ANNANDALE PLANNING DISTRICT

OVERVIEW

The Annandale Planning District is situated in the east central portion of Fairfax County (see Figure 1). It is bounded to the north by Gallows Road, Annandale Road, Holmes Run Stream Valley, Sleepy Hollow Road, and Columbia Pike; to the east by Old Columbia Pike, Little River Turnpike, Braddock Road, Indian Run Stream Valley, and I-395; to the south by the Southern Railroad right-of-way; and to the west by Rolling Road, Braddock Road, Guinea Road, Olley Lane, and Woodburn Road.

The Annandale Planning District includes approximately 16 square miles of land with a population of 62,635 in 1970, 66,466 in 1980, 66,329 in 1990, and 67,635 in 1995. The population of the Annandale Planning District generally has remained level since 1970, indicative of the largely developed character of the district.

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

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

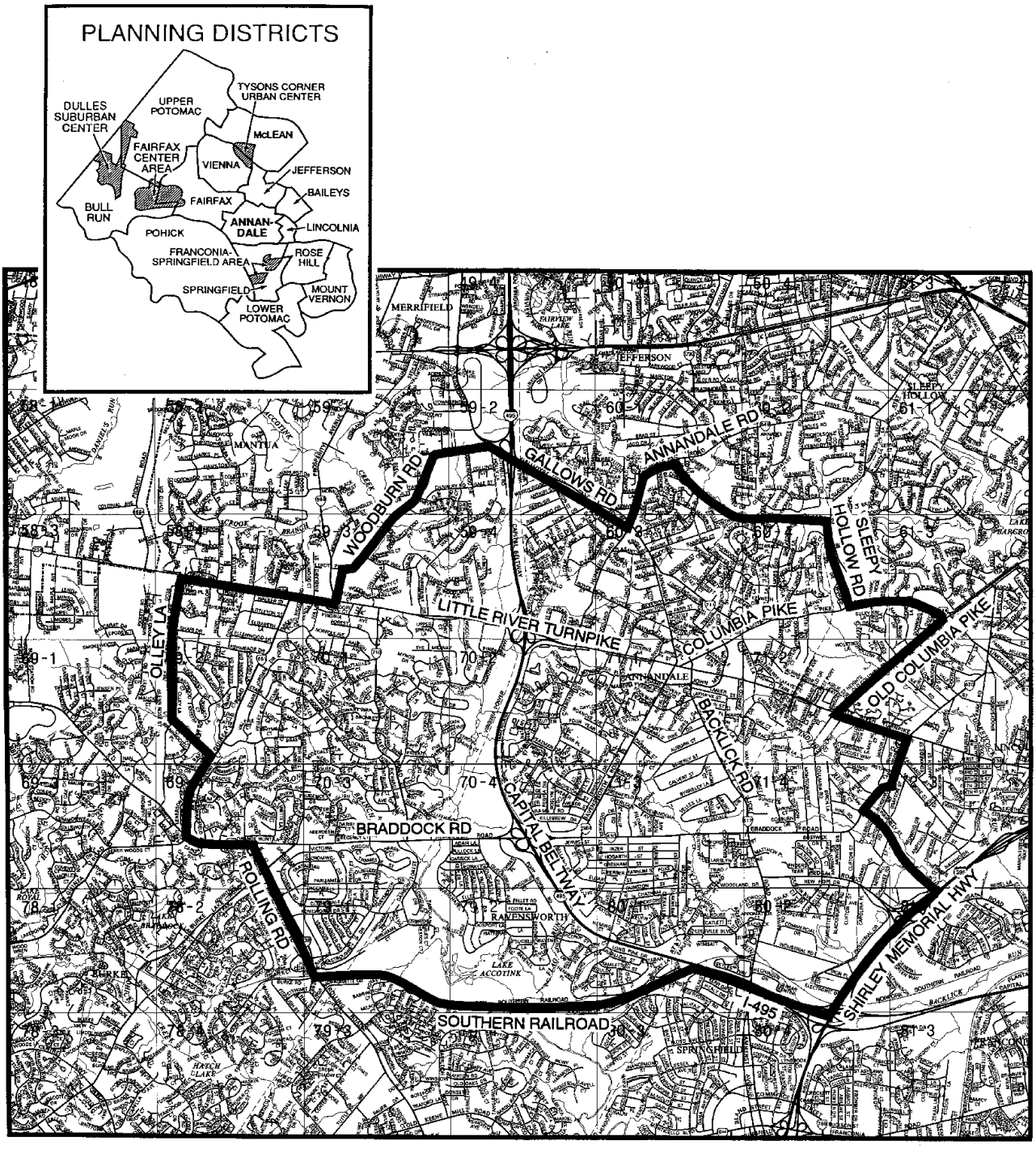
CONCEPT FOR FUTURE DEVELOPMENT

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

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

Several special development areas within the boundaries of the Annandale Planning District are also recommended in the Concept. These include the Ravensworth and Beltway South Industrial Areas and the Annandale Community Business Center.

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


PLANNING DISTRICTS
DULLES SUBURBAN CENTER
UPPER POTOMAC
TYSONS CORNER URBAN CENTER
McLEAN
FAIRFAX CENTER AREA
VIENNA
JEFFERSON
BAILEYS
BULL RUN
FAIRFAX
ANNAN-DALE
LINCOLNIA
POHICK
FRANCONIA-SPRINGFIELD AREA
ROSE HILL
SPRINGFIELD
MOUNT VERNON
LOWER POTOMAC
MERRIFIELD
JEFFERSON
MANTUA
WOODBURN RD
GALLOWS RD
ANNANDALE RD
SLEEPY HOLLOW RD
LITTLE RIVER TURNPIKE
COLUMBIA PIKE
OLD COLUMBIA PIKE
OLLEY LA
ANNANDALE
BACKLICK RD
CAPITAL BELTWAY
BRADDOCK RD
ROLLING RD
RAVENSWORTH
LAKE ACCOTINK
SHIRLEY MEMORIAL HWY
I-495
SOUTHERN RAILROAD
S. SPRINGFIELD
BURKE
HATCH LAKE
0
6000 FT
SCALE

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

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

The Annandale Planning District also contains the Annandale Community Business Center (CBC). The CBC generally consists of the commercially-zoned land in the central portion of Annandale along Little River Turnpike and Columbia Pike. The Annandale CBC is partially contained in five Community Planning Sectors: Sectors A1, A2, A3, A9 and A10.

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

MAJOR OBJECTIVES

Major planning objectives for the Annandale Planning District are:

- Preserve existing stable residential communities with emphasis on appropriate infilldevelopment, and on achieving appropriate transitions between these neighborhoods and higher intensity commercial and/or residential uses;

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

- Ensure the compatibility of infill uses within the Industrial Areas, and appropriate transitions to adjacent residential areas; and

- Preserve significant heritage resources.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Annandale Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterials and Old 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.

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

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

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

Housing

A list of existing, under construction, and proposed assisted housing for the Annandale Planning District is shown on Figure 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 Development 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 requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

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

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Suburban areas such as Annandale have benefited somewhat from state-of-the-art water quality control practices. However, they remain a challenge in the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act. In addition to surface water, a very small portion of the Annandale Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those with high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

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

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

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
ANNANDALE 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
ANNANDALE 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			
Evergreen House Columbia Pike	A2	246	Private/Section 202/8 (Elderly)
Little River Glen Barker Court	A7	120	Fairfax County Rental (Elderly)/Senior Center
Heritage Woods Americana Drive	A10	44*	Public Housing
Little River Square Little River Turnpike	A10	45*	Fairfax County Rental
Homeownership			
Inverton Road Americana Drive	A10	3*	MIDS

PROPOSED ASSISTED HOUSING
(As of December 31, 1997)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Little River Glen II Olley Lane	58-4((1)) 43, 44, 45, 47	A7	150 60 beds	Fairfax County Rental (Elderly)/Assisted Living Units
			Up to 50 Persons	Adult Day Care Center

*Scattered Units

Heritage Resources

The Annandale Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified historic structures include:

- Annandale Methodist Church -An 1870 frame and clapboard structure located along Route 244 east of Evergreen Lane, this church was the site of Annandale's first public school.

- Wakefield Chapel - This simple, one-story wooden building located on Wakefield Chapel Road was built in 1899 and is typical of the churches that served the early settlers of Fairfax County.

- Oak Hill - This historic landmark was built around 1780. Located near Wakefield Chapel Road, it is one of the few remaining eighteenth-century structures in this heavily developed section of the County.

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

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

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

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

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

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

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

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

Public Facilities

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

1. Construct a State of Virginia Division of Motor Vehicles Office on property adjacent to the Annandale Fire and Rescue Station.

2. Expand the Wakefield Senior Center at Wakefield Park to 15,000 square feet in order to better serve the growing senior adult population and provide expanded space for the Braddock District which shares the space.

3. Construct a ground storage tank for additional water storage.

Parks and Recreation

The Annandale Planning District contains an excellent diversity of park and recreation facilities, including a large number of Neighborhood Parks, two District Parks and two major Countywide Parks. Public Parks located within the Annandale District are listed on Figure 6. Additional recreational facilities are provided at public school sites. Consideration should be given to co-locating compatible park and other public facilities where feasible.

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

- Those portions of Backlick, Holmes Run, Indian Run and Turkeycock Run Stream Valleys not currently in public ownership should be protected as permanent open space either through dedication of land or Conservation/Trail easements to the Fairfax County Park Authority;

- An additional Community Park is needed in Sector A5; and
- Upgrading of athletic fields at existing park and school sites is required to meet current and projected needs for these facilities.

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

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

* Indicates demolition: potential remains for archaeological site.

FIGURE 5
ANNANDALE PLANNING DISTRICT
EXISTING PUBLIC FACILITIES
(As of 10/10/94)

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

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

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

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

ANNANDALE COMMUNITY BUSINESS CENTER

The Plan for the Annandale Community Business Center (CBC) consists of a discussion of the area's character, planning history, and recommendations for future development. These recommendations include areawide guidance for land use, urban design, and transportation, as well as specific guidance for each of the land units that comprise the CBC.

LOCATION AND CHARACTER

The Annandale CBC is located in the heart of the Annandale community and includes the predominantly commercial area that is oriented to the Little River Turnpike and Columbia Pike corridors, between Medford Drive and Evergreen Lane (see Figure 7). At the center of the CBC are the intersections with Little River Turnpike of Annandale/ Ravensworth Roads and Columbia Pike/Backlick Road. The CBC includes nearly 170 acres with a scattering of residential uses and more than two million square feet of retail, office, and public uses built or renovated between the 1940s and 1990s. It may be characterized primarily as a concentration of highway-oriented strip-commercial development, individual stores, older houses converted to commercial use, neighborhood shopping centers, and low-intensity office buildings.

DEVELOPMENT AND PLANNING HISTORY

The foundation of today's Annandale CBC was laid when two of Fairfax County's earliest transportation improvements were made. Little River Turnpike, built in 1805 to carry commerce from the Virginia Piedmont to Alexandria, was the first toll-road or "turnpike" to be built in northern Virginia. In 1808, Columbia Pike was built to offer an alternative route across the Potomac River to the new and growing city of Washington. By the 1830s, the small cluster of houses and commercial establishments at the intersection of these two roads became known as "Annandale" and then "Annandale" in the 1850s. As more houses, stores, churches, and a post office were built, the community grew slowly through the 19th century and the first half of the 20th. After World War II, Annandale was subsumed by the rapid residential and commercial growth of Fairfax County that resulted in, on a significantly larger scale, the "crossroads village" that is the Annandale CBC of today.

Since the 1950s, that portion of the Annandale community centering on the intersection of Little River Turnpike and Columbia Pike has been planned for commercial use. During the 1980s, the area was designated the Annandale Central Business District and the concept of Community Business Centers–and the Annandale CBC--was introduced in the County's 1990 Policy Plan. Recognizing the age of many structures in older commercial areas throughout the County, and the opportunities and constraints of commercial revitalization and redevelopment in these areas, the Fairfax County Board of Supervisors initiated a commercial revitalization program in 1987. This program is a public/private partnership created to improve the economic vitality of those older areas that provide community-serving commercial uses while serving as a community focal point. A primary focus of this program is to provide incentives for business and property owners to upgrade the attractiveness of the area by enhancing the competitiveness of its retail establishments, continuing its community-serving function, and--specifically within the Annandale CBC--creating a "town center."

To help the revitalization process, a consultant's study of Annandale's commercial core was undertaken. This study, completed in October 1997, included market analyses as well as urban design, transportation, and redevelopment recommendations for the Board-designated Annandale Revitalization Area which includes the Annandale CBC. The consultant's findings and recommendations were prepared under the direction of the County's Department of Housing and Community Development (DHCD) and developed in conjunction with a citizen focus group

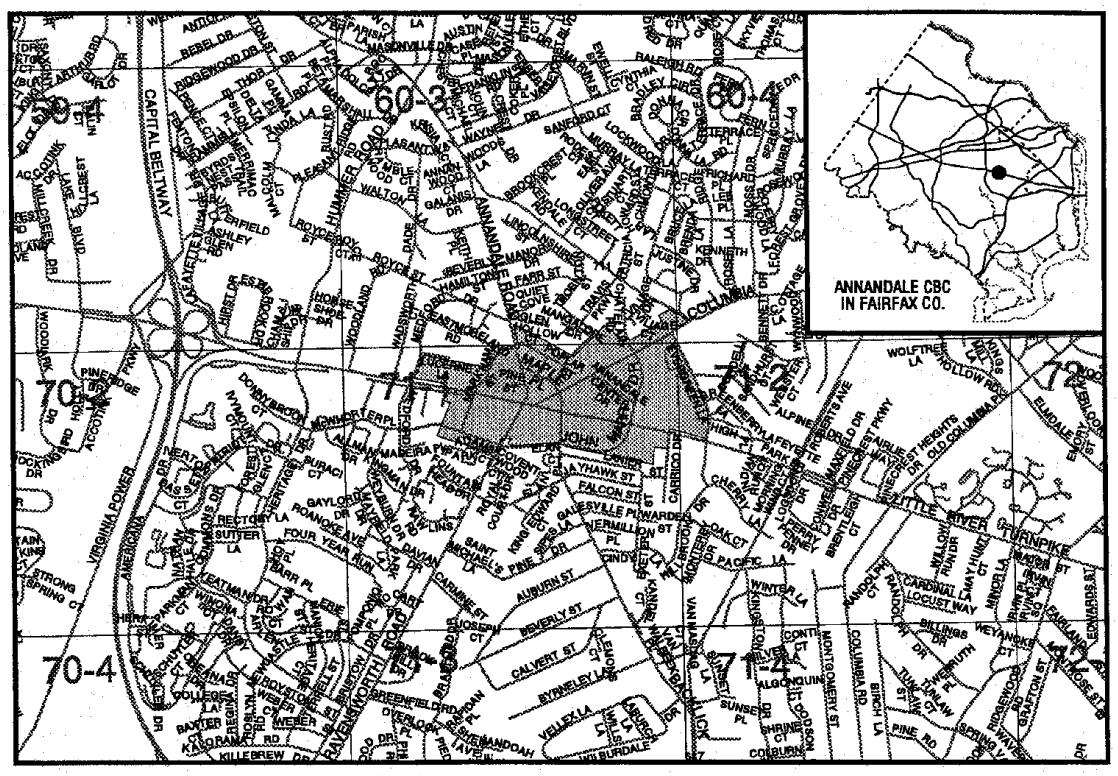


FIGURE 7

appointed by the Mason and Braddock District Supervisors to represent Annandale residents, civic associations, the business community, and local property owners

In 1998, on completion of the consultant's study, the Board designated the Annandale CBC as a special study area for the purpose of considering changes to the Comprehensive Plan. This would enable amending the Comprehensive Plan to encourage and support community revitalization efforts. This special study builds on the foundation of these previous efforts and projects the development potential for the Annandale CBC based on an analysis of future planned infrastructure and environmental constraints. The capacity of the planned transportation system (which includes several circulation improvements and a major widening of Little River Turnpike) was the major influence in establishing the area's maximum development potential. Also in 1998, the Board designated the area comprising the Annandale CBC as a Community Revitalization District (CRD).

This designation is a special category within the County's Zoning Ordinance intended to encourage revitalization activities.

CONCEPT FOR FUTURE DEVELOPMENT: A VISION FOR THE ANNANDALE CBC

The Comprehensive Plan for the Annandale CBC envisions a community that significantly enhances the quality of life for its own and neighboring residents while enabling businesses to prosper and actively contribute to the economic and social vitality of Annandale.

Planning objectives for achieving this vision include:

Objective 1 Encourage revitalization and redevelopment of portions of the Annandale CBC to create a more attractive and functionally efficient community-serving commercial area representing a community focal point and emphasizing pedestrian circulation.

Objective 2 Retain and enhance businesses serving the community.

Objective 3 Ensure a pattern of land uses that promotes the stability of neighboring residential areas by establishing transitional areas and preventing commercial encroachment on such areas.

The implementation philosophy for the Annandale CBC is that a higher quality of life will result from making use of the Fairfax County Revitalization program and its incentives for creating a vibrant community. By encouraging the highest quality mixed use development, in the CBC, with the necessary public and private support systems, the full potential of the area can be attained while preserving the residential communities that surround the CBC. The vision will result in providing a town center for the Annandale community in which people can live, work and walk to shopping and entertainment uses in an environment less dependent on vehicular transportation. People in nearby residential areas will have attractive walking access to this town center where their retail and entertainment needs can be satisfied and their lives enriched by the town center's provision of community activities.

This vision is achievable when the county, the developers and property owners can all benefit. The County and it's residents benefit when new development provides public amenities, public facilities and infrastructure improvements. Developers and property owners benefit, through the Plan's increase in allowable intensity for development, both commercial and especially residential use within the CBC. The implementation component of the Plan is based on a density/intensity incentive concept with the understanding that this approach creates a forum for flexibility, compromise and mutually beneficial development solutions. Older communities with their inherent difficulty in affecting property consolidation and attracting reinvestment must have planning environment that creates incentives for innovation and imaginative proposals. It is the intent of this Plan to create such an environment in order that the planning objectives can be achieved.

IMPLEMENTATION

To achieve this vision for the Annandale CBC, an integrated program of implementation strategies is needed to address short- and long-term issues at both the areawide and site-specific levels. Implementation will benefit by continuing citizen participation and a creative public/private partnership. The Annandale Central Business District Planning Committee, Inc., has long been involved in planning activities within the CBC and continues to promote revitalization efforts within the context of the Plan.

- Facilitate community-enhancing development within the CBC through innovative partnerships between the private, public, and volunteer sectors;
- Leverage available funds and generate new funding sources through grants and fund raising from the private and public sectors;
- Implement the above within the context of the Policy and Area Plans; and
- Provide initiative, feedback, and advice on development planning, marketing, public relations, real estate, and land development opportunities.

AREAWIDE RECOMMENDATIONS

The area-wide recommendations that follow are intended to help achieve the future vision for the Annandale CBC. These recommendations present overall concepts as a framework for the specific land unit recommendations which follow, and provide guidance on areawide issues that may not be specifically addressed in the land unit text because they apply to all land units uniformly. These recommendations focus on land use, urban design, and transportation.

LAND USE

To further define the broad vision for the Annandale CBC, a land use concept is provided that identifies the general type and distribution of development. Since achieving the vision for the CBC will be a long-term process, guidance on land use compatibility and land use flexibility is provided in this section.

Land Use Concept

The land use concept for the Annandale CBC (see Figure 8) outlines a pattern of development that represents a shift from the planning policy that has shaped the area over the last three decades. The previous policy encouraged low intensity commercial development in a suburban setting throughout the CBC. The new policy direction encourages a more urban and pedestrian oriented development pattern. The new land use concept recommends the development of a core, or "town center area" at the heart of the CBC while maintaining transitional areas at the fringe. Also, the new concept provides an improved circulation system that includes realigning Columbia Pike to intersect with Backlick Road and completing a loop road system along Poplar and Markham Streets, McWhorter Place, and John Marr Drive.

The town center area planned for the Annandale CBC encompasses more than 35 acres, just over 20 percent of the total CBC land area. This area is envisioned as a concentrated urban setting comprised of a higher-intensity mix of retail, office, and residential uses. These uses would be linked by more pedestrian-oriented streets with a focal point, such as a traffic circle, at the center. Typically, levels of development intensity from .50 to .70 FAR are recommended for a mix of non-residential uses in the town center area; however, higher intensity of 1.0 FAR or higher offered as an incentive in certain key areas if a special feature, such as a cinema or hotel as well as residential development is included in mixed use development. When a hotel, a cinema and/or housing is provided in a mixed use development, the development intensity could be over 400% higher than the property's existing intensity. This substantial increase in intensity is shown on Figure 9 which summarizes the town center and non-town center's planned development potential.

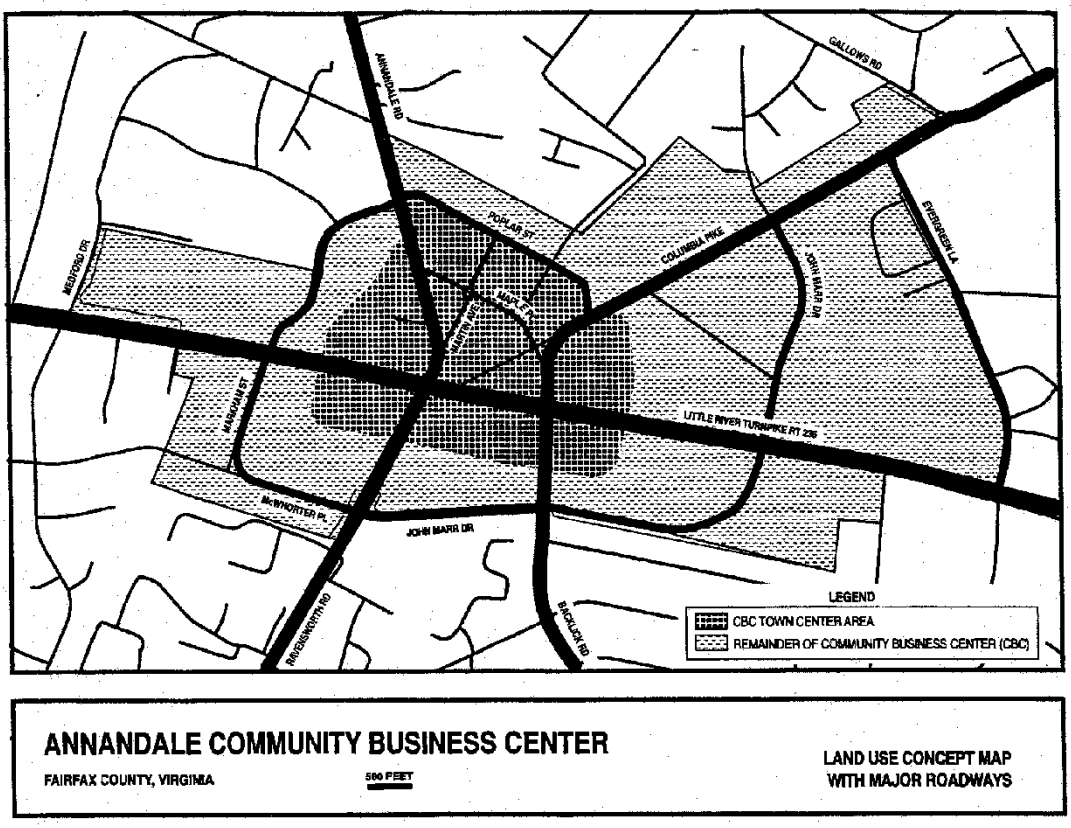


FIGURE 8

FIGURE 9
COMPARISON OF THE ANNANDALE CBC'S 2002 DEVELOPMENT TO THE PLAN POTENTIAL WITHIN AND OUTSIDE OF THE TOWN CENTER

	Existing Development in the Year 2002	Plan's Potential with Options Maximizing Non-Residential Mixed Use Development	Plan's Potential with Options Maximizing Residential Mixed Use Development
Non-Town Center Area Square Footage ***% increase over existing***	1,763,000 ***(N/A)***	2,713,000 ***54%***	2,581,000 ***46%***
Town Center Area Square Footage ***% increase over existing***	341,000 ***(N/A)***	1,026,000 ***201%***	1,723,000 ***405%***
Total Annandale CBC Square Footage ***% increase over existing***	2,104,000 * ***(N/A)***	3,739,000 ** ***78%***	4,304,000 *** ***105%***

Notes:

* The existing development's predominant use is retail use (with about 57% of the square footage.) Existing office use is about 33% of the square footage. The remaining 10% include governmental and institutional uses and 36 residential units.

** The options for maximizing non-residential use includes office use (with about 60% of the square footage), retail and other commercial uses, such as hotel and theater use (with about 35% of the square footage) and remaining development includes the existing fire station, post office and 24 residential units near the fire station.

*** The options for mixed use maximizing housing includes over 1,500 residential units which is about 40% of the area's square footage. Retail, hotel and theater uses have about 37% of the area's square feet. Office uses include about 22%. The remaining square footage is the post office and fire station.

While the town center's planned development intensity generally reflect the community vision for Annandale consistent with other local areas (e.g. Reston, McLean and Shirlington), providing even greater intensities (i.e., higher FAR) and a correspondingly appropriate increase in building heights may be favorably considered if consolidation of properties and development plans show that the increased intensity keeps the Annandale CBC's vision effectively intact. If a proposed development with higher intensity provides an improved quality of life and supports the Areas' Revitalization vision, a concurrent Plan Amendment may be appropriate, as allowed by the County's policies for Revitalization Areas.

The portion of the Annandale CBC that surrounds the town center area includes approximately 133 acres, about 80 percent of the CBC. These areas are planned to have an overall suburban appearance but with a more pedestrian-oriented character than today. These areas will retain their current function as community-serving retail and office areas and, as redevelopment occurs, additional housing will be encouraged within portions of these areas. A critical planning issue in these areas has been the need to avoid encroachment on adjacent residential neighborhoods. In addition, development at a higher intensity as mentioned above, may be appropriate in these areas, if it provides an improved quality of life and supports the Areas' revitalization objectives. The transitional areas should be at a scale compatible with abutting residential neighborhoods.

In the past, the creation of transitional areas or "edges" that define the limits of the CBC has taken several forms that provide a significant degree of land use compatibility with the adjacent residential neighborhoods. Typically, transitional areas include permanent open space as well as townhouse-style offices, neighborhood retail, garden apartments, and landscaped peripheral streets. It is recommended that these transitional development techniques be continued. (Site-specific guidance for land use and intensities is included in the Land Unit Recommendations section.)

Land Use Guidelines

Achievement of the vision for the Annandale CBC on which the land use concept is based will be a long-term process. Because of this, additional guidance beyond the land unit recommendations is also essential. In reviewing development proposals within the CBC, several situations may arise that the land unit recommendations may not adequately address: affordable housing, parcel consolidation, infill development, and other land uses that could be compatible alternatives to those specified in the Land Unit Recommendations. The following guidelines apply to these situations:

- *Affordable Housing* – For all development proposals with a residential component, affordable housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and/or other Board-adopted policies regarding affordable housing.

