect against destruction of Woodlawn and the George Washington Grist Mill and encourage uses which will lead to their continuance, conservation and improvement, among other purposes. The Woodlawn Historic Overlay District limits residential development to single-family detached dwellings south of Richmond Highway and limits commercial uses to offices and tourist-oriented uses, including but not limited to antique shops, craft shops, eating establishments, hotels and motels.

   No additional service stations, fast food restaurants, quick service food stores, except those approved as part of an existing service station and subject to limitations on the sale of groceries and alcohol, etc., and industrial uses shall be allowed in the Woodlawn Historic Overlay District. Site design on all development should be aimed at preserving the maximum amount of existing tree cover. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, should be designed and installed to be compatible with Woodlawn and the George Washington Grist Mill in terms of mass, scale, color and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

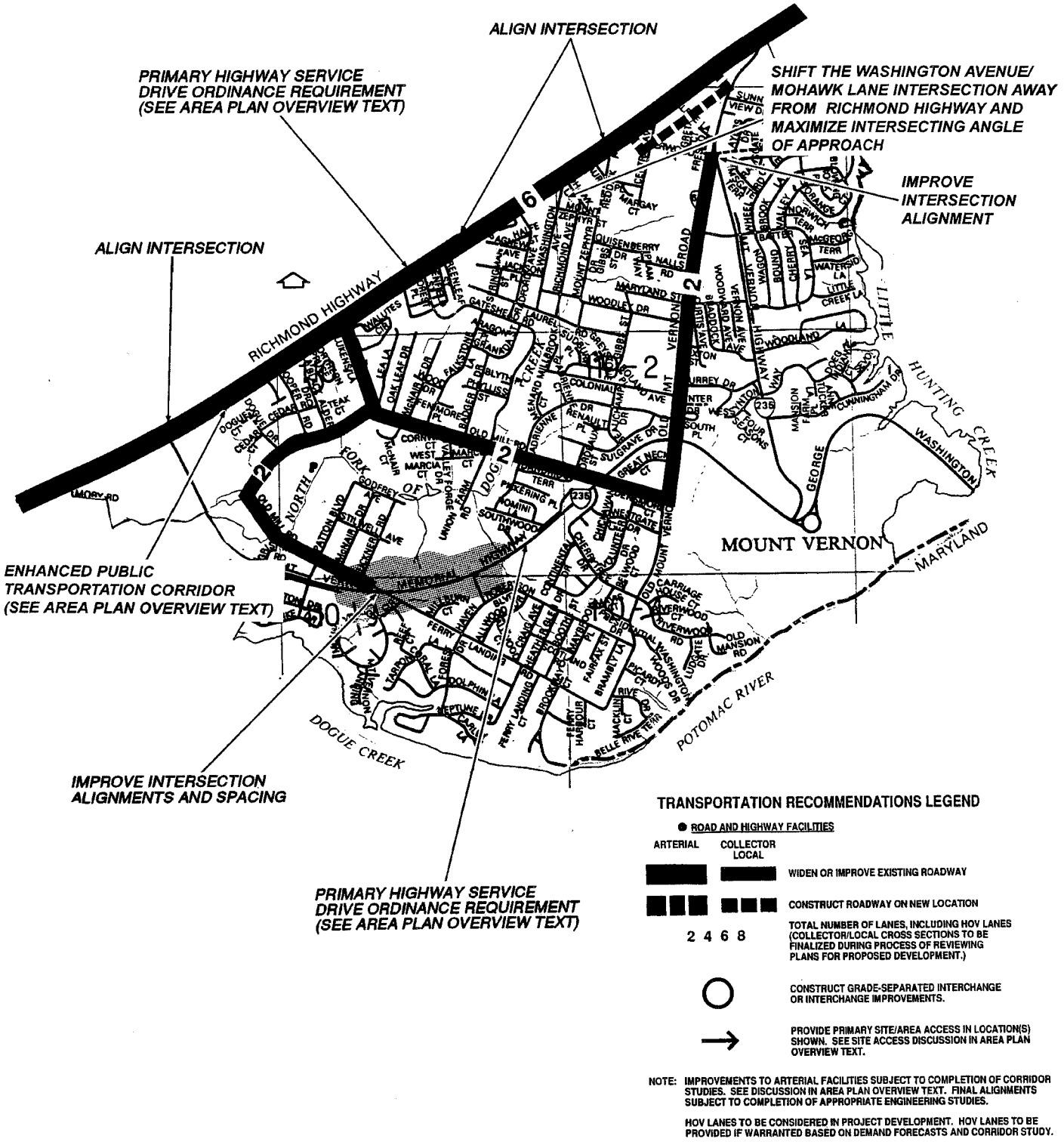
2. The historic Indian hamlet of Namassingakent may be located just north of Dogue Creek or along the Potomac River. This site should be identified, evaluated, and preserved, as appropriate.

