BAILEYS PLANNING DISTRICT

OVERVIEW

The Baileys Planning District is located in the east central portion of Fairfax County. It is bounded by the Arlington County line to the northeast, the Alexandria City line to the southeast, Lincolnia Road and Columbia Pike to the southwest, and Sleepy Hollow Road to the northwest. The Planning District is one of the most fully developed of Fairfax County, encompassing a wide range of retail, office, residential and institutional uses. (See Figure 1)

In 1995, an estimated 37,499 persons lived in the District, compared with a population in 1970 of approximately 30,000. The relatively stable population level is, in part, attributable to the developed nature of the area.

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

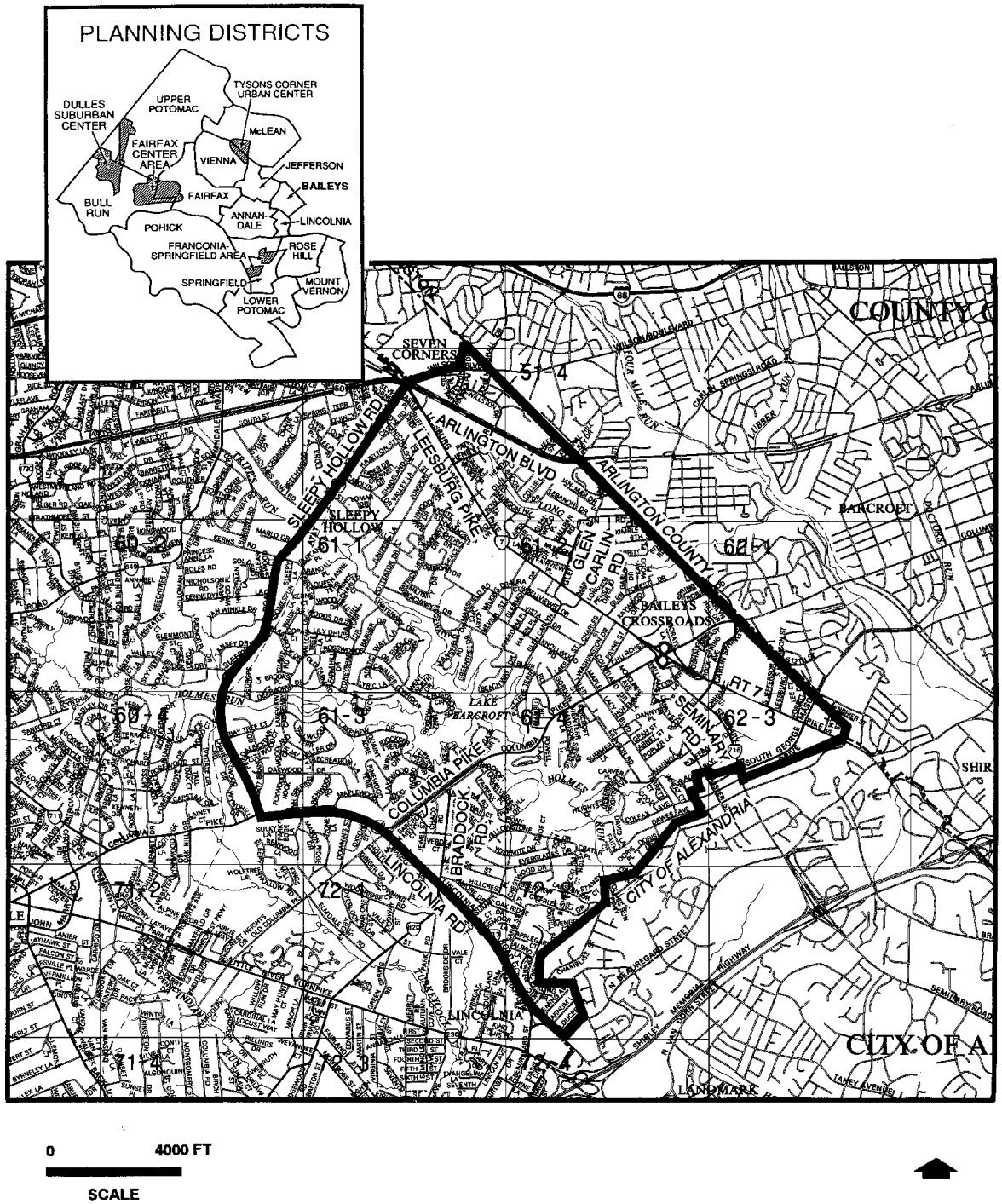
Baileys Crossroads and Seven Corners are older, commercial centers that are showing some signs of deterioration. The adverse effects of age and lack of maintenance are exacerbated by the roadways that fragment the CBCs. The importance of retaining the Seven Corners and Baileys Crossroads CBCs as community-serving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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

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



BAILEYS PLANNING DISTRICT **FIGURE 1**

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

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

MAJOR OBJECTIVES

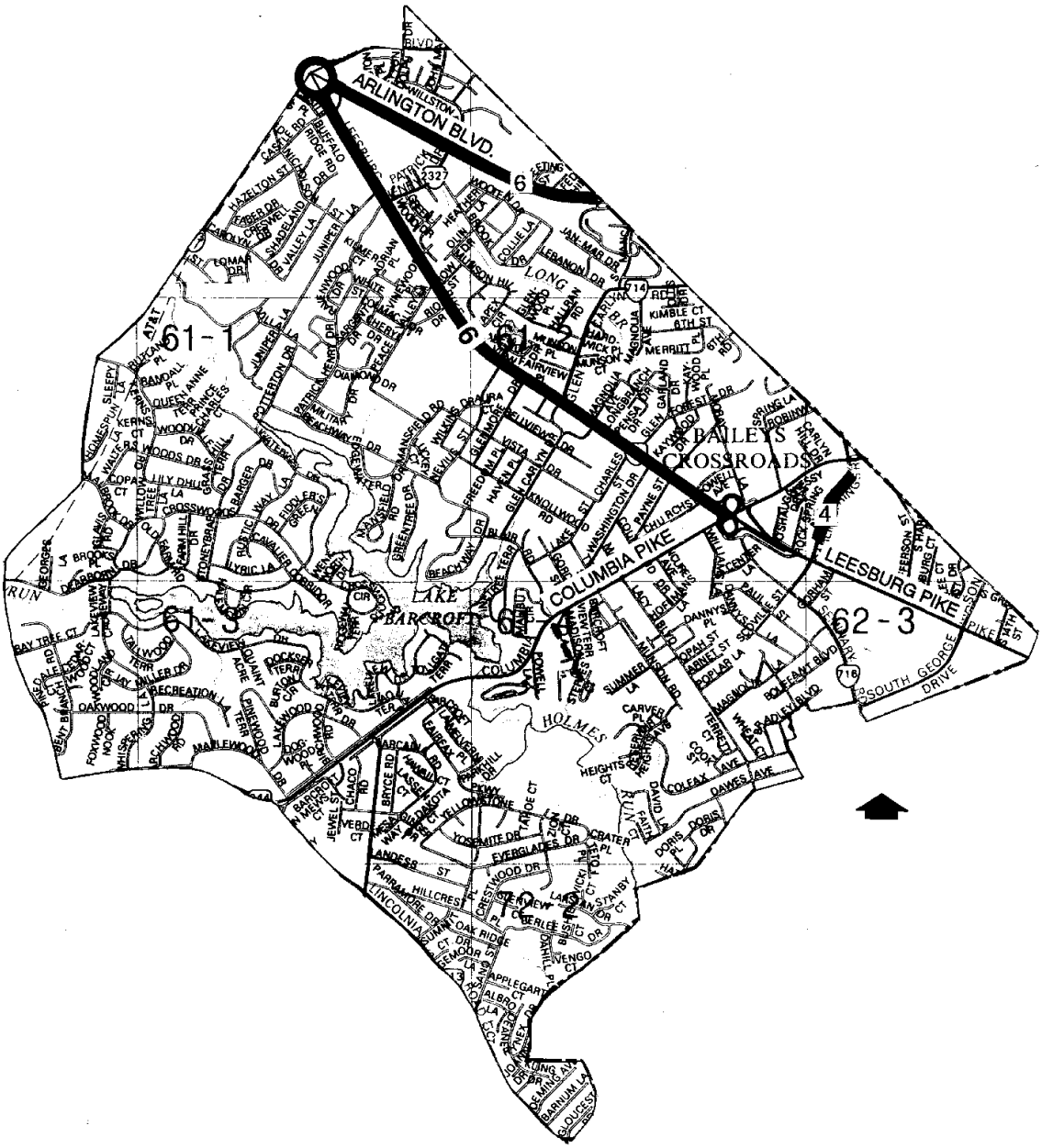
Planning objectives in the Baileys Planning District are the following:

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

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Baileys Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.



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

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
BAILEYS 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

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

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

Housing

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

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

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

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;

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

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

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

FIGURE 3
BAILEYS PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Cambridge Commons (Willston Gardens Apts.) Peyton Randolph Drive	B1	305	Private/Tax Credit/VHDA Financing –Rehab.
Elmwood House N. Madison St.	B1	50	Private/Section 202/8 (Elderly)
Lockwood House N. Madison St.	B1	100	Private/Section 202/8 (Elderly)
Seven Corners Apartments Patrick Henry Drive	B1	61*	Private/Section 8/ FCRHA Bond Financing
Villages at Falls Church Wilson Boulevard	B1	36*	Public Housing
Greenwood Apartments Patrick Henry Drive	B2	138	Public Housing
Rosedale Manor Spring Lane	B2	97	Public Housing
Grand View Carlin Springs Road and Columbia Pike	B3	65	Private/FCRHA Bond Financing
Oakview Gardens Oakview Gardens Drive	B4	323	Private/Section 8
Parkwood Apartments Glen Carlyn Drive and Knollwood Drive	B5	220	Private/Tax Credit/VHDA Financing – Rehab.
Homeownership			
		2*	MIDS, First Time Home Buyers, or Affordable Dwelling Units

*Scattered Units

- 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;

- 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; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

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 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Baileys Planning District typifies the environmental constraints and opportunities of older developed portions of Fairfax County. Environmental policies for Baileys should focus on reclamation and improvement of environmentally sensitive lands.

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

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

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

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

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

Heritage Resources

The Baileys Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1994 is shown on Figure 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Office of Comprehensive Planning.

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

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

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 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 Baileys Planning District 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 facilities are included for informational purposes and in most cases will require a 2232 Review public hearing before the County Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector plans and may be considered a feature of the Comprehensive Plan upon review of the Planning Director and concurrence by the Planning Commission. If such a feature shown determination is made, these projects will not require a future 2232 Review. The following public facilities are identified as future needs in the Baileys Planning District:

1. Provide a Human Services Center to include the District Public Health Office, Department of Family Services office and Office for Children Training Satellite Office.

2. Provide a halfway house for adults who have successfully completed a substance abuse program.

3. Provide infrastructure revitalization to the Woodrow Wilson Community Library.

4. Renovate and expand the Willston Pumping Station in Sector B2.

Parks and Recreation

Public parks located within the Baileys Planning District are listed on Figure 6. Additional recreational facilities are provided at public school sites. The Baileys Planning District contains fifteen public parks, of which nine are Neighborhood Parks each under ten acres in size. One is a historic property currently unavailable for public use and another is a cemetery. Based on size and service area, three qualify as Community Parks. The largest park in the district is Upton Hill Regional Park, which contains a swimming pool complex, miniature golf course, batting cage and passive uses.

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

FIGURE 5
BAILEYS PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

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

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

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

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

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

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

BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER

The Plan for the Baileys Crossroads Community Business Center (CBC) consists of a discussion of the area's character and planning history, as well recommendations for future development. These recommendations are based on a vision for the area, described below in the Concept for Future Development for the CBC, and include areawide guidance for land use, urban design, and transportation. The Plan also includes specific guidance for each of the land units that comprise the CBC.

LOCATION AND CHARACTER

The Baileys Crossroads CBC is centered at the interchange of Leesburg (Route 7) and Columbia (Route 244) Pikes and fans out along these major arterial streets to include approximately 530 acres. The area (see Figure 7) is characterized by neighborhood- and community-serving shopping centers as well as a variety of freestanding retail and office structures and light-industrial uses. A number of residential neighborhoods, with housing types ranging from single-family detached to high-rise multi-family units, are found contiguous to and within the CBC. These include the 100-acre mixed-use Skyline Center which is a dominant feature of the area.

Because of its strategic location at the interchange of Leesburg and Columbia Pikes, two of the primary commercial and commuter corridors of Fairfax County, the CBC is seen as a gateway to Fairfax County from both Arlington County and the City of Alexandria. The CBC is also in proximity to a variety of stable residential neighborhoods in Fairfax and Arlington Counties and the City of Alexandria and functions as a neighborhood- and community-serving commercial center. Although both the interchange and Skyline Center serve as visual landmarks within the area, the CBC has developed largely as a concentration of highway-oriented, strip-commercial development and smaller shopping centers without a visual focus or the strong sense of community identity as found in many nearby residential neighborhoods.

DEVELOPMENT AND PLANNING HISTORY

Much of the land that comprises today's Baileys Crossroads was once owned by George Washington. The area developed slowly as a collection of small farms and simple residential and commercial structures built at the intersection of the two major roads serving the area: Columbia Pike, built in 1808, linked the western farmlands of Fairfax County with the newly laid-out market of Washington City; Leesburg Pike, improved between 1818 and 1838, followed old wagon trails that stretched from the Shenandoah Valley via Leesburg to the port of Alexandria. In 1837, Hachalia Bailey, owner and exhibitor of a renowned traveling menagerie, purchased 500 acres near this intersection, soon identified with his name, as winter quarters for his "Zoological Institute." Bailey is credited with being the "father of the American circus" and his menagerie became part of the famed Ringling Brothers, Barnum and Bailey's Circus.

Development in the area languished until after the Civil War. At that time, Union engineers constructed a series of small forts and defensive positions on the high plateau along Leesburg Pike and, in 1861, Baileys Crossroads was the site of President Lincoln's "Grand Review" of the Army of the Potomac. After the war, the area grew slowly and farms and tree nurseries remained the most dominant land use through the early 20th Century. After World War II, the area experienced rapid residential and commercial growth as demand for new housing,

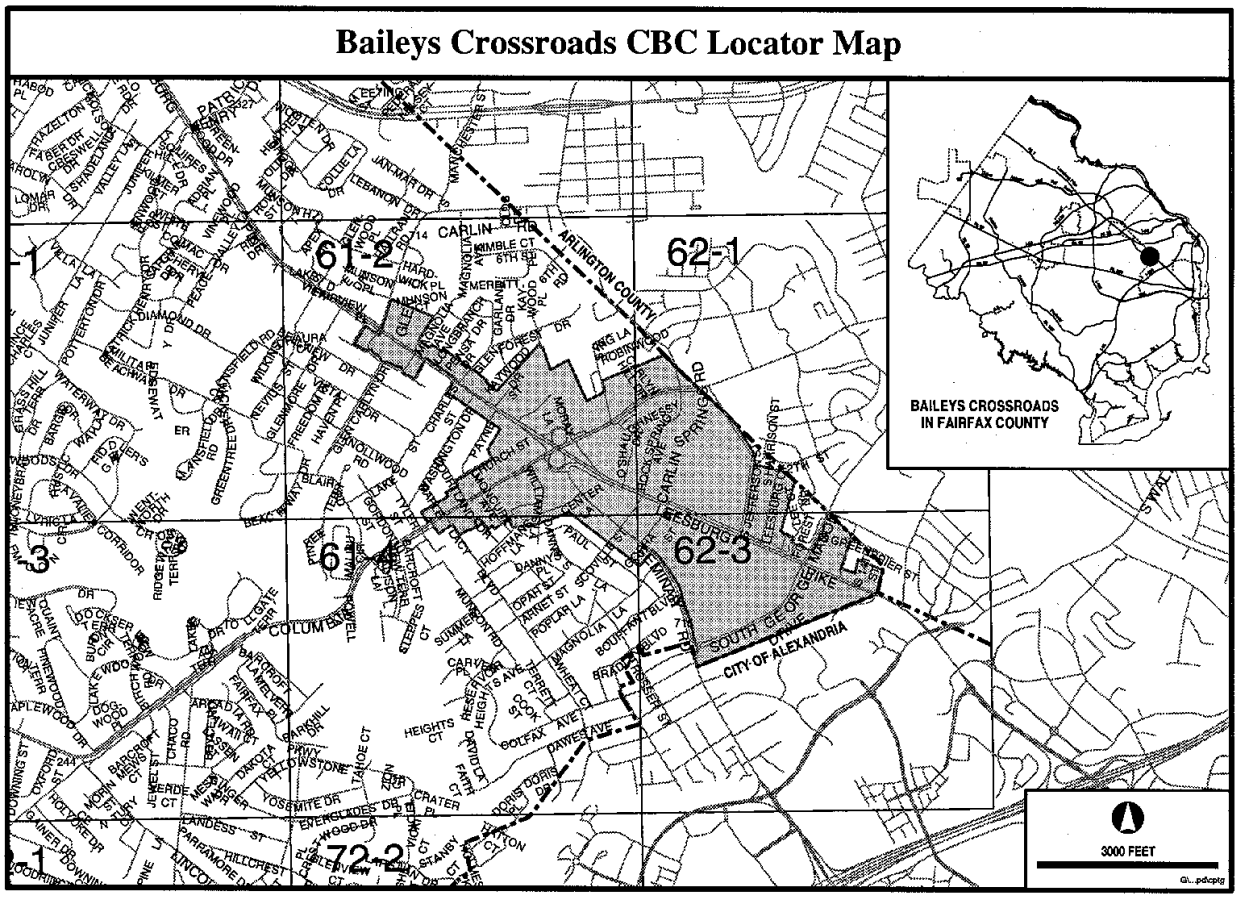


FIGURE 7

and the retail and office uses to serve it, spread from Arlington and Alexandria west to then rural Fairfax County. Throughout this period, the dominant land use in the area was the Washington and Virginia Airport (known as the "Crossroads" Airport) with its half-mile long gravel runways. This general aviation airport operated from the late 1940s to the 1970s on what is now the site of the Skyline Center. The development of Skyline Center, the first "high-rise" mixed-use development in Fairfax County, sparked similar, though less intense, commercial development and redevelopment along Leesburg Pike through its intersection with Columbia Pike and beyond.