- *Parcel Consolidation* – For all development proposals involving increased intensity/density, parcel consolidation should be provided as a way to achieve the planning objectives for the CBC. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed and efficient manner. In general, any unconsolidated parcels should be able to develop in conformance with the Plan or should represent stable development.

- *Existing Uses and Buildings* -- In some instances, existing development may not be consistent with the long-term vision for the Annandale CBC which anticipates the eventual redevelopment of these properties. This Plan is not intended to interfere with the continuation of existing land uses or buildings which is the decision of the business or building owner. However, new uses and the replacement, expansion, or remodeling of existing buildings, should not inhibit achieving the long-term recommendations of the Plan. To facilitate this, improvements to the open space, pedestrian and/or roadway systems that are identified in the Plan are encouraged or, if not feasible due to an existing building's location on the site, alternative improvements which may help implement the Plan's intent may be considered. Additionally, retention of community serving uses as redevelopment occurs should be encouraged by permitting the incorporation of an existing use into the new, such as incorporating a community retail or service business into an office development.

- *Alternative Land Uses* -- When an alternative land use can be demonstrated to be compatiblewith the surrounding development and when the Plan's transportation needs, pedestrian orientation, and other urban design aspects called for in the Plan are adequately addressed, such uses may be considered. For example, residential uses may be considered when a viable, quality living environment can be created which provides recreational facilities and other amenities for residents, and where its scale is similar to the planned nonresidential use. Similarly, a hotel use may be compatible in areas planned for office and retail use provided that such use should generate less peak-hour traffic than the specific land unit recommendations and should be of a similar scale and intensity. In addition, the Plan is flexible to accommodate future opportunities for institutional, cultural, recreational, and governmental uses which could enrich community life, improve the provision of public services, and/or enhance the area's business competitiveness. Such uses may be considered where the use and scale is compatible with planned uses. Also, flexibility should be applied to ensure that a viable mix of local-serving or support retail and service uses will result by allowing these uses to be provided within office and residential buildings.

URBAN DESIGN

In a commercial area such as the Annandale CBC, development can take a suburban or an urban form. This depends upon such factors as the relationship of buildings to each other and to the roadway, and the location and types of parking whether in structures, underground, or on surface lots. The suburban form, usually more automobile oriented with low buildings and surface parking, is the existing development pattern in the CBC. The urban form is more densely developed, usually more pedestrian-friendly, with higher buildings served by structured as well as limited surface parking. Such urban forms often include a mix of office, retail, and residential uses that encourages both errand shopping and entertainment use. The urban form is designed to better serve those who live or work in the area as well as those who may use an automobile to get there but will use and enjoy the area on foot.

The urban design concept for the Annandale CBC is to achieve a balance between the suburban and the urban forms as well as to facilitate revitalization of the CBC by enhancing its traditional function while creating new opportunities for expansion of existing businesses and redevelopment. The concept is to foster a commercial area serving the greater Annandale community that 1) is clearly differentiated and buffered from adjacent residential

neighborhoods, 2) continues a suburban form of development on its periphery, and 3) encourages an urban form of development–the town center area–at its core.

The urban design concept is supported by two elements–guidance for building orientation and character as well as recommendations for streetscape design. Building orientation and character guidance focuses on the scale of buildings including height and mass, setbacks, architectural form, distinctive roofline features or corner/entry treatments, and placement on the site. Streetscape design includes a network of CBC-wide streetscape improvements that clearly distinguish the extent of the CBC and provide for underground utilities, street trees and other landscaping, decoratively
paved sidewalks, street furniture, lighting, and coordinated signage. Both the building character and streetscape blend to form the urban design character of the area.

Building Orientation and Character

The visual appearance of an area, and the character that this appearance communicates, relies on the streetscape as a setting and buildings or building complexes to establish focal points. In the Annandale CBC, guidance for building orientation and character is intended to enhance the area by improving the visual quality of the area and by fostering a clearly recognizable "sense of place" within the CBC. The urban design concept for the Annandale CBC reflects a hierarchy of development intensities ranging from a more suburban character to the urban core–the town center area. Within that broader context, building orientation and architectural character contribute to this.

Town Center Area Guidance

The character of that portion of the CBC that comprises the town center area should be designed to be urban in character with buildings fronting on landscaped pedestrian areas with surface and/or structured parking beneath buildings or to the rear. Within this area, there should be greater consideration of pedestrian amenities and special landscaping, street furniture, and features that contribute to the quality of the pedestrian experience. For example, greater emphasis should be placed on providing ornamental plantings, including annuals and perennials in raised planters incorporated into planting strips. Emphasis should also be placed on site design that provides for special features such as seating areas, pocket parks, and landscape or water features. Distinctive architectural corner or entry treatments that front on these pedestrian amenities should also be considered.

To give architectural interest to the town center area, varying building heights and roof lines are encouraged. Also, to create a focal point within a land unit, building heights and special architectural elements, such as a clock tower or entry feature, should be used to identify a particular area or activity center. This would be in addition to other urban design elements such as plazas, building orientation, and/or landscaping. In particular, the following design guidelines should be considered in the development review process within the town center area:

- Within the town center area, buildings should be set back 15-20 feet from the street curb to accommodate pedestrian amenities as well as the proposed streetscape improvements.

- Throughout the Annandale CBC, a variety of building heights, facade articulation, and roof forms is encouraged. The town center area is intended to be the most visually prominent part of the CBC and building heights outside this core gradually step down toward the CBC periphery. Specific building height guidance is found in the land unit recommendations. However, it should be noted that some flexibility to increase building height within the town center area is provided under specified

circumstances and if a minimum 25 degree angle of bulk plane is maintained in the design.

- While the height of buildings may vary, incorporating the upper story of buildings within the roof structure should be encouraged. Further, buildings greater than 3 stories in height should be limited to 3 stories at the front or corner building line with additional stories stepped back to accommodate a rooftop terrace or other feature. Additional height may be incorporated above a roofline if the building is designed as a focal point with special building corner or entry treatments.

- Building facades should establish a pedestrian scale relationship to the street with architectural design features--such as variations of window or building details, texture, pattern, and color of materials. Public space furniture and entry accent features are encouraged as are arcades, awnings, or other building features that distinguish ground floor retail uses.

- Parking areas within the town center area should be located in structures or beneath buildings provided that such structured parking does not front on pedestrian areas. Side parking should be limited to one double-loaded, surface bay also used as mid-block access to rear parking areas or structures. A particular emphasis should be placed on providing shared parking, particularly for mixed-use developments. On-street parking should not be permitted on arterial and collector streets or on service drives but should be allowed on local or pedestrian-oriented streets.

- Public spaces and amenities within the town center area should be directly accessible to the pedestrian network and pedestrian connections to adjacent blocks encouraged. Also, landscape design features, such as seating areas and ornamental plantings, should be incorporated into parking lots, plazas, and streetside areas to complement architectural features and carry the Annandale streetscape design theme into private areas.

- Exterior lighting for individual buildings or projects should be generally consistent throughout the CBC. Such lighting should be designed to maintain the overall character and quality of the area and to provide adequate lighting levels that ensure public safety without creating glare or light spillage into neighboring residential areas.

- Building-mounted signs or monument-style ground-mounted signs incorporated within a planting strip should be encouraged. Pole-mounted signs should be discouraged.

Guidelines for the Remainder of the CBC

The portion of the CBC surrounding the town center area is envisioned as generally more suburban in character with lower buildings and a greater emphasis on pedestrian linkages, vehicular access, and landscaped surface parking. The following design guidelines should be considered in the development review process within those areas of the CBC peripheral to the town center area:

- Buildings should be set back 15 to 20 feet from the curb except where parking is provided in the front of the building.

- The height of buildings should be 1 to 3 stories or higher if incorporating an additional story within the roof structure. Building heights adjacent to single-family residential neighborhoods should be no greater than 40 feet to provide an appropriate scale of development.

- Structured parking should not front on pedestrian areas but should be located at the back or side of buildings. Surface parking may be located at the front of buildings but should have interior landscaping as well as landscaping between the parking area and the sidewalk. On-street parking should not be permitted on arterial and collector streets or on service drives but allowed on local or pedestrian oriented streets. A particular emphasis should be placed on providing shared parking, particularly for mixed-use developments.

- Pedestrian linkages between buildings and parking areas should be provided and these should be well lighted and landscaped in keeping with the character of the CBC. Streetscape elements should be provided as appropriate including street furniture, lighting fixtures, and ornamental plantings where pedestrian traffic is expected to be high.

- Building-mounted signs or monument-style ground-mounted signs incorporated within a planting strip should be encouraged. Pole-mounted signs should be discouraged.

Streetscape Design Guidelines

The visual appearance of an area can be positively affected by streetscape elements, such as the placement of street trees, treatment of planting strips, widths of pedestrian ways, and building setbacks. In the Annandale CBC, the implementation of a streetscape concept will enhance the area by improving the visual quality along roadways, helping orient travelers moving to and through the area, and creating more clearly recognized special areas within the CBC. The urban design concept for the Annandale CBC reflects a hierarchy of development intensities ranging from areas that are more suburban in character to a more urban core–the town center area. Similarly, the streetscape design concept reflects a hierarchy ranging from Little River Turnpike, the major arterial street that bisects the CBC, to the other arterial streets and collector streets that are used for access to and through the CBC and those local streets that provide access to individual sites throughout the CBC. Also, important are those points along these streets where one enters the CBC. These points of entry assist drivers to orient themselves and also help define the limits of an area.

Recognizing the differences in scale and intensity of use of these streets by both automobiles and pedestrians, the streetscape concept is intended to create a unifying theme to be implemented throughout the CBC. To achieve this, the streetscape concept establishes consistent guidance for street tree location, spacing, size, and type as outlined below. Implementation will occur through development proposals addressing private property and adjacent public right-of- way, the County's commercial area revitalization bond funds, and/or joint public/private funding efforts as these roadways are improved. In situations where development or redevelopment is not likely to occur, implementing the streetscape design concept may require public/private cooperation in providing funding for these improvements.

In general, when street trees and other plantings are to be located in proximity to roadways or within medians, special attention to clear zones, as well as safety and sight distance should be observed in the design of streetscape elements for development proposals. Also, as part of general streetscape considerations, CBC-wide directional signs and distinctive CBC entry signs should be encouraged along with coordinated business sign systems that establish a distinctive theme and identity to the area while eliminating visual clutter. Modifications to the streetscape guidance outlined in this section may be necessary to conform to applicable Virginia Department of Transportation (VDOT) requirements and guidelines.

The design guidelines for Little River Turnpike and all other streets within the Annandale CBC, as found below, are similar to those described in the 1993 *Columbia Pike Streetscape Plan*

which is being implemented in the Annandale CBC. A general description of the paving, light fixtures, plant materials, and street furnishings recommended in the 1993 Streetscape Plan includes:

- Interlocking concrete sidewalk pavers similar in shape and color to brick with concrete commercial drive entrances and trim bands;
- Traditional acorn-style light fixtures atop a fluted pole;
- A variety of hardy plant materials including street trees, low as well as high shrubs, and ornamental plantings; and
- Street furnishings including metal benches, trash receptacles, and bicycle racks, as well as metal fittings such as bollards and tree grates.

Little River Turnpike Streetscape Design Guidelines

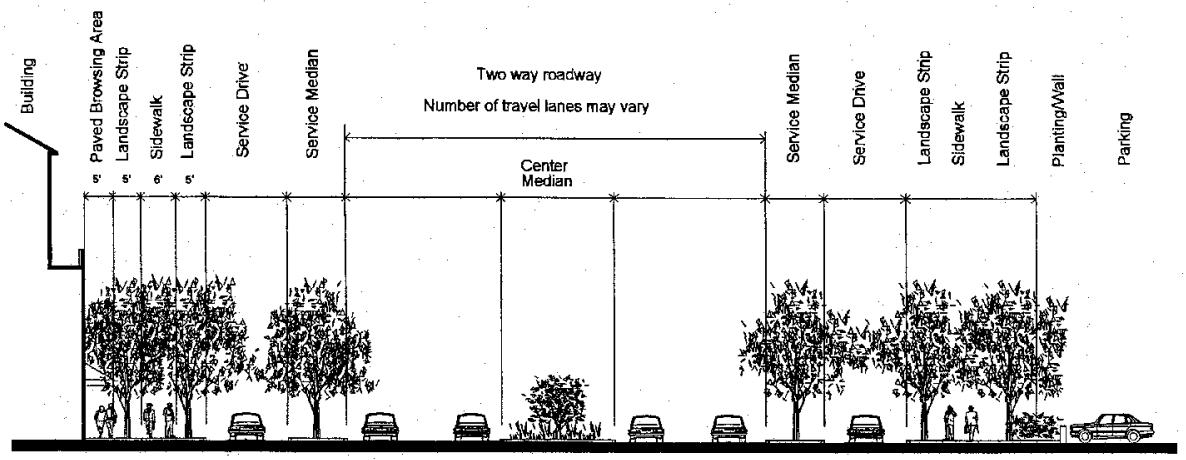
For those areas fronting on Little River Turnpike, plant materials, design details, lighting, and street furniture should be consistent with or similar to those used throughout the Annandale CBC in the implementation of the 1993 Streetscape Plan. A typical cross-section would include the following (see Figure 10):

- If a *center median* is provided, it should be planted where possible with a single row of shade trees 30 to 40 feet on center, or ornamental trees 20 feet on center supplemented with ornamental plantings and tree groupings at points of entry to the CBC; if a *service median* is required, it should be planted with a single row of shade trees 30 to 40 feet on center;
- The *pedestrian area* extends from the street curb to the building line or parking area. This area should be approximately 15 to 20 feet wide and include a *curbside planting strip* 5 feet in width (4 feet may be appropriate when limited by existing conditions) planted with a row of shade trees spaced 40 to 50 feet on center, a *sidewalk* 6 feet in width, and a *secondary planting strip* 4 to 6 feet in width with a second row of shade trees spaced 40 to 50 feet on center. Trees in the two parallel planting strips should be offset thus creating a canopy over the sidewalk with an effective tree spacing of approximately 20 to 25 feet.
- A paved *browsing area* 4 to 6 feet in width for retail frontage, or a *landscaped area* 5 feet (minimum) in width for non-retail frontage, should be provided between the secondary planting strip and the building within the town center area. When located adjacent to this retail frontage browsing area, the secondary planting strip may also be paved and trees placed in grated planting pits. Additional landscaping should be provided beyond this pedestrian area including low parking lot walls with screen planting and interior parking lot landscaping where such parking areas front on the street.

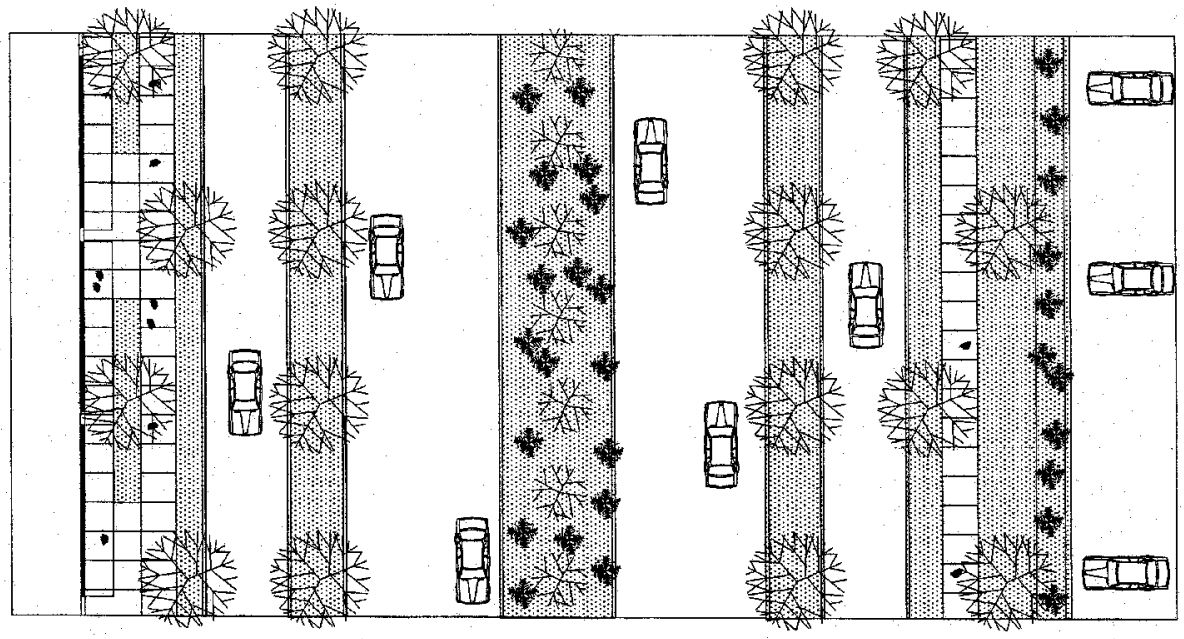
Streetscape Design Guidelines For All Other Streets

For those areas fronting on all other streets, plant materials, design details, lighting, and street furniture should be consistent with or similar to those used throughout the Annandale CBC in the implementation of the 1993 streetscape plan with bond funds. A typical cross-section would include the following (see Figure 11):

- The *pedestrian area* extends from the street curb to the building line or parking area. This area should be approximately 15 feet wide (minimum) and be divided into a curbside planting strip 5 feet in width (4 feet may be appropriate when limited by



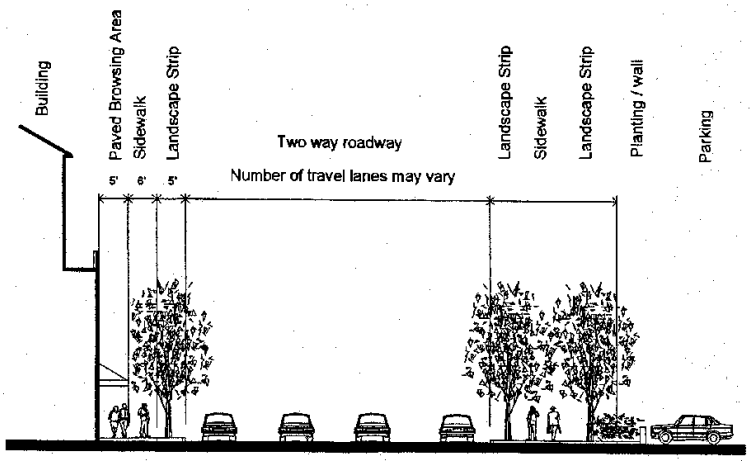
Streetscape -- Little River Turnpike
(with Medians & Service Drives) Scale: 1" = 30'



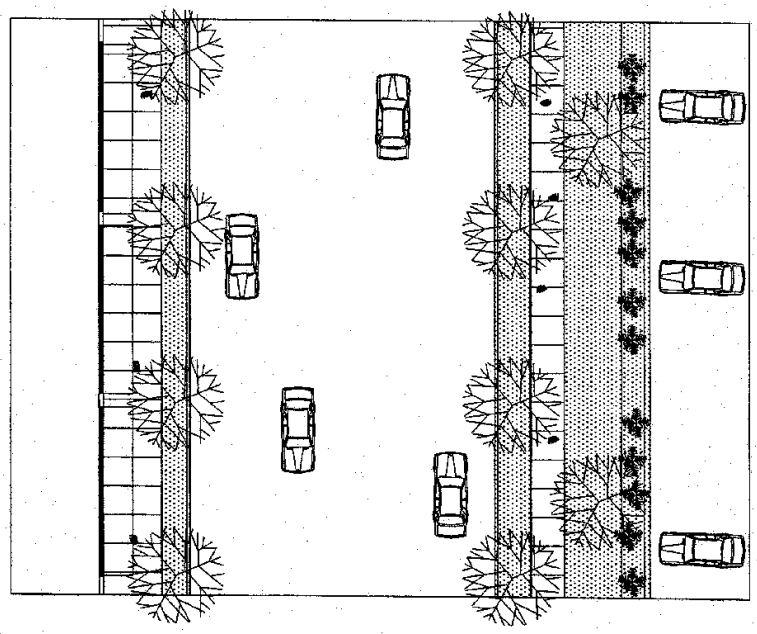
ANNANDALE COMMUNITY BUSINESS CENTER
FAIRFAX COUNTY, VIRGINIA

STREETSCAPE
LITTLE RIVER TURNPIKE

FIGURE 10



Streetscape – All Other Streets Scale: 1" = 30'



ANNANDALE COMMUNITY BUSINESS CENTER
FAIRFAX COUNTY, VIRGINIA

STREETSCAPE
ALL OTHER STREETS

FIGURE 11

existing conditions) planted with a row of shade trees spaced 25 to 30 feet on center supplemented with ornamental plantings and tree groupings at points of entry to the CBC; a *sidewalk* 6 feet in width, and, within the town center area, a *browsing area* 4 to 6 feet in width for retail frontage, or a *landscaped area* 5 feet in width (minimum) for non-retail frontage.

- *Additional landscaping* should be provided beyond this pedestrian area including low parking lot walls with screen planting and interior parking lot landscaping where such parking areas front on the street.

TRANSPORTATION

Transportation recommendations for the Annandale CBC are shown on Figure 12. In some instances, site-specific transportation recommendations are included in the land unit recommendations section. 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 used in the evaluation of development proposals.

The following transportation recommendations have been developed to set the framework and guide development within the CBC.

Access Management Policy

Curb cuts should be minimized through consolidation of street access and provision of interparcel access. Large surface or structured parking areas should be attractively integrated with major pedestrian networks and be accessible from side streets or exterior passageways between buildings and with parking areas located adjacent to residential neighborhoods effectively screened and buffered.

Arterial Roadways

Arterial roadways consist of freeways/expressways, other principal (or major) arterials, and minor arterials. On arterial roadway facilities, local access should be subordinate to the primary function of carrying through traffic. The following arterial roadway improvements are planned within the Annandale CBC: Widen the Little River Turnpike (Route 236) to 6 lanes through the area.

Consolidate access and remove service drives where sufficient interparcel access can be provided. Provide a free-flow right turn lane from Little River Turnpike to Annandale Road.

- Widen Annandale Road (Route 650) to 4 lanes. Improve the horizontal alignment of the section south of Maple Place.

- Close the Columbia Pike (Route 244)/Little River Turnpike intersection. Close the existing one-way section of Columbia Pike west of Backlick Road. Realign Columbia Pike to Backlick Road.

- Consolidate access and remove service drives along Columbia Pike where sufficient interparcel access can be provided.

Interchange

A grade-separated interchange at the intersections of Little River Turnpike with Annandale, Ravensworth and Backlick Roads has been shown on the Plan since the 1970s. This interchange

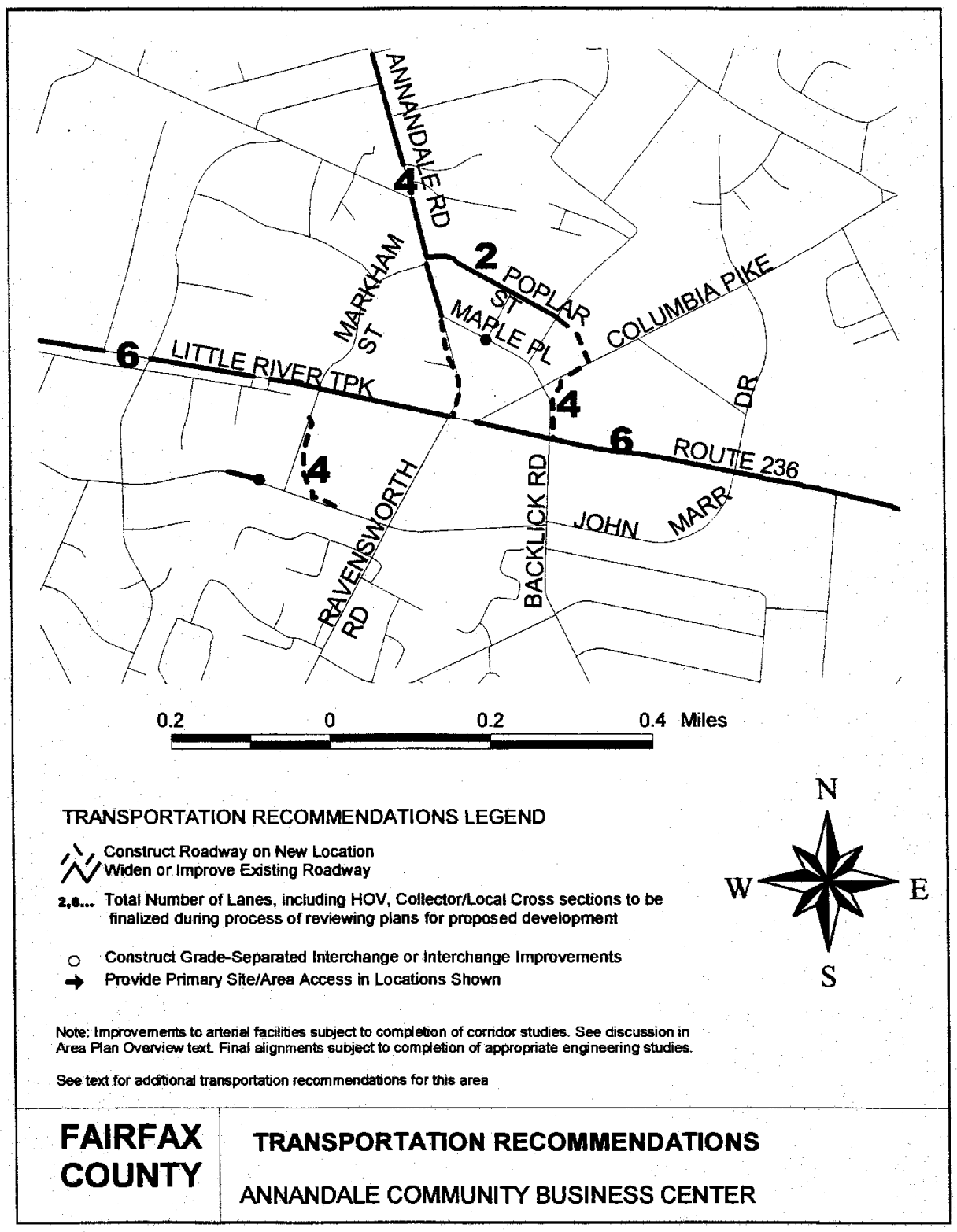

ANNANDALE RD
4
2
POPLAR ST
MAPLE PL
COLUMBIA PIKE
MARKHAM ST
6
LITTLE RIVER TPK
4
6
ROUTE 236
DR
4
RAVENSWORTH RD
BACKLICK RD
JOHN MARR
0.2
0
0.2
0.4 Miles
N
W
E
S
TRANSPORTATION RECOMMENDATIONS LEGEND
Construct Roadway on New Location
Widen or Improve Existing Roadway
2,6... Total Number of Lanes, including HOV, 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 Locations Shown
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.
See text for additional transportation recommendations for this area
FAIRFAX COUNTY
TRANSPORTATION RECOMMENDATIONS
ANNANDALE COMMUNITY BUSINESS CENTER

FIGURE 12

would connect these arterial roadways to allow for the smooth and uninterrupted flow of traffic between these facilities.