Public Facilities

The site of the former Dogue Creek Treatment Plant is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 60. 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



TRANSPORTATION RECOMMENDATIONS FIGURE 59

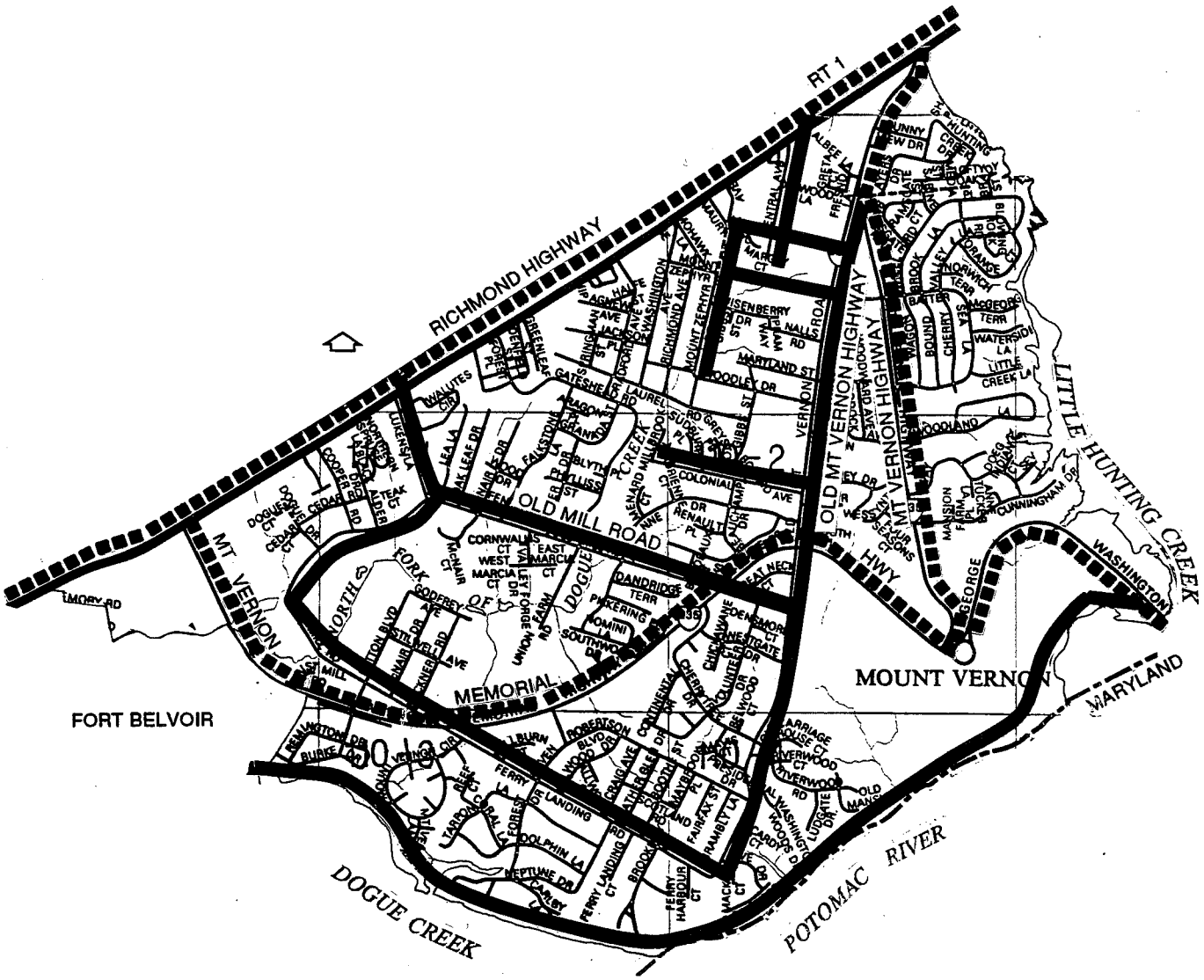
FIGURE 60
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Woodley Hills Mount Zephyr	
Vernon Heights	No development is currently planned for this site.
COMMUNITY PARKS:	
Mount Vernon Manor Washington Mill	Initiate a master planning process and develop in accordance with approved plan.
DISTRICT PARKS:	
Grist Mill	Complete development of Grist Mill Park.
George Washington Recreation Center/Park	
COUNTYWIDE PARKS:	
Dogue Creek Stream Valley Little Hunting Creek Stream Valley	Protect Dogue Creek and Little Hunting Creek Environmental Quality Corridors through acquisition of open space easements by the Fairfax County Park Authority.
STATE/FEDERAL:	
George Washington Grist Mill State Park Mount Vernon Memorial Parkway	