During the 1980s, the area was designated by the Comprehensive Plan as the Baileys Crossroads Central Business District. 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 1986 designating Baileys Crossroads as a revitalization area. This designation was intended to support and encourage a comprehensive program of economic revitalization, preserve neighborhood-serving retail uses, and protect stable residential neighborhoods from commercial encroachment associated with redevelopment. 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 continuing revitalization program is to provide incentives for

business and property owners to upgrade the area by enhancing the attractiveness of its retail establishments, continuing its neighborhood- and community-serving function, and--specifically within the Baileys Crossroads CBC--focusing on certain "opportunity areas."

The concept of "Community Business Centers," such as the Baileys Crossroads CBC, and providing more focused redevelopment and revitalization guidance for these was introduced in the County's 1990 Policy Plan. In support of this, a streetscape design plan, or "Boulevard Concept," for the Baileys Crossroads CBC was prepared by consultants in 1995 (*Baileys Crossroads Streetscape Revitalization*, HOH Associates, Inc., for the Fairfax County Department of Public Works, 1995). This plan was intended to achieve visual continuity in the area along Leesburg and Columbia Pikes. Based on this initial concept, a "Perspective Plan" for first-stage streetscape and right-of-way improvements was provided to the County by the Bailey's Crossroads Revitalization Corporation (BCRC) in 1992 and updated in 1995.

To further support the revitalization process, a consultant's study of the potential for revitalization in the Bailey Crossroads CBC was undertaken in 1997 (*Commercial Redevelopment Plan: Baileys Crossroads and Seven Corners Revitalization Areas*, Hunter Interests, Inc., Annapolis, Maryland, 1997). This study included market analyses as well as urban design, transportation, and redevelopment recommendations for the Board-designated Baileys Crossroads/Seven Corners Revitalization Area which includes the Baileys Crossroads CBC. The consultant's findings and recommendations were prepared at the direction of the County's Department of Housing and Community Development (DHCD) and developed with input from a citizen focus group appointed by the Mason District Supervisor to represent Baileys Crossroads residents, civic associations, the business community, and local property owners.

In 1998, after reviewing the consultant's study, the Board designated the Baileys Crossroads CBC as a special study area for the purpose of considering changes to the Comprehensive Plan that would encourage and support community revitalization efforts. This special study evaluates these previous efforts and, from this analysis, projects the development potential for the Baileys Crossroads CBC. Also in 1998, the Board designated the Baileys Crossroads CBC as part of the Baileys Crossroads/Seven Corners Community Revitalization District (CRD). This designation is a special category within the County's Zoning Ordinance which is intended to encourage revitalization activities by providing greater flexibility in ordinance requirements.

CONCEPT FOR FUTURE DEVELOPMENT: A VISION FOR BAILEYS CROSSROADS

The Comprehensive Plan recommends Baileys Crossroads as one of several areas throughout the County designated as Community Business Centers. This designation implies the retention, redevelopment, and revitalization of community-serving retail uses. The Plan envisions, in addition to community-serving retail uses, a mixture of neighborhood-serving retail, office, residential, and recreational/cultural uses developed with a pedestrian scale and character. This combination of compatible land uses developed with an emphasis on enhanced appearance and accessibility will strengthen the area's ability to contribute to the quality of life of its residents and those of nearby neighborhoods.

Planning objectives for achieving this vision are:

<u>Objective 1</u> Improve the appearance and function of the CBC through coordination of land uses accompanied by the application of urban design guidelines for building design and orientation, streetscape improvements, unified

signage, consolidation of curb cuts and other access improvements, landscaping, and pedestrian-oriented amenities such as walkways, trees and benches;

Objective 2 Retain neighborhood-serving retail uses and improve the economic vitality of these uses through commercial revitalization in the CBC;

Objective 3 Provide transitions from more- to less-intensive uses, with buffering and screening between commercial and residential uses to reduce the negative effects of commercial activities on adjacent residential areas and to prevent commercial encroachment into established and stable neighborhoods; and

Objective 4 Foster future transportation improvements that positively affect planned redevelopment or revitalization activities, and encourage the design of such activities to accommodate these improvements.

IMPLEMENTATION

To implement the revitalization of Baileys Crossroads as envisioned, it is essential that a spirit of public/private cooperation and partnership be fostered and sustained. While the Plan establishes guidelines for long-range improvements in the character and redevelopment of the area, these will occur only when incentives are sufficient to encourage business investment to make the proposed changes. In addition to the economic incentives that influence all business decisions, public investments in infrastructure, parking, and transportation improvements--as well as streetscape enhancement such as landscaping, lighting, street furniture, and relocating or undergrounding utility lines--are considered fundamental to achieving this objective. Other public sector investments that should be initiated as a catalyst for attracting redevelopment are those that foster the preservation of stable residential communities and that facilitate pedestrian and vehicular movement through and around Baileys Crossroads, as recommended in the Transportation Section. More ideas regarding site-specific improvements will grow from the review process between the public and the private sectors that occurs as specific development proposals are made.

To achieve this vision for Baileys Crossroads, an integrated program of implementation strategies is needed to address short- and long-term issues at both the areawide and site-specific levels. The formulation of these implementation strategies will benefit from continuing citizen participation and a creative public/private partnership. Additional citizen participation should be through existing public forums and the support of various activities that contribute to the Baileys Crossroads' sense of community.

The Bailey's Crossroads Revitalization Corporation (BCRC) has long been involved in planning activities within the area and continues to promote revitalization efforts within the context of the Plan. In cooperation with Fairfax County government, the BCRC or a comparable entity should continue to seek increases in federal, state, and local funding for transportation and community projects within Baileys Crossroads and to solicit and encourage investment in business development. Such an organization may be an appropriate mechanism for pursuing public and private funding sources, managing improvement projects, and developing maintenance plans specifically for Baileys Crossroads, particularly if supported by the designation of the area as a Business Improvement District (BID). Such an organization could:

- Facilitate community-enhancing development within the area 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 Plan and Area Plans; and
- Provide initiative, feedback, and advice on development planning, marketing, public relations, real estate, and land development opportunities.

AREAWIDE RECOMMENDATIONS

The areawide recommendations that follow are intended to help achieve the future vision for Baileys Crossroads. 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 more site-specific land unit text because they apply to all land units. These recommendations focus on land use, urban design, and transportation.

LAND USE

To further define the broad vision for Baileys Crossroads, a land use concept is provided that identifies the general type and character of future development and redevelopment. Since achieving the vision for the area 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 Baileys Crossroads outlines a pattern of development that represents a modification of the planning policies that have shaped the area over the last three decades. The area contains the Skyline Center complex, one of the highest-intensity residential, retail and office mixed-use developments in Fairfax County. Absent substantial transportation improvements, including provision of mass-transit linkages, additional development at this level of intensity elsewhere within the CBC is not supported by the Plan. The Plan envisions redevelopment to be composed of neighborhood- and community- serving retail and office uses as well as medium-intensity residential (townhouse and multi-family), retail, office, and institutional uses at a pedestrian-oriented scale and character that, in combination, will strengthen the area's quality of life for its own and neighboring residents.

Of particular importance is the creation and maintenance of transitional areas or "edges" that define the limits of Baileys Crossroads and foster land use compatibility with adjacent residential neighborhoods. Typically, transitional areas include buffering, screening, and permanent open space or parkland as well as townhouse-style offices, neighborhood retail, garden apartments, residential townhouses, lower-intensity institutional uses, and landscaped peripheral streets. It is recommended that these transitional development techniques be continued. Also, the new concept provides an enhanced circulation system that includes improving both Leesburg Pike and access to Leesburg and Columbia Pikes near their intersection. (Site-specific guidance for land use and intensities is included in the Land Unit Recommendations section.)

Land Use Guidelines

Achievement of the vision for Baileys Crossroads on which the land use concept is based will be a long-term process. Because of this, broader guidance beyond the individual land unit recommendations is also essential. In reviewing development proposals within the CBC, additional guidance is sometimes needed to augment the land unit recommendations. This is particularly true regarding such things as affordable housing, parcel consolidation, infill development, drive-through uses, and other land uses that could be compatible alternatives to those specified in the Land Unit Recommendations. The following guidelines apply to these situations:

- *Parcel Consolidation*—For all development proposals involving increased intensity/ density, parcel consolidation is encouraged 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, allow for shared access, and provide pedestrian ways as well as interparcel access to adjacent commercial properties. Unconsolidated parcels should be able to be developed in conformance with the Plan or represent stable development.

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

- *Drive-Through Uses*—Drive-through uses, such as banks, restaurants, or other retail uses within shopping centers or other commercial developments, may only be considered where the drive-through facilities can be coordinated with other uses on the site and with the existing interior circulation system of the center. The location of such uses should not impede the flow of pedestrian or vehicular traffic.

- *Transition Between Uses*--Emphasis should be placed on encouraging transitions between commercial and low-density residential uses as a tapering or step-down from higher intensity use to lower intensity use. Institutional land uses such as churches, schools, and parks serve this function in a limited number of instances now. Multi-family and townhouse residential developments also function well as transitional uses. Landscape buffers and visual screening may also be considered where appropriate.

- *Alternative Land Uses*--When an alternative land use, as mentioned below, can be demonstrated to be compatible with the surrounding development and when transportation needs, pedestrian orientation, and other urban design aspects called for in the Plan are adequately addressed, such uses may be considered. 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 proposed

nonresidential use. Similarly, a hotel use may be compatible in areas planned for office and retail use provided that such use will generate less peak-hour traffic than the specific land unit recommendations and is 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. Generally, a community-serving institutional use may be considered in any portion of the area if of a similar scale and character as other uses planned for the sub-unit in which such use it to be located. Also, flexibility should be applied to ensure that a viable mix of locally-serving retail and service uses will result by allowing these uses to be provided within office and multi-family residential buildings or building complexes.

- *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.

URBAN DESIGN

The character of a commercial area depends upon factors such 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 Baileys Crossroads, particularly along Leesburg Pike. The urban form is more pedestrian-oriented, often with buildings relatively closer to the street and each other, and structured as well as limited surface parking.

The urban design concept for Baileys Crossroads is to facilitate revitalization of the area by enhancing its traditional functions while creating new opportunities for redevelopment and for reinvestment in existing businesses. The concept is to foster a commercial area serving the nearby Arlington, Alexandria, and Fairfax County communities that is clearly differentiated and buffered from adjacent residential neighborhoods while fostering a pedestrian oriented, urban form of development that is visually attractive, favorably remembered, and sought out by both individuals and businesses.

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 streetscape improvements that clearly distinguish the extent of the CBC and provide for relocated or 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 on buildings or building complexes to establish focal points. In the Baileys Crossroads CBC, guidance for building orientation and character is intended to enhance the area by improving its visual quality and by fostering a clearly recognizable “sense of place.” The following guidelines are intended accomplish these goals and should be considered in the development review process:

- Buildings should be set back 15 to 30 feet from the curb if no parking area is provided in front of the building;

- Structured parking should not be located in front of buildings but at the back or side. 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. Integrating such parking with major pedestrian networks within the CBC, and providing pedestrian access from side streets or passageways between buildings, should be encouraged. On-street parking should not be permitted on arterial and collector streets or on service drives but allowed on local or pedestrian-oriented streets. Shared parking, particularly for mixed-use developments, is encouraged.

- Attractive and safe pedestrian linkages between buildings and parking areas should be provided and walkways as well as other pedestrian amenities, such as seating areas, made accessible to the broader pedestrian network serving the area. To complement architectural features and carry the Baileys Crossroads streetscape design theme into private areas, special landscape elements such street furniture and ornamental plantings incorporated into parking lots, plazas, and streetside areas are encouraged;

- A variety of building heights, facade articulation, and roof forms--as well as incorporating the upper story of buildings having over three stories within the roof structure--is encouraged.

- Development and redevelopment should create a positive spatial relationship between buildings and the street while providing adequate buffers to adjacent residential neighborhoods.

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

- Curb cuts should be minimized through consolidation of street access and provision of interparcel access.

- Exterior lighting for individual buildings or projects should be similar 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, wasted light, or light spillage into neighboring residential areas.

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

- Points of entry along major arterial streets serve as gateways and convey the first visual images to visitors. Because of this, parcels in such gateway areas should provide landscaping that emphasizes this gateway function and be particularly sensitive to the visual impact of signage.

Streetscape Design

The visual appearance of an area can be positively affected by streetscape elements, such as street trees, planting strips, sidewalks or pedestrian ways, and building setbacks. In Baileys Crossroads, 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 places within the area.

The streetscape design concept for Baileys Crossroads reflects a hierarchy ranging from Leesburg and Columbia Pikes, the major arterial streets that bisect the area, to the other arterial, collector, and local streets that are used for access to and through the area. Also important are those points along the major arterial streets where one enters the area. These points of entry assist drivers to orient themselves and also help define the extent of Baileys Crossroads to visitors.

Recognizing the differences among these streets in scale and the intensity of their use 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, and type as outlined below. Implementation will occur through development proposals addressing private property and the adjacent public right-of-way, the County's commercial area revitalization bond funds, and/or joint public/private funding efforts. 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. 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 Leesburg and Columbia Pikes, as well as all other streets within Baileys Crossroads, as found below, are similar to those described in the 1995 *Baileys Crossroads Streetscape Revitalization Plan.* A general description of the paving, light fixtures, plant materials, and street furnishings recommended in the 1995 Streetscape Plan includes:

- Interlocking concrete sidewalk pavers similar in shape and color to brick with concrete commercial drive entrances and trim bands;

- Cobra-head fixtures on painted metal poles for street lighting, and traditional acorn-style light fixtures atop a fluted pole within pedestrian areas;

- 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.

Leesburg and Columbia Pike Streetscape Design Guidelines

For those areas fronting on Leesburg or Columbia Pikes, plant materials, design details, lighting, and street furniture should be consistent with or similar to those recommended in the 1995 Streetscape Plan. A typical cross-section would include the following (see Figure 8):

- If a *center median* is provided, it should be planted where possible with a single row of shade trees approximately 30 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 approximately 30 feet on center;

The *pedestrian area* extends from the street curb to the building line or parking area. This area should be 16 feet wide at a minimum 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 approximately 40 to 50 feet on center, a *sidewalk* 6 feet in width, and a *secondary planting strip* with a second row of shade trees similarly spaced. This secondary planting strip should be a minimum of 5 feet wide if adjacent to a parking area. If adjacent to a building line, this strip should be 10 feet wide and may include a paved browsing area adjacent to a building with retail use. 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. Additional landscaping should be provided in this pedestrian area including low parking lot walls or hedges and interior parking lot landscaping when parking areas front on the street.

Streetscape Design Guidelines for All Other Streets

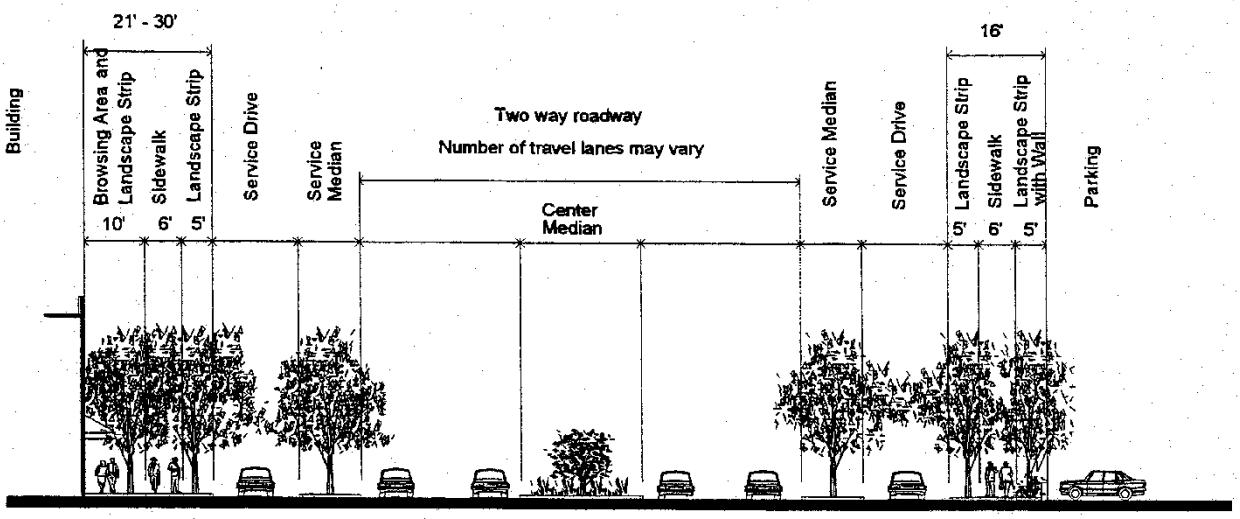
For those areas fronting on all other streets, plant materials, design details, lighting, and street furniture should be consistent with or similar to those used throughout Baileys Crossroads and as shown in the 1995 Streetscape Plan. A typical cross-section would include the following (see Figure 9):

- The *pedestrian area* extends from the street curb to the building line or parking area. This area should be approximately 15 feet wide and be divided into a curbside planting strip 5 feet in width planted with a row of shade trees spaced approximately 30 feet on center supplemented with ornamental plantings and tree groupings at points of entry to the CBC, and a *sidewalk* 5 feet in width.

- A *secondary planting strip* should be provided beyond the sidewalk, which should include low parking lot walls or hedges and interior parking lot landscaping when parking areas front on the street. This area should be a minimum of 5 feet in width when adjacent to parking and 10 feet when adjacent to a building.