The provision of such an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, revised access patterns must be accommodated in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. The amount of land needed, and the extent to which access must be re-oriented varies with the actual design of the interchange. Development or redevelopment of properties adjacent to future interchange improvements should recognize the need to reorient access in a manner consistent with the future interchange design. Since a design for this interchange has not been adopted, general guidelines should be followed in the review of development applications.

Alternative Recommendation to Interchange Concept

In recognition of the potential impact that a grade-separated interchange would have on plans to redevelop the Annandale CBC, it is recommended that a system of one-way paired streets be studied as an alternative to construction of an interchange. Under this proposal, Little River Turnpike would be converted to one-way westbound between John Marr Drive and Markham Street, and the section of the loop road south of Little River Turnpike (Markham/ McWhorter/John Marr Drive) would be converted to one-way eastbound. Improvements would be needed at the intersections of Markham Street and John Marr Drive with Little River Turnpike, to accommodate a high volume of turning movements at these locations. The loop road system south of Little River Turnpike, including the realignment of Markham Street and cul-de-sac of McWhorter Place west of Markham, would need to be completed. With a one-way orientation, Little River Turnpike would not require widening to six lanes through the CBC. In addition, the loop road system would more effectively be utilized to divert traffic from the congested intersections of Route 236/Annandale/Ravensworth Roads and Route 236/Backlick Road.

It is recommended that the one-way pair concept utilizing Little River Turnpike and the Annandale CBC loop road be studied as an alternative to a grade-separated interchange or interchanges at Little River Turnpike. Should dedication for the recommended interchange pose a problem during the development review process, a demonstration should be made to show that these alternative improvements would serve the same purpose as the interchange concept and accommodation made for the alternative improvements.

Collector and Local Streets/Circulation

Collector roadways route traffic to and from local streets to the arterial road system. Collector roads generally are not intended to attract through trips, but instead provide for internal traffic circulation, including transit service. For the most part, collector and local street improvements will occur in conjunction with redevelopment activity. The following improvements to the collector and local street network are planned to improve traffic circulation within the Annandale CBC:

- Replace Maple Place with Poplar Street as the major CBC east-west connector road. Poplar/Markham Streets would serve as one leg of the planned Annandale loop road system, designed to improve traffic circulation within the CBC and divert traffic from Little River Turnpike. Improve Poplar Street to a standard 2 lane section and extend it to Columbia Pike to provide a complete connection between Annandale Road and Columbia Pike. Improve the alignment of the existing Poplar/Markham Street intersection at Annandale Road to eliminate the offset.

- Construct a traffic circle at the intersection of Maple Place/Martin Avenue as part of

new town center area development, with VDOT concurrence. Maple Place could be redesigned after the improvement of Poplar Street between Annandale Road and Columbia Pike. The traffic circle would serve both as a focal point of the development as well as a traffic-calming measure, emphasizing the pedestrian orientation of streets within the town center area.

- Realign Markham Street to McWhorter Place in a 4 lane section to complete the loop road system south of Little River Turnpike. Cul-de-sac McWhorter Place west of Markham Street at the boundary of the CBC

LAND UNIT RECOMMENDATIONS

Figure 13 shows the Annandale CBC divided into "land units" for the purpose of organizing land use recommendations related to the desired character for specific subsections of the CBC. These land units, and related sub-units, will be referred to in the following Plan recommendations. Generally, community serving institutional uses--such as a community center--may be considered in any land unit if of a similar scale and character as other uses planned for the sub-unit. If these site-specific land use recommendations are appropriately addressed along with the areawide recommendations, the vision for the CBC can be successfully implemented.

LAND UNIT A

Land Unit A is located north of Little River Turnpike and west of Annandale Road. It is currently developed with community-serving retail uses including the Little River Center, the Markham East Center, and a variety of commercial retail, recreation, and service uses. Directly north and west of this land unit are located some of the highest density residential neighborhoods in the Annandale community. This land unit also acts as a visual point of entry to the Annandale CBC from the north and west and the portion located nearest the intersection of Little River Turnpike and Annandale Road occupies a prime location within the planned Annandale CBC Town Center area. This land unit serves a valuable community function which should be retained and enhanced both by the revitalization of existing uses and structures and the development of appropriate new ones. In general, any redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, and improvements to signage and building facades.

Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit A:

Sub-Unit A-1

Sub-Unit A-1 includes approximately eleven acres and is planned for community serving retail use up to .35 FAR. Improvements to parking area landscaping as well as pedestrian linkages with adjacent higher-density residential neighborhoods should be provided to enhance the visual and functional aspects of the area. Because this sub-unit is a visual entry point to the Annandale CBC from the west, development of any additional retail uses adjacent to Little River Turnpike should present a primary facade to that street and provide sidewalk access and landscaping complementary to streetscape improvements planned for the area. Additional vehicular access should be limited to Medford Drive or Markham Street rather than Little River Turnpike.

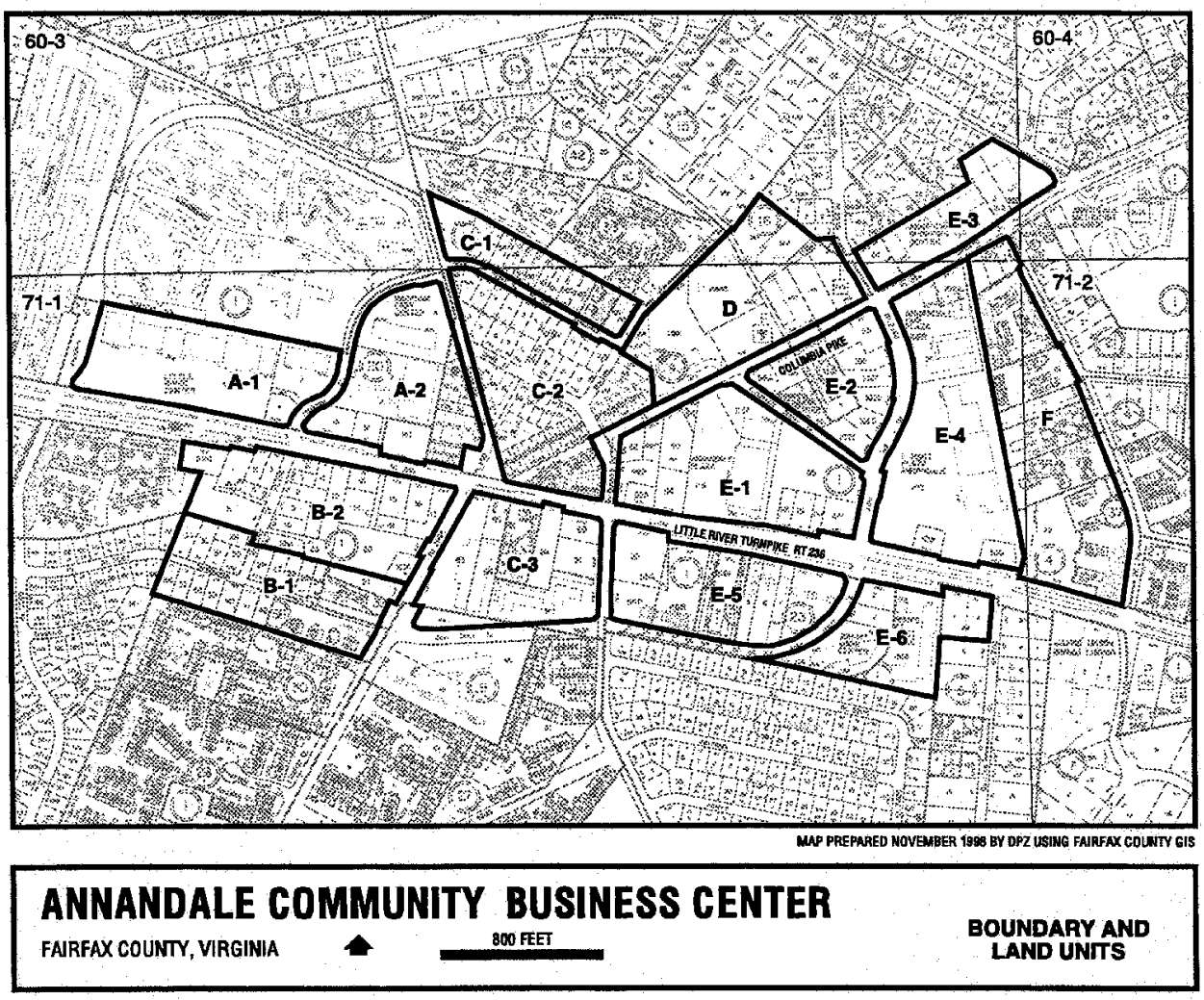


FIGURE 13

Sub-Unit A-2

Sub-Unit A-2 includes approximately 11 acres and is the location of the Markham East Center, a commercial bowling alley, and a variety of small retail and service businesses. The shopping center and bowling alley serve a valuable community shopping and recreation function which should be retained. This land unit is planned for community-serving retail use up to .35 FAR. Improvements to parking lot landscaping as well as pedestrian connections with adjacent higher-density residential neighborhoods should be provided or maintained to enhance the visual and functional aspects of the area. Effective screening and buffering should be provided adjacent to existing residential uses. This area also serves as a visual entry point to the Annandale CBC from the north and a focal point of the planned Annandale CBC Town Center area. Because of this, development of new uses adjacent to Annandale Road and/or Little River Turnpike should present primary facades to those streets and provide sidewalk access and landscaping complementary to streetscape improvements planned for the area.

Mixed-use Option--As an option, retail/office mixed use up to .50 FAR with ground level retail (height limit of 40 feet) may be considered provided that a development proposal includes at a minimum 1 acre and provides shared parking among uses located on the same or adjacent sites. Vehicular access should be consolidated.

Higher-Intensity Option, Town Center Area--The eastern and southern portions of Sub-Unit A-2, which are oriented to the intersection of Annandale Road and Little River Turnpike, are within the Annandale CBC Town Center area. Redevelopment in this area should provide for a variety of day and evening uses and a more urban, pedestrian oriented character than the remainder of the CBC. Structured parking as well as pedestrian amenities should be provided. To achieve this special character for this portion of the sub-unit, higher-intensity retail/office/residential mixed use up to .70 FAR may be considered provided that the following additional conditions are met:

- Parcel consolidation of at least two acres occurs;
- Building height is limited to 60 feet, or 75 feet if the top story is incorporated into a decorative roof element;
- Parking is located to the rear or below grade with the primary building facades facing Little River Turnpike and/or Annandale Road;
- A primary entrance should be provided from Annandale Road opposite Maple Place, if appropriate to the site;
- Retail uses are located on the ground floor with direct public access and display windows oriented to the street;
- Articulated rooflines and/or building corner features, such as entries or towers, are provided; and
- Streetscape treatments and pedestrian amenities, such as outdoor seating areas, works of art, or water features, are provided.

Under this town center option, intensity up to 1.0 FAR may be considered if the above conditions are met and if a residential component is included. If a cinema and/or hotel is incorporated as part of the mixed use development, an intensity exceeding 1.0 FAR may be considered provided that peak-hour vehicular trip generation is determined to be no greater than that for office use at .70 FAR. A housing component, such as Senior Independent Living or Working Singles residences as offered by the Fairfax County Redevelopment and Housing Authority, may also be considered subject to the same traffic generation limitation.

LAND UNIT B

Land Unit B is located south of Little River Turnpike and west of Ravensworth Road. It is currently developed with community-serving retail, office, automobile oriented, and service uses. Some residential uses are located in smaller, older structures. Major developments include the Ravens Corner and Merrion Square townhouse office condominium complexes. Directly south of this sub-unit is located a townhouse-residential neighborhood while to the west are located single-family and multi-family residential neighborhoods. This land unit serves as a visual point of entry to the Annandale CBC from the south and west and the portion located near the intersection of Little River Turnpike and Ravensworth Road occupies a prime location within the planned Annandale CBC Town Center area. This land unit serves a valuable community function which should be retained and enhanced both by the revitalization of existing uses and

structures and the development of appropriate new ones. Mixed-use projects combining retail, residential, and office uses should be encouraged if they include urban design features supportive of the objectives for this land unit. The provision of attractive, well-designed residential uses is also encouraged. Also, visual screening and a transition of scale between development on the periphery of this sub-unit and adjacent residential areas should be provided. In general, any redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, and improvements to signage and building facades.

Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit B-1

Sub-Unit B-1

Sub-Unit B-1 comprises the southern half of the land unit and includes approximately ten acres. It is currently developed with a mix of newer townhouse-style office buildings to the east and older single-family detached residences, most of which have been converted to office use, to the west. This is a transitional area between commercial use to the north and residential areas to the west and south and is planned for townhouse-style office use up to .50 FAR (height limit of 40 feet) with consolidation, shared parking, and landscape screening to adjacent residential areas. Absent consolidation, the maximum intensity for office development is planned for .25 FAR. A .50 FAR is appropriate only if the following conditions are met:

- An integrated, well-designed project incorporating appropriate buffers and screening between residential and commercial uses, including an open space buffer toward the single-family neighborhood to the west is provided.
- Development should be oriented to compliment the planned development of the remainder of the sub-unit; and
- Office development should maintain a residential appearance with building heights not to exceed 40 feet and parking lot landscaping provided.

An alternative to the currently planned “townhouse office use” at a FAR of .50 is to encourage the redevelopment of the formerly single-family structures on lots 25 through 42 to residential once again. Residential uses at appropriate densities provides for a transition of the uses between the residential neighborhoods to the south and the intense commercial uses of C-6 and C-8 to the north.

Bringing in high quality residential in keeping with the revitalization efforts now underway will support the urban character of central Annandale and is a highly desirable use of this quadrant.

This residential alternative may be at two levels of density. If conventional townhouse development (similar to Lafayette Park West) is contemplated, an initial density should be at 12-16 units per acre, single-family in concept and subject to the following requirements:

1) Such townhouse development shall incorporate a front loaded unit with a mix of garage and surface parking.

2) Architecturally, the units should be compatible with the surrounding residential areas and incorporate a majority (70%) of the elevations in a mix of brick, or other hard material (e.g.: stucco/divet), with limited use of siding in front and rear.

3) The overall design of the project:

(a) must be compatible with the design guidelines as shown in the areawide recommendations.

(b) must consolidate the majority (85%) of the parcels from the Markham and McWhorter intersection west. East of Markham, it must consolidate all of the parcels on either the northern or southern side of McWhorter. This assumes that the parcels on the northern side of McWhorter (25, 26, 27, and 28) will not be required for the Transportation Plan proposal, an issue that will require resolution prior to development.

(c) must be well integrated and provide for non-vehicle access to the Annandale downtown.

(d) may be flexible with its approach to buffering and screening because as a residential use it is comparable with the residential neighborhoods, however, where it is adjacent to office uses the project design shall create appropriate architectural buffers.

(e) may include those portions of McWhorter (and density credit) which may logically be assimilated into a project design.

However, a higher density may be appropriate with designs incorporating more urban approaches such as plaza townhouse structures. Such designs must incorporate a majority of parking either underground or in the townhouses and have decked-over travel ways between townhouse blocks. Conceptually, this approach has a parking structure character with the areas above utilized as residential plazas. Such densities may go to 16-20 dwelling units per acre. In the case of such urban density approaches, the design of the project must incorporate conditions #2 and #3 above and the following:

4) The townhouse units must be single structure and not stacked. These units are to remain single-family in character and not condominium or apartments in character.

5) The parking for the townhouse units must be within the parking structure except for the occasional unit which may have a combination of garage and surface parking.

6) The urban design concept, which is desired and should be achieved, is a project where the automobile is hidden and pedestrian plazas take the place of travelways between buildings.

Sub-Unit B-2

Sub-Unit B-2 comprises the northern half of the land unit and includes of approximately twelve acres. It is currently developed with a variety of small retail, restaurant, and service business uses. It is planned for community-serving retail use up to .35 FAR with improved parking area landscaping, and pedestrian linkages with adjacent higher-density residential areas. This area also serves as a visual entry point to the Annandale CBC from the west. Because of this, new uses adjacent to Little River Turnpike should present a primary facade to that street and provide sidewalk access and landscaping complementary to the streetscape improvements for the area. Parking lot landscaping and pedestrian connections should be provided to enhance the visual and functional aspects of the area and effective screening and buffering should be provided on the western edge of this land unit adjacent to existing residential uses.

Mixed-Use Option–As an option, retail/office mixed use up to .50 FAR or residential use at 20-30 du/ac (with ground-level retail, height limit of 40 feet west of Markham Street and

50 feet east of Markham Street) may be considered provided that a development proposal includes at a minimum 1 acre and provides shared parking among uses located on the same or adjacent sites. Vehicular access should be consolidated.

Higher-Intensity Option, Town Center Area–The portion of Sub-Unit B-2 oriented to the Little River Turnpike and Ravensworth Road intersection is within the Annandale CBC Town Center area. Redevelopment in this area should provide for a variety of day and evening uses and a more urban, pedestrian oriented character than the remainder of the CBC. Structured parking as well as pedestrian amenities should be provided. Higher-intensity retail/office mixed use up to .70 FAR may be considered provided that the following conditions are met:

- Parcel consolidation of at least two acres occurs;
- Parking is located beneath or to the rear with the primary building facades facing Little River Turnpike and/or Ravensworth Road;
- Retail uses are located on the ground floor with direct public access and display windows oriented to the street;
- Building height is limited to 60 feet with a potential of 75 feet for a top story incorporated into an architectural roof element;
- Articulated rooflines and/or building corner features, such as entries or towers, are provided; and
- Streetscape treatments and pedestrian amenities--such as outdoor seating areas, works of art, or water features–are provided.

LAND UNIT C

Land Unit C is located at the center of the Annandale CBC between Annandale/ Ravensworth Roads, to the west, and Columbia Pike/Backlick Road, to the east. It is located on both sides of Little River Turnpike and is planned as the focal point of the Annandale CBC Town Center area. This land unit is currently developed with a broad range of community-serving retail, office, business service, restaurant, and residential uses including many commercial uses operating in converted residences.

Plan flexibility is provided in this land unit with mixed-use projects as well as residential development encouraged. In general, any redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, and improvements to signage and building facades.

Within the overall planning concept for the CBC, the following recommendations apply to specific portions of Land Unit C:

Sub-Unit C-1

Sub-Unit C-1 includes approximately five acres north of Poplar Street. It provides an important transition between residential development to the north and more intensive commercial use planned to the south. In the western portion of the sub-unit is a bank and office building. To the east are newer office condominiums. Between are located older single-family detached residences several of which have been converted to office use. This sub-unit acts as a visual point of entry to the Annandale CBC from the north, along Annandale Road, and along Poplar Street which is planned as a primary circulation route within the CBC.

The sub-unit is planned for single-family attached residential use at 12-16 du/ac or townhouse-style office use up to .50 FAR. Development of any uses adjacent to Annandale Road or Poplar Street should present a primary facade to these streets with parking located to the rear, provide pedestrian access from the sidewalk, and include landscaping complementary to streetscape improvements for the area. Effective screening and buffering should be provided on the northern edges of this land unit, adjacent to existing residential uses.

Higher-Density Residential Use Option--As an option, residential use at 16-20 du/ac may be considered provided that the following additional conditions are met:

- Parcel consolidation of at least one acre occurs;
- Development consists of single-family attached residential units with building heights not to exceed 40 feet; and
- Parking is located behind or beneath units with garage access not fronting on Poplar Street.

Sub-Unit C-2

Sub-Unit C-2 includes over twelve acres and is located within the planned Annandale CBC Town Center area. The sub-unit is planned to serve as a focal point for the Annandale CBC--an identifiable place near the geographic center where people can gather, where pedestrian ways converge, where there are a variety of uses, and where there is day, evening and weekend activity. To achieve this vision, mixed-use or multi-use projects combining retail, residential, and office components should be encouraged if they include urban design features supportive of the objectives for this sub-unit. In particular, attractive, well-designed residential development, compatible in character and scale to that planned for Sub-Unit C-1, should be encouraged. Also within this sub-unit, Poplar Street, Maple Place, Martin Avenue, and Columbia Pike are planned for both vehicular and pedestrian use and with ground-level retail uses to encourage pedestrian activity. Because of this, primary building facades and entrances should be designed to face the street with shared parking lots or structures to the rear or beneath buildings. Automobile-oriented commercial uses having high trip generation potential and drive-through facilities should be discouraged in this sub-unit.

Upon the completion of the Poplar Street improvement between Annandale Road and Columbia Pike, and the realignment of Columbia Pike to Backlick Road, streets within this land unit may be realigned or reoriented to improve site access and circulation. The portion of Columbia Pike west of Backlick Road should be closed after its realignment with Backlick Road. A primary entrance to the land unit should be provided as a one-way street extending north from Annandale Road to the planned traffic circle at the intersection of Maple Place and Martin Avenue. The intersections of Annandale Road/Poplar Street and Columbia Pike/Maple Place should be improved to eliminate offsets and improve geometrics. Streets should have a pedestrian orientation and non-arterial streets should provide for on-street parking.

Structured above- or below-grade parking should be encouraged as well as the provision of pedestrian amenities. To achieve this character, higher-intensity retail/office mixed use up to .70 FAR may be considered provided that the following conditions are met:

- Parcel consolidation of at least two acres occurs;
- Building height is limited to 60 feet with a potential of 75 feet for a top story incorporated into an architectural roof element;
- Parking is located to the rear or below grade with the primary building facades facing

Poplar Street, Maple Place, Martin Avenue, Annandale Road, and Columbia Pike;

- Retail uses are located on the ground floor with direct public access and display windows oriented to the street;
- Articulated rooflines and/or building corner features, such as entries or towers, are provided; and
- Streetscape treatments and pedestrian amenities, such as outdoor seating areas, works of art, or water features, are provided.

Higher-Intensity Options–Higher-intensity retail/office/residential mixed use up to 1.0 FAR may be considered provided that a cinema and/or hotel is included as part of the mixed use and that peak-hour vehicular trip generation is determined to be no greater than that for office use at .70 FAR. Intensity exceeding 1.0 FAR may be considered if one or more of the following additional conditions are met:

- A housing component, such as Senior Independent Living, or Working Singles residences as offered by the Fairfax County Redevelopment and Housing Authority, is included;
- A public park or open space at least one-half acre is provided; and
- Peak-hour vehicular trip generation is determined to be no greater than that for office use at .70 FAR.

Sub-Unit C-3

Sub-Unit C-3 is bounded by Little River Turnpike, Ravensworth Road, John Marr Drive and Backlick Road. It includes nearly eleven acres and is developed with a variety of retail, restaurant, self-storage, and service business uses. It is planned for retail/office mixed use at an intensity up to .50 FAR with parking lot landscaping, streetscape, and pedestrian and pedestrian linkages with adjacent higher-density residential areas should be provided. Buildings should be four to five stories in height. Ground-level retail use is encouraged. Also, effective screening and buffering should be provided on the southern edge of this sub-unit adjacent to existing higher-density residential uses. Because this area serves as a visual entry point to the Annandale CBC from the south, new uses adjacent to Little River Turnpike, Backlick, and Ravensworth Roads should present a primary facade to those streets and provide sidewalk access and landscaping complementary to streetscape improvements planned for the area.

Higher-Intensity Option, Town Center--The northern half of Sub-Unit C-3 is oriented to Little River Turnpike and its intersections with Ravensworth and Backlick Roads. This portion of the sub-unit is considered to be within the Annandale CBC Town Center area. Higher-intensity retail/office mixed use up to .70 FAR may be considered for this area provided that the following conditions are met:

- Parcel consolidation of at least two acres occurs;
- Parking is located to the rear or below grade with the primary building facades facing Little River Turnpike, and/or Ravensworth or Backlick Roads;
- Retail uses are located on the ground floor with direct public access and display windows oriented to the street;
- Building height is limited to 60 feet with potential of 75 feet for a top story incorporated into an architectural roof element;

- Shared parking and street access among uses located on the same or adjacent sites are provided;
- Articulated rooflines and/or building corner features, such as entries or towers, are provided; and
- Streetscape treatments and pedestrian amenities, such as outdoor seating areas, works of art, ornamental plantings, or water features, are provided.

LAND UNIT D

Land Unit D is located north of Columbia Pike, south of Daniels Avenue, and west of Chatelain Road. It includes approximately thirteen acres and is developed with a variety of public and institutional uses including a church, fire station, senior center, and child day care center. These uses provide a focus for community activities and should be retained. A small shopping center is located along Columbia Pike. Redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, and improvements to signage and commercial building facades.

Parcels 60-3((16))143, 144, and 71-1((4))109C, 145A are planned for residential use

consisting of single family detached (i.e., patio homes or zero lot line dwellings) at a density of 8-10 du/ac provided that the following conditions are met:

- Full consolidation of the parcels;
- Vehicular access limited to Daniels Avenue;
- Provision of a pedestrian connection to Columbia Pike; and
- Provision of a solid barrier wall on the south side, adjacent to the non-residential uses.

All other parcels in Land-Unit D are planned for office or institutional use up to .35 FAR. Building heights should not exceed forty feet to be compatible with adjacent residential uses. Transitional screening and buffering should be provided on lots adjacent to existing residential uses. Because of the residential nature of Daniels Avenue, Thornton Street, and Travis Parkway, parcels should not be allowed access to or egress from Daniels Avenue. Access to and egress from these parcels should be on Columbia Pike.

LAND UNIT E

Land Unit E includes approximately 62 acres and is developed primarily with community-serving retail, business service, and small office uses. Several shopping centers, including the Annandale Shopping Center, Annandale Hub Plaza, Annandale Plaza, K-Mart Plaza, John Marr Plaza, and others are located in this area. These types of uses, plus the Annandale Post Office, provide a valuable community function and should be retained and enhanced. Redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, and improvements to signage and building facades. This land unit also includes a portion of the town center area.

Within the overall planning concept for the CBC, the following recommendations apply to specific sub-units of Land Unit E:

Sub-Unit E-1

Sub-Unit E-1 includes nearly fourteen acres and is bounded by Little River Turnpike on the south, Columbia Pike and Annandale Center Drive on the north, Backlick Road on the west, and John Marr Drive on the east. It is currently developed with several smaller automobile oriented, business service, and retail uses plus the newly remodeled Annandale Plaza Shopping Center and the new Annandale Post Office. This sub-unit is planned for community-serving retail use at up to .35 FAR with streetscape and parking area landscaping. This sub-unit is at the visual heart of the Annandale CBC and includes a portion of the Annandale CBC town center area. Because of this, development of any additional retail uses adjacent to Little River Turnpike, Backlick Road, or Columbia Pike should present a primary facade to that street and provide sidewalk access and landscaping complementary to streetscape improvements for the area. Vehicular access should be consolidated with adjacent uses, particularly along Little River Turnpike and Columbia Pike.