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 61 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.



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.

PLANNED TRAIL SYSTEM **FIGURE 61**

MV8 WOODLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The sector is adjacent to Huntley Meadows Park on the north and Fort Belvoir on the west. Richmond Highway is the primary transportation route serving this sector.

A diverse mix of housing types is found in this sector and includes low density single-family detached homes, garden apartments, townhouses, and condominiums. Commercial development is located along the Richmond Highway Corridor and consists of mainly local-serving retail enterprises.

This sector is best known for Woodlawn Plantation and the Woodlawn Historic District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Richmond Highway and the Potomac River, dates to between 1800 and 1805. It was built on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelley Custis Lewis.

Other areas, particularly in the Dogue Run watershed remain open and have the potential for producing significant heritage resources, some of which may be linked to Woodlawn and the Quakers who settled the area in the early 19th century. Significant prehistoric sites also are possible.

Engleside Community Improvement Area

On January 27, 1988, the Board of Supervisors adopted the Engleside Community Improvement Plan prepared by the Department of Housing and Community Development, to upgrade and preserve this neighborhood by providing public facilities such as storm drainage and street improvements including curb and gutter installation. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Pole Road on the north, Woodlawn Elementary School and Woodlawn Park on the east, Richmond Highway and Engleside Plaza on the south and the western lot lines along Woodlawn Court on the west.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development depicts the western portion of the Woodlawn Community Business Center located in this sector with the remainder of the sector recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Woodlawn Community Planning Sector contains 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.

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The western portion of the Woodlawn Community Business Center and adjacent Suburban Neighborhoods are located in Sector MV8.

Outside of Richmond Highway Corridor

Figure 62 indicates the geographic location of land use recommendations for this sector.

1. With the exception of those properties fronting on Richmond Highway, remaining vacant lots in the area between Sacramento Drive and Old Mill Road are planned for residential use at 16-20 dwelling units per acre. Substantial consolidation of parcels within this area is encouraged and should include properties fronting on Richmond Highway to achieve a planned development. Such residential development should exhibit outstanding architectural and site plan design quality. Liberal use of open space, recreational and landscaped areas should be integrated into the overall development concept. The Dogue Creek floodplain area should exist in a natural state. No channelization of this floodplain is recommended. Efforts to protect downstream areas from flooding should be made in conjunction with development on this site. A comprehensive pedestrian network serving on and off-site activity areas should be provided.