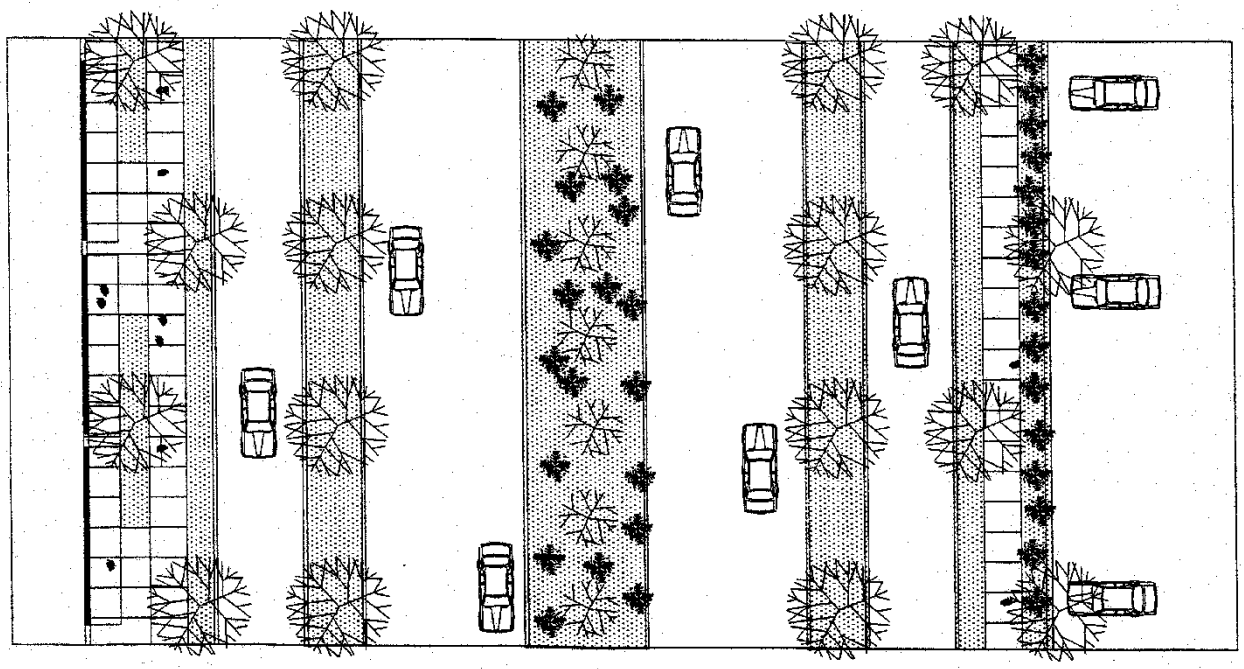
TRANSPORTATION

Transportation recommendations for Baileys Crossroads are shown on Figure 10. 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.

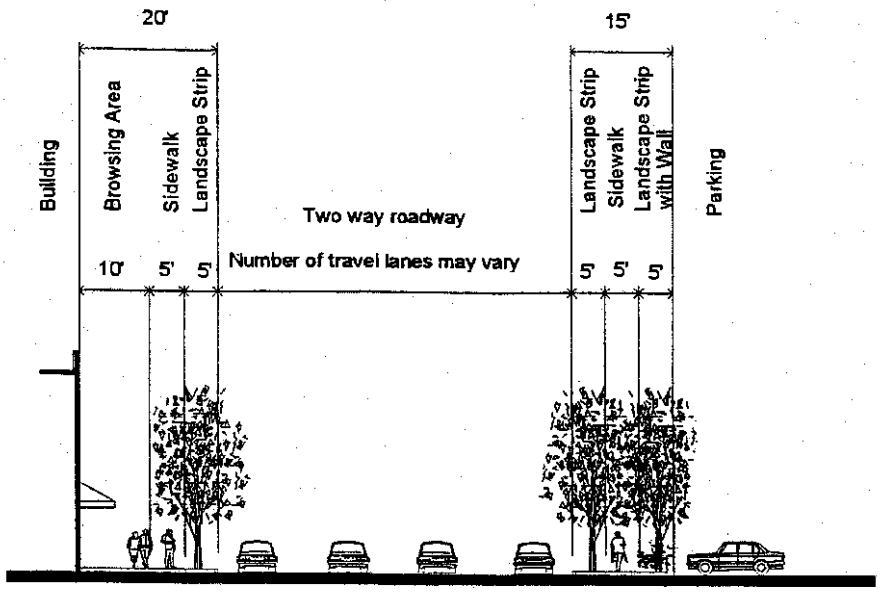


Streetscape – LEESBURG AND COLUMBIA PIKES

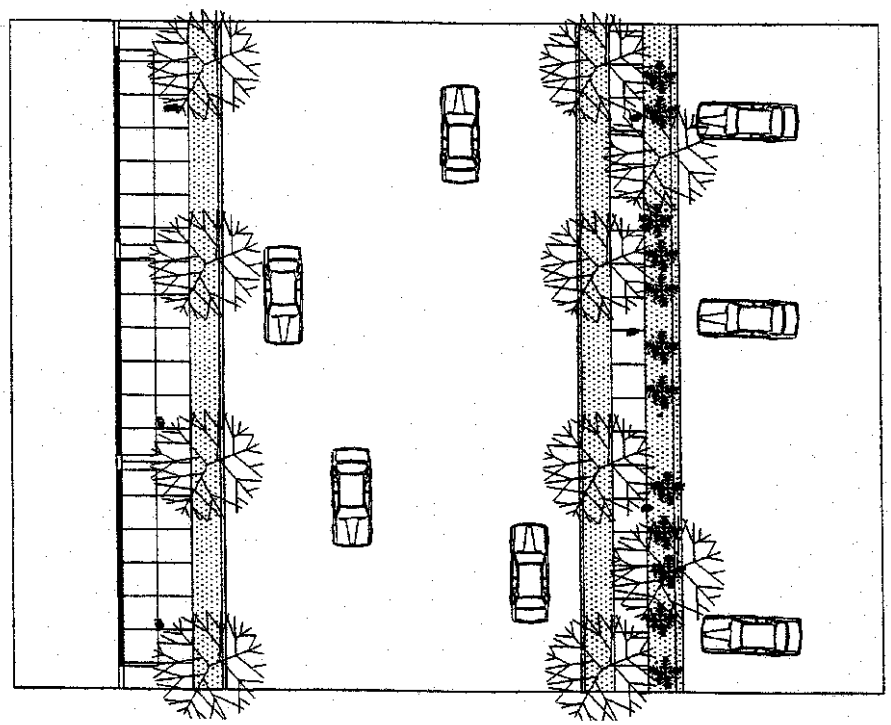
(with Medians & Service Drives) Scale: 1" = 30'



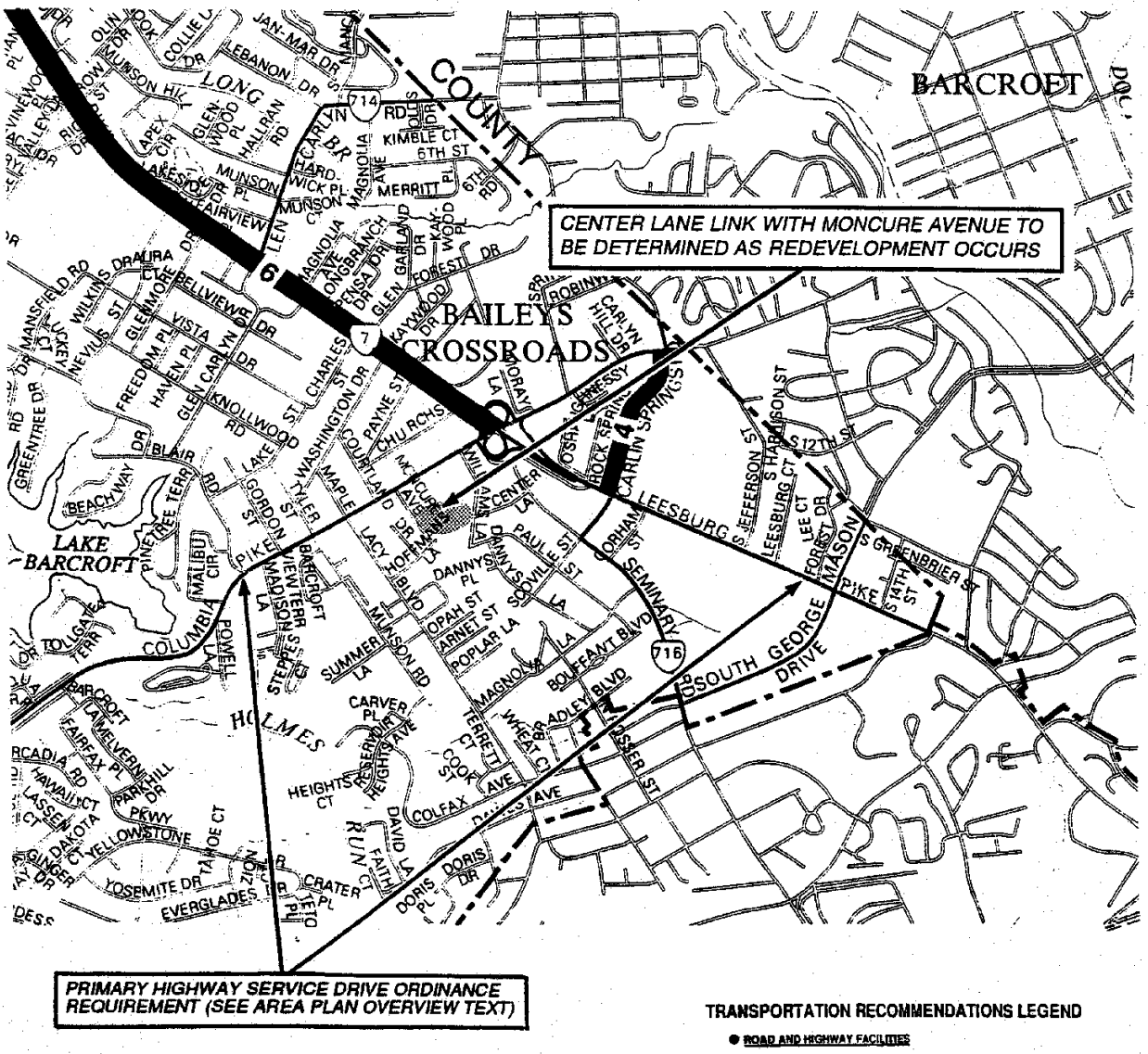
SPECIFIC STREETSCAPE RECOMMENDATIONS FOR LEESBURG AND COLUMBIA PIKES **FIGURE 8**



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



GENERAL STREETSCAPE GUIDELINES FOR ALL OTHER STREETS FIGURE 9



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 COLLECTOR AND LOCAL STREETS/CIRCULATION **FIGURE 10**

Access Management

Curb cuts should be minimized through consolidation of street access and provision of interparcel access. Surface and/or structured parking areas should be attractively integrated with major pedestrian networks and be accessible from side streets or exterior passageways between buildings.

Arterial Roadways

- Arterial roadways consist of 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 for Baileys Crossroads:

- Widen Leesburg Pike (Route 7) to six lanes from Columbia Pike (Route 244) to the Seven Corners Interchange;

- Widen Columbia Pike (Route 244) to six lanes from Lacey Boulevard to the Arlington County Boundary;

- Consolidate access and remove service drives along Leesburg and Columbia Pikes where sufficient interparcel access can be provided; and

- Widen Carlin Springs Road to four lanes from Leesburg Pike to Columbia Pike.

Collector Roadways

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. Collector and local street improvements should occur in conjunction with redevelopment activity and be designed to effectively minimize cut-through traffic. The following collector and local street improvements are recommended within Baileys Crossroads:

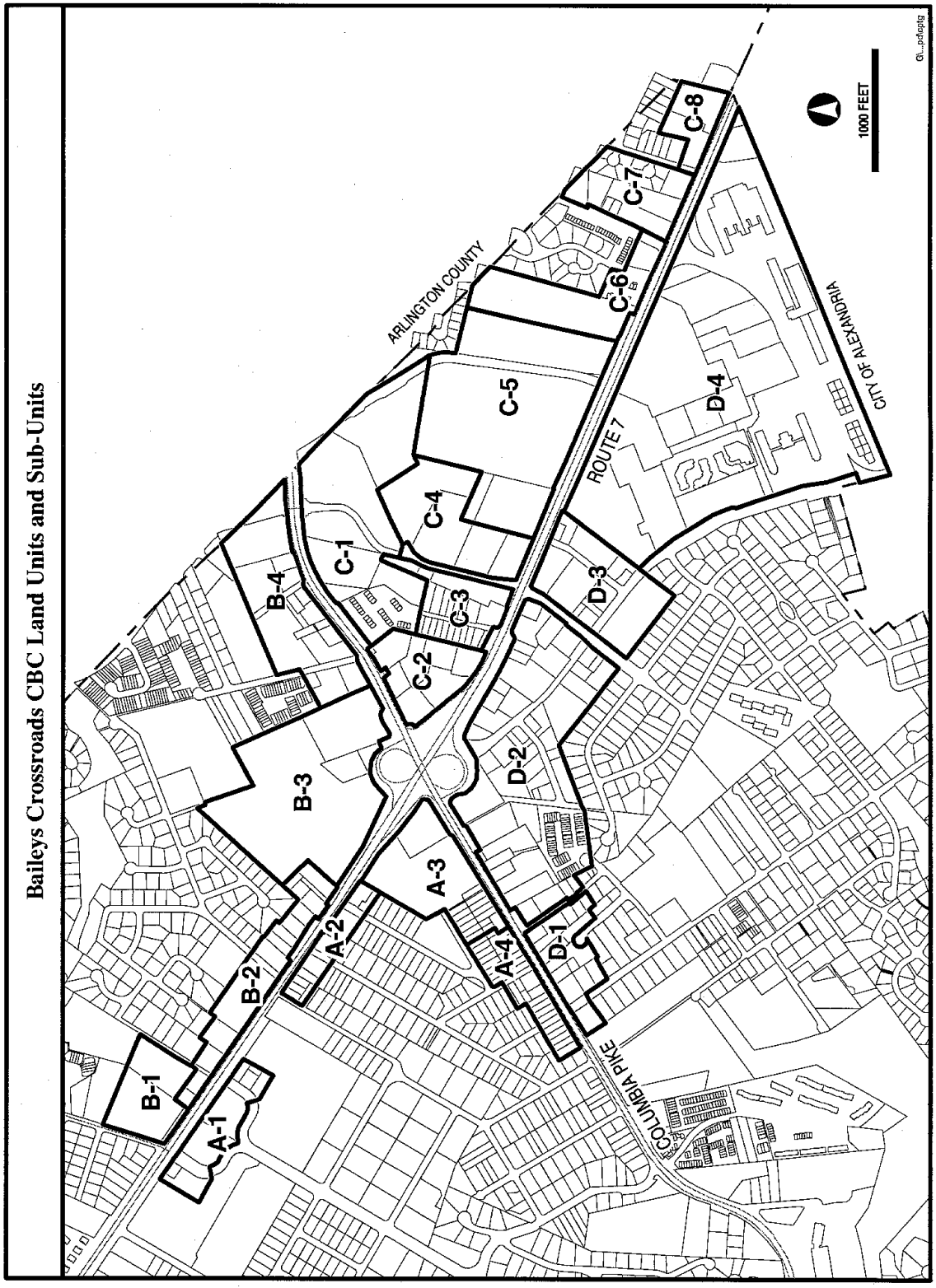
- Extend Center Lane to link with Moncure Avenue.

LAND UNIT RECOMMENDATIONS

Figure 11 shows the Baileys Crossroads CBC divided into “land units” for the purpose of organizing land use recommendations for specific subsections of the CBC. Land units and related sub-units will be referred to in the Plan recommendations that follow. 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 in the western quadrant of Baileys Crossroads and is bounded by Leesburg Pike to the north and Columbia Pike to the south. The Courtland Park Neighborhood Improvement District, a single-family residential neighborhood planned at 2-3 du/ac, and the multi-family Culmore area, planned at 16-20 du/ac, form the residential edge. Dominant features of this area include the community-serving Culmore and Baileys Crossroads Shopping Centers.



BAILEYS CROSSROADS LAND UNITS AND SUB-UNITS **FIGURE 11**

The remaining portions of Land Unit A are developed as neighborhood- serving office and retail uses, except between Washington Drive and Payne Street, and west of Courtland Drive, where more intensive office uses are located.

Within the overall Concept for Future Development for Baileys Crossroads, the following recommendations apply to specific sub-units of Land Unit A:

Sub-Unit A-1

The focus of this sub-unit is the Culmore Shopping Center and adjacent, related commercial uses. Parcels 61-2((12))4 and 4A, west of the Culmore Shopping Center, are CBC gateway locations and the boundary of commercial development on Leesburg Pike in Land Unit A. These parcels, and Parcels 61-2((12))1-1C to the east of Culmore Shopping Center, are planned for neighborhood-serving retail uses complementary to the shopping center up to .35 FAR. As an option, retail and office mixed use up to .50 FAR may be considered if logical consolidation is achieved, pedestrian linkages with adjacent residential uses are provided, and building heights do not exceed 40 feet.

The Culmore Shopping Center (Parcels 61-2((12))2 and 3) serves as a highly accessible source of everyday goods and services to the neighboring community and any revitalization or redevelopment should retain this function. This area is planned for retail and office use up to .50 FAR. Because of the age and configuration of existing structures, continuing revitalization of the shopping center is needed. Parking lot landscaping, coordinated signage, pedestrian linkages with adjacent residential areas, and facade improvements are encouraged. As an option, retail and office mixed use up to .70 FAR may be considered for this area if logical consolidation with all or portions of Parcels 61-2((1))121 and/or 122 to the south is achieved in accordance with the guidance shown in the Area I volume of the Comprehensive Plan, Baileys Planning District, B5 Barcroft Community Planning Sector, Land Use Recommendation 3.

Sub-Unit A-2

The parcels east of Charles Street, Tax Map 6-12((18))1-3, are planned as an office conversion zone, with office use in the existing residential structures. Or, as an option, townhouse- style office use up to .35 FAR may be appropriate if all three parcels are consolidated. The remainder of this area is planned for neighborhood serving retail and office uses up to .35 FAR. Building heights within this sub-unit should not to exceed 40 feet, and buffering to adjacent residential neighborhoods should consist of a solid wall and landscaping with a setback area designed as a transition to adjacent residential uses.

Sub-Unit A-3

The focus of this sub-unit is the Baileys Crossroads Shopping Center, located directly west of the Columbia Pike/Leesburg Pike interchange. Revitalization of the existing shopping center which may include expansion and redevelopment within the sub-unit should provide facade renovation, parking lot landscaping, coordinated signage, and coordinated access points along Leesburg and Columbia Pikes. This sub-area is planned for community-serving retail and office uses up to .35 FAR.

As an option, retail and office mixed use up to .50 FAR may be considered provided that consolidation of all parcels within the sub-unit occurs, access points to Leesburg and Columbia Pikes are consolidated, and a buffer with appropriate landscaping and a solid wall is provided as a transition to adjacent residential or institutional uses. As a further option, Parcels 61-2((17))

(A)17-18 and 35-36 may be considered for townhouse-style residential use at 8-12 du/ac, or Parcels 61-2((17))(A)17-18 for townhouse-style office use up to .35 FAR, if these parcels are consolidated with adjacent parcels in Sub-Unit A-4 planned for similar use, and access to Columbia Pike is minimized.