Higher-Intensity Options, Town Center Area--The western portion of Sub-Unit E-1, parcels 71-1((1))92-94 and 114, is oriented to the intersection of Columbia Pike, Backlick Road, and Little River Turnpike and considered to be within the CBC town center area. This area includes approximately three and one-half acres. Redevelopment in this area should provide for a variety of day and evening uses and a more urban, pedestrian oriented character than the remainder of the CBC. Structured parking as well as pedestrian amenities should be provided. To achieve this character for this portion of the sub-unit, higher-intensity retail/office mixed use up to .70 FAR may be considered provided that the following additional conditions are met:

- Parcel consolidation of at least two acres occurs;
- Building height is limited to 60 feet with a potential of 75 feet for a top story incorporated into an architectural roof element;
- Parking is located to the rear or underground with vehicular access limited to Columbia Pike and Little river Turnpike;
- Primary building facades face Little River Turnpike, Backlick Road, and Columbia Pike;
- Retail uses are located on the ground floor with direct public access and display windows oriented to the street;
- Articulated rooflines and/or building corner features, such as entries or towers, are provided; and
- Streetscape treatments and pedestrian amenities--such as outdoor seating areas, works of art, ornamental planting, or water features-are provided.

Intensity up to 1.0 FAR may be considered if a residential component is included. With the incorporation of a cinema as part of the mixed use, an intensity exceeding 1.0 FAR may be considered provided that peak-hour vehicular trip generation is determined to be no greater than that for office use up to .70 FAR. The provision of structured parking shared with adjacent uses should be encouraged.

Under options for the town center portion of Sub-Unit E-1, access and circulation to this redevelopment area may be substantially improved by including the abutting parcels to the east (Tax Map 71-1((1))113 and 113A). As an incentive to encourage more coordinated site design, redevelopment of these parcels in conjunction with the town center area. may be considered at an intensity up to .50 FAR.

Sub-Unit E-2

Sub-Unit E-2 is bounded by Columbia Pike, John Marr Drive, and Annandale Center Drive. It includes approximately seven acres and is currently developed with several community-serving retail, restaurant, business service, and office uses including three banks. This sub-unit is planned for community serving retail use at up to .35 FAR with streetscape and parking area landscaping. This sub-unit is prominently located within the Annandale CBC. Because of this, development of any additional retail uses should present a primary facade to the street and provide sidewalk access and landscaping complementary to streetscape improvements for the area.

Mixed-Use Option--As an option, retail/office mixed use up to .50 FAR (height limit of 40 feet with ground-level retail) may be considered provided that, in addition to the streetscape treatment and landscaping described above, conditions of parcel consolidation or at least one acre, and shared parking and access among uses located on the same or adjacent sites are met, particularly along Columbia Pike.

Sub-Unit E-3

Sub-Unit E-3 includes just over six acres and is currently developed with the Annandale Shopping Center which contains retail, restaurant, and business service uses, and a freestanding fast-food restaurant. It is planned for community-serving retail use up to .35 FAR. Because this sub-unit serves as a visual entry point to the Annandale CBC from the east, development of any additional retail uses within this sub-unit should be oriented toward Columbia Pike.

Redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, pedestrian circulation and improvements to signage and facades. Shared parking and vehicular access for uses located on the same or adjacent sites are encouraged, particularly along Columbia Pike. Parking lot landscaping and streetscape features should be provided in conjunction with any redevelopment or revitalization of these retail uses and effective screening and buffering should be provided on the northern and eastern edges of this sub-unit, adjacent to existing single-family residential neighborhoods.

Sub-Unit E-4

Sub-Unit E-4 includes nearly seventeen acres and is currently developed with retail, restaurant, automobile oriented, business service uses, and a freestanding fast-food restaurant. The area is also the location of the Annandale Hub and K-Mart Plazas. The sub-unit is planned for community serving retail use up to .35 FAR. Any additional uses developed within this sub-unit should be oriented toward John Marr Drive. Redevelopment or revitalization efforts within this sub-unit should provide for streetscape improvements, parking lot landscaping, pedestrian circulation and improvements to signage and facades. Shared parking and vehicular access for uses located on the same or adjacent sites are encouraged.

Mixed Use Option--As an option, retail/office mixed use up to .50 FAR (height limit of 40 feet with ground-level retail) may be considered provided that, in addition to the streetscape treatment and landscaping described above, conditions of consolidation and shared parking and access for uses located on the same or adjacent sites are met. Vehicular access should be limited to John Marr Drive.

Sub-Unit E-5

Sub-Unit E-5 includes nearly eleven acres and is bounded by Little River Turnpike on the north, Backlick Road on the west, and John Marr Drive on the south and east. It is currently

developed with several restaurant, business service, and retail uses plus a bank and office building. This sub-unit is planned for community-serving retail use at up to .35 FAR with

streetscape and parking area landscaping. This sub-unit includes a portion of the Annandale CBC town center area. Because of this, development of any additional retail uses adjacent to Little River Turnpike or Backlick Road should present a primary facade to that street and provide sidewalk access and landscaping complementary to streetscape improvements for the area. Vehicular access should be consolidated with adjacent uses, particularly along Little River Turnpike.

Higher-Intensity Option, Town Center Area--The western portion of Sub-Unit E-5, parcels71-1((1))115-116D, includes approximately three and one-half acres and is oriented to the intersection of Backlick Road and Little River Turnpike. This area is considered to be within the Annandale CBC Town Center area. For this portion of the sub-unit, higher-intensity retail/office mixed use up to .70 FAR (height limit of 60 feet with potential of 75 feet for a top story incorporated into a roof element) may be considered provided that the following additional conditions are met:

- Parcel consolidation of at least two acres occurs;
- Building height is limited to 60 feet with a potential of 75 feet for a top story incorporated into an architectural roof element;
- Parking is located to the rear or underground with vehicular access limited to Backlick Road and John Marr Drive;
- Primary building facades face Little River Turnpike and Backlick Road;
- Retail uses are located on the ground floor with direct public access and display windows oriented to the street;
- Articulated rooflines and/or building corner features, such as entries or towers, are provided; and
- Streetscape treatments and pedestrian amenities--such as outdoor seating areas, works of art, ornamental plantings, and/or water features–are provided.

Sub-Unit E-6

This sub-unit includes nearly eight acres and is currently developed with the retail, restaurant, office, and business service uses. The sub-unit also includes the John Marr Center and the Shops at West Dale. The area is planned for community-serving retail use up to .35 FAR. Because this sub-unit serves as a visual entry point to the Annandale CBC from the east, development of any additional retail uses within this sub-unit should be oriented toward Little River Turnpike. Redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, pedestrian circulation, improvements to signage and facades, and effective screening and buffering adjacent to existing single-family residential neighborhoods. Shared parking and vehicular access for uses located on the same or adjacent sites are encouraged.

LAND UNIT F

Land Unit F fronts on Evergreen Lane and extends from Columbia Pike to Little River Turnpike. The land unit includes nearly 20 acres and is developed with newer townhouse-style offices and retail uses fronting on Columbia Pike. This land unit is planned for office uses as shown on the Plan map with development intensity up to .50 FAR and building heights not to exceed 40 feet. Retail uses are planned up to .35 FAR for those parcels fronting on Columbia

Pike. Uses along the northern edge of this land unit should be oriented toward Columbia Pike which is targeted for streetscape improvements as part of the County's Revitalization Program for Annandale. Redevelopment or revitalization efforts within this land unit should provide for streetscape improvements, parking lot landscaping, and improvements to signage and building facades.

BELTWAY SOUTH INDUSTRIAL AREA

CHARACTER

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

CONCEPT FOR FUTURE DEVELOPMENT

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

MAJOR OBJECTIVES

Planning objectives for the Beltway South Industrial Area are:

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

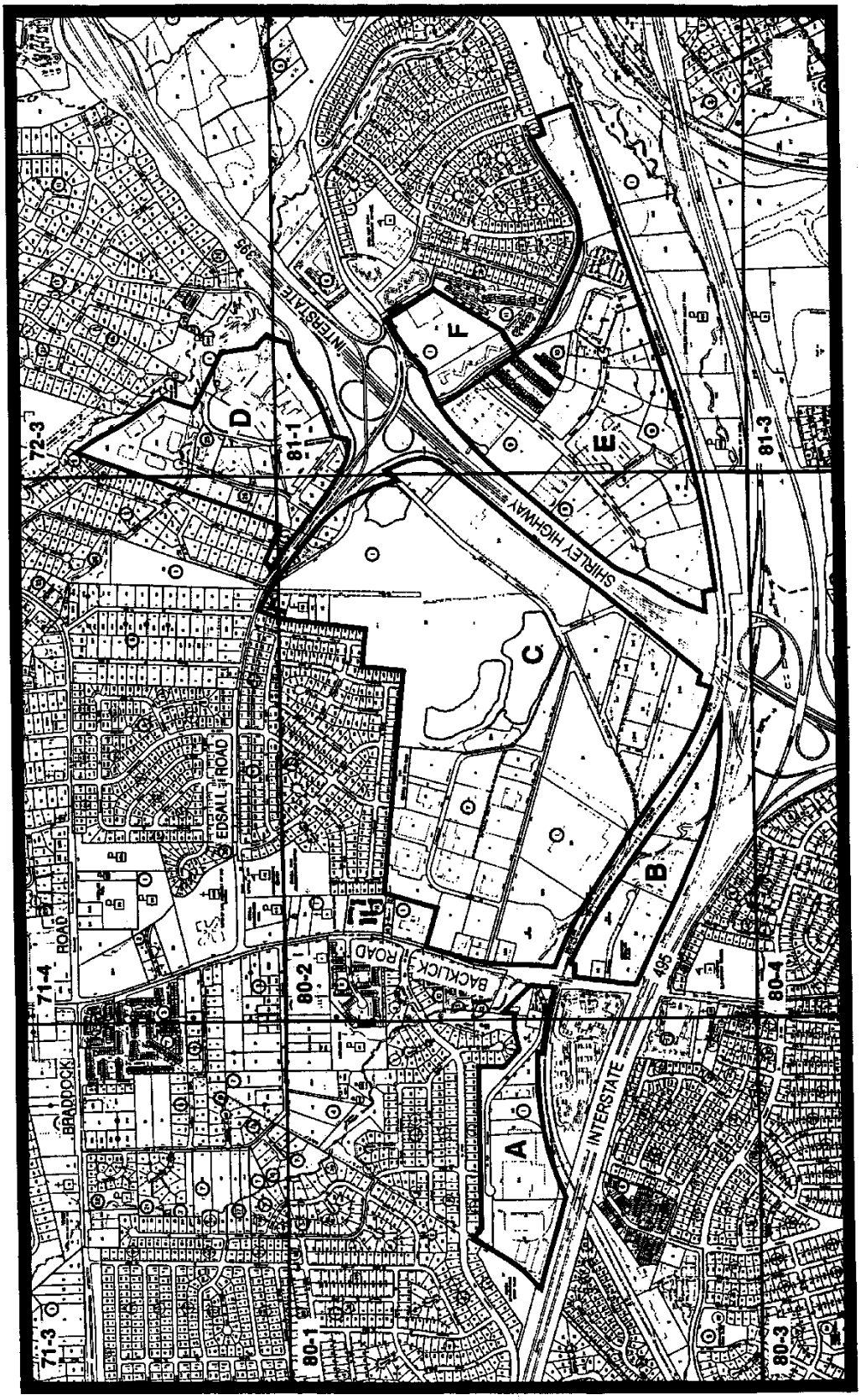
RECOMMENDATIONS

Figure 14 shows the Beltway South Industrial Area divided into functional "land units" for the purpose of organizing land use recommendations related to the desired character for specific subsections of the Industrial Area. These land units will be referred to in the remainder of this section of the Plan.

Land Use

Land Unit A

Land Unit A is planned for industrial uses up to .50 FAR. It is the location of the Washington Post newspaper production and distribution plant and Robinson Terminal warehousing and distribution facility. This land is characterized by an integrated mixture of industrial/manufacturing, office and warehouse uses. The remaining vacant tract south of Wimsatt Road is planned to develop in accord with its industrial orientation. In order to retain existing businesses of an industrial nature and to mitigate adverse impacts such as traffic and noise, intensity above .50 FAR, but no greater than 1.0 FAR, may be considered to allow for additions to existing facilities on parcels 11A, 11B, 11C, 12, 13, and 13A. Higher Intensity development may require transportation and vehicular access



BELTWAY SOUTH INDUSTRIAL AREA
LAND UNITS

2000 FEET

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

FIGURE 14

improvements, improvements to buffering and to screening; and appropriate orientation of noise-generating site activities, such as loading, away from adjacent residential areas. For any additions to existing facilities in the land unit, the existing undisturbed buffer area north of Wimsatt Road should be maintained and may be enhanced and the remaining area of the land unit north of Wimsatt Road will become an entirely undisturbed buffer under development conditions which permit expansion of development of parcels south of Wimsatt Road up to 1.0 FAR. There will be no access through the adjoining residential neighborhood.

Land Unit B

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

Land Unit C

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

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

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

Land Unit D

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

There is some commercial zoning to the west and north of Shawnee Road which has been planned and developed as office uses, with the exception of parcels 71-4((7))17 and 19, 80-2((1))55 and 58, and 80-2((3))22 and 23, which have been planned and developed with retail uses. In order to protect the stable residential neighborhood to the west and north from commercial encroachment, the existing retail area should not be expanded. Along the western and northwestern periphery of Land Unit D, office uses up to .50 FAR are planned as a transitional use to the adjacent residential neighborhoods. The preservation of an effective visual buffer of evergreen trees should be emphasized along the western edge of these properties. Future development along the northern portion of the Poplar Run Office Park also should preserve and maintain effective visual screening of buildings in relation to the residential neighborhood across Indian Run. The Environmental Quality Corridor should not be encroached upon with the exception of permitting the one point of existing access across Poplar Run.

As an alternative to industrial use, Tax Map/Parcels 81-1((1))19A and 72-3((1))17B may be considered for residential uses at 8 to 12 dwelling units per acre, if all listed parcels are fully consolidated and if the proposal results in a quality living environment as defined by the following conditions:

- Provide a mix of residential uses which include single family attached (% of the total number of units;

- Ensure that no site preparation or construction work beyond that needed for the site radiation efforts will commence until site remediation activities are complete and acceptable documentation of completion of such activities has been provided to appropriate County agencies;

- If signs of potential contamination are encountered during construction, work should cease in the affected area until the presence or absence of contamination is documented addressed to the satisfaction of appropriate County agencies;

- Provide a highway noise study which identifies any noise attenuation measures necessary to mitigate noise impacts from I-395 and mitigate such impacts with those measures;

- Minimize visual impacts of the existing non-residential development on Parcel 81-1((1))19B through building orientation, buffering and transitional screening. The existing industrial zoning on Parcel 19B allows for a wide range of non-residential uses which could be incompatible with residential uses unless a substantial buffer is provided. Therefore, a minimum 50 foot landscaped buffer area and a barrier wall should be provided. However, if Parcel 19B is submitted as a concurrent application which would limit the use of Parcel 19B to office use or research and development, consideration may be given to the provision of a minimum 35 foot landscaped buffer area with a barrier wall. In addition, all residential structures should be set back a minimum of 50 feet from this non-residential parcel;

- Preserve mature trees along Cherokee Avenue to the maximum extent feasible to provide buffering from Cherokee Avenue. In addition, provide for supplemental plantings to replace mature vegetation lost due to site development activities such as road improvements or grading;

- Preserve the Indian Run and Poplar Run EQC and provide dedication of the Indian Run EQC to Fairfax County for park purposes;

- Provide on-site recreation facilities on non-EQC land sufficient to serve the residents of this proposed residential development which should include a major facility such as a recreational center (i.e., game and meeting rooms) with a swimming pool, tennis courts and/or other recreational facilities. Also provide neighborhood park type facilities which may include picnic tables, open play areas, court facilities, trail connections, play grounds, tot lots and garden seating areas. The recreation center with associated recreational facilities should be designed as the major focal point of the development to further enhance a sense of community;

- Provide pedestrian walkways (sidewalks and trails) connecting all portions of the development and linking to adjacent properties. Public access to Indian Run Park should be provided through conservation/trail easement(s) in accordance with the Fairfax County Park Authority stream valley policy;

- Provide primary vehicular access directly to Cherokee Avenue at a location with improved sight distance. A second point of vehicle access may be provided through an access easement on Parcels 81-1((1))19B and 20;

- Provide improvements to Cherokee Avenue along the frontage of this property. The extent of these and other improvements will be determined during the development review process, and may include but not be limited to improvements for sight distance, turning movements and improvement of substandard geometrics; and

- Provide for capacity improvements at the Edsall Road/Cherokee Avenue intersection and the Cherokee Avenue/Shawnee Road intersection necessary to mitigate any adverse traffic impacts of new residential development. In addition, minimize potential cut-through traffic of new residential development on Cherokee Avenue to the north, through measures in accordance with the Virginia Department of Transportation Cut-Through Traffic Policy.

Land Unit E

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

Land Unit F

Land Unit F, parcels 81-1((1))7A and 7D, are currently developed and planned with retail uses and a hotel use up to .35 FAR. As an option, residential use at 30-40 du/ac with retail and support service uses and/or hotel use, may be appropriate under the following conditions:

- Consolidation of parcels 81-1((1))7A and 7D is encouraged; however, if consolidation is not provided, a development proposal should demonstrate that the remaining parcel could develop in a similar manner and at a similar density.

- Any redevelopment proposal should include a retail and support service use component that should be limited to no more than 15% of a redevelopment proposal. A hotel use may also be an appropriate component of redevelopment and is excluded from this retail use limitation. All nonresidential uses in a

redevelopment proposal should be functionally and visually integrated with the residential development.

- Redevelopment should have a pedestrian oriented design with pedestrian access to on-site amenities such as retail and to the adjacent areas.

- Surface parking should be minimized and primarily provided for retail uses; the residential use's parking should be provided primarily in structured parking that is integrated into the residential development.

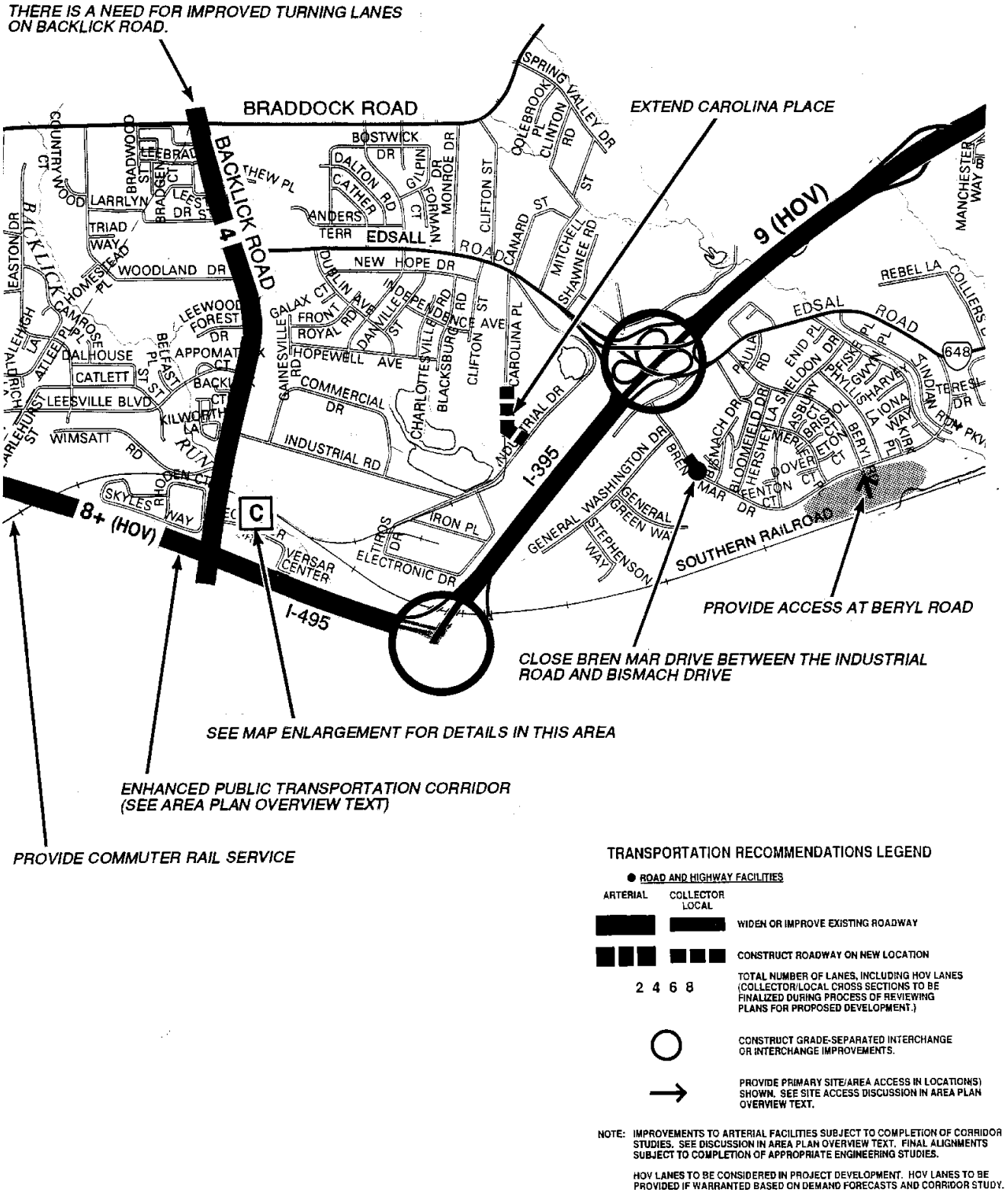
- Landscaped buffer areas should be provided adjacent to residential. These buffer areas should be designed to provide emergency vehicle access to the property.

- Building heights should be limited to four stories within 300 feet of the adjacent residential use.

- Access improvements should be provided. Any redevelopment on parcel 81-1 ((1)) 7D should provide access that is aligned with the signalized Edsall Road and Bren Mar Drive intersection; this access improvement may result in a substantially redesigned intersection. A second access improvement for parcel 7D should be at the northern edge of the land unit that is adjacent to the Bren Mar Apartments, which should be designed to serve both the abutting multifamily uses and redevelopment on parcel 7D in a safe and efficient manner. If the shopping center property (parcel 7D) is proposed for redevelopment without consolidation with parcel 81-1((1))7A, provision for future interparcel access should be provided to the unconsolidated parcel.

Transportation

Transportation recommendations for the Beltway South Industrial Area are shown on Figures 15 and 16. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.



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.)

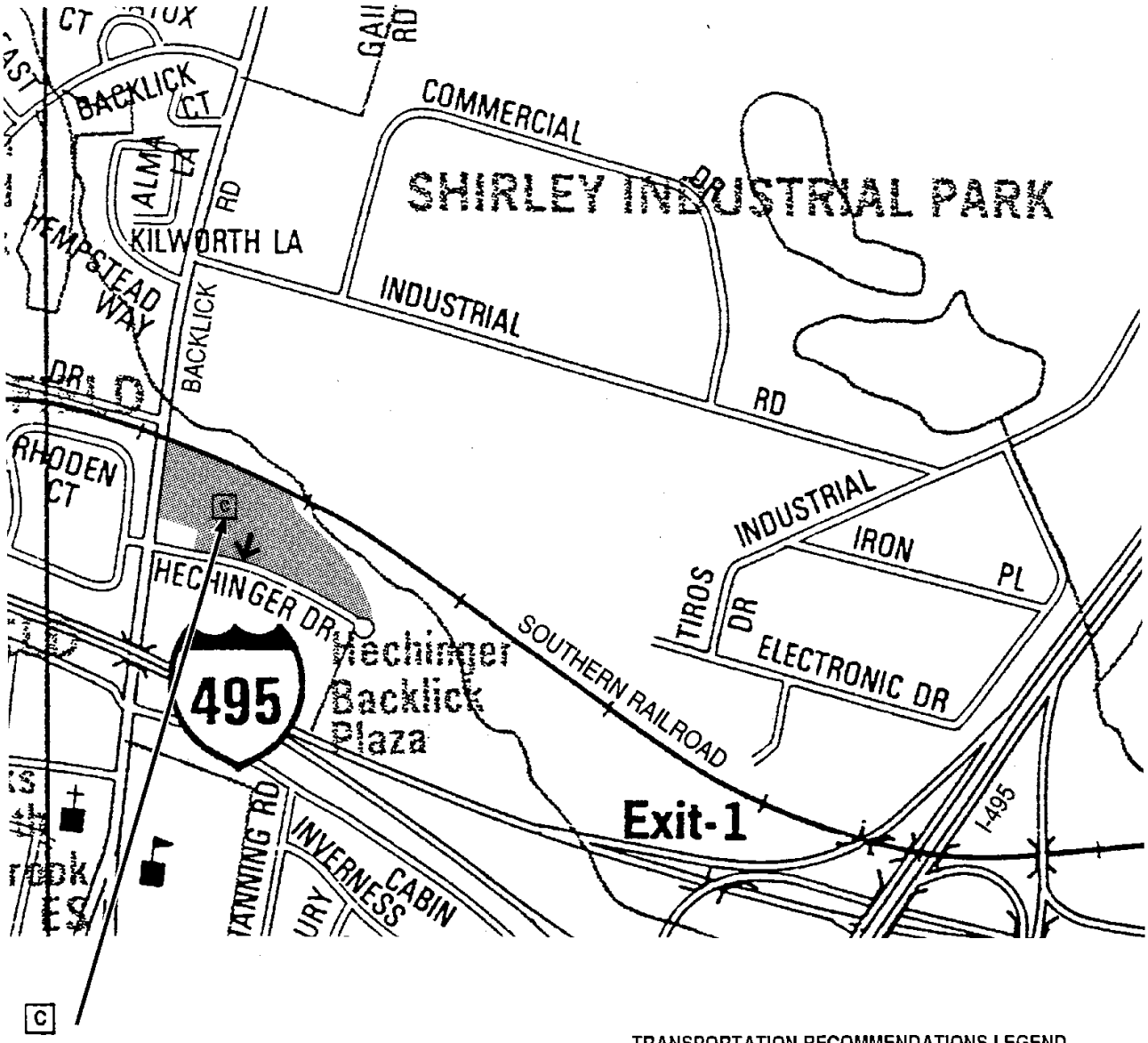
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ 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 15**
BELTWAY SOUTH INDUSTRIAL AREA



8.2 ACRES 220 PARKING SPACES

TRANSPORTATION RECOMMENDATIONS LEGEND

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

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 16**
BELTWAY SOUTH INDUSTRIAL AREA

RAVENSWORTH INDUSTRIAL AREA

CHARACTER

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

This Industrial Area, shown on Figure 17, encompasses the industrially zoned tracts along Port Royal Road in the southwest quadrant of the intersection of Braddock Road and I-495. The Industrial Area abuts the site of the Ravensworth Shopping Center which is commercially zoned and not included as part of the designated Industrial Area.