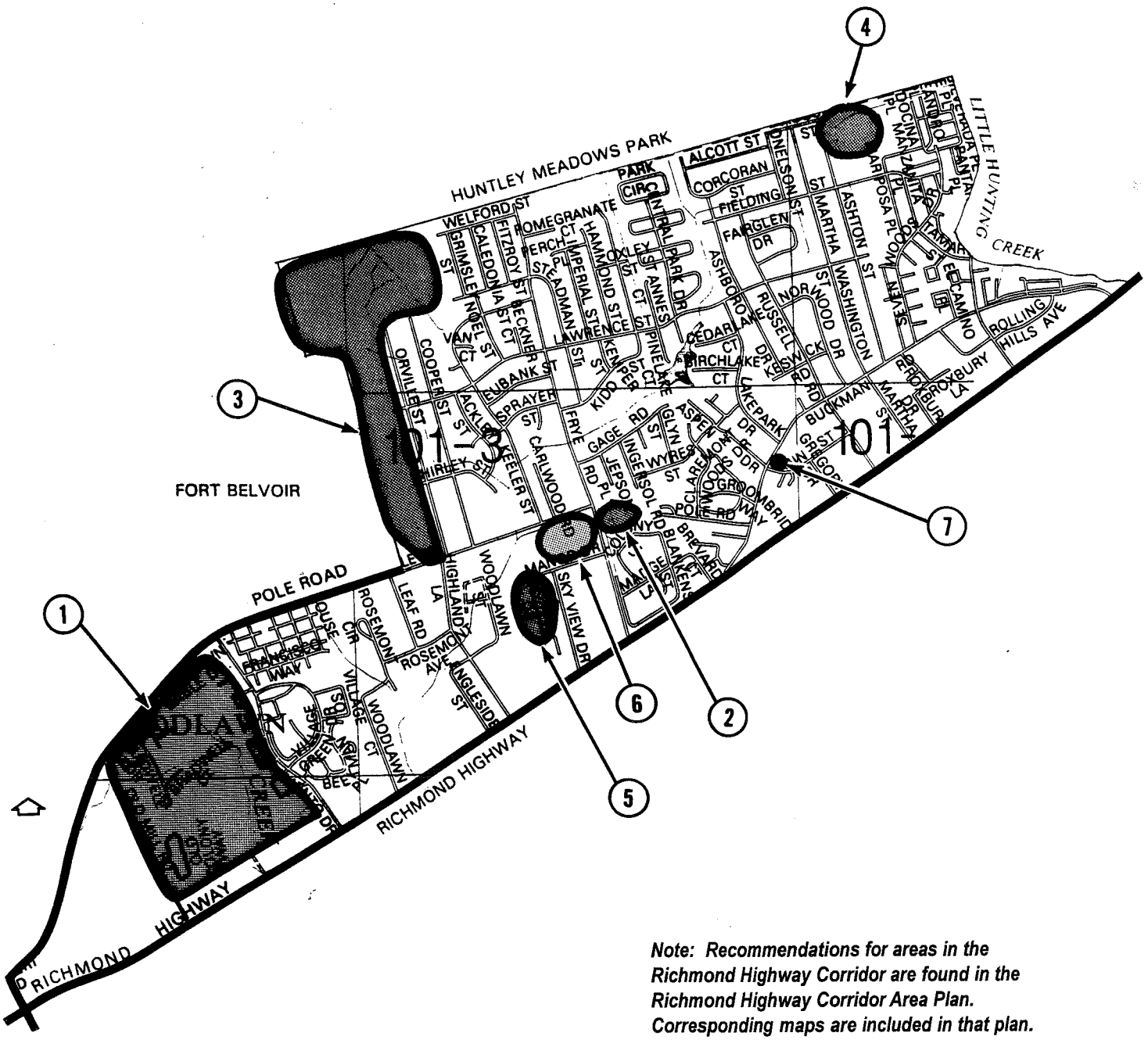
2. The two vacant parcels to the northwest of Woodlawn Manor Apartments (Tax Map 101-3((1))6 and 7) are planned for residential use at 8-12 dwelling units per acre. Development of the site should take into consideration the character of the surrounding detached single-family residences to the north and west and apartments to the south.