Sub-Unit A-4

Within this sub-unit, Parcels 61-2((17))(E)1A-5 and 61-2((17))(A)19-21 are developed with and planned for neighborhood-serving retail uses. Parcels 61-2((17))(A)23-34 are planned for office use at the current intensity. To provide a transition between the stable single-family residential neighborhood to the west and north, the remainder of this sub-unit is planned for residential use at 4-5 du/ac.

As an option, townhouse-style residential use at 8-12 du/ac may be considered for this sub-unit provided that logical consolidation is achieved, vehicular access to Columbia Pike is minimized, and access to redeveloped parcels is provided via median breaks. As a further option, townhouse-style office use up to .35 FAR may be appropriate for those parcels within the sub-unit that front on Columbia Pike provided that, in addition to the above conditions, a buffer consisting of a solid wall, landscaping, and setback area is provided as a transition to adjacent residential uses.

LAND UNIT B

Land Unit B is located in the northern quadrant of Baileys Crossroads and is bounded by Leesburg Pike to the southwest and Columbia Pike to the southeast. Landmarks include the Leesburg neighborhood-serving Glen Forest Shopping Center, office uses anchoring the gateway area at the Arlington County boundary, and the community-serving Crossroads Center. Between and adjacent to these landmarks are freestanding neighborhood- and community-serving office and retail uses. The Leesburg Pike commercial development is adjoined by stable single-family residential uses planned and developed at densities of 2-3 du/ac. Commercial development along Columbia Pike is bordered to the north and east by multi-family residential complexes planned and developed at 16-20 du/ac.

Within the overall Concept for Future Development for Baileys Crossroads, the following recommendations apply to specific sub-units of Land Unit B:

Sub-Unit B-1

Parcels 61-2((1))8 and 8A, located in the northeast quadrant of the intersection of Leesburg Pike and Glen Carlyn Road, are planned for and developed with community-serving institutional uses at current intensities. These parcels delimit the northern extent of Baileys Crossroads, and are designated as gateway locations.

Sub-Unit B-2

Land within this sub-unit is planned and developed for neighborhood-serving retail and service uses of the current types and intensities. Effective buffering to the adjoining residential neighborhood to include a solid wall, landscaping, and setback area should be provided with any redevelopment. As an option for Parcels 61-2((1))7, 7A,and for Parcels 61-2((1))23, and 24, townhouse-style office use up to .35 FAR may be considered if logical consolidation is achieved and access is limited to Magnolia Avenue.

As an option for the portion of the sub-unit between Glen Forest Drive and Payne Street, community-serving retail or office use up to .35 FAR may be appropriate if two or more parcels are consolidated, access to Leesburg Pike is minimized, and pedestrian linkages to adjacent commercial uses are provided.

For either option, buffering to consist of a solid wall with landscaping should be provided as a transition to adjacent residential uses.

Sub-Unit B-3

The majority of land within this sub-unit is planned for and developed with community-serving retail uses including the Crossroads Shopping Center which is located on Parcel 61-2 ((1))72C. The remainder of this sub-unit, Parcels 61-2((1))69-70A, is planned for and developed with community-serving retail and office uses and multi-family residential use at current intensities.

Revitalization of the retail uses to include facade renovation, parking lot landscaping, and coordinated signage is encouraged as is revitalization or redevelopment of existing residential structures. If redeveloped, this portion of the sub-unit may be considered for a mix of office, retail, and residential use up to .50 FAR or multi-family residential use at a density of 16-20 du/ac provided that access from Columbia Pike is consolidated and limited to Moray Lane, and pedestrian linkages to adjacent commercial and multi-family residential uses are provided.

Sub-Unit B-4

This sub-unit includes those parcels fronting on Spring Lane and extends along Columbia Pike to the Arlington County boundary. It is planned for and developed with neighborhood-serving retail and office uses fronting on Columbia Pike and multi-family residential uses to the north and along the Arlington County line. Parcels 62-1((1))2 and 3A, located east of Carlyn Hill Drive at Columbia Pike, and Parcel 61-2((1))67, located west of Spring Lane, are developed with and planned for neighborhood- serving retail uses of the same type and current intensity. Parcel 62-1((1))67, located in the northwest quadrant of the intersection of Carlin Springs Road and Columbia Pike, is planned for office use at its existing intensity. Together with the garden apartments at 5565 Columbia Pike, parcels west of Carlyn Hill Drive are designated as gateway locations.

As an option, office use with ground floor retail up to .50 FAR may be appropriate for those parcels fronting on Columbia Pike between Spring Lane and Carlyn Hill Drive provided that two or more parcels are consolidated, access points to Columbia Pike are minimized, access to redeveloped parcels is provided via median breaks, and pedestrian linkages to adjacent commercial uses are provided. As a transition to adjacent residential uses, building height should be limited to 40 feet and an effective landscape buffer to the adjacent multi-family housing provided.

LAND UNIT C

Land Unit C is located in the eastern quadrant of the Baileys Corners CBC and is bounded by Columbia Pike to the north and Leesburg Pike to the south. At the interchange of Columbia and Leesburg Pikes are clustered free-standing office buildings, restaurants, and retail uses. Along Leesburg Pike are located older residential areas as well as a variety of retail and office uses including several community-serving shopping centers including Burlington Plaza and Leesburg Pike Plaza. The visual character of the land unit along Leesburg Pike is adversely

affected by extensive surface parking lots barren of landscaping and characterized by sign clutter. Along Carlin Springs Road, which divides the quadrant, are office, retail, and multi-family residential uses. To the north, the land unit includes the Grandview Conservation Area and the Goodwin House West, an adult congregate living facility. Along Leesburg Pike is an older a single-family residential neighborhood along Rock Springs Road that is surrounded by mixed office and retail use, the Rock Spring Professional Center, an office condominium. New hotel and office development is found at the eastern edge of the land unit.

Within the overall Concept for Future Development for Baileys Crossroads, the following recommendations apply to specific sub-units of Land Unit C:

Sub-Unit C-1

This sub-unit is located in the south quadrant of the intersection of Columbia Pike and South Jefferson Street and is planned for and developed with office and higher-density residential uses. The area east and west of Carlin Springs Road and south of Columbia Pike (Parcels 62-1((1))8A and 8B) is planned for residential use at 16-20 du/ac. The remainder of the sub-unit, including the Nassif Building on Parcels 62-1((1))10 and 62-1((3))23A and 39A, is planned for office use and should be retained at the existing intensity. As an option, residential reuse of the Nassif Building may be considered provided that peak hour traffic generation on the site is not increased above that of the present use. Those portions of this sub-unit that front on Columbia Pike are designated gateway locations.

Located to the east, on Parcel 62-1((1))16G is the Goodwin House West, an adult congregate living facility, which is planned at the existing density. As an option, this facility may be appropriate for expansion up to 1.65 FAR if it is designed in a manner that is compatible with the surrounding uses, can be adequately served by the surrounding road system and provides adequate access. Any expansion should provide or retain the pedestrian connection to the adjacent retail uses. To the west, fronting on Columbia Pike, is the Rock Springs Office Center (Parcels 61-2((41))A1 to F1) which is planned for office use and should be retained at the existing intensity.

Sub-Unit C-2

This sub-unit is located in the eastern quadrant of the intersection of Leesburg and Columbia Pikes and is planned for a mix of office and retail uses up to .35 FAR with a height limit of 40 feet. Any redevelopment activity should not increase intensity and building heights adjacent to the existing single-family residential community to the east, and should provide substantial landscaped buffering and screening to minimize any adverse impacts of development on this adjacent community. As an option, retail use up to .25 FAR may be appropriate on Parcel 61-2((1))82 if integrated with surrounding development in terms of access coordination and design.

Sub-Unit C-3

This sub-unit is located north of Leesburg Pike at its intersection with Carlin Springs Road. The area abutting Rock Springs Avenue is planned and developed for single-family residential use at 2-3 du/ac. Redevelopment for townhouse-style office use up to .35 FAR, in a style compatible with Rock Springs office condominiums located in Sub-Unit C-1, to the north, may be appropriate with substantial and logical consolidation. Those parcels fronting on Leesburg Pike (61-2((22))1-4 and south part of 62-1((1))12) are planned and developed for neighborhood-serving retail use and should be retained at the current intensity or, if consolidated with the

parcels to the north, may be considered for redevelopment with townhouse-style office use up to .35 FAR.

The portion of this sub-unit fronting on Carlin Springs Road is planned for and developed with single-family residential units (Parcels 62-1((1))11 and the north part of 12) and neighborhood-serving retail use (Parcel 62-1((1))11A). As an option, neighborhood-serving retail and/or townhouse-style office uses up to .35 FAR may be considered for this area if two or more parcels are consolidated. As a further option, office use, or hotel use with ancillary retail, up to .50 FAR may be considered provided that Parcels 61-2((22))5-22, 62-1((1))11, and 62-1((1))12 (north part) are consolidated.

If this area is fully consolidated, access should be provided to Carlin Springs Road at a point at least 800 feet north of Leesburg Pike. The Leesburg Pike/Rock Springs Road intersection should be reconstructed to realign the service drive to a point more distant from Leesburg Pike to provide additional vehicular storage along the service drive at the Rock Springs Road intersection.

Sub-Unit C-4

This sub-unit is located along Carlin Springs Road at its intersection with Leesburg Pike and is planned and developed for community-serving retail use up to .35 FAR. Revitalization of the area to include facade renovation, parking lot landscaping, and coordinated signage is encouraged.

Sub-Unit C-5

This sub-unit fronts on Leesburg Pike and includes the Leesburg Pike Plaza and Burlington Plaza shopping centers. Land within this sub-unit is planned and developed for community-serving retail uses which should be retained at the current intensity. Revitalization of the shopping centers to include landscaping consistent with the Boulevard Concept and the incorporation of pedestrian linkages between these centers is encouraged.

Within this sub-unit, drive-through uses should be limited to sites that are internally-oriented and where the drive-through facilities can be coordinated with other uses on site and with the existing traffic patterns so as not to impede traffic flow.

Sub-Unit C-6

This sub-unit fronts on Leesburg Pike between Leesburg Court and South George Mason Drive. The sub-unit is planned for and developed with a variety of residential, office, and retail uses, as well as institutional use all of which abut single-family and townhouse residential neighborhoods to the north that are located in both Fairfax and Arlington Counties.

The Leesburg Apartments, located on Parcel 62-3((1))12, are planned for and developed at 16-20 du/ac and should be retained at the existing density.

Sub-Unit C-7

This sub-unit is bounded by Route 7, South George Mason Drive, South Fourteenth Street and Dinwiddie Street. The Calvary Baptist Church is located on Parcel 62-3((1))13 and is planned for institutional use while the undeveloped parcel to the east of the church, Parcel 62-3((1))14 is planned for transitional low-rise office use up to .50 FAR on the condition that

substantial landscaped open space is provided along the northern and eastern boundaries of the property adjacent to any residential uses. The office located on the corner of Leesburg Pike and South Fourteenth Street is planned and developed for office uses at its existing intensity.

As an option, for land on Tax Map 62-3((1))13A, 15, 17, 18, 19, residential use at 5-8 du/ac may be appropriate to foster coordinated redevelopment of this land if the following conditions are met:

- Full consolidation of Tax Maps 62-3((1))13A, 15, 17, 18, and 19;
- Provision of a minimum 35 foot buffer area adjacent to the single family area to the east and north; and
- Access is limited to a single point on South George Mason Drive.

As an option, for a major redevelopment project, this area may be appropriate for residential use resulting in an intensity of .8 to 1.85 FAR and density up to 80 du/ac (excluding ADU and bonus units). Other uses are encouraged to be incorporated in this redevelopment, which may include office, hotel and retail uses as well as support service uses, provided that these uses are an integral component and do not exceed 20% of the total square footage. Under this option, a development proposal should: substantially improve the area's appearance, pedestrian scale and character consistent with revitalization objectives; result in the cohesive redevelopment at this edge of the Baileys Crossroads CBC; and be designed in a manner that provides a transition in scale and building mass to adjacent residential areas. Under this option, proposed development must address the Area-wide recommendations for the Baileys Crossroads CBC as well as be consistent with the following guidance:

1) Substantial and logical consolidation should occur with a minimum of seven acres including all residential parcels in Fairfax County oriented to South Fourteenth Street and South George Mason Drive.

    - The high end of the intensity range, approximately 1.45 to 1.85 FAR, should only be achieved if two of the three parcels fronting on Route 7 are incorporated in the consolidation, which would result in including the parcel at the corner of Route 7 and South George Mason Drive or the parcel at the corner of Route 7 and South Fourteenth Street. The inclusion of either corner can result in significant visual improvement along this portion of Route 7 and increase the opportunity for creating a sense of place at this edge of the Baileys Crossroads CBC. A development proposal without consolidating most of the Route 7 frontage should not be at an intensity above 1.45 FAR.

    - A development proposal is strongly encouraged to include the four parcels in Arlington County at the southwest corner of Dinwiddie Street and South Fourteenth Street. If included in a development proposal, the Arlington parcels should provide an open space amenity for the area.

    - A development proposal must demonstrate how unconsolidated parcels could redevelop in a compatible manner with proposed development or at a minimum, how the development proposal is compatible with the existing use on unconsolidated parcels. If the parcel at the corner of Route 7 and South George Mason Drive is not included in the consolidation under this option, this parcel should be limited to the current use (i.e. a church) or other institutional uses. If the existing office building at

the corner of Route 7 and South Fourteenth Street is not included in the consolidation under this option, the parcel's future development should be limited to office use at its existing intensity.

2) Building heights as well as buffer areas should provide a compatible transition to the adjacent residential neighborhoods.

- The tallest building height is encouraged for the area with in 300 feet of Route 7, where building height should be between 5 and 7 stories (or an average building height of 80 feet, with no portion of the building to exceed 85 feet in height).

- Along the remainder of South George Mason Drive across from residential development, building height should be a maximum of 5 stories (or an average building height of 55 feet with no portion of the building to exceed 60 feet in height), with the fifth story incorporated in the roof with dormer windows.

- Along South Fourteenth Street across from single-family detached residential development, the maximum building height should be 3 stories (or an average building height of 37 feet with no portion of the building to exceed 40 feet in height), with third story incorporated in the roof with dormer windows.

- All land area in Arlington County along Dinwiddie Street should be open space. The maximum building height adjacent to Arlington County should be 4 stories or an average building height of 45 feet with no portion of the building to exceed 50 feet in height (this height limit includes above grade parking structure levels); the fourth story is to be incorporated in the roof with dormer windows. In addition, if the four parcels in Arlington County along Dinwiddie Street are not included in the proposed consolidation, a minimum fifty foot buffer area should be provided adjacent to these parcels.

- All of the above height limits include parking structure levels when completely above the property's average grade after redevelopment provided that re-grading along the edge of the proposed development does not exceed a 1 in 3 slope and does not include the use of retaining walls; the exception is when the parking level is only partly exposed (less than 30% of the parking level) and that portion of the parking structure is designed as an integral component of the residential design; an example of integrating a partial exposed parking level would be to have the appearance of a English basement.

3) The scale and mass of any proposed development should be designed to minimize expanses of mass along South George Mason Drive, South Fourteenth Street and Dinwiddie Street. This may be accomplished by breaking up building mass with courtyards or plazas. Development along South Fourteenth Street should have the character and appearance of residential fronts; an aspect of this design approach is to provide access to individual units from the street frontage. In addition, to minimize building mass, parking structures should be primarily under buildings and primarily below finished grade.

4) Pedestrian and open space amenities should be provided that meet the recreational needs of the development's residents as well as link the proposed development to the surrounding areas. The pedestrian linkages at a minimum should include both north-south and east-west mid-block pedestrian access that connect Route 7 to Dinwiddie Street and South George Mason Drive to South Fourteenth Street.

5) Public facility and infrastructure impacts of any proposed development will need to be mitigated through on-site and off-site improvements or contributions. Transportation impacts will need to be mitigated by providing improvements to property's access and the surrounding road system. Since the sewer service is provided through Arlington County, needed sewer improvement will need to coordinate with Arlington County.

Sub-Unit C-8

This sub-unit fronts on Leesburg Pike between South Fourteenth Street and the Arlington County boundary and abuts a single-family residential neighborhood to the north that is located in both Fairfax and Arlington Counties.

The area is planned and developed for hotel use which should be retained at it's existing intensity. This area is designated as a gateway location.

LAND UNIT D

Land Unit D is located in the southern quadrant of Baileys Crossroads and is bounded by Leesburg Pike to the northeast and Columbia Pike to the northwest. Dominant features of the area include industrially-oriented auto repair and warehouse uses along Center Lane, Seminary Road, and a portion of Carlin Springs Road; office and community-serving retail uses along Columbia Pike; an area bounded by Seminary Road and Leesburg Pike containing salvage, office, and storage uses; a neighborhood-serving shopping center, Chesapeake Plaza; and Skyline Center, a high-intensity office, retail, and residential mixed-use development with multiple high-rise buidings that visually dominate the CBC. Land Unit D is bordered by stable single-family neighborhoods, a portion of which are included in the Baileys Conservation Area.

Within the overall Concept for Future Development for Baileys Crossroads, the following recommendations apply to specific sub-units of Land Unit D.

Sub-Unit D-1

This sub-unit includes those properties fronting on Columbia Pike and Moncure Avenue, west of Moncure Avenue. The area is planned for and developed with a mix of office, retail, and institutional uses and should be retained at current densities. Parcel 61-4((23))1, located west of Lacy Boulevard, is planned for community-serving office use and is designated as a gateway location. The area extending from Lacy Boulevard to Moncure Avenue is planned for neighborhood-serving retail use with Parcel 61-4((30))14 on Moncure Avenue planned and developed for institutional use. Consolidation of Parcels 61-2((1))115A, 117 and 119 with provision of a solid wall buffer to the adjacent single-family neighborhood is encouraged.

As options, land within this sub-unit fronting on Columbia Pike may be considered for townhouse-style office use up to .35 FAR provided that a buffer consisting of a solid wall, landscaping, and setback area is provided as a transition to adjacent residential uses. Parcels fronting on Moncure Avenue may be considered for residential use at 8-12 du/ac. For either option, logical consolidation of parcels should be achieved and vehicular access limited to Moncure Avenue and/or Lacy Boulevard.