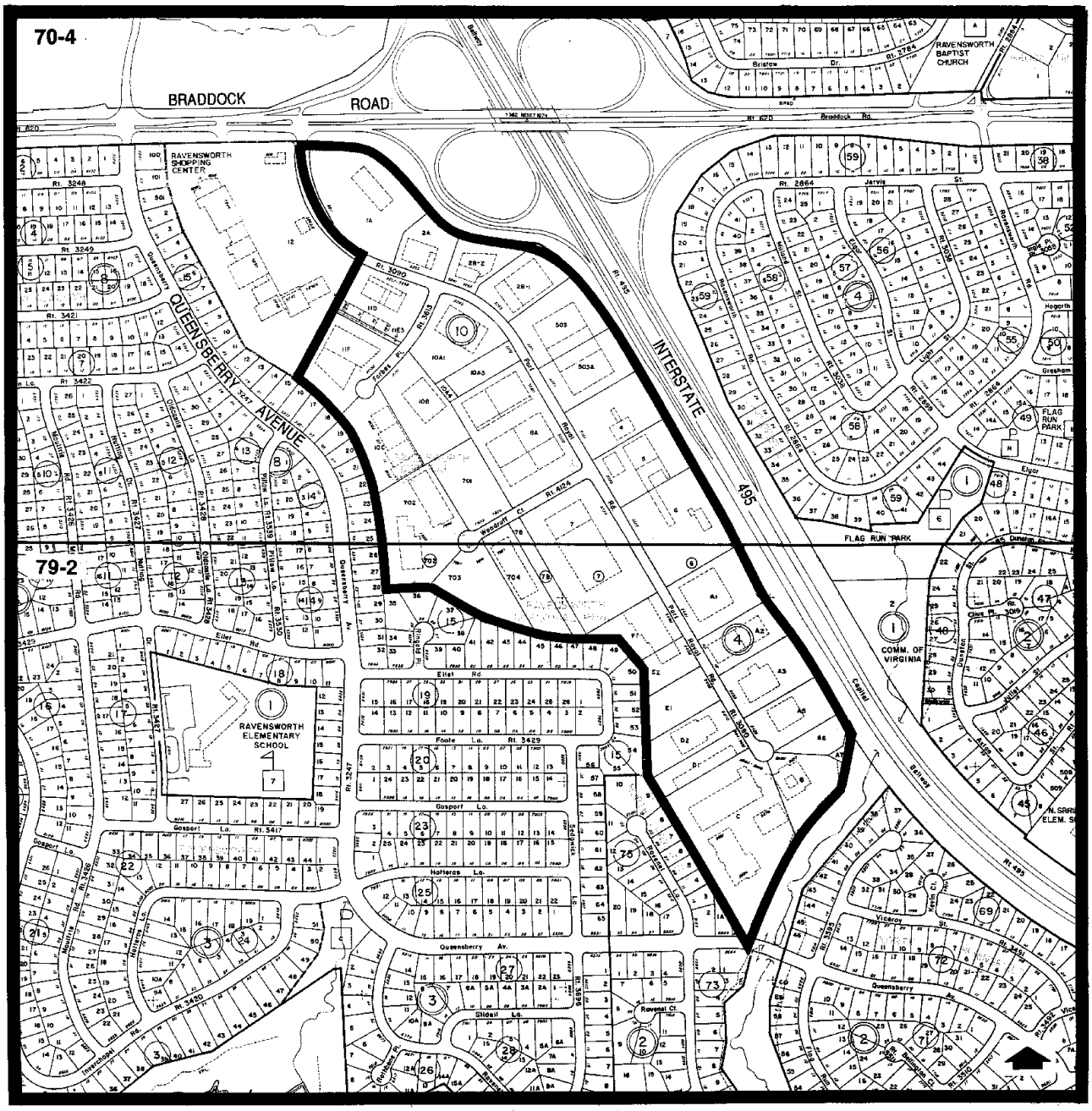
Business and commercial activities appropriate for this area are those which provide services and supplies primarily to industrial companies, those which engage in wholesale operations and those which are associated with warehouse establishments. Uses such as those found in the Ravensworth Industrial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

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

MAJOR OBJECTIVES

Planning objectives for the Ravensworth Industrial Area are:

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



RAVENSWORTH INDUSTRIAL AREA

500 FEET

RAVENSWORTH INDUSTRIAL AREA **FIGURE 17**

RECOMMENDATIONS

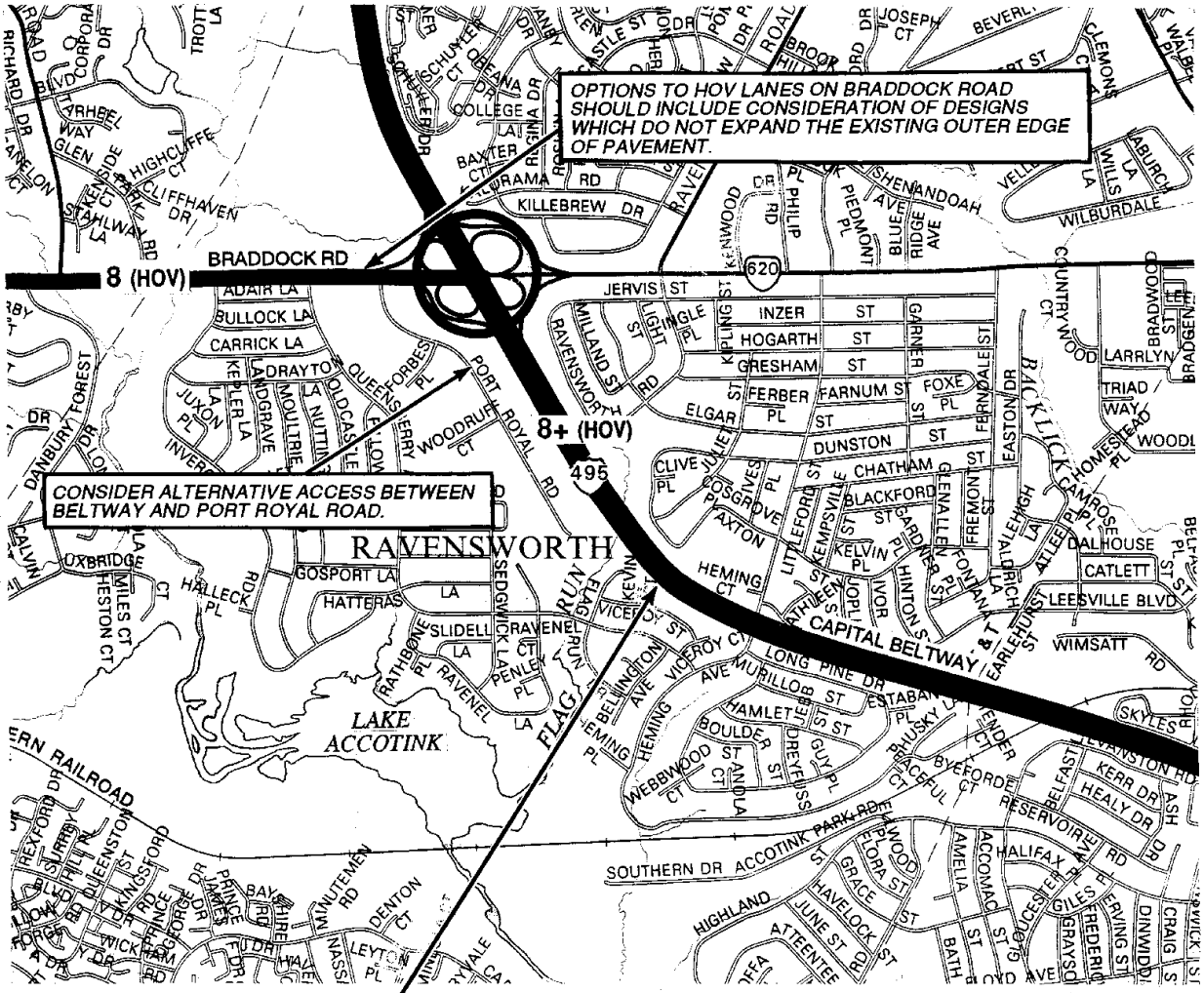
Land Use

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

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

Transportation

Transportation recommendations for the Ravensworth Industrial Area are shown on Figure 18. 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.



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

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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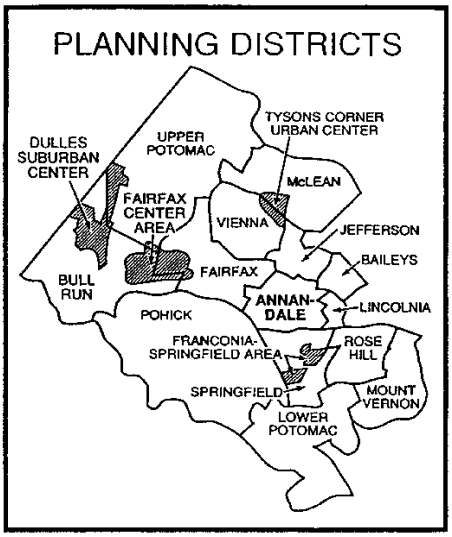
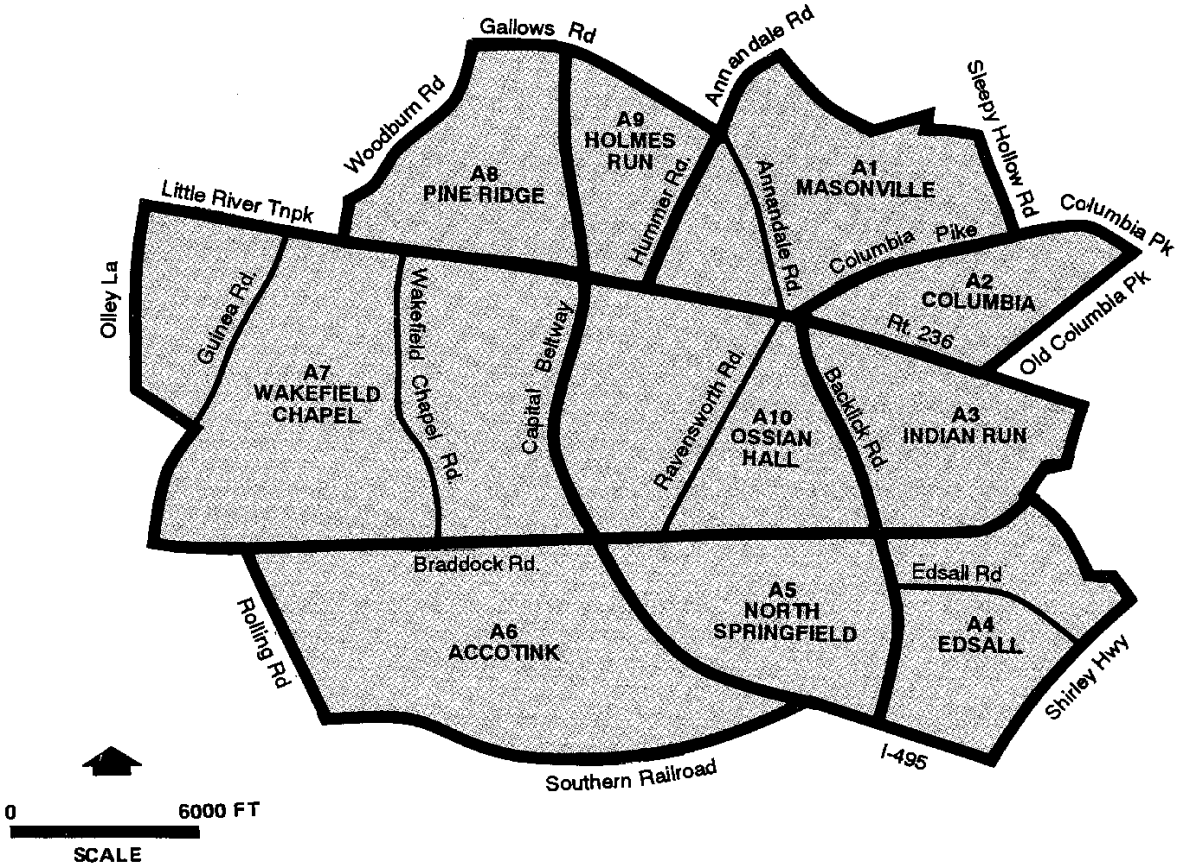
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS **FIGURE 18**
RAVENSWORTH INDUSTRIAL AREA





COMMUNITY PLANNING SECTORS **FIGURE 19**
ANNANDALE PLANNING DISTRICT

A1 MASONVILLE COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

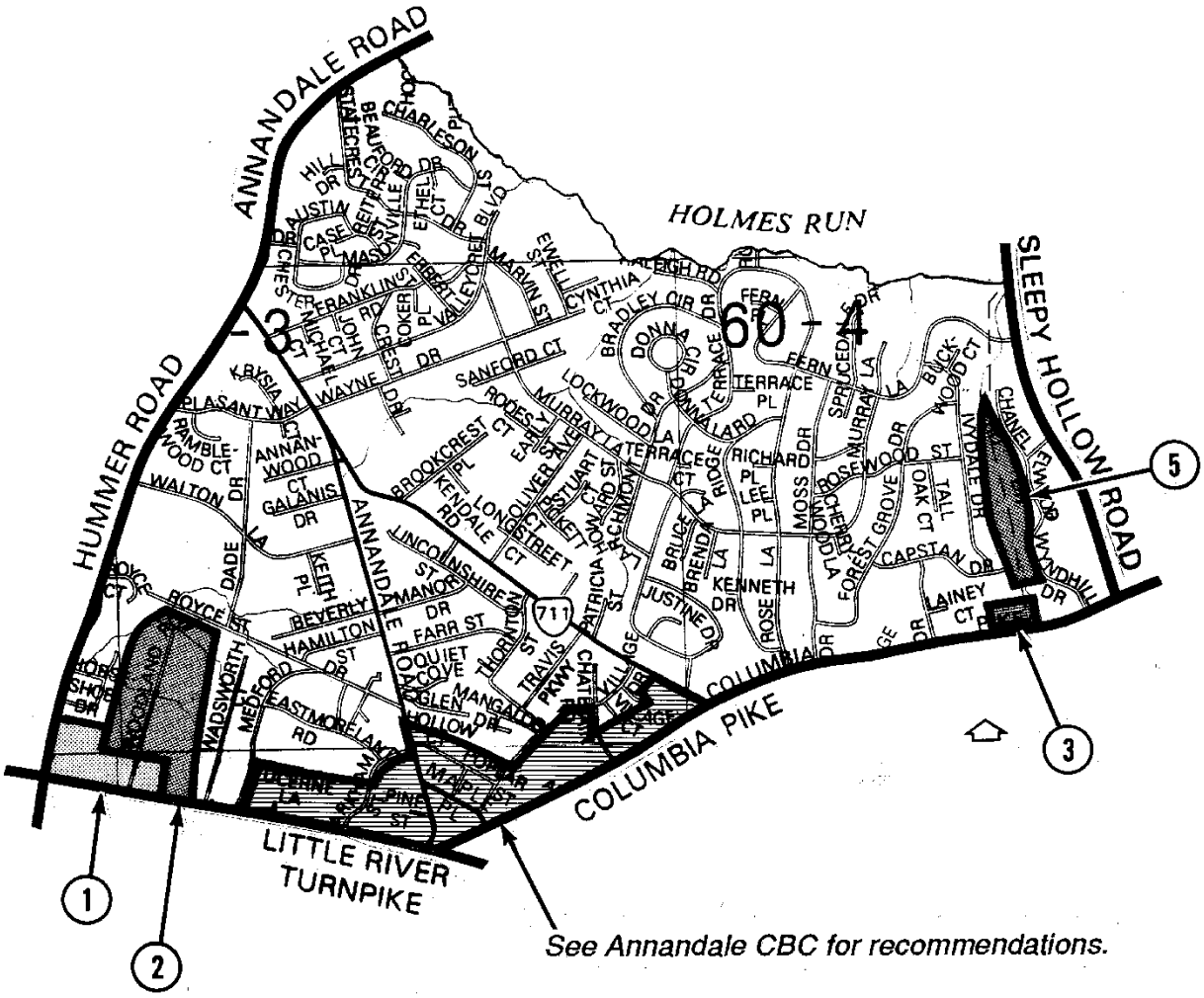
Land Use

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

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

Figure 20 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The commercial area north of Little River Turnpike between the Annandale Recreation Center and Hummer Road should not extend beyond the area now zoned and developed as commercial uses. The locations of planned office and retail uses in this area are depicted



LAND USE RECOMMENDATIONS **FIGURE 20**
GENERAL LOCATION MAP

on the Plan map. Neighborhood retail uses are planned up to .25 FAR. Office uses are planned up to .50 FAR.

2. The L.C. Wood subdivision, located along Woodland Road north of Little River Turnpike is planned for single-family residential use at 2-3 dwelling units per acre. As an option, residential development at 3-4 dwelling units per acre may be appropriate if the following conditions are met:

   - Substantial consolidation of the residential parcels along Woodland Road, plus inclusion of the Greater Annandale Recreation Center property for an integrated residential redevelopment project;

   - Provision of an open space buffer and effective screening adjacent to the existing low density residential uses to the west;

   - New development is located primarily near higher density apartments and away from Manassas Gap Park and existing single-family neighborhoods;

   - Vehicular access is provided, in accord with County and Virginia Department of Transportation (VDOT) standards, via two access points to the Little River Turnpike service drive; no access is provided via Hummer Road, Horseshoe Drive or Medford Drive; and

   - Dedication of property to the Fairfax County Park Authority for expansion of the Manassas Gap Park on the northern boundary of the area, with provision of access to the park via the general alignment of the existing Woodland Road.

   As another option, the frontage of the Annandale Swim and Tennis Club (AS&T) (Tax Map 71-1((1))75) encompassing approximately one acre with a depth of approximately 250 feet north of the Route 236 right-of-way line may be appropriate for small scale commercial/retail use subject to the following conditions:

   - Provide adequate buffering, including decorative screening, walls and landscaping, to ensure that noise and visual impacts: 1) will not be an impediment to subsequent development of the adjacent area now used for private recreational purposes, for residential use as currently planned; and 2) will not adversely affect neighboring residential and commercial properties.

   - Provide adequate ingress/egress to ensure remaining AS&T property is accessible for planned recreational or residential usage.

   - Preserve and enhance the treed buffer adjacent to Fairmont Gardens apartments as necessary to provide an effective year-round shield.

   - Maximum of 0.10 FAR.

3. Lots adjacent to the west side of St. Albans Church, opposite the intersection of Columbia Pike and Wynnwood Drive [tax map 60-4((1))11, 12, 13], are shown on the Plan map for residential development at 2-3 dwelling units per acre. To maintain a consistent single-family residential character in this vicinity, any future development of these parcels should be considered at no higher than 2 dwelling units per acre.

4. The Glen Hollow townhomes [tax map 60-3((42))], along with the Annandale Garden Apartments [tax map 60-3((38))], form a transition between the Annandale Community Business Center (CBC) and stable, single-family neighborhoods to the north. These

residential developments are planned as the limit of higher density dwelling units in this sector north of the CBC. Future infill development north of Glen Hollow along Annandale Road should be limited to single-family detached houses. [Not shown]

5. On Parcels 60-4((18))3 and ((19))A are County lands between Ivydale Drive and Chanel Road. These County lands should be allowed to return to their natural state with the only development being a trail to link Holmes Run Stream Valley to Mason District Park. On the west boundary of the area is a terminal barricade for Capstan Drive. Capstan Drive should be permanently terminated at that point.

Transportation

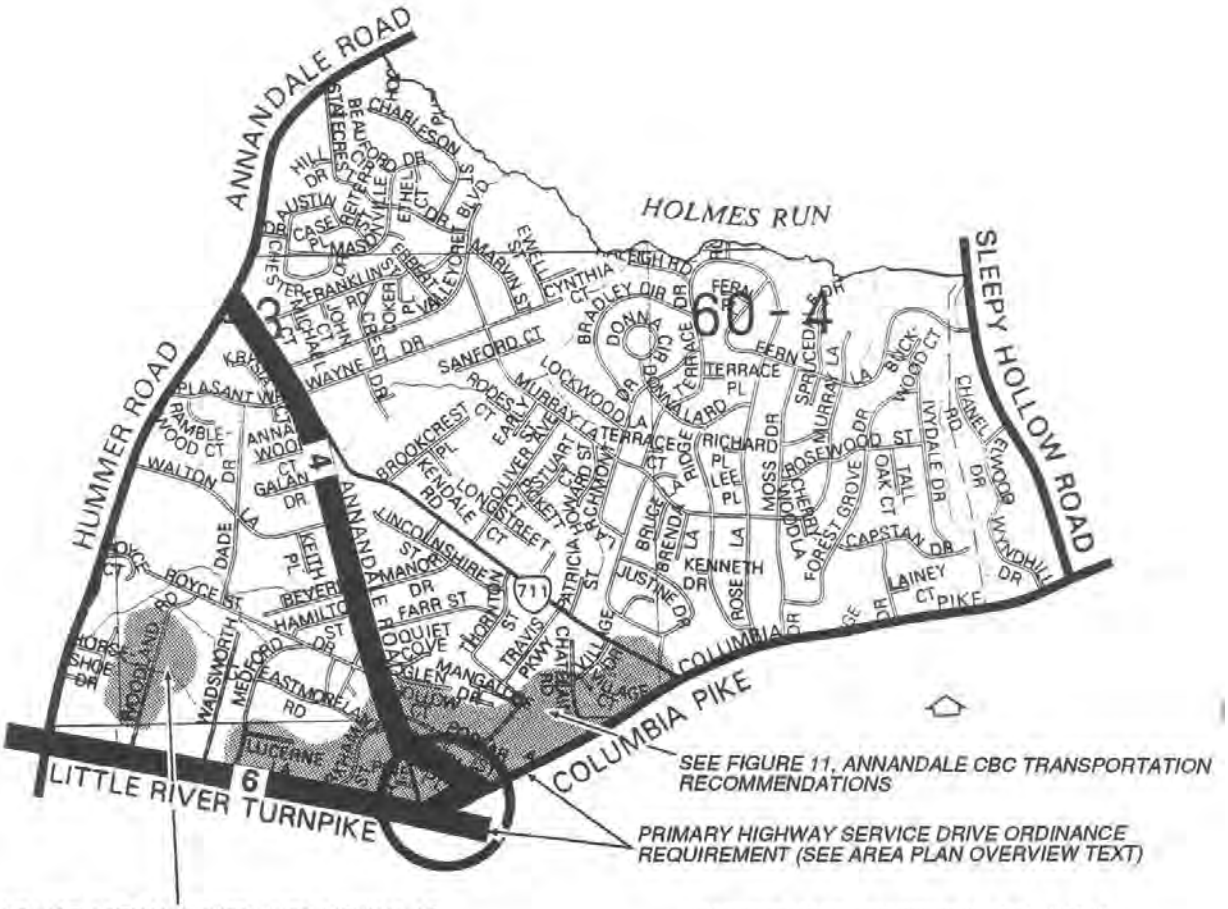
Transportation recommendations for this sector are shown on Figure 21. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 22. 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 23 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



IF THE LAND USE OPTION IS EXERCISED, VEHICULAR ACCESS SHOULD BE PROVIDED, IN ACCORD WITH COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) STANDARDS, VIA TWO ACCESS POINTS TO THE LITTLE RIVER TURNPIKE SERVICE DRIVE; NO ACCESS SHOULD BE PROVIDED VIA HUMMER ROAD, HORSESHOE DRIVE OR MEDFORD DRIVE.

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 21**

FIGURE 22
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A1

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 23**

A2 COLUMBIA COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

Wynfield Community Improvement Area

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

The Columbia Community Planning Sector east of Land Unit E of the Annandale CBC, that is, east of the center line of Evergreen Lane, contains stable residential neighborhoods. These neighborhoods should be protected and enhanced in accordance with Objectives 8 and 14

of the Policy Plan; infill development should be of compatible use, type and intensity. The Plan envisions neither the conversion of any residential property to commercial uses, nor the redevelopment of any residential areas at higher density.

Figure 24 indicates the geographic location of land use recommendations for this sector.

1. Lots on the east side of Evergreen Lane north of Greenberry Lane -- Parcels 71-2((2))23-29 and 71-2((4))4, 5, 6 -- are planned for single-family residential development at 2-3 dwelling units per acre. These lots provide the transition between the stable residential neighborhoods that abut them to the east and the commercial activity on the west side of Evergreen Lane. Commercial development on these lots should not be permitted. However, professional office uses may be permitted in the existing single-family detached residential structures, provided that the structures and their lots retain their single-family residential appearance. As an alternative, this area may develop as residential use at 4-6 du/ac if the following conditions are met:

   - Development should consist of single family detached or zero lot line/patio home units**,** with height limited to two stories (excluding the basement level);

   - Minimum consolidation of three contiguous parcels;

   - Provision of a minimum 25 foot buffer area adjacent to the single family detached housing to the east;

   - Provision of consolidated access to Evergreen Lane; and

   - Provision of streetscape along Evergreen Lane similar to that planned for the adjacent Annandale CBC as well as the provision of a treed or landscaped “gateway” to Alpine Drive which includes preserving existing mature trees.

2. Land within the northwest quadrant of the intersection of Route 236 and Roberts Avenue, Parcel 71-2((5))9-15, is appropriate for single-family residential development at 2-3 dwelling units per acre.