3. The eighty-nine acre parcel lying between Pole Road, Timothy Park subdivision, and Fort Belvoir is planned for public open space to be added to the Huntley Meadows Park.

4. The property which is currently the site of the Gum Springs WPIK radio mast, adjacent to the northwest section of the Sequoia Development, Huntley Meadows Park and Mount Vernon Woods Park, is planned for residential use at 8-12 dwelling units per acre. Design of the project should take special care to consider adjacent uses, traffic levels along Buckman Road and Seven Woods Drive, the adjacent Mount Vernon Elementary School and the Mount Vernon Woods and Huntley Meadows Parks.

5. Lots along Osman Road are planned for residential use at 5-8 dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners along Osman Road petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.

6. Residential lots bounded by Manor Drive on the south, Frye Road on the east, Pole Road on the northwest and Woodlawn Park on the west are planned for residential use at 5-8



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP — **FIGURE 62**

dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners in this area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.

7. The property listed under Tax Map 101-3((1))15B is planned for the existing development and uses on the property, which are two structures containing five units. No further expansion to the existing structures and no additional rental units within the structures should occur. In the event that the property is redeveloped, the appropriate density is 2-3 dwelling units per acre, consistent with the adjacent single family detached subdivision.

Transportation

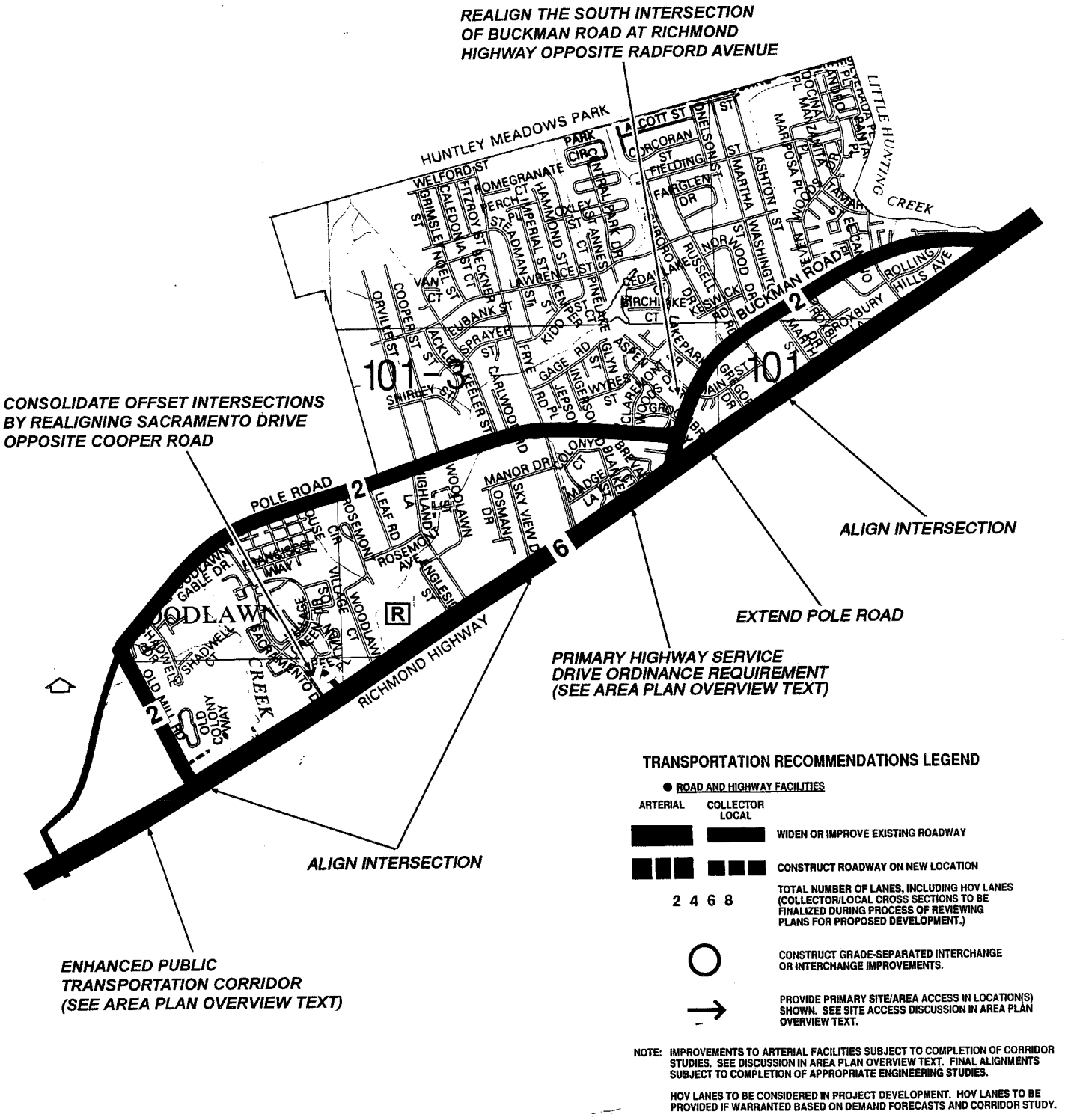
Transportation recommendations for this sector are shown on Figure 63. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Part of the Woodlawn Historic Overlay District lies within this area. The district was created to protect against destruction of Woodlawn and the George Washington Grist Mill and encourage uses which will lead to their continuance, conservation and improvement, among other purposes. The Woodlawn Historic Overlay District limits commercial uses to offices and tourist-oriented uses, including but not limited to antique shops, craft shops, eating establishments, hotels and motels. No additional service stations, fast food restaurants, quick service food stores, except those approved as part of an exisiting service station and subject to limitations on the sale of groceries and alcohol, etc., and industrial uses shall be allowed in the Woodlawn Historic Overlay District. Site design on all development should be aimed at preserving the maximum amount of existing tree cover. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, should be designed and installed to be compatible with Woodlawn and the George Washington Grist Mill in terms of mass, scale, color and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 64. 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.