Sub-Unit D-2

This sub-unit is directly south of the interchange of Leesburg and Columbia Pikes, between Moncure Avenue and Carlin Springs Road. The western portion of the sub-unit fronts on Columbia Pike between Moncure Avenue and the interchange. This portion includes Parcels 61-2((19))5A and 11A, and 16-4((30))15, which are developed for institutional use and planned for office use up to .35 FAR. An alternative of retail use up to .35 FAR is planned for Parcel 5A. Parcels 61-2((1))107-110, and 113B, and Parcels 61-4((1))115 and 61-4((30))17 are planned for residential use at 4-5 du/ac, with full consolidation. If consolidated, these parcels should have access via Hoffmans Lane. The remainder of the sub-unit fronting on Columbia Pike (Parcels 61-2((1))104A, 105, 112, 113, 113A, 113B(Part),113C, and 114) is planned for community-serving retail or office use up to .35 FAR with median cuts allowing bi-directional access to this portion of the sub-unit from Columbia Pike. These median cuts should be coordinated with those serving redevelopment in Sub-Unit A-3, to the north.

The eastern portion of the sub-unit fronts on Seminary Road and Leesburg Pike from its interchange with Columbia Pike to Carlin Springs Road and includes the area fronting on Center Lane. This area is planned for community-serving retail and office use up to .35 FAR with buffering and screening to include a solid wall with effective landscaping provided adjacent to residential uses.

To allow for flexibility in the redevelopment and revitalization of this sub-unit, and to insure a transition in land use intensity between commercial uses and adjacent residential neighborhoods, the following options may be considered for portions of this sub-unit provided that 1) logical consolidation of parcels is achieved, 2) building height is limited to 40 feet adjacent to single-family residential uses, and 3) screening to include a solid wall and effective landscaping is provided adjacent to residential or institutional uses:

- Parcels 61-2((1))104A, 105, 112, 113, 113A, 113B(Part), 113C, and 114, and Parcels 61-2((19)) 5A and 11A, fronting on Columbia Pike and Moncure Avenue west of the interchange, may be considered for community-serving retail and/or office use up to .50 FAR.

- Parcels 61-2((1))107, 109, 110 and 113B(Part), Parcels 61-4((1))115, and Parcels 61-4((30))15 and 17, all located west of Williams Lane, may be considered for residential use at 12-16 du/ac.

- Parcel 61-2((1))108, located west of Williams Lane, may be considered for either community-serving retail and/or office use up to .50 FAR if consolidated with similarly planned parcels to the north, or for residential use at 12-16 du/ac if consolidated with similarly planned parcels to the south.

- Parcels 61-2((20))1-18B and Parcel 61-2((1))103A, located between Williams Lane and Seminary Road and along Center Lane, may be considered for residential use at 12-16 du/ac. As part of a coordinated redevelopment with residential use to the west, Parcels 61-2((20))1-7, which front on Seminary Road, may be considered for neighborhood-serving retail and/or office use up to .35 FAR.

- Parcels 61-2((1))96-100, Parcels 61-2((21))1-22, and Parcels 61-4((17))A2-C3, located between Seminary Road and Leesburg Pike and along Seminary Road northwest of Carlin Springs Road and Scoville Street, may be considered for community-serving retail and/or office use up to .50 FAR.

To encourage revitalization within this sub-unit, these further options may be considered provided that additional conditions of consolidation and access are met:

- Parcels 61-2((1))104A, 105, 108, 112, 113, 113A, 113B(Part), 113C and 114, and Parcels 61-2((19))5A and 11A, all located between Moncure Avenue and the interchange, may be considered for retail/office mixed use up to .70 FAR with consolidation of 5 or more acres and coordinated access to Columbia Pike as far from the interchange as possible.

- Parcels 61-2((1))96-100, and Parcels 61-2((21))1-22, all located between Seminary Road and Leesburg Pike northwest of Carlin Springs Road, may be considered for retail/office mixed use up to .70 FAR with consolidation of 5 or more acres and coordinated access to Leesburg Pike and/or Seminary Road. Access to Leesburg Pike should be as far from the interchange as possible.

- Parcels 61-2((1))107, 109, 110 and 113B, Parcel 61-4((1))115, Parcels 61-4((30))15 and 17, Parcels 61-2((20))1-18B, and Parcel 61-2((1))103A, all located between Moncure Avenue and Seminary Road and along Center Lane, may be considered for residential use at 16-20 du/ac with consolidation of 5 or more acres. As part of a coordinated redevelopment with residential development to the west, Parcels 61-2((20))1-7, which front on Seminary Road, may be considered for neighborhood-serving retail and/or office use up to .35 FAR.

- Parcel 61-2((1))108, located west of Williams Lane, may be considered for either community-serving retail and/or office use up to .70 FAR if consolidated with similarly planned parcels to the north, or for residential use at 16-20 du/ac if consolidated with similarly planned parcels to the south.

Within this sub-unit, internal transportation improvements and linkages, which may include the realignment and/or abandonment of Center and Williams Lanes, will be determined as redevelopment occurs. At a minimum, these improvements should include a right-of-way providing access from Moncure Avenue, either by extension of Hoffmans Lane or via Parcels 61-4((30)) 15 and 17, across Parcel 61-2((1))113B to Parcels 61-2((1)) 107, 109, 110, and 115. If coordinated residential redevelopment on both sides of Williams Lane occurs, linking Moncure Avenue with Seminary Road may be considered provided that measures are taken to minimize cut-through traffic.

Sub-Unit D-3

This sub-area is located south of the intersection of Carlin Springs Road and Leesburg Pike with parcels fronting also on Seminary Road and Gorham Street. The portion of the sub-unit between Seminary Road and Leesburg Pike includes the Chesapeake Shopping Center and other retail and service uses. This area is planned for and developed with neighborhood-serving retail uses which should not be intensified. The remainder of the sub-unit, which is southwest of Seminary Road, is developed with the Sunset Park Apartments and planned for residential use at 16-20 du/ac.

Sub-Unit D-4

Skyline Center is planned for and developed as a mixed-use development, containing residential, office, retail, park and recreational components. Except as may be permitted as an option on Parcel 62-3((1))38B, overall residential densities should not exceed 37 units per acre, as

approved. The undeveloped 5.25 acre site (Tax Map Parcel 62-3((1))38B) is planned for office use. As an option, high-rise residential units may be considered in place of the approved office use on this site if these units are within the general configuration and height limits of the approved office plan. Development of the five-acre site should provide for on-site pedestrian amenities, enhanced pedestrian connections to adjacent parcels within Skyline Center and across Route 7, landscaping to enhance the pedestrian environment, and interparcel access to adjacent properties in order to reduce the number of vehicular trips on the surrounding arterial streets.

Retail use up to 120,000 gross square feet may also be appropriate for Parcel 38B, in lieu of the planned office or optional high-rise residential use if the intent is to enhance the prominence of the existing Skyline Mall and not to develop a visually isolated retail presence on Route 7. This retail alternative is appropriate if the following conditions are met:

- Retail development on Parcel 38B should be architecturally compatible with Skyline Center and should provide a direct and visually attractive pedestrian linkage with the existing Skyline Mall to encourage interaction between the two retail sites. Demonstration of such linkage and compatibility should be presented with any rezoning/development proposal for retail use. Drive-through food service uses are not appropriate for the subject property. All service areas, loading facilities, and trash dumpsters should be screened from view through either fencing, landscaping, or building design. The maximum height of any structure should not exceed 40 feet, exclusive of parapets, which may extend above 40 feet but no more than 45 feet; architectural features may extend up to 50 feet;

- Retail development on the subject property should promote pedestrian connections that provide the most direct access from adjacent residential uses within Skyline Center to the retail use, with the fewest interruptions by vehicle travelways in order to enhance the accessibility of retail development from adjacent residential uses. The existing tree cover along Route 7 and the perimeter of the subject property should be retained where possible or replaced with landscaping of a quantity and quality consistent with previously approved development at Skyline Center. In addition, should a retail option be considered, the previously approved "Parking Reduction for Skyline Center" should be examined to ensure that adequate parking can be provided for development at Skyline; and

- Primary access should be provided at a signalized intersection at Route 7, subject to coordination with the County's Department of Transportation and the Virginia Department of Transportation. The preferred primary access point should be provided at the signalized intersection at Route 7, immediately west of the Route 7/South Jefferson Street intersection. In addition to the primary access, at least one vehicular point of access internally from Skyline would be desirable.

Parcel 62-3((1))34, located on Leesburg Pike, east of Skyline, is planned and developed as neighborhood-serving retail use, and is designated as a gateway location.

SEVEN CORNERS COMMUNITY BUSINESS CENTER

The Plan for the Seven Corners Community Business Center (CBC) consists of a discussion of the area's character and planning history, as well recommendations for future development. These recommendations are based on a vision for the area, described below in the Concept for Future Development for the CBC, and include areawide guidance for land use, urban design, and transportation. The Plan also includes specific guidance for each of the land units that comprise the CBC.

LOCATION AND CHARACTER

The Seven Corners CBC is a gateway to Fairfax County from both Arlington County and the City of Falls Church. The CBC (see Figure 12) surrounds the intersection of three of the region's major commuter routes: Arlington Boulevard (Route 50), Leesburg Pike (Route 7), and Wilson Boulevard/Sleepy Hollow Drive (Route 613). The coming together of these major routes forms the multi-cornered intersection from which the CBC gets its name. The CBC is dominated by the Seven Corners Shopping Center, the First Virginia Bank Plaza, a number of community-serving shopping centers such as the Willston Shopping Center, Willston II, and The Corner at Seven Corners; individual department stores; and office buildings. The CBC also contains a variety of residential uses including higher density apartment complexes and townhouse neighborhoods. Surrounding the CBC are stable residential communities of a variety of densities, and a number of retail, automobile sales and service, and office uses located in the City of Falls Church which, with Arlington County, form the northern and eastern boundaries of the CBC.

Although both the Seven Corners intersection, the Seven Corners Shopping Center, and the high-rise First Virginia Bank Plaza buildings serve as visual landmarks within the area, the CBC also includes a concentration of highway-oriented, strip-commercial development and smaller shopping centers that are antithetical to the development of a strong sense of community identity as found in many nearby residential neighborhoods. The Seven Corners Shopping Center remains the dominant focal point within the area and is considered both locally and regionally as the "center" of the Seven Corners CBC.

DEVELOPMENT AND PLANNING HISTORY

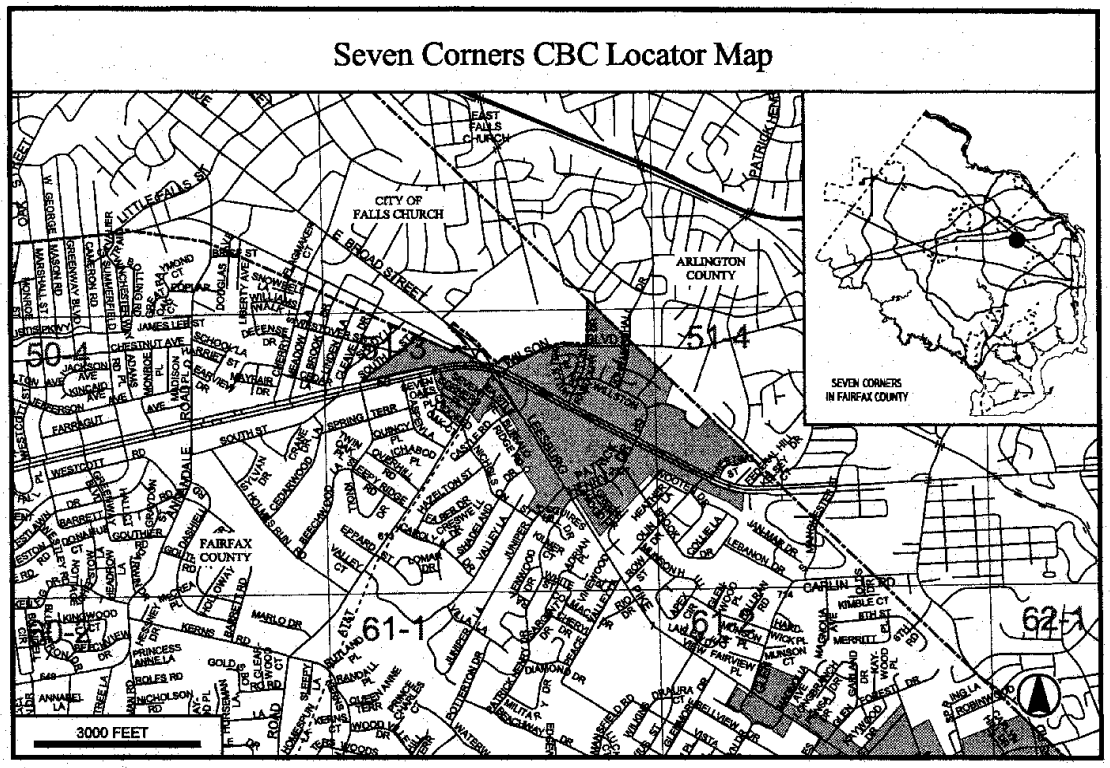
Known as Lee Boulevard in the 1920s, what is now Arlington Boulevard follows an early County road that ran from Fairfax Court House via Falls Church and the Aqueduct Bridge to Washington. It had became a major commuter route in the 1930s with the expansion of the Federal government during the Depression and the development of new, inexpensive housing in Fairfax County. Leesburg Pike is much older and followed wagon trails that stretched from the Shenandoah Valley via Leesburg to the port of Alexandria. It was known as the "Middle Turnpike" when it was improved between 1818 and 1838. Fort Buffalo, one of the major hill-top defensive works built by Union engineers during the Civil War to protect approaches to Washington, was located at the intersection of these two roads which was one of several points of higher elevation along the ridge between Baileys Crossroads and the present Seven Corners.

After the Civil War, the area grew slowly with farms and a scattering of houses and crossroads- stores dominating the land use pattern through the early 20th Century. After World War II, the area experienced rapid residential and commercial growth as demand for new

housing, and the retail and office related uses to serve it, spread from Arlington west to rural Fairfax County. In the early 1950s, the tract of land once belonging to Frederick Foote, a free black who had purchased the land in 1864, became the site of the Seven Corners Shopping Center. This was the second and at the time the largest "modern" shopping center in the Washington region. This shopping center, and the grade-separated interchange built in the 1960s, set the development pattern for the area as additional commercial development occurred from that time through the 1970s, with expansions and renovations of existing facilities during the 1980s through the 1990s.

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 1986 designating the Seven Corners area as part of a revitalization area. This designation was intended to support and encourage a comprehensive program of economic revitalization, preserve community- and neighborhood-serving retail uses, and protect stable residential neighborhoods from commercial encroachment associated with redevelopment. 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 continuing revitalization program is to provide incentives for business and property owners to upgrade the area by enhancing the attractiveness of its retail establishments, continuing its neighborhood- and community-serving function, and--specifically within the Seven Corners CBC--focusing on certain "opportunity areas."

Figure 12 Seven Corners Locator Map



The concept of Community Business Centers, such as the Seven Corners CBC, and providing more focused redevelopment and revitalization guidance was introduced in the County's 1990 Policy Plan. To further support the revitalization process, a consultant's study of the potential for revitalization of the Seven Corners CBC was undertaken in 1997 (*Commercial Redevelopment Plan: Baileys Crossroads and Seven Corners Revitalization Areas*, Hunter Interests, Inc., Annapolis, Maryland, 1997). This study included market analyses as well as urban design, transportation, and redevelopment recommendations for the Board-designated Baileys Crossroads/Seven Corners Revitalization Area which includes the Seven Corners CBC. The consultant's findings and recommendations were prepared at the direction of the County's Department of Housing and Community Development (HCD) and developed with input from a citizen focus group appointed by the Mason District Supervisor to represent Seven Corners residents, civic associations, the business community, and local property owners.

In 1998, the Board designated the Seven Corners CBC as a special study area for the purpose of considering changes to the Comprehensive Plan. This would enable amending the Plan to encourage and support community revitalization efforts. This special study evaluates these previous efforts and projects the development potential for the Seven Corners CBC based on an analysis of future planned infrastructure and environmental constraints. Also in 1998, the Board designated the area comprising the Seven Corners CBC as part of the Baileys Crossroads/Seven Corners Commercial Revitalization District (CRD). This designation is a special category within the County's Zoning Ordinance intended to encourage revitalization activities by providing greater flexibility in ordinance requirements.

CONCEPT FOR FUTURE DEVELOPMENT: A VISION FOR SEVEN CORNERS

The Comprehensive Plan recommends Seven Corners as one of several areas designated as Community Business Centers. This designation implies the retention, redevelopment, and revitalization of community-serving retail uses within the CBC. The Plan envisions, in addition to community-serving retail uses, a mixture of neighborhood-serving retail, office, residential, and recreational/cultural uses developed with a pedestrian scale and character. This combination of compatible land uses developed with an emphasis on enhanced appearance and accessibility will strengthen the area's ability to contribute to the quality of life of its residents and those of nearby neighborhoods.

Planning objectives for achieving this vision are:

<u>Objective 1</u> Improve the appearance and function of the CBC through coordination of land uses accompanied by the application of urban design guidelines for building design and orientation, streetscape improvements, unified signage, consolidation of curb cuts and other access improvements, landscaping treatment and pedestrian-oriented amenities such as walkways, trees and benches;

<u>Objective 2</u> Retain neighborhood-serving retail uses and improve the economic vitality of these uses through commercial revitalization in the CBC;

<u>Objective 3</u> Provide transitions from more-to less-intensive uses, with buffering and screening between commercial and residential uses to reduce the negative effects of commercial activities on adjacent residential areas and to prevent commercial encroachment into established and stable neighborhoods; and

Objective 4 Foster future transportation improvements that positively affect planned redevelopment or revitalization activities, and encourage the design of such activities to accommodate these improvements.

IMPLEMENTATION

To implement the revitalization of Seven Corners as envisioned, it is essential that a spirit of public/private cooperation and partnership be fostered and sustained. While the Plan establishes guidelines for long-range improvements in the character and redevelopment of the CBC, these will occur only when market and other incentives are sufficient to encourage business investment to make the proposed changes. In addition to the economic incentives that influence all business decisions, public investments in infrastructure, parking, and transportation improvements--as well as streetscape enhancement such as landscaping, lighting, street furniture, and relocating or undergrounding utility lines--are considered fundamental to achieving this objective. Other public sector investments that should be initiated as a catalyst for attracting redevelopment are those that would facilitate traffic movement through and around Seven Corners, as recommended in the Transportation Section. More ideas regarding site-specific improvements will grow from the review process between the public and the private sectors that occurs as specific development proposals are made.