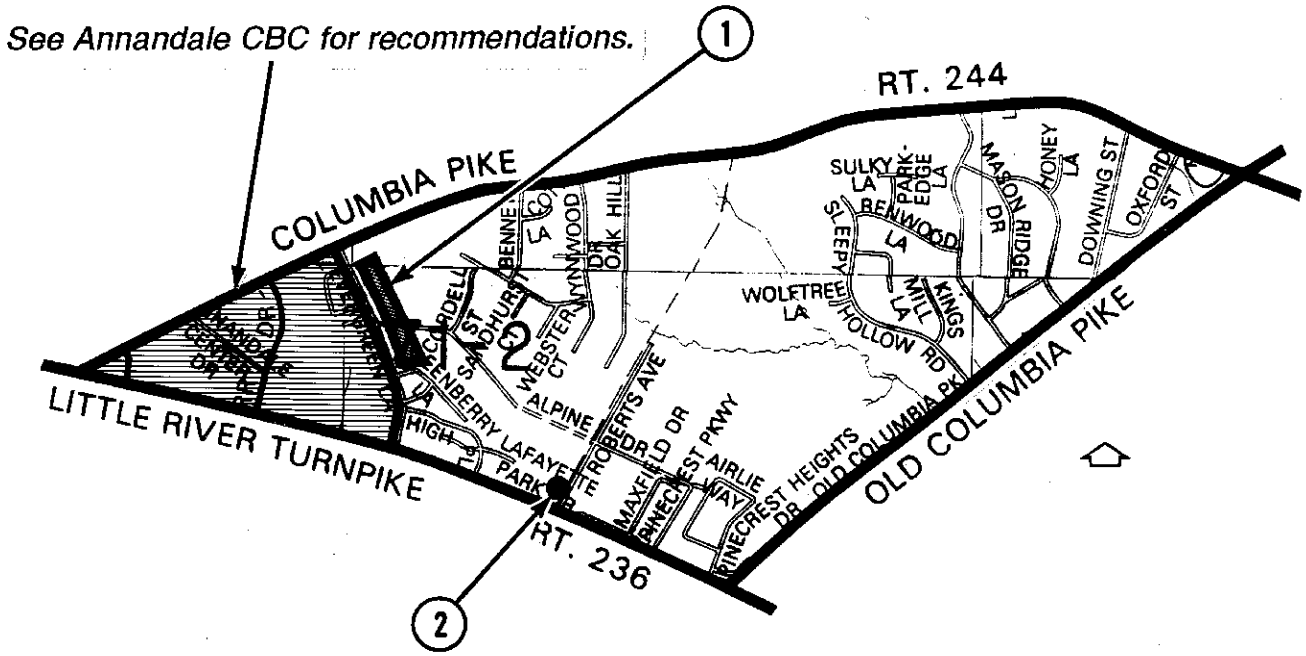
   The property is developed as a single-family residential structure which has functioned as an office by special permit and subsequently a special exception. Although residential use is preferred, office use may be appropriate if the structure and the lot are maintained so as to retain the residential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

   1. The appearance of the structure, site layout, access, lighting, operational characteristics, buffering and screening provided to adjacent residential areas, mitigates any impacts on adjoining residences;

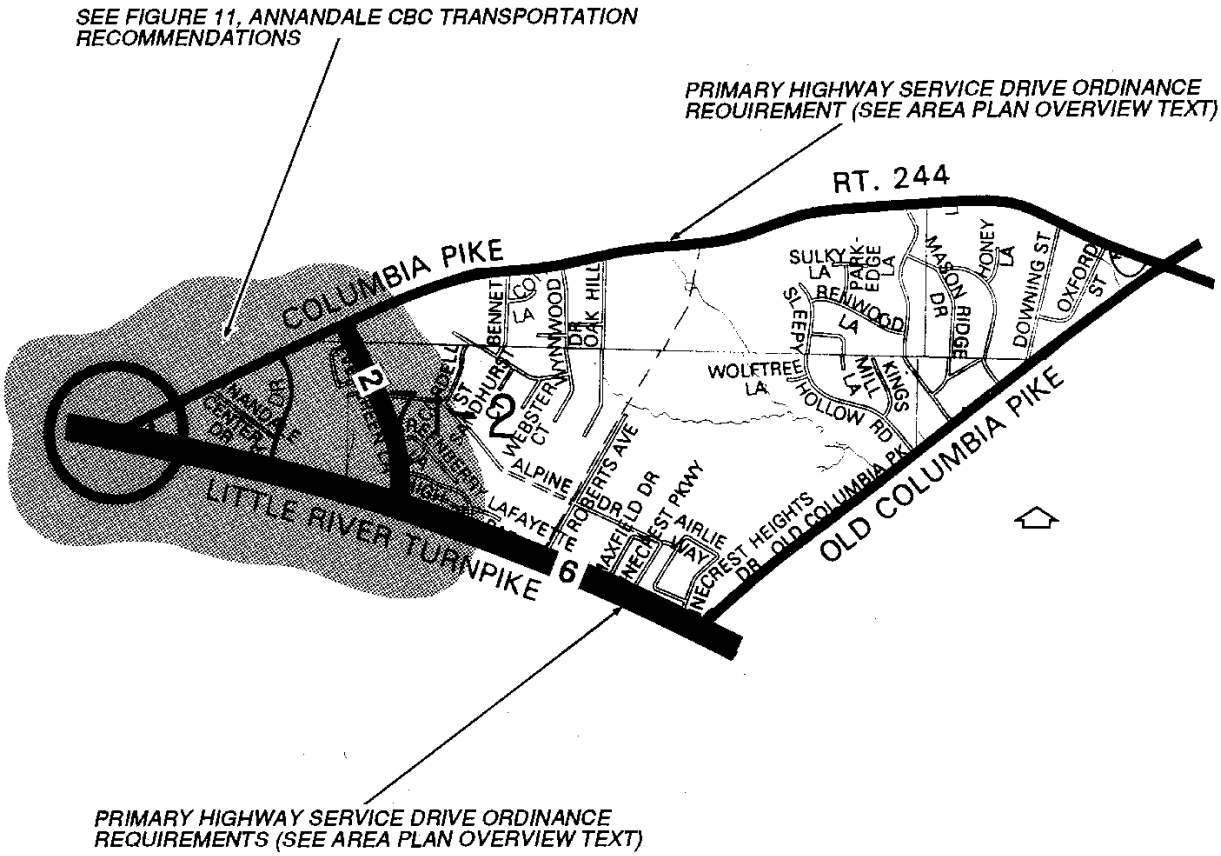
   2. Vehicular access is provided to a median break on Route 236.

<u>Transportation</u>

Transportation recommendations for this sector are shown on Figure 25. 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.



LAND USE RECOMMENDATIONS **FIGURE 24**
GENERAL LOCATOR MAP



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 25**

Heritage Resources

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 26. 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 27 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 26
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A2

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 27**

A3 INDIAN RUN COMMUNITY PLANNING SECTOR

CHARACTER

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

- The northeastern quadrant of Backlick Road and Braddock Road where the Bradlick Shopping Center is located as well as some low-rise office. These tracts abut existing stable single-family residential neighborhoods.

- The east side of Backlick Road between Cindy Lane and Sunset Lane -- the location of a small commercial area surrounded by a townhouse development. Several single-family residences front on Backlick Road, surrounded either by commercial or townhouse uses.

- The south side of the Little River Turnpike (Route 236) corridor between Old Columbia Pike and Braddock Road -- characterized by a strip of commercial and higher density residential uses.

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

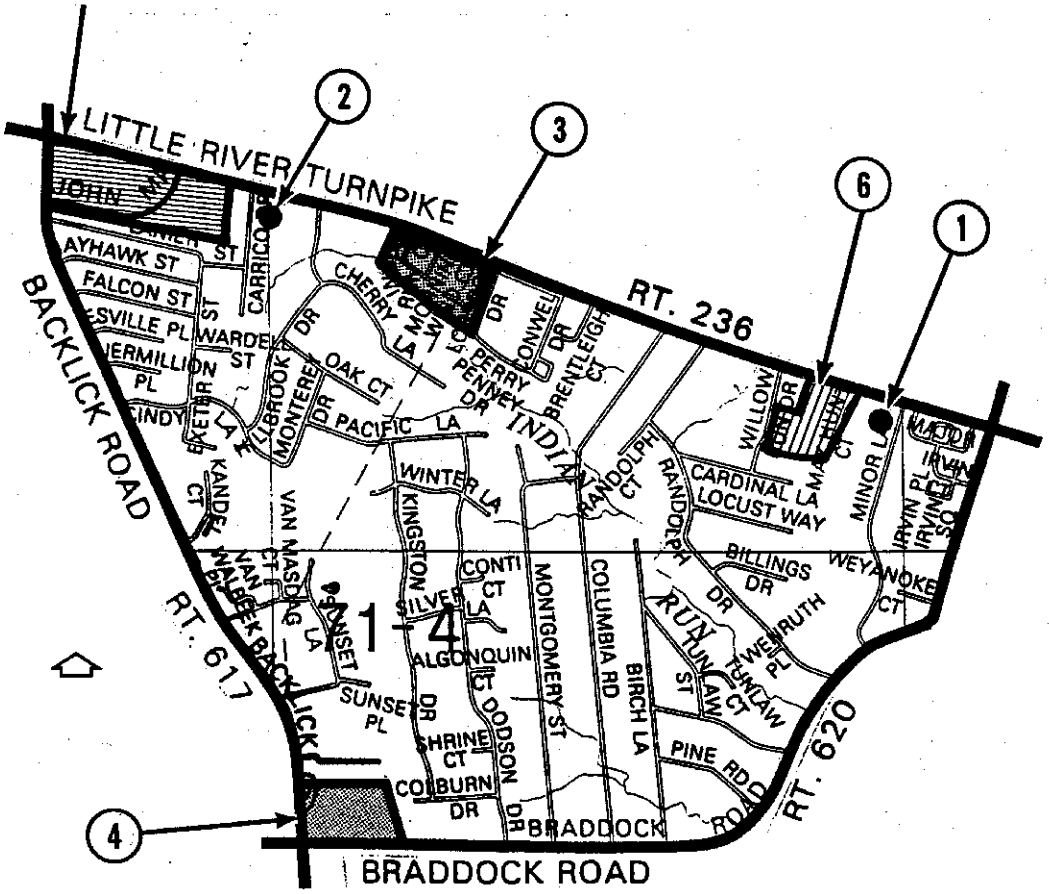
Land Use

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

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

Figure 28 indicates the geographic location of land use recommendations for this sector.

See Annandale CBC for recommendations.



LAND USE RECOMMENDATIONS **FIGURE 28**

1. The approximately three-quarter acre vacant parcel immediately south of the low-rise office structure in the southwestern quadrant of the intersection of Route 236 and Minor Lane [tax map 71-2((1))39] is planned for office use up to .30 FAR. Effective, landscaped buffering should be provided along the periphery of the parcel to mitigate visual impacts upon adjacent, noncommercial uses.

2. At the intersection of Carrico Drive and Little River Turnpike on Parcels 71-1((5))3A and 4 are planned for residential use at 3-4 dwelling units per acre. If these lots are consolidated for the purpose of coordinated development, low-intensity office uses (e.g., townhouse offices) up to .25 FAR may be appropriate for the site under the following conditions:

   - Office development (structures and parking) extends only as far south on parcel 4 as the existing southern extent of commercial development along the west side of Carrico Drive, with the remaining portion of parcel 4 designated as undeveloped open space;

   - Effective visual screening is provided along the southern periphery of the property, preferably consisting of a brick wall six (6) feet in height with landscaping along its southern side adjacent to the existing residential unit on parcel 5; and

   - The office uses are residential in appearance to enhance compatibility with the nearby residential community.

3. The 10.3-acre tract located along the south side of Route 236 immediately east of the Indian Run townhouse development is planned for residential development at 4-5 dwelling units per acre. The Indian Run Stream Valley and acreage to the south of the stream should be dedicated to the Fairfax County Park Authority, thus ensuring an appropriate open space buffer for the existing stable residential community farther south.

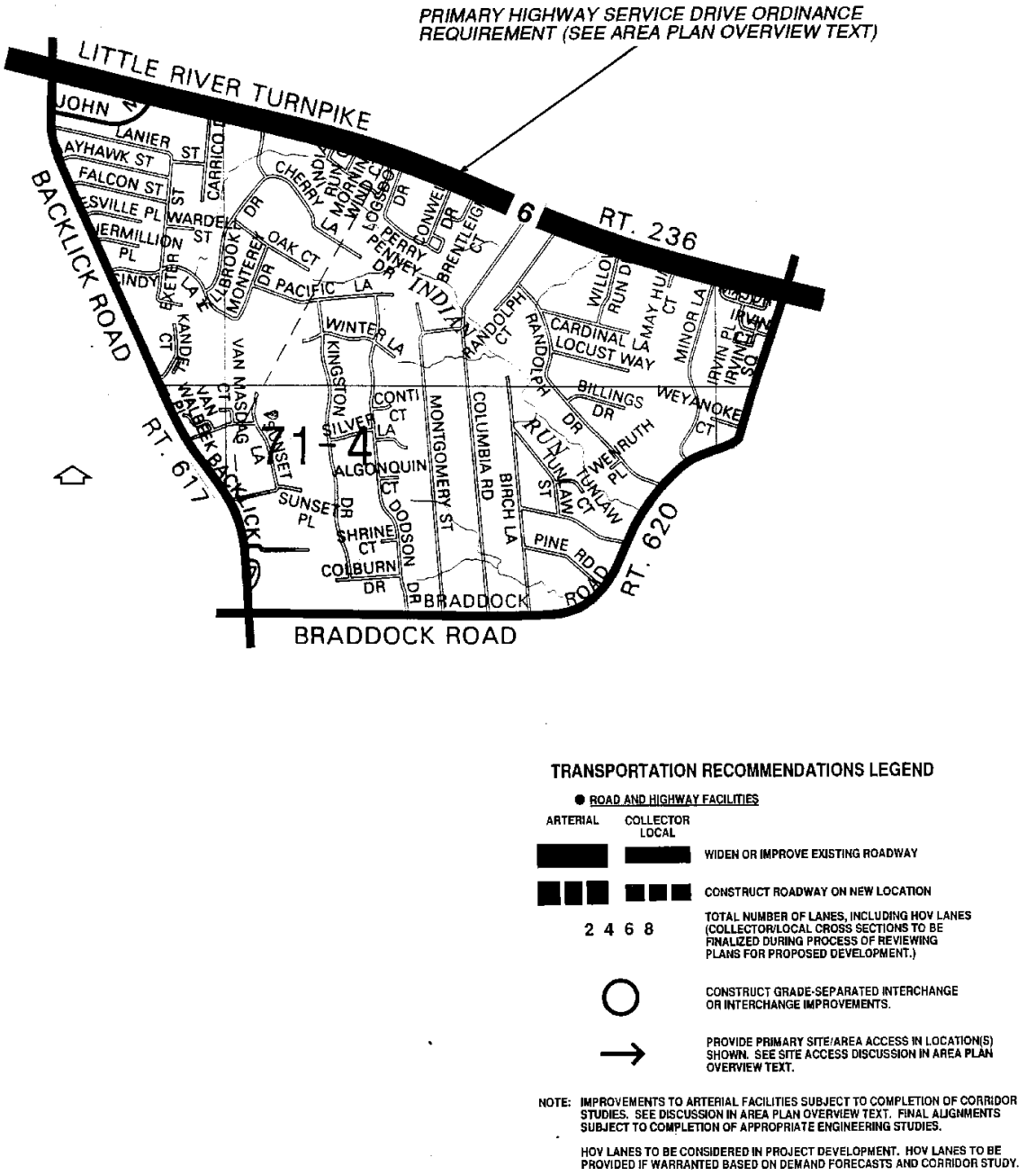
4. The Bradlick Shopping Center, located in the northeastern quadrant of the intersection of Braddock and Backlick Roads, is planned for retail use up to .35 FAR. Parcel 71-4((1))28, on the eastern boundary of the Bradlick Shopping Center, is planned for residential use at 2-3 dwelling units per acre. This parcel is associated with the stable residential area to the east, and should not be subject to commercial encroachment.

5. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area and to prevent commercial or quasi-commercial encroachment. [Not Shown]

6. Parcel 71-2((1))42 is planned for public facilities, governmental and institutional uses. As an option, a portion of the property on the south and east, approximately 4.5 acres, may be appropriate for 5-8 du/ac. This residential option may be appropriate if no vehicular access is provided directly to Little River Turnpike, but limited to the service drive that also provides access to Mayhunt Court. Any residential development should provide a landscaped buffer to the existing electrical substation and the adjacent residential neighborhoods.

Transportation

Transportation recommendations for this sector are shown on Figure 29. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange



TRANSPORTATION RECOMMENDATIONS **FIGURE 29**

impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Public Facilities

1. Construct a ground storage tank for additional water storage.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 30. 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 31 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 30
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A3

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 31**

A4 EDSALL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

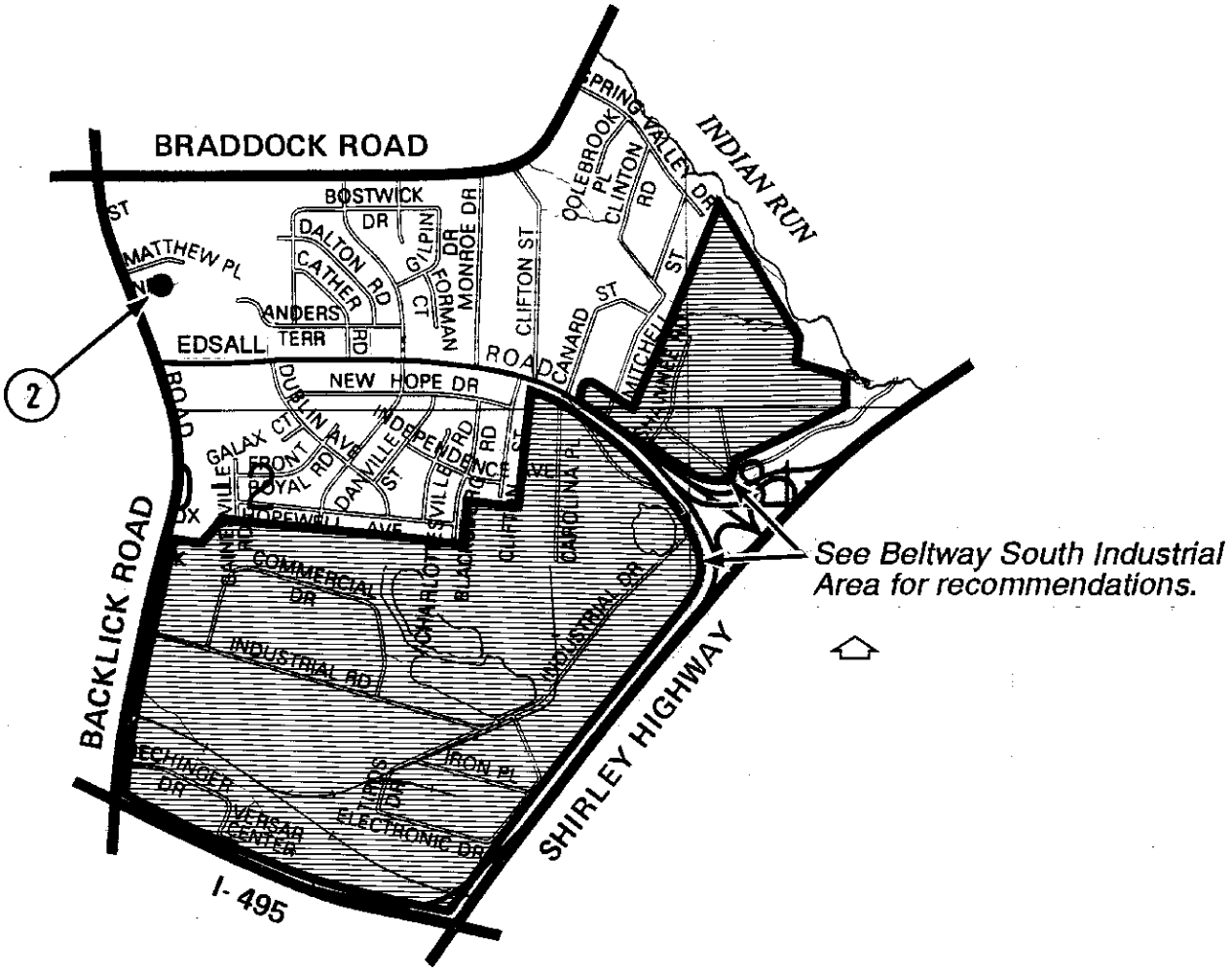
RECOMMENDATIONS

Land Use

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

Figure 32 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely



LAND USE RECOMMENDATIONS **FIGURE 32**
GENERAL LOCATOR MAP

impact adjacent land uses and the overall low density residential character of the corridor to prevent commercial or quasi-commercial encroachment. [Not shown]

2. The land on Tax Map 71-4((1))38 and 71-4((2))4 is planned for residential use at a density of 2-3 dwelling units per acre.

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

   - Both parcels are consolidated and developed as a single project with a predominantly residential appearance;
   - The intensity does not exceed .35 FAR; this may require a rezoning to a district that allows densities greater than three units per acre;
   - Adequate screening and buffering is provided along Backlick Road; and
   - Building height is no more than 40 feet.

Transportation

Transportation recommendations for this sector are shown on Figures 33 and 34. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

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

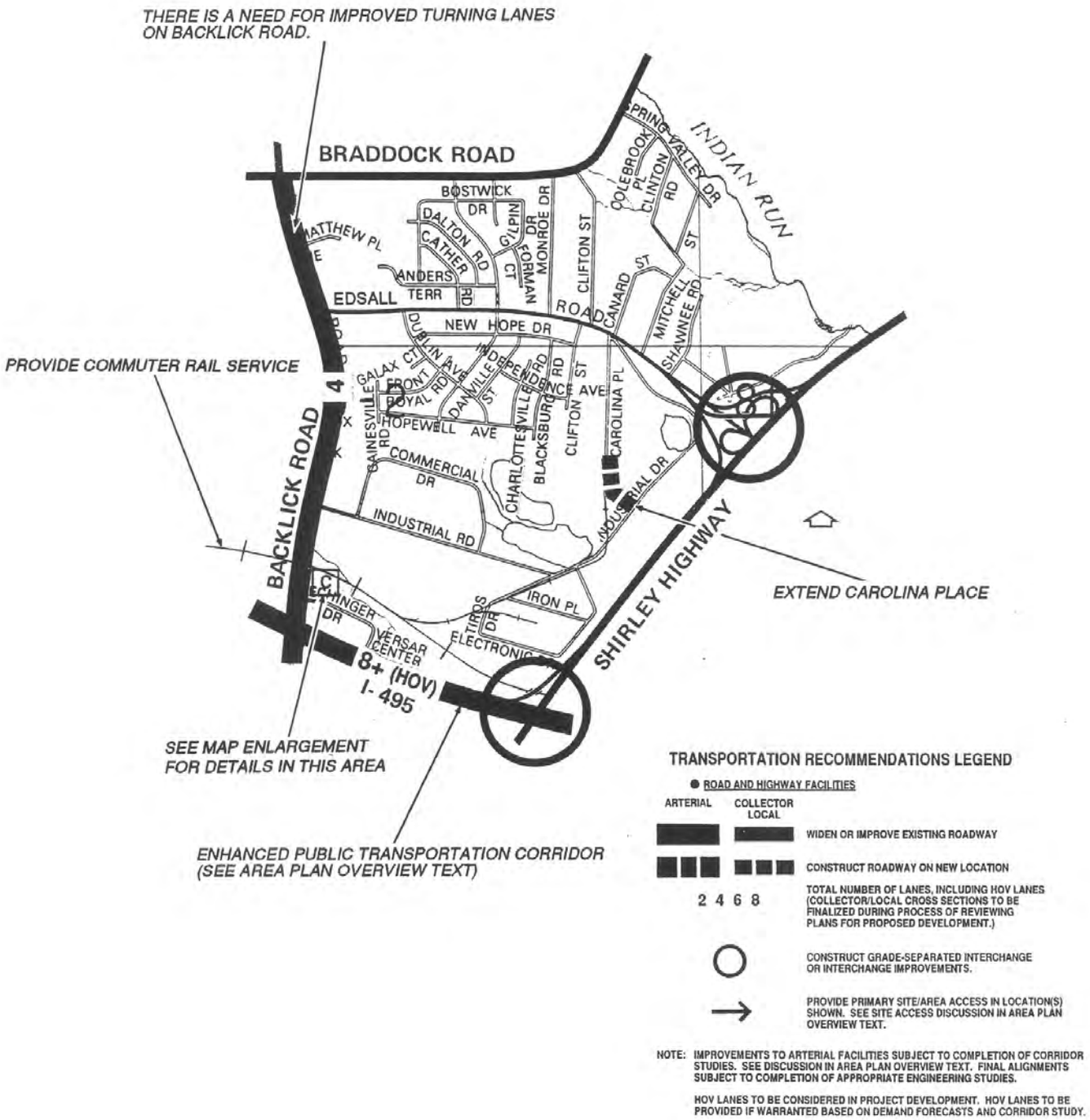
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 35. 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.

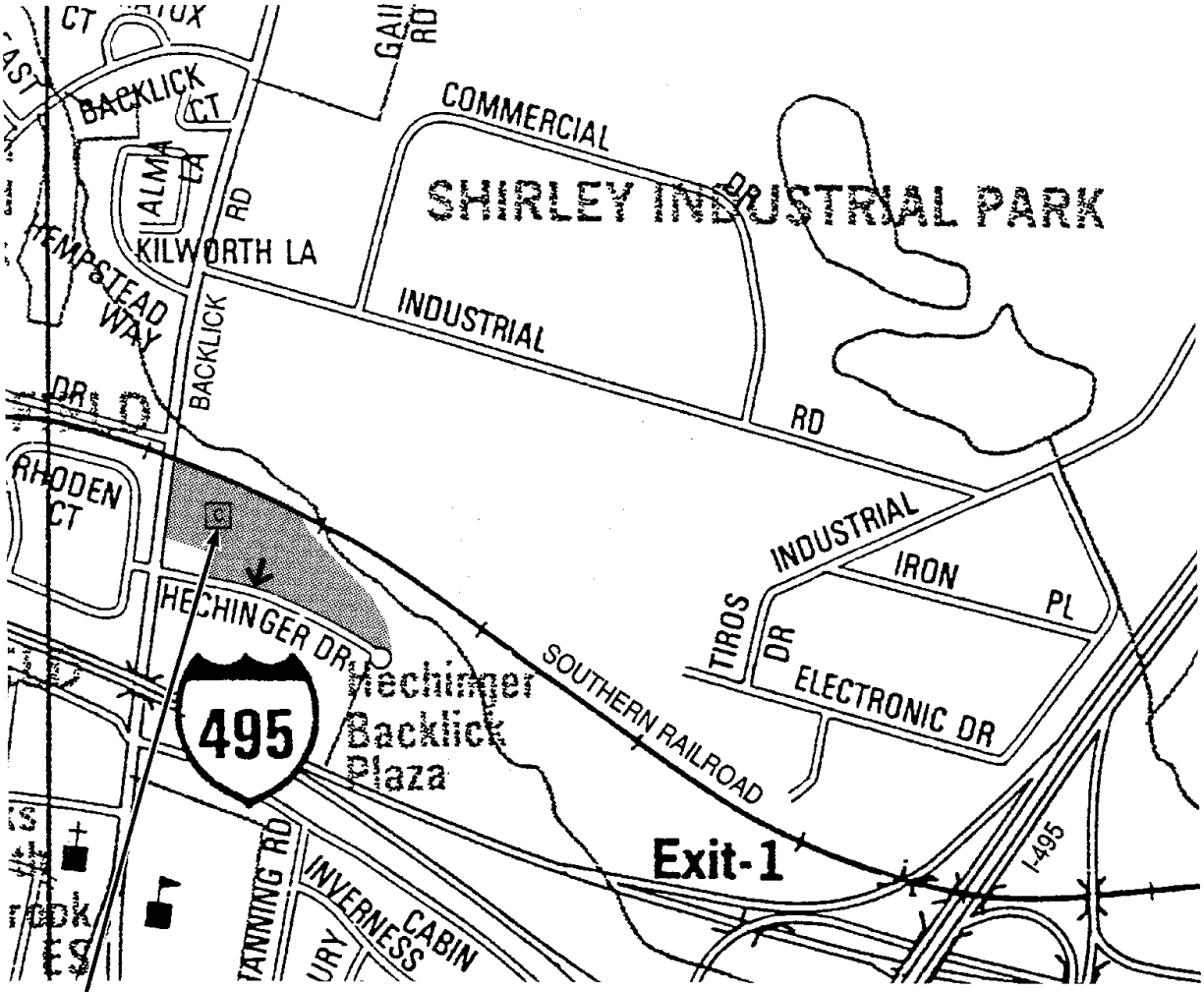
Trails

Trails planned for this sector are delineated on Figure 36 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the

Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS **FIGURE 33**
A-4 EDSALL COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 34**
A-4 EDSALL COMMUNITY PLANNING SECTOR

FIGURE 35
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A4

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 36**

A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

CHARACTER

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

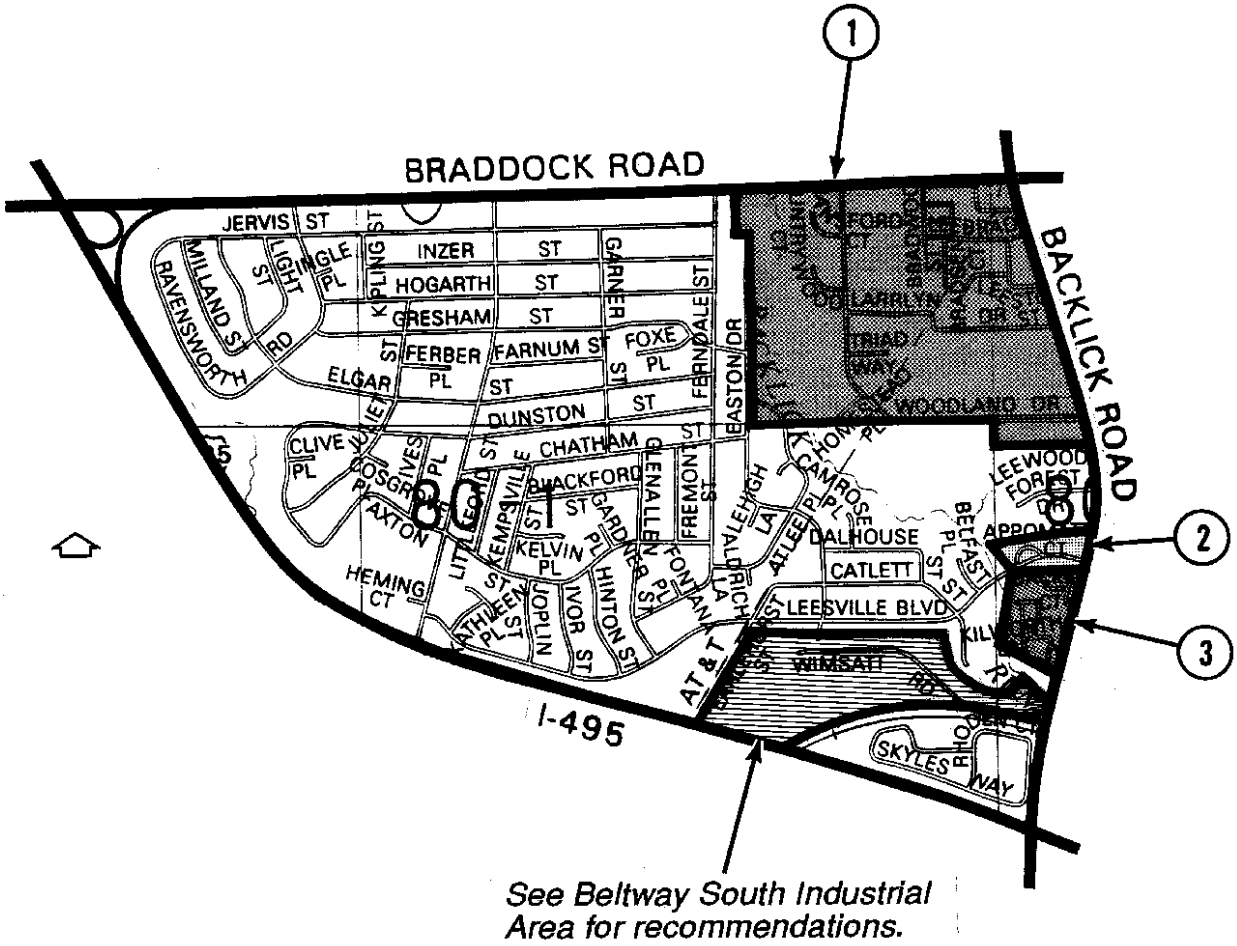
The North Springfield Community Planning Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 37 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

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

   Except for townhouses at the southwest corner of the intersection of Braddock Road and Backlick Road, and the institutional use located at the corner of Woodland Drive and Backlick Road, the Leewood area consists of single-family detached homes and some large



See Beltway South Industrial Area for recommendations.