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

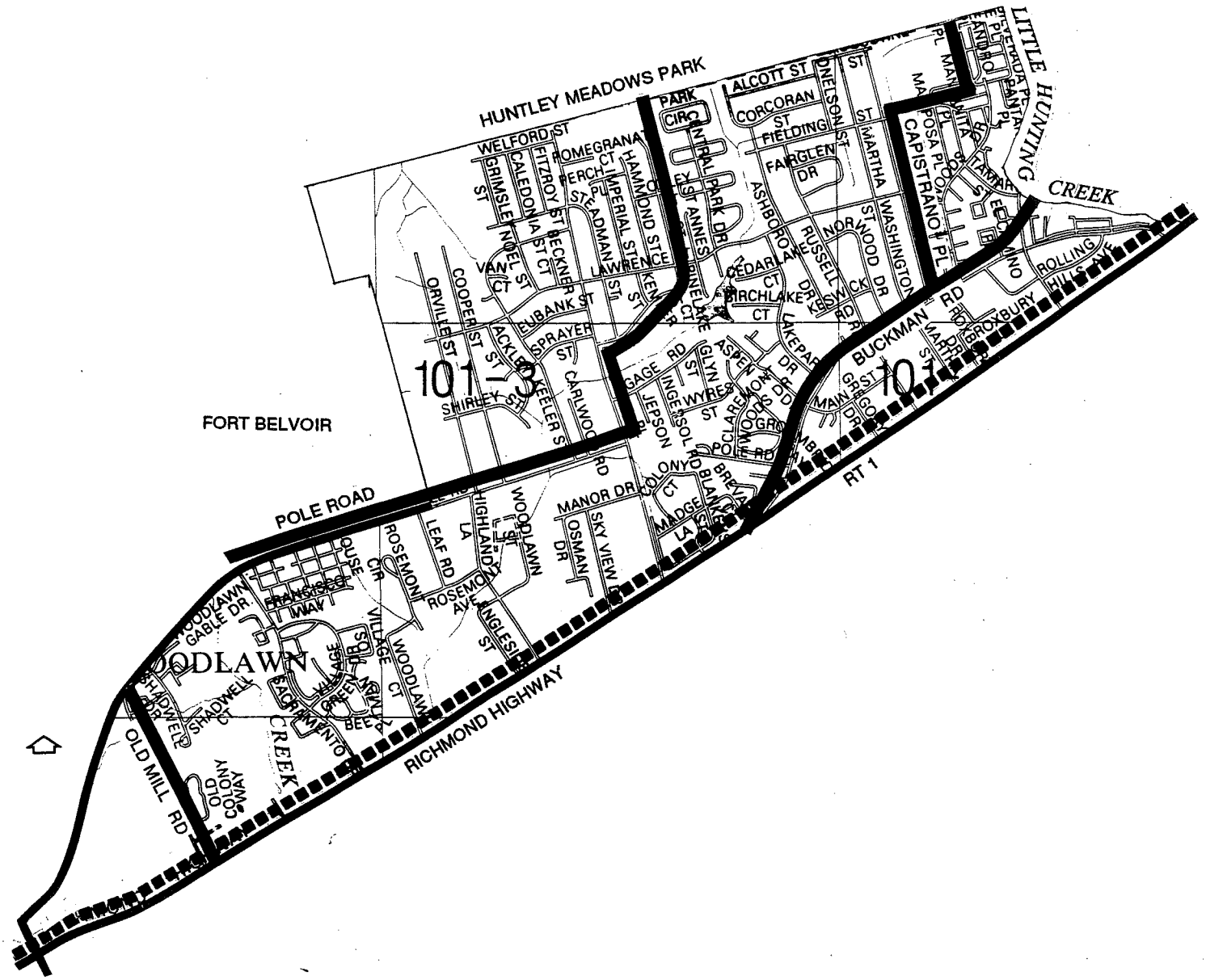
TRANSPORTATION RECOMMENDATIONS — **FIGURE 63**

FIGURE 64
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Mount Vernon Woods	
	Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Muddy Hole Farm	
Pole Road	Complete development in accordance with approved master plan.
Woodlawn	Consider acquisition of intervening parcels between Woodlawn Park and Woodlawn Elementary School to provide an expanded school/park complex.
Portion of Parcel 100-2((1))4 located adjacent to Huntley Meadows Park within the Mount Vernon Planning District.	Initiate a master planning process and develop accordingly as a separate Community Park with active recreation, where feasible.
DISTRICT PARKS:	
	This sector lies within the service area of Grist Mill District Park.
COUNTYWIDE PARKS:	
Dogue Creek Stream Valley	Ensure protection of environmental quality corridor and public access to stream valley park through acquisition or dedication/donation of land and/or open space easements on privately owned property to the Fairfax County Park Authority. This park contains environmentally sensitive natural and cultural resources. Intrusion of non-recreational development should therefore be restricted or prohibited and environmental and visual impacts should be mitigated.

Trails

Trails planned for this sector are delineated on Figure 65 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.



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.

PLANNED TRAIL SYSTEM **FIGURE 65**