To achieve this vision for Seven Corners, an integrated program of implementation strategies is needed to address short- and long-term issues at both the areawide and site-specific levels. The formulation of these implementation strategies will benefit from continuing citizen participation and a creative public/private partnership. Additional citizen participation should be through existing public forums and the support of various activities that contribute to the Seven Corners' sense of community.

Serving both the Seven Corners and Baileys Crossroads CBCs, the Baileys Crossroads Revitalization Corporation (BCRC) is involved with planning activities within both CBCs and continues to promote revitalization efforts within the context of the Plan. In cooperation with Fairfax County government, the BCRC or a comparable entity should continue to seek increases in federal, state, and local funding for transportation and community projects within Seven Corners and to solicit and encourage investment in business development. This organization may be an appropriate mechanism for pursuing public and private funding sources, managing improvement projects, and developing maintenance plans specifically for Seven Corners, especially if supported by the establishment of a Business Improvement District (BID). Such an organization could:

- 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

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

The area-wide recommendations that follow are intended to help achieve the future vision for Seven Corners. 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. These recommendations focus on land use, urban design, and transportation.

LAND USE

To further define the broad vision for Seven Corners, a land use concept is provided that identifies the general type and character of future 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 Seven Corners outlines a pattern of development that represents a modification of the planning policies that have shaped the area over the last three decades resulting in the Seven Corners Shopping Center, a regional-oriented retail development, and the First Virginia Plaza, a high-rise office center. The Plan envisions redevelopment within the CBC focused on neighborhood- and community-serving retail and office mixed uses with residential and cultural/ recreational use components with a pedestrian scale and character that, in combination, will strengthen the area's quality of life for its own and neighboring residents.

Of particular importance is the creation and maintenance of transitional areas or "edges" that define the limits of the CBC and foster land use compatibility with adjacent residential neighborhoods. Typically, transitional areas include buffering, screening, and permanent open space or parkland, as well as townhouse-style offices, neighborhood retail, garden apartments, residential townhouses, lower-intensity institutional uses, and landscaped peripheral streets. It is recommended that these transitional development techniques be continued.

Land Use Guidelines

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

- *Parcel Consolidation*--For all development proposals involving increased intensity/density, parcel consolidation is encouraged 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, allow for interparcel access, and provide a visual and physical linkage to adjacent commercial properties. 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 Seven Corners 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 or expansion of existing buildings should not inhibit achieving the long-term recommendations of the Plan. To facilitate this, improvements to the open space or pedestrian systems that are identified in the Plan are encouraged or, if not feasible due to an existing building's location on the site, alternative streetscape and other design improvements which may help implement the Plan's intent may be considered. Additionally, retention of neighborhood- and community-serving uses as redevelopment occurs should be encouraged by permitting the incorporation of an existing use into the new development, such as incorporating a community retail or service business into a new office building.

- *Drive-Through Uses*--Drive-through uses, such as banks, restaurants, or other retail uses within shopping centers or other commercial developments, may only be considered where the drive-through facilities can be coordinated with other uses on the site and with the existing interior circulation system of the center. The location of such uses should not impede the flow of pedestrian or vehicular traffic.

- *Transition Between Uses*--Emphasis should be placed on encouraging transitions between commercial and low density residential uses as a tapering or step-down from higher intensity use to lower intensity use. Multi-family residential developments may also function as transitional uses.

- *Alternative Land Uses*--When an alternative land use, as mentioned below, can be demonstrated to be compatible with 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. 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 proposed 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. Generally, a community-serving institutional use may be considered in any portion of the CBC if of a similar scale and character as other uses planned for the sub-unit in which such use it to be located. 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.

- *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.

URBAN DESIGN

The character of a commercial area, such as Seven Corners, 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, particularly along Arlington Boulevard and Leesburg Pike. The urban form is usually more pedestrian-oriented, has buildings closer to the street and each other, and is served by structured as well as limited surface parking.

The urban design concept for Seven Corners is to facilitate revitalization of the CBC by enhancing its traditional function while creating new opportunities for redevelopment and for reinvesting in existing businesses. The concept is to foster a commercial area serving the nearby Arlington, Falls Church, and Fairfax County communities that is clearly differentiated and buffered from adjacent residential neighborhoods while fostering a pedestrian-oriented, more urban form of development that is visually attractive, favorably remembered, and sought out by both individuals and businesses. Of additional importance to Seven Corners is maintaining the high visibility of the area at a major regional crossroads which causes it to serve as a visual "gateway" to Fairfax County.

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 relocated or underground utilities, street trees and other landscaping, decoratively paved sidewalks, street furniture, lighting, and coordinated signage. Building scale and placement coupled with streetscape design 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 Seven Corners, 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" for the CBC. In particular, the following guidelines should be considered in the development review process:

- Buildings should be set back 15 to 30 feet from the curb if no off-street parking is provided in front of the building.

- Structured parking should not be located in front of buildings but at the back or side. 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. Such parking should be attractively integrated with major pedestrian networks and accessible from side streets or exterior passageways between buildings. 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.

- Attractive and safe pedestrian linkages between buildings and parking areas should be provided and open spaces and pedestrian amenities should be directly accessible to the pedestrian network with 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 Seven Corners streetscape design theme into private areas.

- A variety of building heights, facade articulation, and roof forms, as well as incorporating the upper story of buildings having over three stories within the roof structure, should be encouraged.

- Development and redevelopment should create a positive spatial relationship between the buildings and street while providing adequate buffers to residential properties to the rear.

- Building facades should establish a pedestrian scale relationship to the street or adjacent parking areas 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.

- Curb cuts should be minimized through consolidation of street access and provision of interparcel access;

- Exterior lighting for individual buildings or projects should be similar 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.

- Points of entry indicate entrance to an area and convey the first visual images to visitors. Parcels in such gateway areas should be particularly sensitive to landscaping and signage to emphasize this gateway function.

Streetscape Design

The visual appearance of an area can be positively affected by streetscape elements, such as the placement of street trees, planting strips, sidewalks or pedestrian ways, and building setbacks. In Seven Corners, 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 streetscape design concept for Seven Corners reflects a hierarchy ranging from Leesburg Pike and Arlington Boulevard, the major arterial streets that bisect the CBC, to the other arterial, collector, and local streets that are used for access to and through 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, 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.

Streetscape materials and features for Leesburg Pike, Arlington Boulevard, and other streets within Seven Corners should include:

- Interlocking concrete sidewalk pavers similar in shape and color to brick with concrete commercial drive entrances and trim bands;

- Cobra-head fixtures on painted metal poles for street lighting with traditional acorn-style light fixtures atop a fluted pole within pedestrian areas;

- A variety of hardy plant materials including street trees, low as well as high shrubs, and ornamental plantings; and

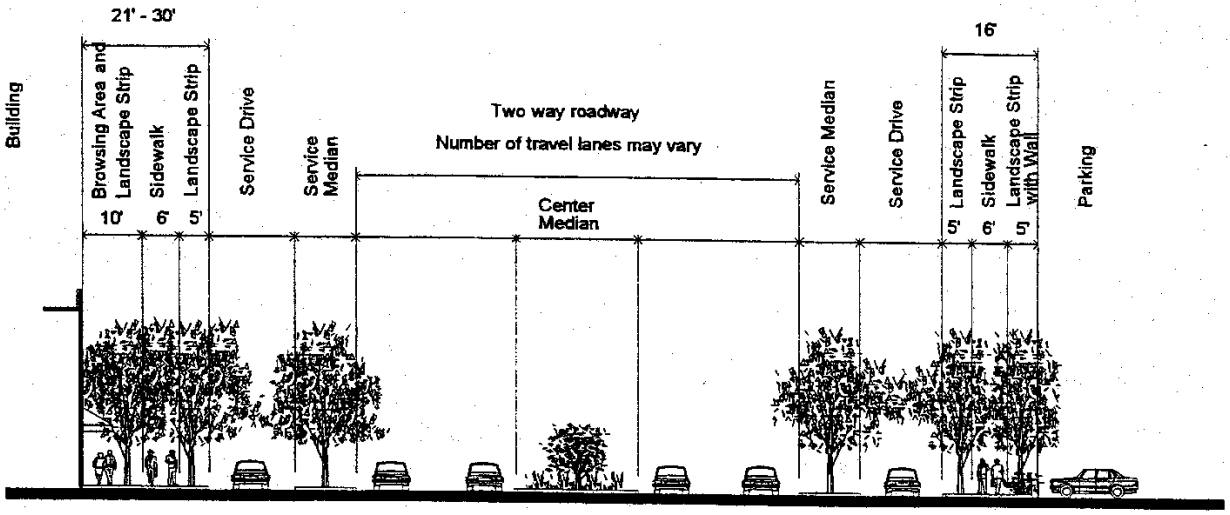
- Street furnishings including metal benches, trash receptacles, and bicycle racks, as well as metal fittings such as bollards and tree grates.

<u>Leesburg Pike and Arlington Boulevard Streetscape Design Guidelines</u>

For those areas fronting on Leesburg Pike or Arlington Boulevard, plant materials, design details, lighting, and street furniture should be consistent with or similar to the above guidance for materials and features. A typical cross-section would include the following (see Figure 13):

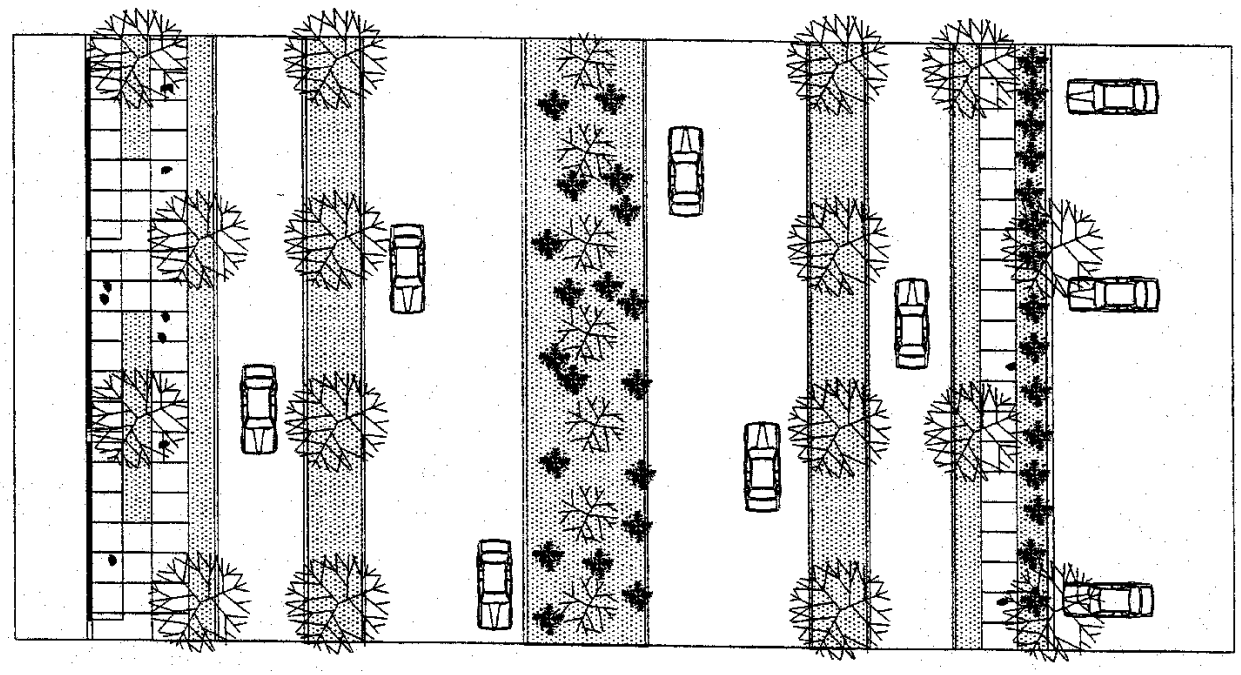
- If a *center median* is provided, it should be planted where possible with a single row of shade trees approximately 30 feet on center, or ornamental trees 20 feet on center supplemented with ornamental plantings and tree groupings at points of entry to the CBC; if a *service median* is required, it should be planted with a single row of shade trees approximately 30 feet on center;

- The *pedestrian area* extends from the street curb to the building line or parking area. This area should be 16 feet at a minimum 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 approximately 40 to 50 feet on center, a *sidewalk* 6 feet in width, and a *secondary planting strip* with a second row of shade trees similarly spaced. This secondary strip should be a minimum of 5 feet wide if adjacent to a parking area. If adjacent to a building line, this strip should be10 feet wide and may include a paved browsing strip approximately 5 feet wide adjacent to a building housing a retail use. Trees in the two



Streetscape -- LEESBURG PIKE AND ARLINGTON BOULEVARD

(with Medians & Service Drives) Scale: 1" = 30'



STREETSCAPE GUIDELINES FOR LEESBURG PIKE AND ARLINGTON BOULEVARD **FIGURE 13**

parallel planting strips should be offset thus creating a canopy over the sidewalk with an effective tree spacing of approximately 20 to 25 feet. Additional landscaping should be provided in this pedestrian area including low parking lot walls or hedges and interior parking lot landscaping when 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 the materials and features referenced above. A typical cross-section (see Figure 14) would include a *pedestrian area* extending from the street curb to the building line or parking area. This area should be approximately 15 feet wide and be divided into a curbside planting strip 5 feet in width planted with a row of shade trees spaced approximately 30 feet on center supplemented with ornamental plantings and tree groupings at points of entry to the CBC, and a *sidewalk* 5 feet in width. A *secondary planting strip* should be provided beyond the sidewalk. This secondary strip should be a minimum of 5 feet wide if adjacent to a parking area. If adjacent to a building line, this secondary strip should be 10 feet wide and may include a paved browsing strip approximately 5 feet wide adjacent to a building housing a retail use. *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 Seven Corners are shown on Figure 15. 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, 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.

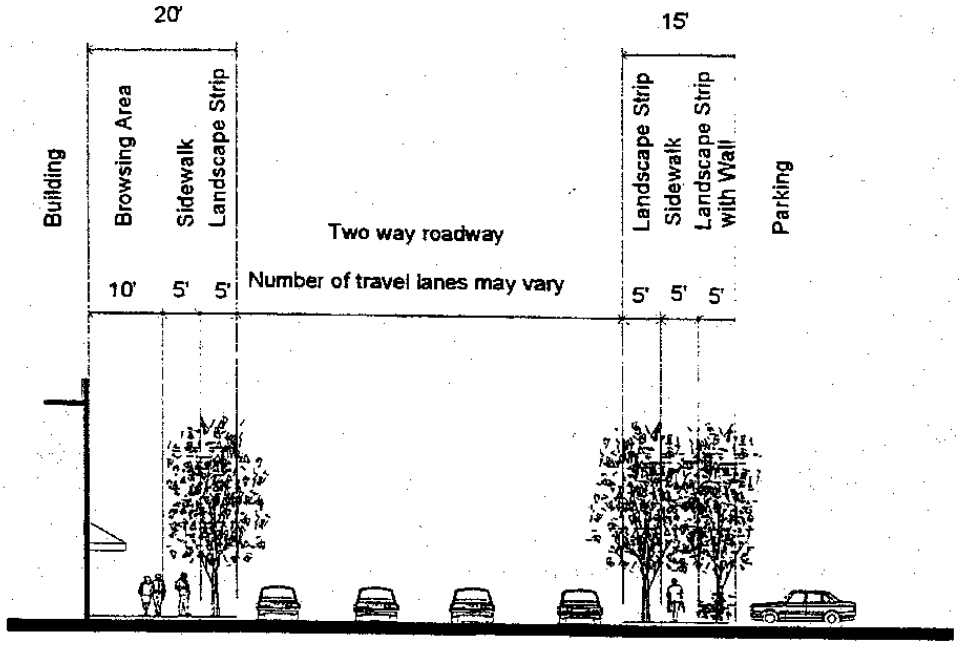
Access Management

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.