LAND USE RECOMMENDATIONS **FIGURE 37**
GENERAL LOCATOR MAP

vacant lots, most with substantial trees. It is desirable to maintain the unique characteristics of openness and mature trees and the stability of the neighborhood. Residential development in this area is planned for a density of 1-2 dwelling units per acre in keeping with nearby uses. Development above the low-end of this range is appropriate only in the event of substantial consolidation, and is sufficiently coordinated to ensure the following:

- Compatible infill in the form of well-designed, detached single-family residential development;
- Tree save is in excess of County ordinances;
- Development on the west side of Woodland Drive results in dedication of the Backlick Run Environmental Quality Corridor for public park use; and
- No unconsolidated parcels remain which cannot be developed in full conformance with these criteria.

2. The single-family detached houses near the intersection of Leesville Boulevard and Backlick Road that are adjoining or near office and commercial sites are planned for residential use at 2-3 dwelling units per acre in order to protect the stability of and the main entrance way to the North Springfield community.

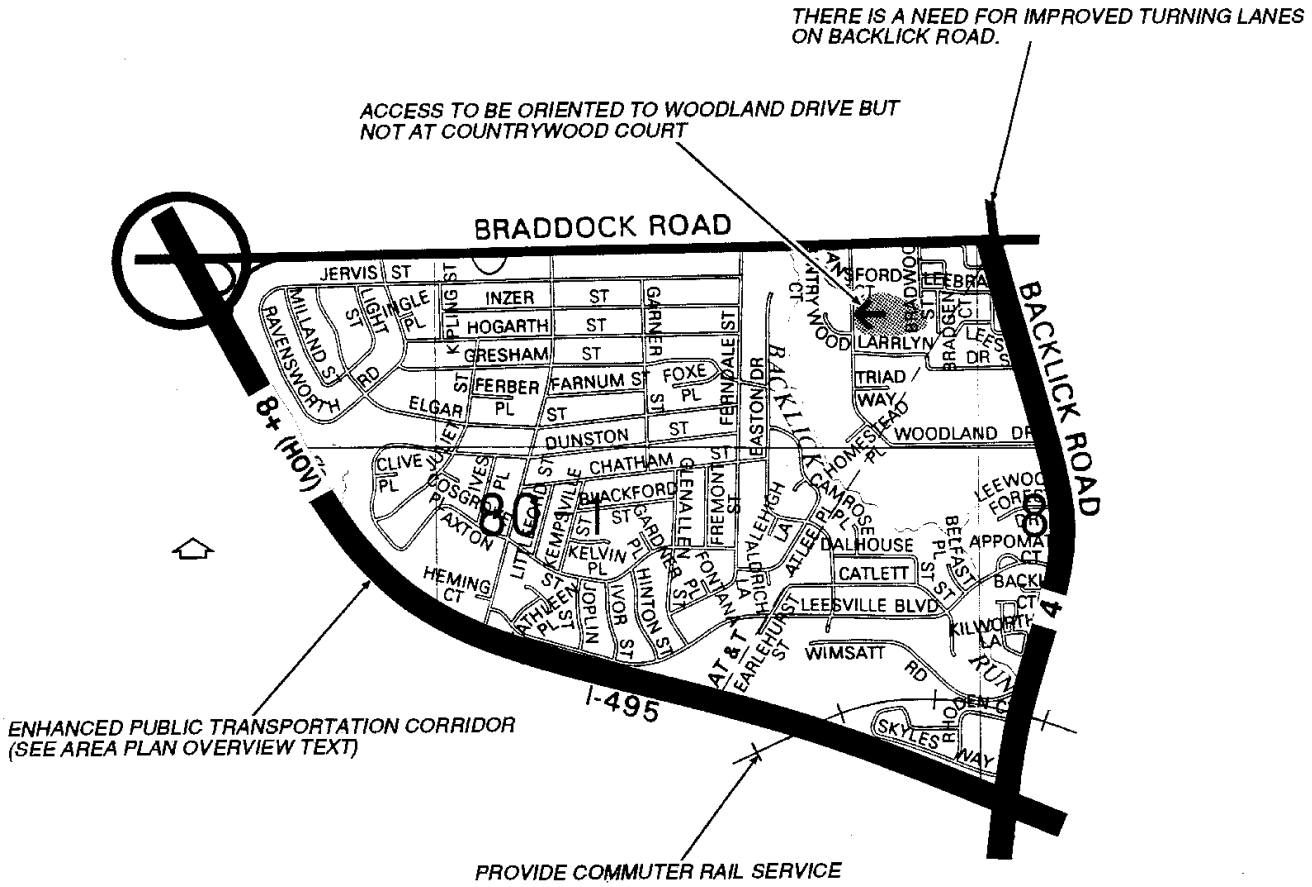
3. The commercial area on the west side of Backlick Road, between Leesville Boulevard and the Backlick Run stream valley, is developed as office condominiums and neighborhood retail uses. Parcels 80-2((1))14, 15 are planned for neighborhood-serving retail use up to .25 FAR. Parcels 80-2((10))1-13 (Leesville Village Condominiums) and 80-2((12)) and 80-2((13)) (Backlick Professional Village) are planned for office use up to .50 FAR.

4. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

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

Transportation

Transportation recommendations for this sector are shown on Figure 38. 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.



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 38**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 39. 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 40 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 39
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A5

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 40**

A6 ACCOTINK COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

The Accotink Community Planning Sector contains lands which are recommended to develop as part of the Ravensworth Industrial Area and those which fall outside of this area. The Ravensworth Industrial Area is discussed on pages 47-49 of this volume. The remaining portions of this sector are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

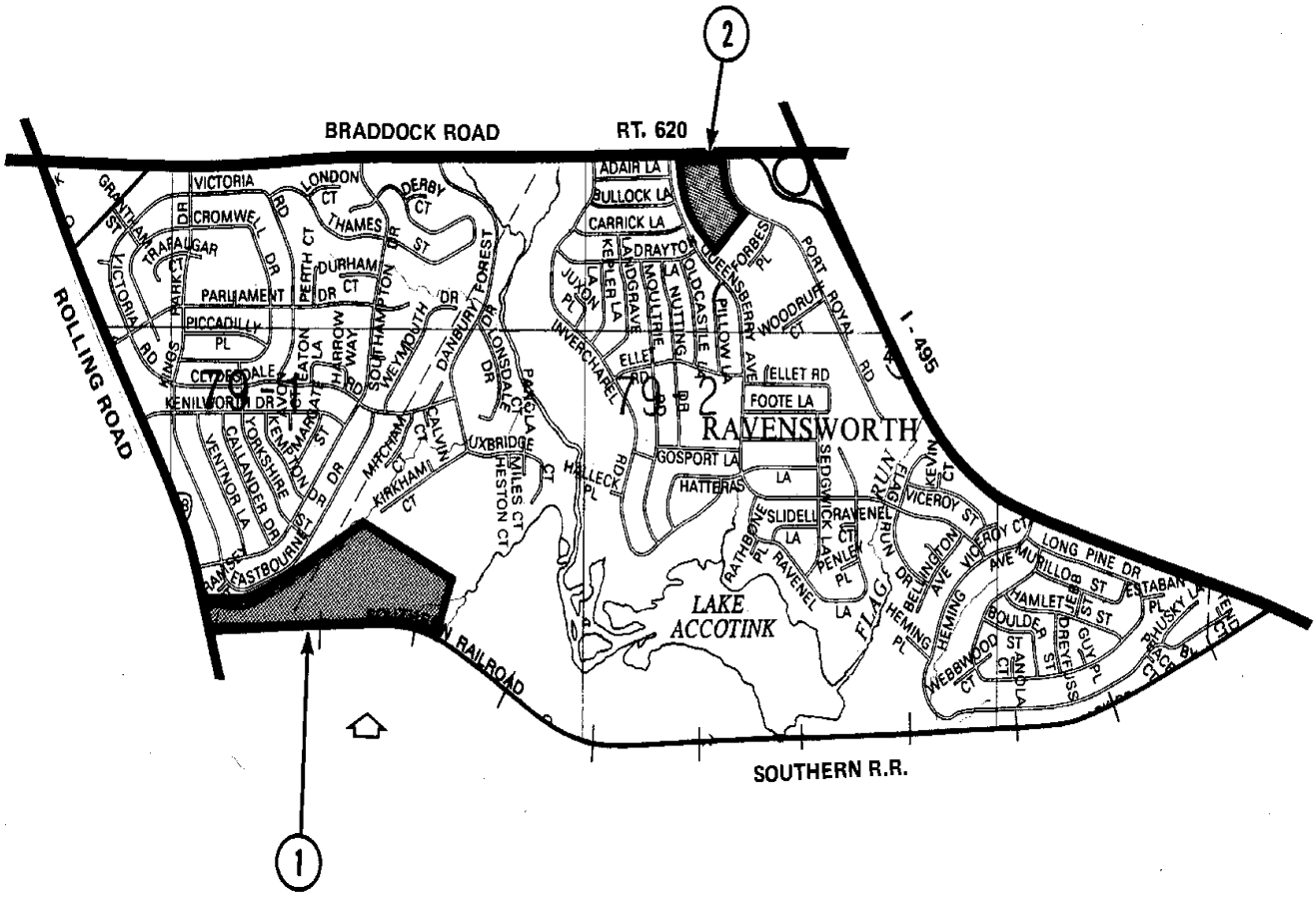
Land Use

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

Figure 41 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The area in the southwest corner of Sector A6 which is planned for industrial uses is the site of the Washington Gas Light Company and the Ravensworth Electrical Substation. Although this is not classified as an Industrial Area in the context of the Concept for Future Development, the uses in this vicinity have been established over a long period of time, are stable, and are buffered by planned open space from adjoining residential uses. This area should remain planned for industrial uses which provide public utilities/services up to .25 FAR. The open space buffer on the north side of this tract should be maintained and enhanced, where possible.

2. The Ravensworth Shopping Center, located at Braddock and Port Royal Roads, is planned for retail uses up to .35 FAR. This commercial area serves an important function by



LAND USE RECOMMENDATIONS **FIGURE 41**
GENERAL LOCATOR MAP

providing retail goods and services for the surrounding community as well as the employees of the adjacent businesses in the Ravensworth Industrial Area. This retail orientation should be maintained.

3. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

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

Transportation

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

Heritage Resources

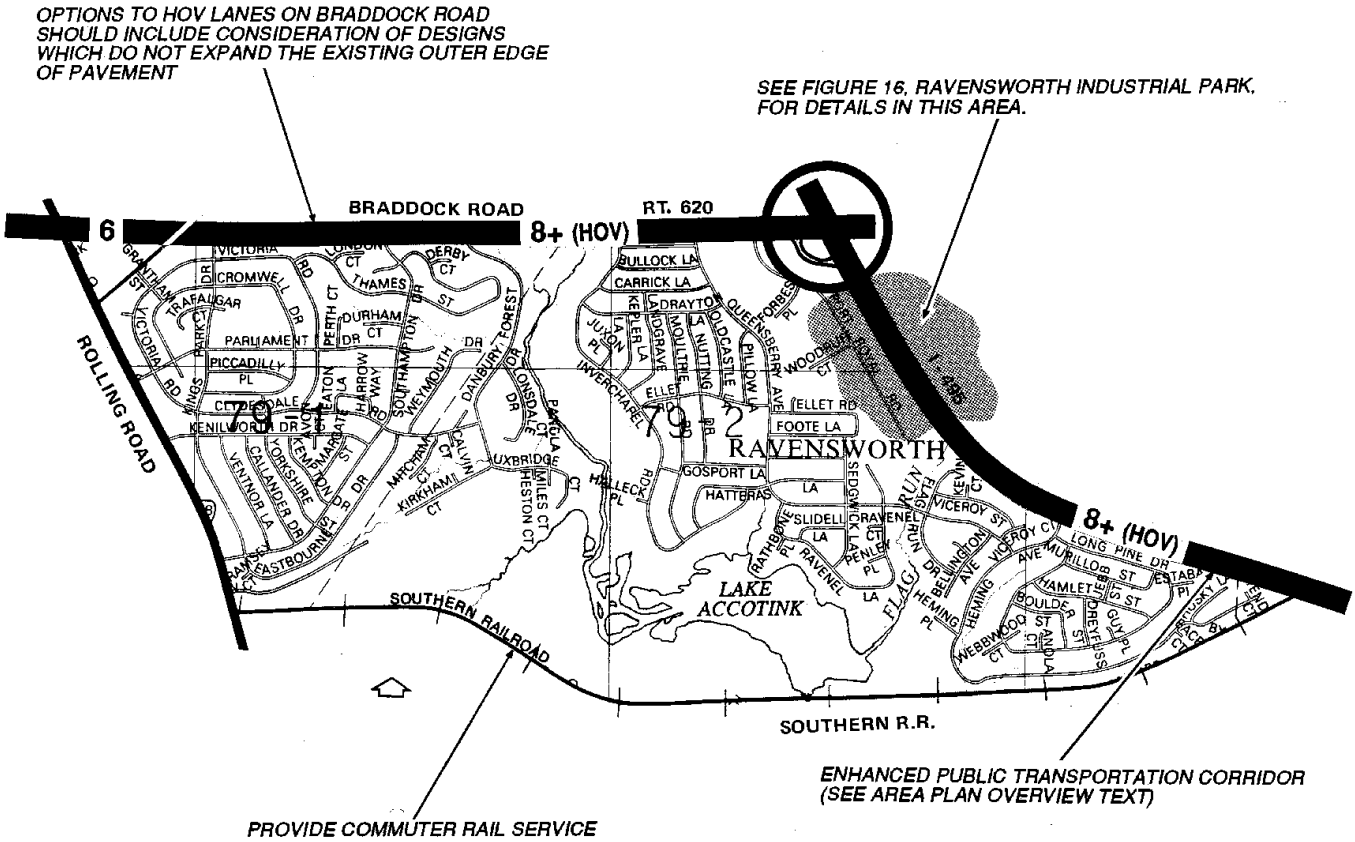
The abandoned railroad bed running generally parallel to the Southern Railroad in this sector is a locally significant historic archaeological resource which should be preserved.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 43. 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 44 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 42**

FIGURE 43
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A6

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 44**

A7 WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

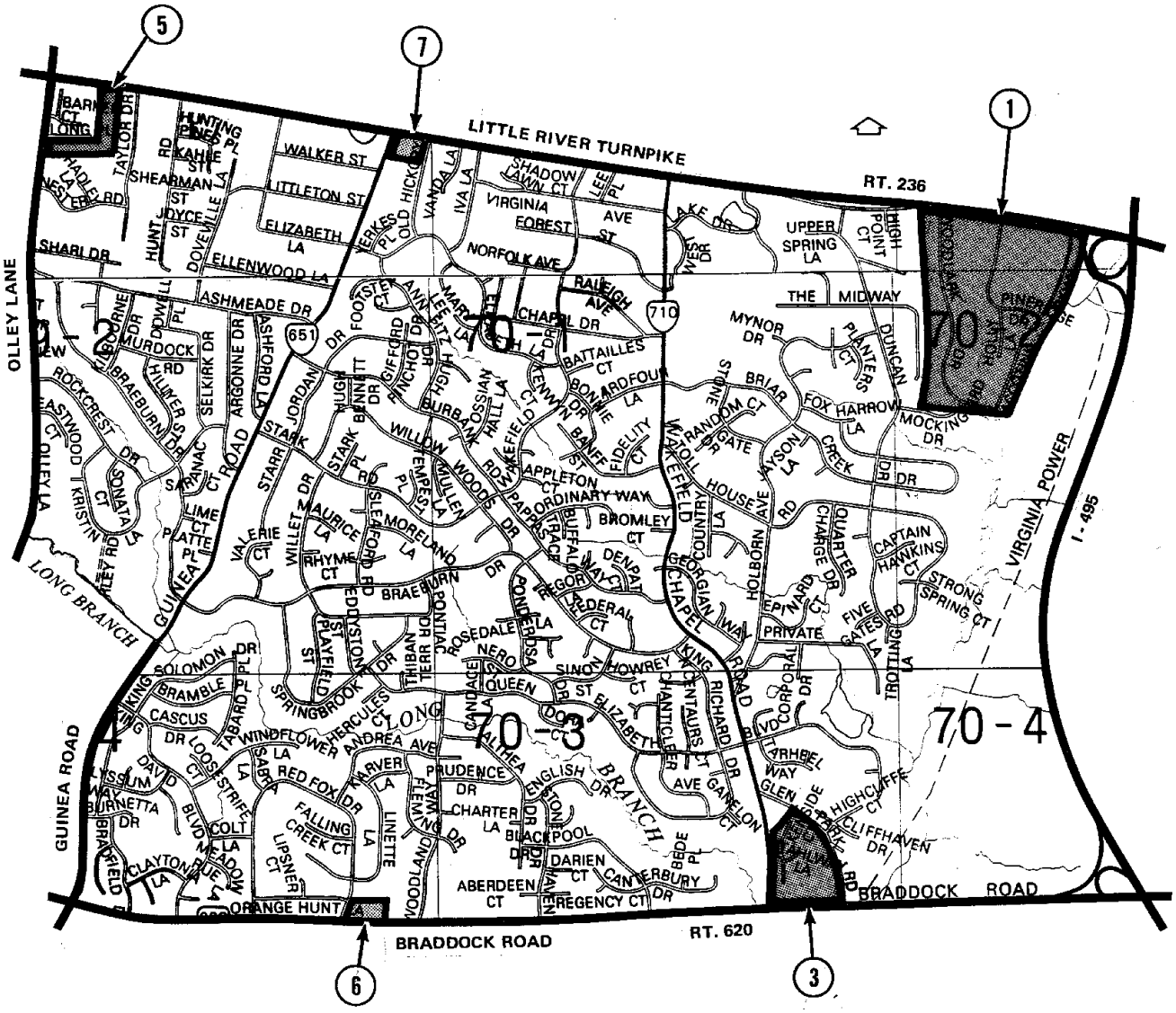
Land Use

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

Figure 45 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The Fairfax Hills area, south of Route 236, east of Accotink Parkway, north of Mockingbird Drive and Accotink Stream Valley Park including the western side of Woodlark Drive, is planned for residential development up to 2 dwelling units per acre. Special exception and special use permits which would have the effect of altering the low density residential character of this area shall not be permitted.

2. No additional commercial uses are planned for this sector since substantial commercial resources exist in Area I - Sector A6, in Area III - Sector P2 and in the City of Fairfax. [Not shown]



LAND USE RECOMMENDATIONS **FIGURE 45**
GENERAL LOCATOR MAP

3. The tract between Long Branch Stream Valley Park and Accotink Stream Valley Park (west of Park Glen Heights) is planned for residential development at 2-3 dwelling units per acre, with ample open space linking the two stream valley parks. Ample buffering is required as a barrier between existing residential development and that which is proposed. The frontage with Braddock Road should also remain an open space buffer.

4. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

   - Access for the use is oriented to an arterial;

   - The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and

   - Buffering and screening in excess of County ordinances are provided between the use and the adjoining residential properties. [Not shown]

5. Parcels 58-4((1))43, 44, 45 and 47, including Long Place, are planned for residential use at 1-2 dwelling units per acre.

   In addition, these parcels satisfy the locational guidelines for multifamily housing for the elderly as stated in the Policy Plan. As an option, the parcels are also planned for some combination of elderly housing, a nursing home, adult day care, and housing for the elderly requiring assistance. Should this option be selected, the following conditions apply:

   - Acquisition and consolidation of Parcels 58-4((1))43, 44, 45 and 47 including Long Place by the Fairfax County Redevelopment and Housing Authority;

   - The permitted density of residential housing for the elderly may be calculated, pursuant to Par. 8 of Sect. 9-306 of the Zoning Ordinance, on the basis of a planned density range of 4-5 dwelling units per acre. The intensity of other facilities for the elderly, such as a nursing home, should not exceed an FAR of 0.25;

   - Substantial screening and buffering should be provided along the eastern, western and southern borders including a vegetated open space buffer that exceeds Zoning Ordinance requirements adjacent to residential communities to the east and south. Existing natural vegetation should be used as part of the buffering wherever possible;

   - The new facilities should be functionally and aesthetically integrated with the existing Little River Glen facility on parcel 41A through pedestrian linkages, and compatible architectural scale, design and massing;

   - The project must be residential in character and scale to be compatible with the adjacent residential communities. Building heights should not exceed two stories or 35 feet.

6. Parcel 69-4((6))170 should have access only to Red Fox Drive. If Parcel 69-4((6))F is developed, all dwellings should have a single access onto Braddock Road with right in, right out only and no median break on Braddock Road. If Lot F is consolidated with any other parcel, every effort should be made to avoid direct access to Braddock Road from Lot F. No left turn onto Braddock Road should be allowed from Lot F regardless of use.

7. Land in the vicinity of Guinea Road, Old Hickory Road and Little River Turnpike, Parcels 58-4((7))7 and 58-4((11))1, is planned for residential use at 1-2 dwelling units per acre. To be compatible with surrounding uses, development should only be considered at the low end of the range. Access to parcel 7 should only be from Guinea Road at the most southern point as is practical from an engineering standpoint. Access to parcel 1 should only be from Old Hickory Road. If parcel 1 and parcel 7 are consolidated, access should only be from Old Hickory Road.

Transportation

Transportation recommendations for this sector are shown on Figure 46. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

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

Public Facilities

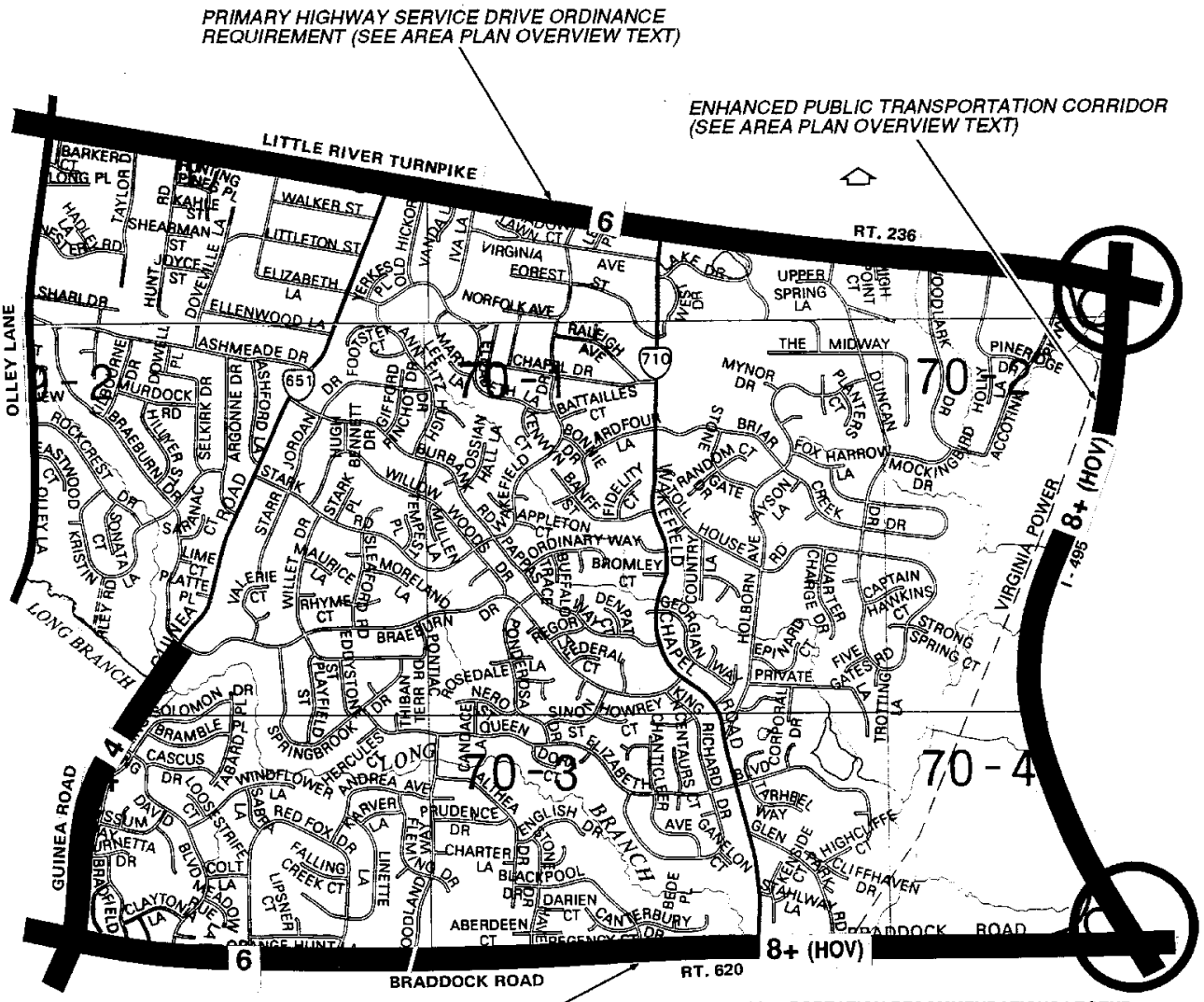
Expand the Wakefield Senior Center at Wakefield Park to 15,000 square feet in order to serve the growing senior adult population and provide additional space for the Braddock District Teen Center which shares the space.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 47. 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 48 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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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.