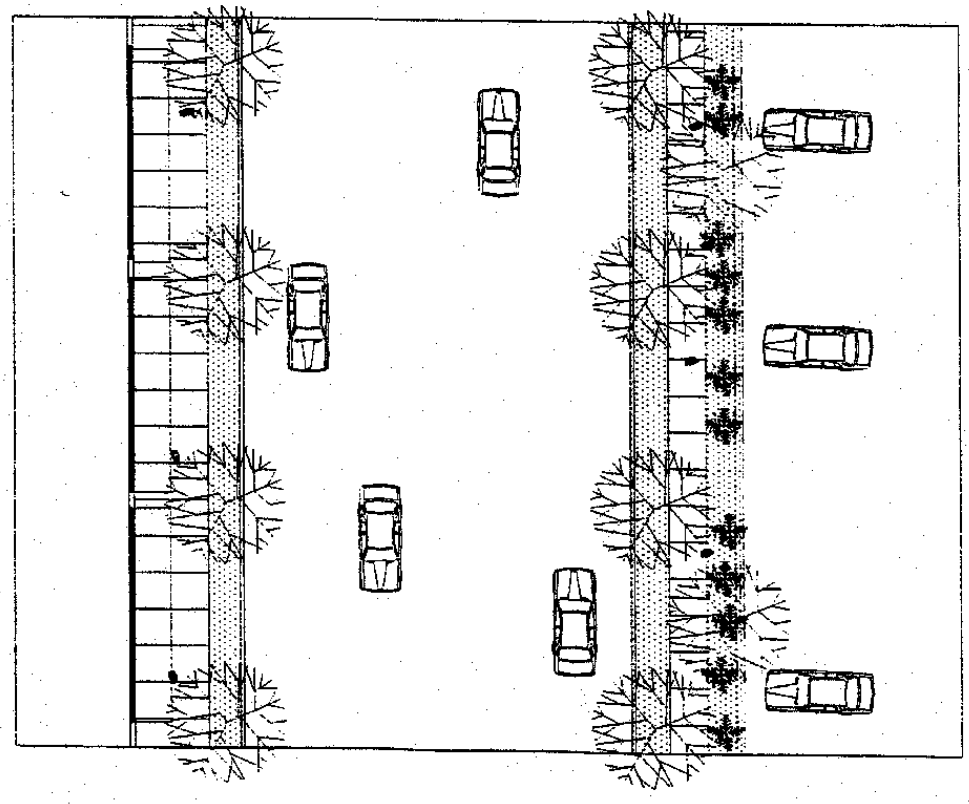
Arterial Roadways

Arterial roadways consist of 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 Seven Corners:

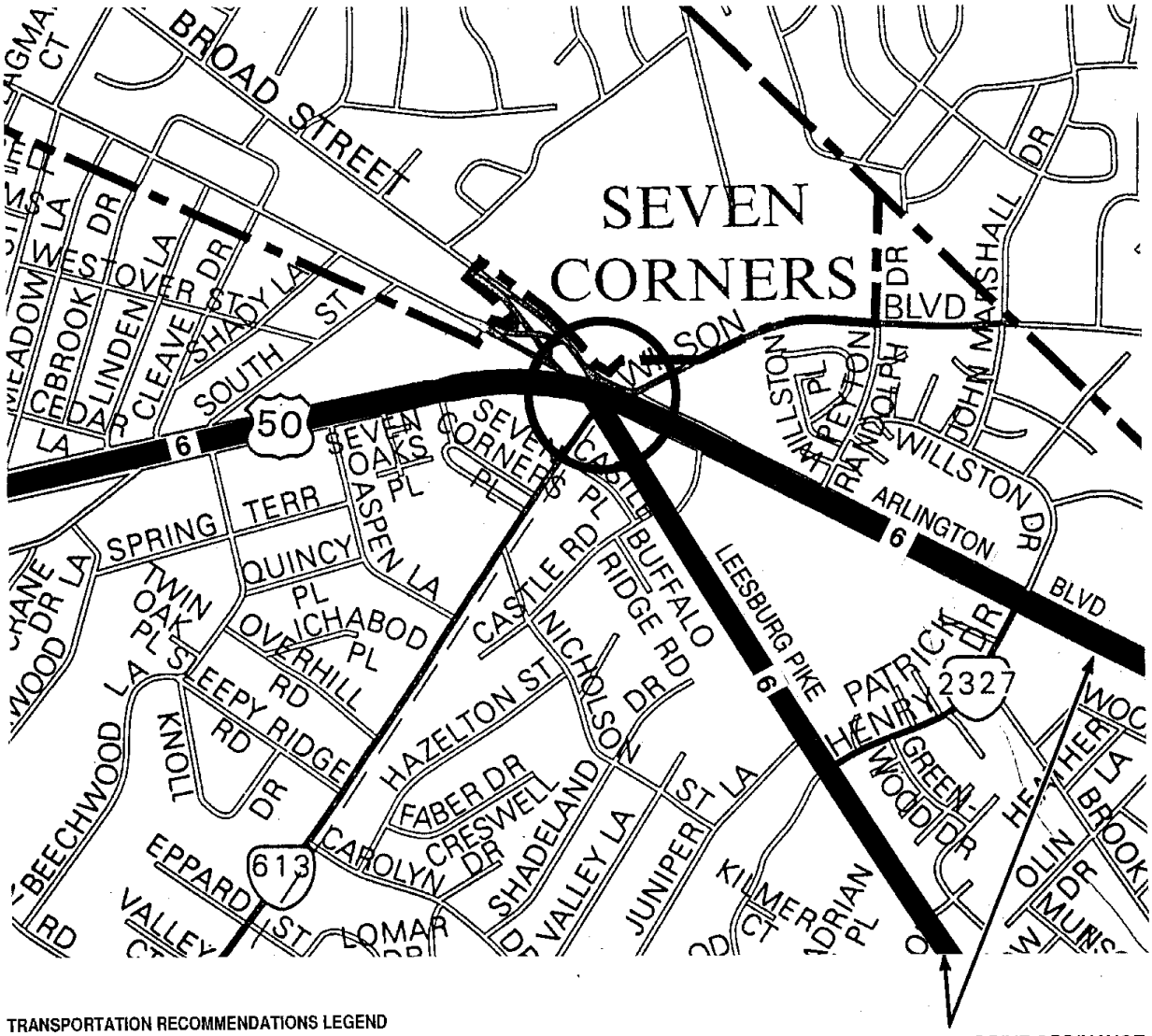
- Widen Leesburg Pike (Route 7) to six lanes from Columbia Pike to the Seven Corners Interchange. Consolidate access and remove service drives where sufficient interparcel access can be provided.



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



STREETSCAPE GUIDELINES FOR ALL OTHER STREETS **FIGURE 14**



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

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 15**

- Widen Arlington Boulevard (Route 50) to six lanes from the Seven Corners Interchange to the Arlington County Boundary.

Seven Corners Interchange

Improvements to the Seven Corners Interchange are recommended and will have both land use and transportation implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area because of the potential need for additional right-of-way and the effect of this on accessibility, parcel size, land use density, and parking requirements. In terms of transportation, development or redevelopment of areas adjacent to future interchange improvements should recognize the need to reorient access in a manner consistent with the future design of the interchange. Since a design for the improvements has not been adopted, basic principles of access design should be followed in the review of development applications in the vicinity of the interchange. Specifically, private entrances should be located as far from the interchange as possible, recognizing that vehicular stacking and weaving problems are created when entrances are located in proximity to ramps and intersections. To eliminate entrances that are too close to the interchange, it may be necessary to provide access via either alternative roadways which are not direct elements of the interchange (i.e. Castle Place or South Street) or by providing interparcel access through adjacent properties. These access design recommendations will affect land use in the immediate vicinity of the interchange, particularly Land Unit E and Sub-Units A-1, B-1, C-1, D-1, and D-2.

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.

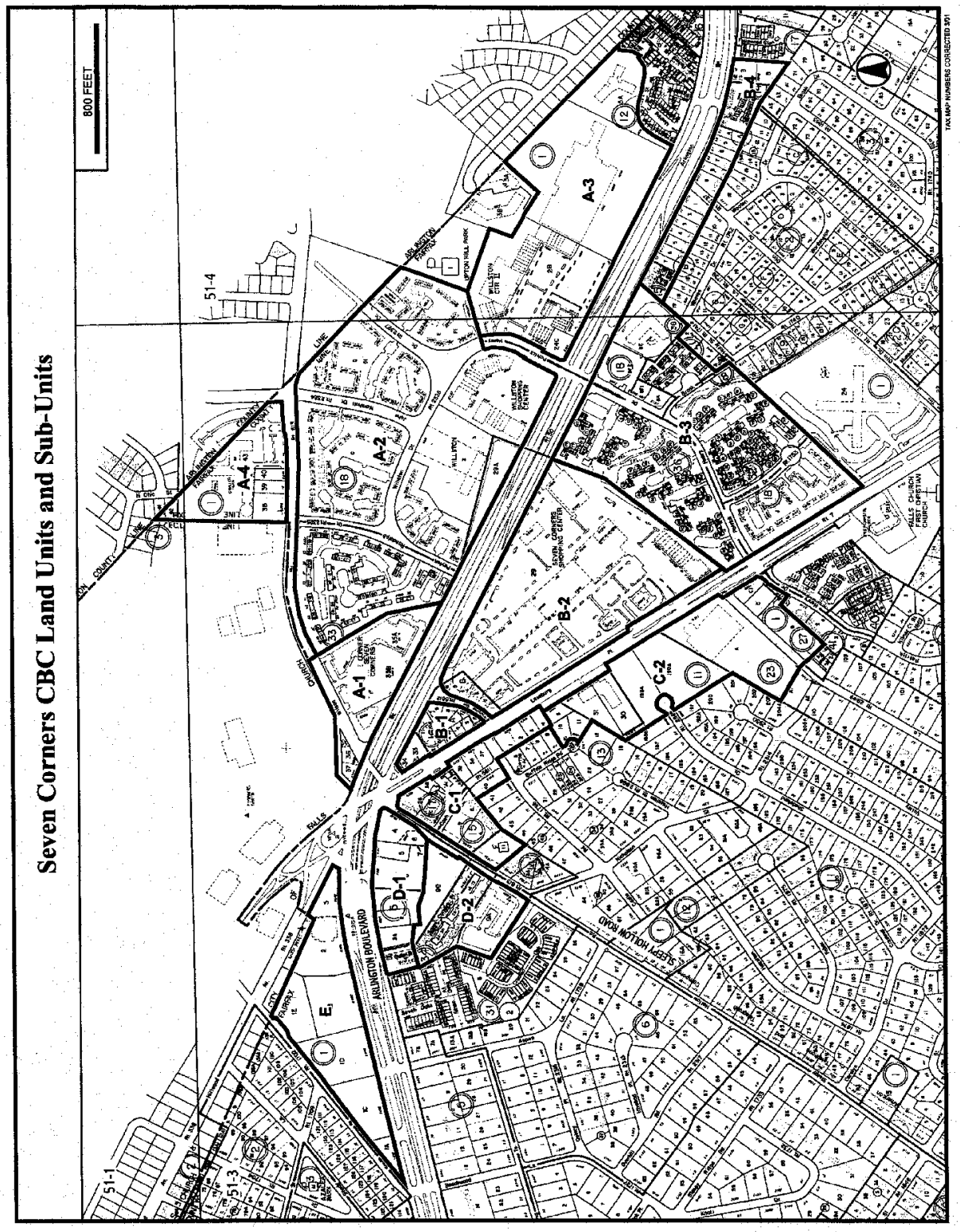
LAND UNIT RECOMMENDATIONS

Figure 16 shows the Seven Corners CBC divided into “land units” for the purpose of organizing land use recommendations for specific subsections of the CBC. These land units, and related sub-units, will be referred to in the Plan recommendations that follow. If these more site-specific 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 bounded by the Arlington County line to the northeast, Arlington Boulevard to the south, and Wilson Boulevard and the City of Falls Church to the north. The area contains the Willston Shopping Center, Willston II Center, and The Corner at Seven Corners. These are all community-serving retail centers with some additional office uses. A neighborhood-serving retail center is located in the northwest quadrant of the Wilson Boulevard/Peyton Randolph Drive intersection. Residential uses are represented by Cavalier Club Apartments, Seven Corners Apartments, and a section of the Cambridge Commons.

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



SEVEN CORNERS CBC LAND UNITS AND SUB-UNITS **FIGURE 16**

Sub-Unit A-1

The largest part of this sub-unit is directly east of the Seven Corners interchange and includes the Corner at Seven Corners Shopping Center which is planned and developed for community-serving retail use at the current intensity. With revitalization, additional parking lot landscaping and pedestrian connections to adjacent uses are encouraged. The portion of the sub-unit north of Wilson Boulevard is developed and planned for neighborhood-serving office use at the current intensity.

Sub-Unit A-2

This sub-unit is located south of Wilson Boulevard and the Arlington County line and north of Arlington Boulevard. It is bounded on the west by the Corner at Seven Corners Center and on the east by the Willston II Center and Upton Hill Park. The northern and western portion of this sub-unit includes the Willston Apartments complex that is planned and developed for residential use at 16-20 dwelling units per acre and is part of the Willston Conservation Area. Also included in this sub-unit is the former Willston School that is planned for public facility use and houses a variety of Fairfax County community service uses including playground facilities and an athletic field.

The portion of the sub-unit located in the northwest quadrant of the intersection of Patrick Henry Drive and Arlington Boulevard includes the Willston Shopping Center (Parcel 51-3((18))4). This area is planned for community-serving retail use up to .35 FAR. Any redevelopment should be coordinated with existing adjacent retail development and provide pedestrian linkages with the residential neighborhood to the north and west. and minimize traffic impacts on the Arlington Boulevard corridor, access points should be coordinated and drive-through uses discouraged.

As an option, the site of the former Willston School Parcels 51-3((18))1-3) may be considered for community-serving office or retail use up to .50 FAR provided that neighborhood-serving facilities currently utilizing this property, such as a day care center and other educational, recreational, and community-serving uses, are included; site design and access are coordinated with adjacent existing retail development; and pedestrian linkages with the adjacent residential neighborhood are provided. Site design should be coordinated with the parking area located on Parcel 51-3((1))29A and pedestrian safety issues, such as crossing Arlington Boulevard, addressed.

As a further option, the site of the former Willston School (Parcels 51-3((18))1-3) may be considered for public park use in conjunction with other community-serving facilities.

Sub-Unit A-3

This sub-unit is located in the northeast quadrant of the intersection of Arlington Boulevard and Patrick Henry Drive. It is designated as a gateway location and includes a variety of community-serving retail and office uses. Directly east of Patrick Henry Drive are the Willston Center II (Parcel 51-4((1))2B) and additional retail development on Parcel 51-4((1))4. These parcels are planned and developed for retail and office use with buffering along the residential edge of the parcel. The easternmost portion of the sub-unit (Parcel 51-4((12))5A is planned and developed for office use. Office and retail uses within this sub-unit should be retained at their current intensity. Substantial buffering along the edges of this portion of the sub-unit is encouraged to screen the adjacent residential uses.

Sub-Unit A-4

The area located north of Wilson Boulevard, between the Falls Church City line and the Arlington County line, is planned and developed for multi-family residential and neighborhood-serving retail uses up to .25 FAR. The Cavalier Club apartments, Parcel 51-3((1))43, is planned for and developed at 16-20 dwelling units per acre. The northernmost portion of this land unit is included within an Arlington County neighborhood and is planned for residential use at the current density.

LAND UNIT B

Land Unit B is a wedge of land east of the intersection of Arlington Boulevard and Leesburg Pike and bordered by those two streets. The land unit contains office uses, neighborhood-serving retail uses, and the Seven Corners Shopping Center-the dominant feature of the land unit. To the southeast are multi-family apartments and to the northeast, along Arlington Boulevard, a strip of office townhouses and single-family residential units converted to office use.

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

Sub-Unit B-1

This sub-unit is located immediately adjacent to the Seven Corners intersection and is visually prominent as a gateway to Fairfax County. The area is planned for neighborhood-serving retail or office use up to .35 FAR. As an option, land within this sub-unit may be considered for retail and office mixed use up to .50 FAR if a full consolidation of parcels is achieved.

Drive-through facilities and automobile-oriented commercial uses having high trip generation potential are discouraged within this sub-unit.

Sub-Unit B-2

The Seven Corners Shopping Center is planned and developed as a regional shopping center up to .50 FAR. The existing shopping center includes two drive-through uses. Any additional development on this site should be designed in a manner that is integrated with the existing shopping center.

In addition, the center should include a transit (bus transfer) center as cited in the Policy Plan. This transit center should be located on the shopping center property, at a location that is both convenient and safe for users. A component of the transit center is a planned pedestrian bridge which will connect the north side of Route 50 to the shopping center; the ramps, stairs, and pedestrian bridge structure should be located and designed to provide safe and convenient pedestrian access to the transit center.

A third drive-through use may be appropriate if the location and site design of this use does not conflict with the transfer center and the bus circulation pattern. Further, if this drive-through use or other new development is to occur on this property, the vehicular circulation should be enhanced so as to provide a carefully designed, efficient, and non-conflicting internal circulation system with continued access provided to Arlington Boulevard, Leesburg Pike, and Thorne

Road. Additional parking lot landscaping and pedestrian linkages to adjacent uses also should be provided.

While the shopping center is primarily a retail facility, a hotel on the site may be considered provided that the hotel is designed to be visually integrated with the shopping center, does not exceed 90 feet in height, and is connected by pedestrian linkages with the shopping center and other on-site uses.

Sub-Unit B-3

The apartments along Patrick Henry Drive are planned and developed for residential use at 16-20 dwelling units per acre. These apartments are a source of affordable housing and function as a transition between the CBC and stable lower-density residential development.

Parcels 51-3((18))8A, 8F1, and 8F2, located at the southeast quadrant of the intersection of Arlington Boulevard and Patrick Henry Drive, are planned and developed for neighborhood-serving retail use up to .35 FAR. Parcel 51-3((18))8E is planned and developed for hotel use and should continue at the existing intensity.

Sub-Unit B-4

To provide a transition in land use intensity between Arlington Boulevard and the Lee Boulevard Heights subdivision to the south, Parcels 51-4((15))1-21 are planned for townhouse office use up to .35 FAR, well buffered from the residential uses to the south. Parcels 51-4((2))(B)1-7, 51-4((2))(A)4-9, and 51-4((1))6 and 8 are planned for office use up to .25 FAR, with retention of existing residential structures encouraged to form a transition zone. As an option, this area may be considered for redevelopment with townhouse office uses up to .35 FAR provided that building height is limited to 40 feet, logical consolidation of parcels is achieved, and screening to include a solid wall and effective landscaping adjacent to single-family residences is provided. These parcels are designated as a gateway location.

LAND UNIT C

Land Unit C is located along the western edge of Leesburg Pike from Sleepy Hollow Road to Patrick Henry Drive. The land unit is dominated by an elongated strip of free-standing retail and office uses most of which front on and have access to Leesburg Pike. The land unit is bordered by stable residential neighborhoods. Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit C:

Sub-Unit C-1

This sub-unit is located directly south of the intersection of Leesburg Pike and Sleepy Hollow Road and, because of its location, portions of this sub-unit are visually prominent as a gateway to Fairfax County. The area fronting on Leesburg Pike between Sleepy Hollow and Castle Roads is planned and developed for retail and office uses while the remainder of the sub-unit is planned and developed with community serving office uses. Additional drive-through facilities and automobile-oriented commercial uses having high trip generation potential are discouraged within this sub-unit.

As an option, office use up to .50 FAR may be considered for Parcels 51-3((13))37 to 39 and/or Parcels 51-3((17))2B to 4A4 provided that either grouping of parcels is consolidated. As a further option for these parcels, office use up to .70 FAR may be considered with consolidation

of two or more acres.

The area southwest of Castle Place, Parcels 51-3((15))C and D and 51-3((13))40, and southeast of Castle Road, Parcels 51-3((13))1 to 4, are developed and planned for office use up to .50 FAR. Vehicular access and parking should be coordinated, and substantial buffering along the western boundary provided to protect the existing lower density residential neighborhood to the west.

The Seven Corners Fire and Rescue Station is located on Parcel 51-3((1))11. This area is planned for public facility use and serves as a transition between the commercial area to the north and east and the townhouse and single-family neighborhood to the south and east.

Sub-Unit C-2

Sub-Unit C-2 fronts on Leesburg Pike, north of its intersection with Patrick Henry Drive, and is directly across from the Seven Corners Shopping Center. It is developed with a variety of larger office and retail uses. The most dominant use is the free-standing department store located on Parcels 51-3((11))190A and 51-3((23))A on Leesburg Pike, west of Juniper Lane. This portion of the sub-unit is planned for retail use at its current intensity. Any revitalization activities in this sub-unit should include parking lot landscaping and streetscape improvements.