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 46**

FIGURE 47
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A7

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 48**

A8 PINE RIDGE COMMUNITY PLANNING SECTOR

CHARACTER

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

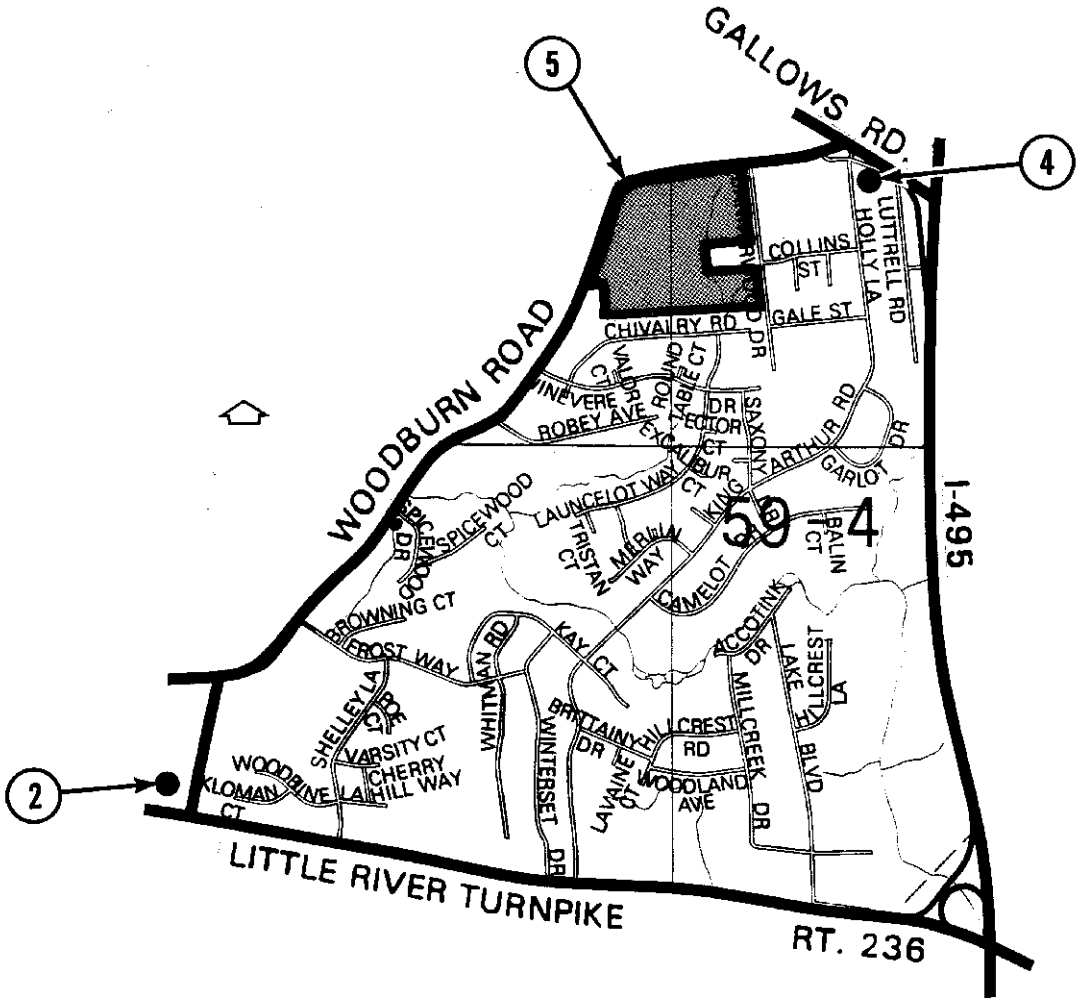
The Pine Ridge Community Planning Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Figure 49 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. All vacant tracts fronting on Route 236 are surrounded by stable, single-family residential neighborhoods and should develop at the densities recommended on the Comprehensive Plan map. [Not shown]

2. The small, commercially-zoned area between Woodburn Road and Prosperity Avenue, fronting on Route 236, should not be expanded. Extensive buffering is required along the northern and eastern boundaries of the tract to maintain the adjacent stable residential area.

3. Should any of the property along Accotink Creek planned for park use not be acquired for park purposes, it is recommended that the land develop for residential use at 1-2 dwelling units per acre with conservation/trail easements to preserve the EQC and provide continuity of public access. [Not shown]



LAND USE RECOMMENDATIONS **FIGURE 49**
GENERAL LOCATOR MAP

4. Discourage further expansion of the small commercial area planned for retail use at the intersection of Gallows and Woodburn Roads by extensive peripheral buffering and use of appropriate surrounding transitional uses.

5. If the Fairfax County School Board decides that the vacant parcel at the Pine Ridge High School site will not be used for a Fairfax County Public School facility, the parcel shall be used as a permanent park site according to established County procedure, and with appropriate consideration being made to the School Board in return for the property. The site is presently being used for park purposes in a cooperative use agreement between the School Board and the Park Authority. It is the policy of the County that the existing park facilities (ballfields, garden plots) are a desirable use and should remain.

Transportation

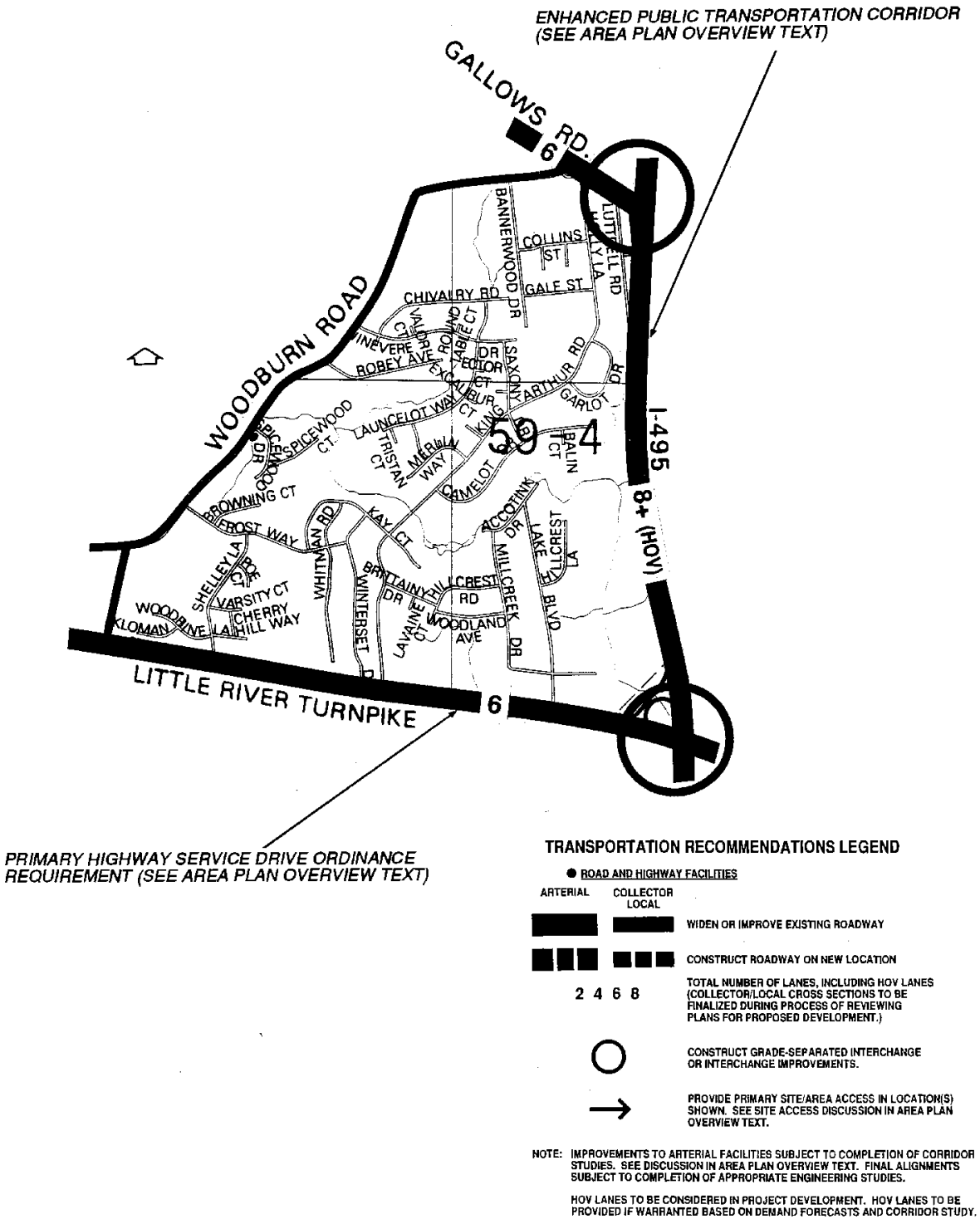
Transportation recommendations for this sector are shown on Figure 50 In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 51 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 52 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS **FIGURE 50**

FIGURE 51
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A8

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 52**

A9 HOLMES RUN COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

Accotink Heights Community Improvement Area

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

CONCEPT FOR FUTURE DEVELOPMENT

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

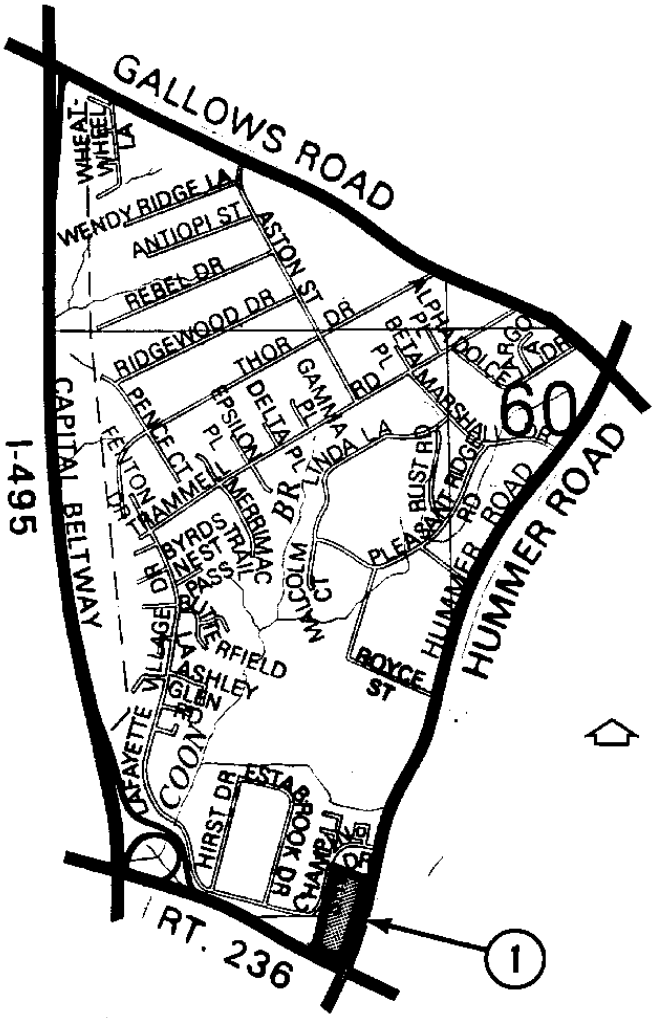
RECOMMENDATIONS

Land Use

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

Figure 53 indicates the geographic location of land use recommendations for this sector.

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



LAND USE RECOMMENDATIONS **FIGURE 53**
GENERAL LOCATOR MAP

Transportation

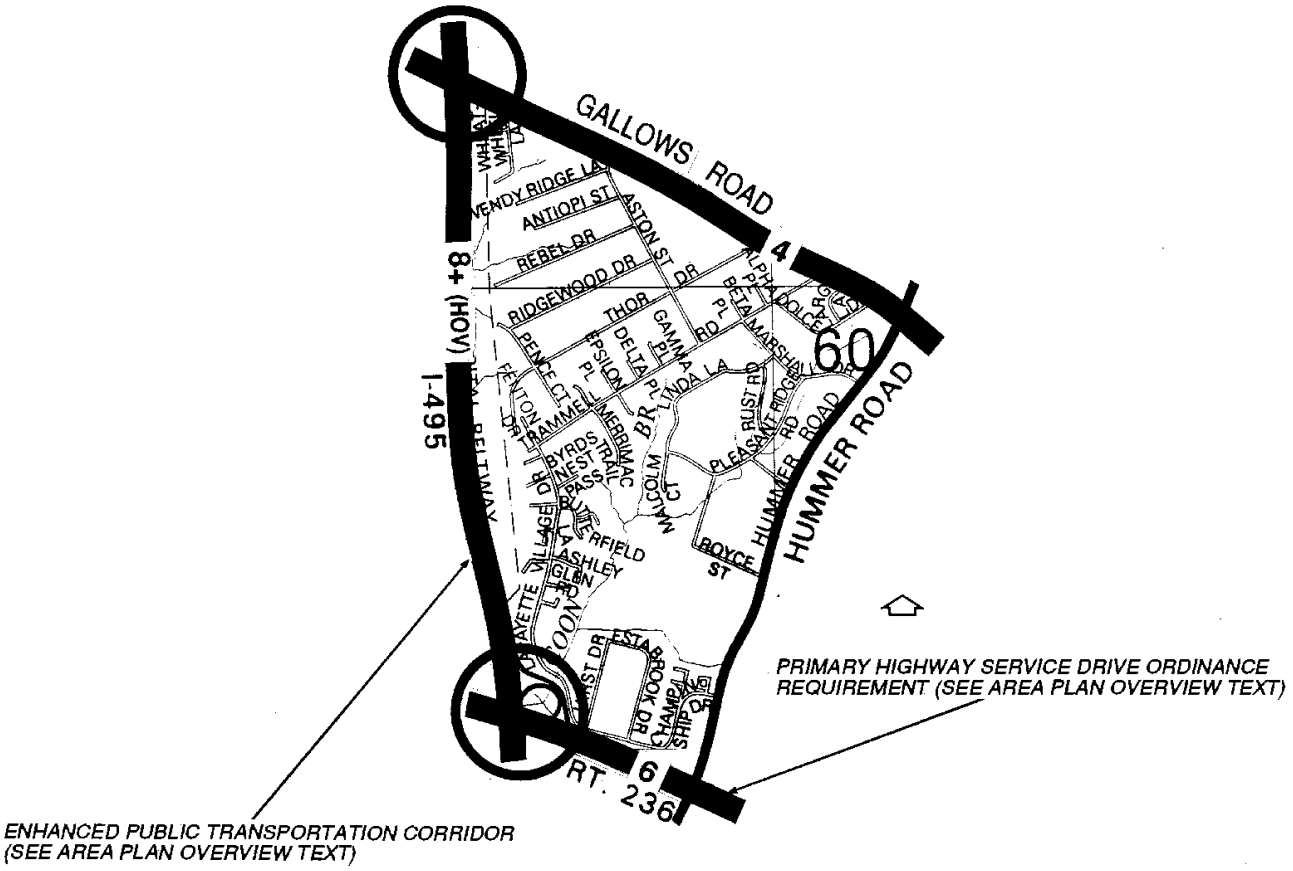
Transportation recommendations for this sector are shown on Figure 54. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 55. 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 56 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 54**

FIGURE 55
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A9

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 56**

A10 OSSIAN HALL COMMUNITY PLANNING SECTOR

CHARACTER

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

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

Wilburdale Community Improvement Area

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

Fairdale Community Improvement Area

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

Figure 57 indicates the geographic location of land use recommendations for this sector.

1. Parcels 70-2((1))1A, 9, and 10, and parcels 71-1((1))73 and 74 are located in the southeast quadrant of Heritage Drive and Little River Turnpike. These parcels are developed with and planned for office use at current intensities. To provide an effective transition to surrounding residential uses, the existing 130-foot undisturbed landscaped buffer between the commercial office uses on parcels 70-2((1))9 and 10 and high density residential development to the south should be maintained and protected from any future commercial development.

   As an option, additional office intensity may be appropriate on parcels 70-2((1))1A, 9, and 10 with parcel consolidation, integrated development, and the removal of the existing free-standing retail use. This additional office use should be focussed on parcel 70-2((1)1A with building heights not to exceed 125 feet. A landscape feature designed to serve as a gateway to the Annandale CBC should be provided at the corner of Little River Turnpike and Heritage Drive, and streetscape improvements consistent with the Annandale CBC Urban Design Guidelines should be provided along both street frontages.

2. Parcel 70-2((14))A2, part of the original Heritage Condominium, should remain as private open space.

3. The area on the north side of Braddock Road, Tax Map 71-3((8))7, 7A, 8, 9, and 9A, located between the Leewood Nursing Home and the School for Contemporary Education, is planned for residential use at a density of 2-3 and 4-5 dwelling units per acre as shown on the Plan Map. As an option, all five lots may develop at a density of 4-5 dwelling units per acre if the following conditions are met:

   (a) There is substantial and logical consolidation;

   (b) The height of any building does not exceed 35 feet without fill;

   (c) Transitional screening and barriers comply with the Zoning Ordinance requirements;

   (d) Access points are coordinated with adjacent properties;

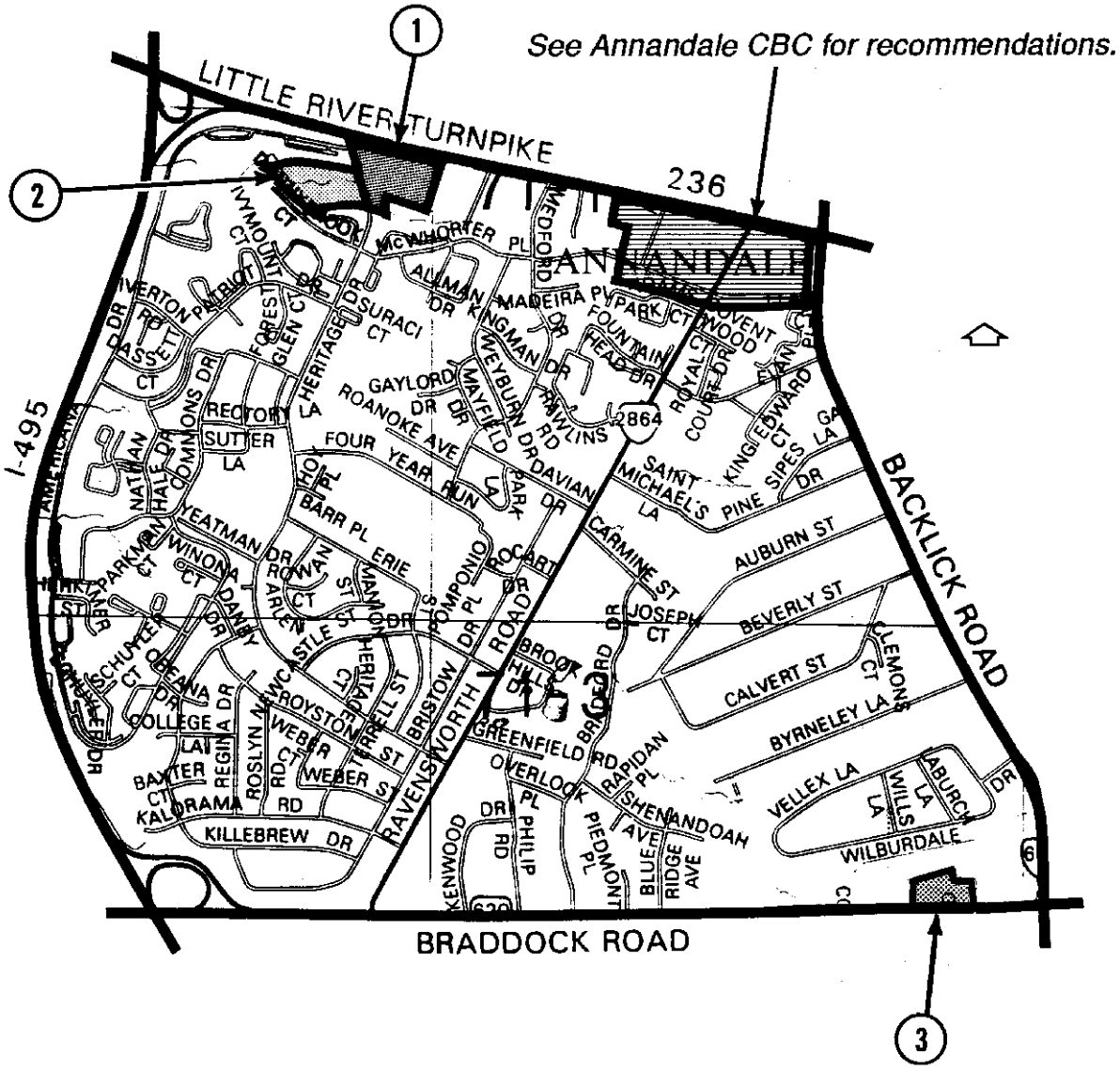
   (e) The existing mature trees along Braddock Road and the Wilburdale community are saved; and

   (f) The development proposal satisfactorily addresses the associated environmental and stormwater impacts.

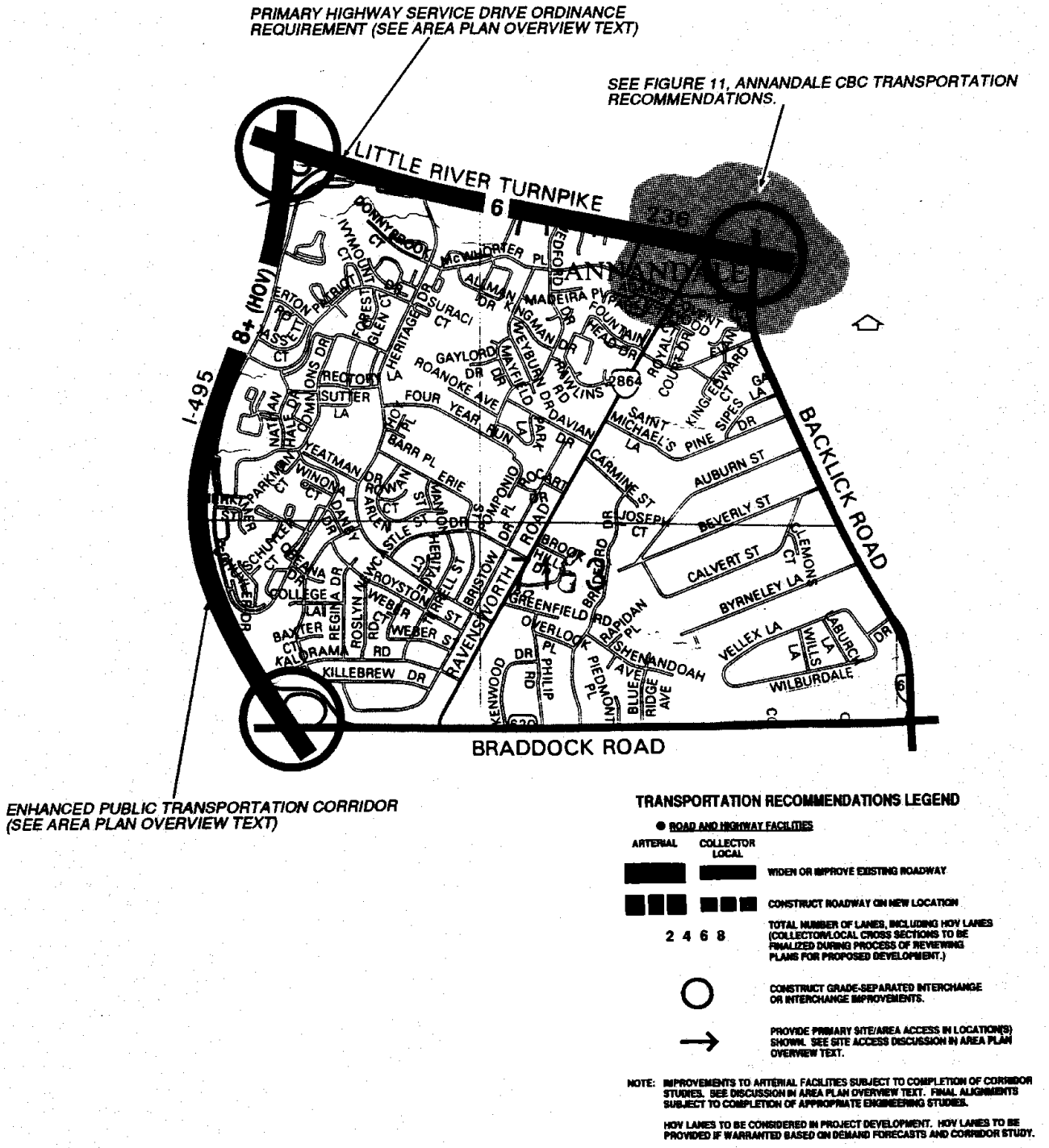
4. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area and to prevent commercial or quasi-commercial encroachment. [Not Shown]

Transportation

Transportation recommendations for this sector are shown on Figure 58. 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



LAND USE RECOMMENDATIONS **FIGURE 57**
GENERAL LOCATOR MAP



TRANSPORTATION RECOMMENDATIONS **FIGURE 58**

and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 59. 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 60 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 59
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A10

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 60**