The northern portion of the sub-unit includes Parcels 51-3((1))30 and 31 and 51-3((13))5, 10, and 11. This area is planned for office use at the existing intensity with parking facilities situated to preclude visual impact and minimize noise impact on adjacent residences. The screening provided along Buffalo Ridge Road should be sufficient to maintain the residential character of this street. Parcels 51-3((23))B, C, and C1, to the south, are also planned and developed for office use at the existing intensity. These parcels serve as a transition from the CBC to the surrounding neighborhoods and are designated as gateway locations.

LAND UNIT D

Land Unit D is bounded by Arlington Boulevard to the north and Sleepy Hollow Road to southeast. The land unit includes medical offices, a hospital, automobile service and repair establishments, and a hotel. The land unit is bordered to the west by a stable residential townhouse neighborhood. Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit D:

Sub-Unit D-1

This sub-unit is directly south of Arlington Boulevard, west of its intersection with Leesburg Pike. Because of its location adjacent to the Seven Corners intersection, this sub-unit is visually prominent as a gateway to Fairfax County and is planned for neighborhood-serving retail or office use up to .50 FAR. As an option, retail and office use up to .70 FAR may be considered provided that substantial and logical consolidation is achieved, including Parcels 51-3((5))4-8, and peak-hour vehicular trip generation for the mix of use is determined to be no greater than that for office use at .50 FAR. Sharing of structured parking by adjacent uses should be encouraged. With any redevelopment, access points should be minimized and provided to both the frontage road (Route 50 ramp) and Sleepy Hollow Road.

Sub-Unit D-2

Parcel 51-3((1))9B is separated from land to the north by a substantial change of elevation and is oriented to Sleepy Hollow Road. It is developed and planned for community-serving office use at the existing intensity. The area to the west (Parcels 51-3((34))1A-3R) is developed and planned for townhouse style office use at the existing intensity. Parcel 51-3((1))9A, on Sleepy Hollow Road, is developed and planned for public facility use as a hospital at the existing intensity.

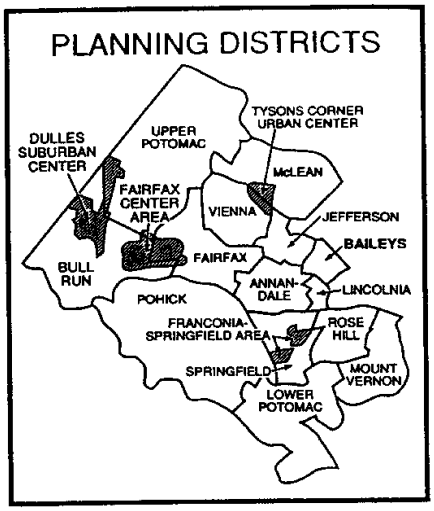
LAND UNIT E

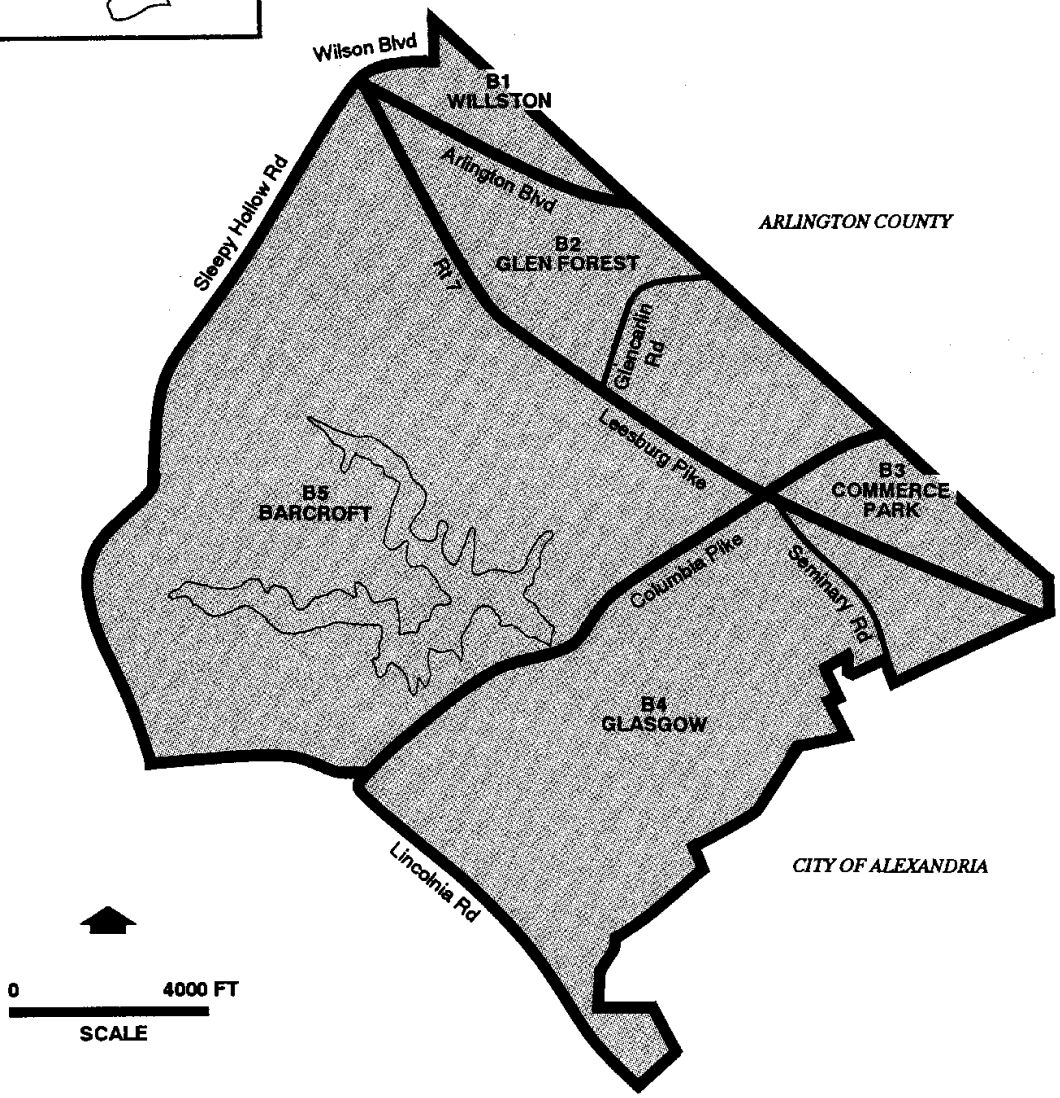
Land Unit E is a triangular-shaped area bounded by the Fairfax County line parallel to Hillwood Avenue to the northeast, South Street to the northwest, and Arlington Boulevard to the south. The area is bordered by a stable residential neighborhood to the northeast and by automobile sales and service uses to the north, in Falls Church. Because of its location adjacent to the Seven Corners intersection, this land unit serves as a visual gateway to Fairfax County.

This land unit includes areas planned and developed for neighborhood-serving retail uses on Parcels 51-3((1))2-3, and the visually prominent First Virginia Plaza located on Parcels 51-3((1))1B-1D. A small automobile service use is located on Parcel 51-3((1))1A, at the intersection of Arlington Boulevard and South Street. Parcels 51-3((1))1A-1D are planned for mixed use and should continue at the same intensity.

As an option, Parcels 51-3((1))2 and 3, located directly at the intersection of Arlington Boulevard and Hillwood Avenue may be considered for retail and/or office use up to .50 FAR if the two parcels are consolidated and access coordinated with Virginia Plaza or provided as far west of the intersection as possible. As a further option, the entire sub-unit may be considered for retail/office mixed use up to .70 FAR provided that full consolidation is achieved and higher structures are located to the east, away from adjacent residential areas. At this higher intensity, a traffic study at the time of redevelopment should be performed.

With any redevelopment, primary access points should be minimized with parking lots or structures situated to minimize visual and noise impacts on adjacent residential uses. The type of buffering and screening provided along South Street should be designed to maintain the residential character of this street.





COMMUNITY PLANNING SECTORS **FIGURE 17**
BAILEYS PLANNING DISTRICT

B1 WILLSTON COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

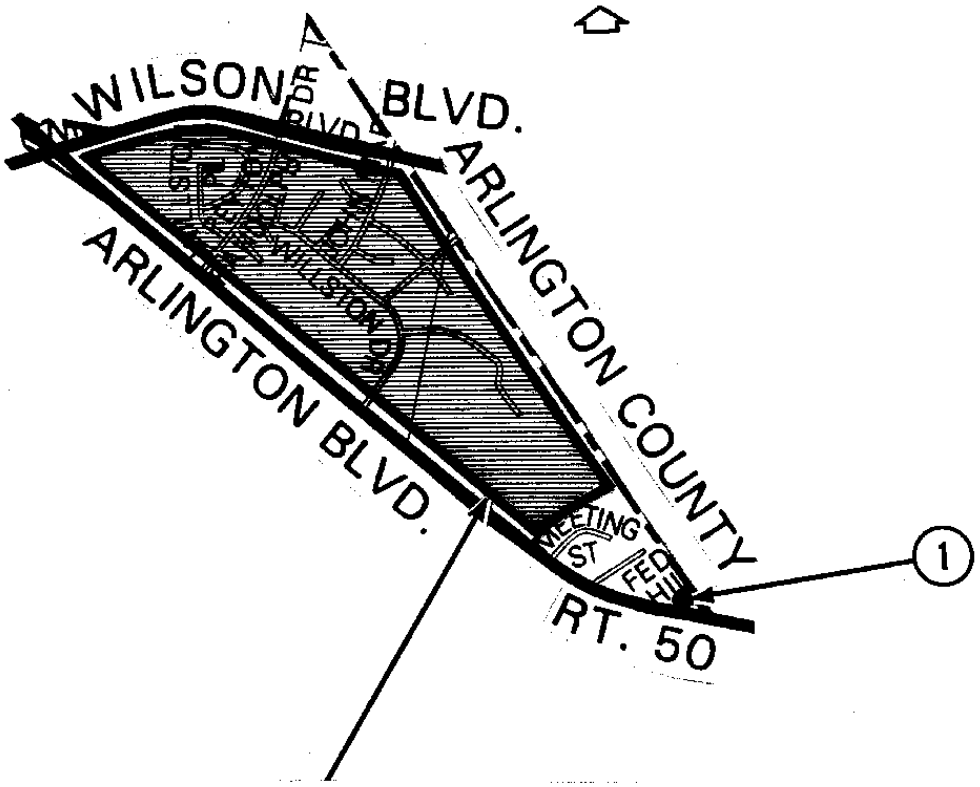
The Willston sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

Figure 18 indicates the geographic location of land use recommendations for this sector.

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

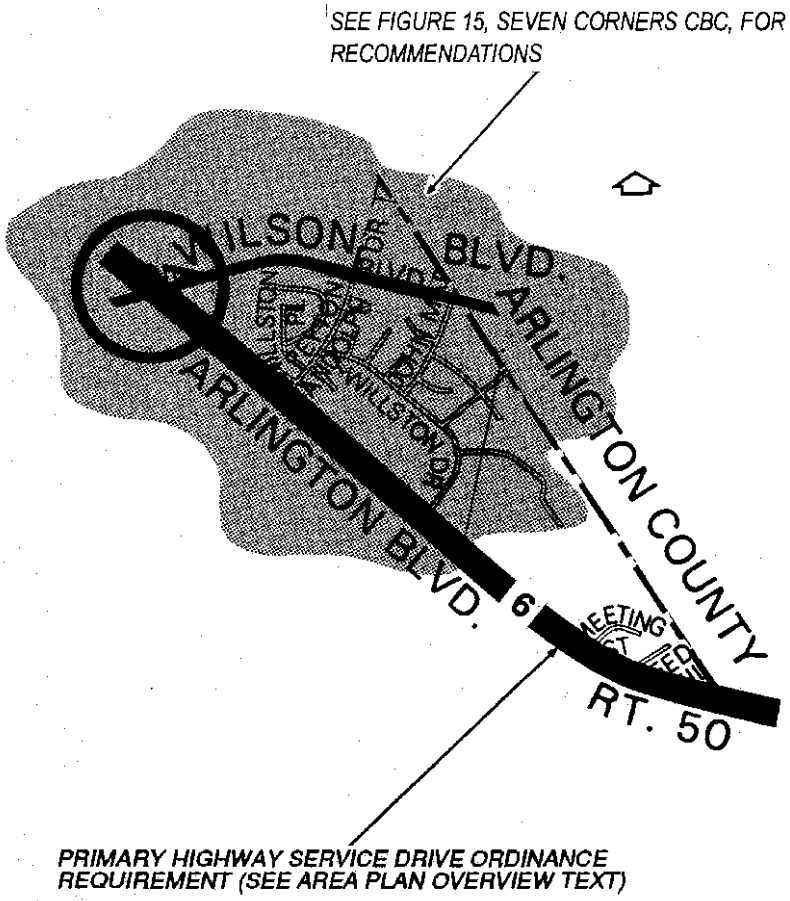
Transportation

Transportation recommendations for this sector are found on Figure 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in



See Seven Corners CBC for recommendations.

LAND USE RECOMMENDATIONS **FIGURE 18**
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 19**

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

Public Facilities

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

2. Renovate and expand the Willston Pumping Station at 2917 Peyton-Randolph Drive (Tax Map 51-3).

Parks and Recreation

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

Trails

Trails planned for this sector are delineated on Figure 21 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 20
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Plan and develop urban park facilities in the Seven Corners Community Business Center in conjunction with redevelopment.
COMMUNITY PARKS:	
	Develop active recreation facilities at the Willston Instructional Center in cooperation with Fairfax County Public Schools.
DISTRICT PARKS:	
	This sector lies within the service area of Mason District Park but is separated by significant transportation barriers.
REGIONAL PARKS:	
Upton Hill	This park provides some of the facilities generally associated with a District Park.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 21**

B2 GLEN FOREST COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

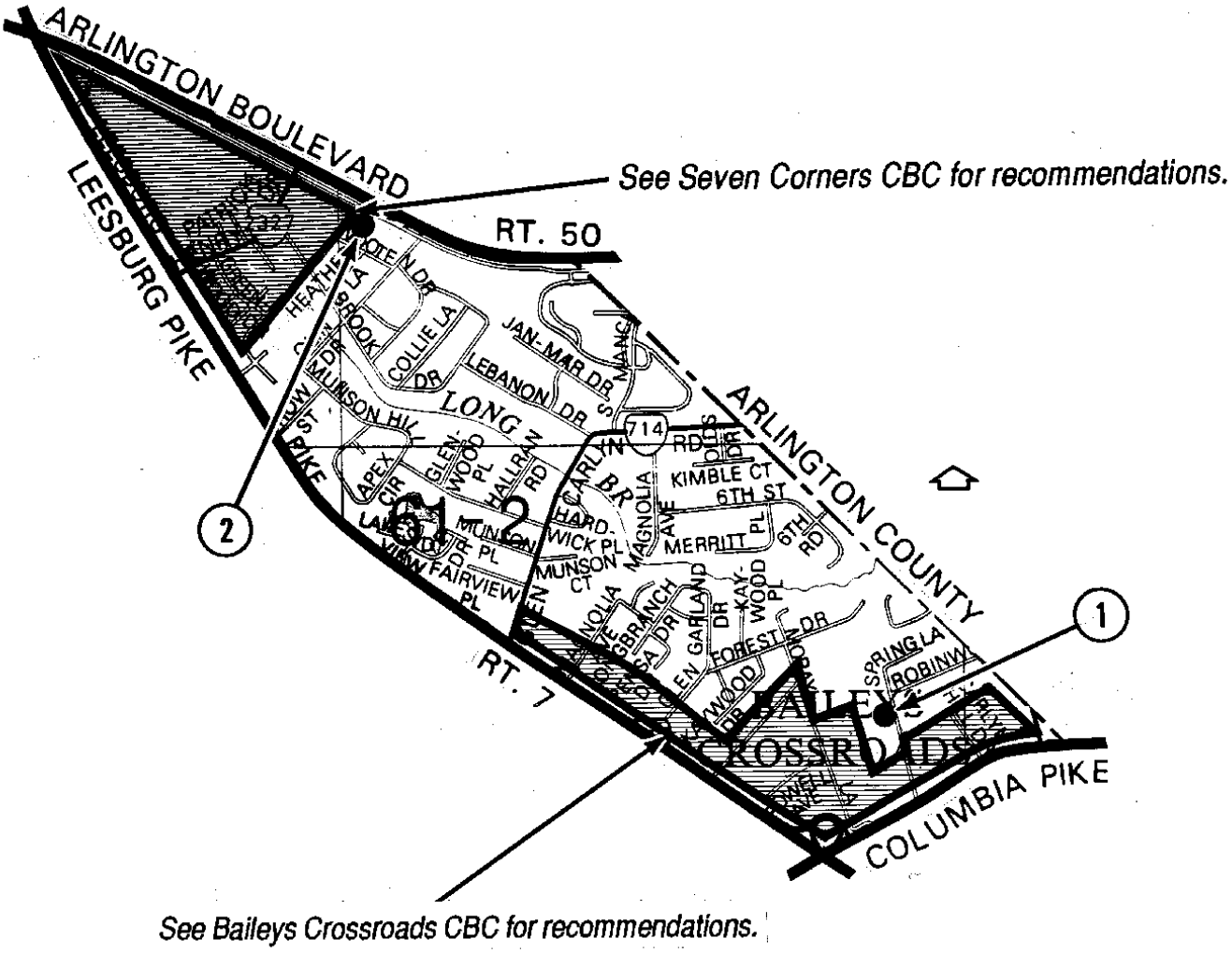
Land Use

The Glen Forest sector, outside the Seven Corners and Baileys Crossroads Community Business Centers, is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

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

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

1. Tax Map 61-2((44))1-43 is developed with and planned for residential use at a density of 8-12 dwelling units per acre.



LAND USE RECOMMENDATIONS **FIGURE 22**
GENERAL LOCATOR MAP

2. To provide a transition in intensity of land uses between the northern portion of the Arlington Boulevard corridor and the Lee Boulevard Heights subdivision to the south of Arlington Boulevard, Parcels 51-4((1))9, 10 and 11, on the south side of Arlington Boulevard between Woodlake Towers, and the existing townhouse office development and medical care facility, if consolidated, are planned for residential use at 5-8 dwelling units per acre, with access provided as shown on Figure 22. As an option, institutional use up to .20 FAR may be appropriate if the following conditions are met:

   - Provision of a substantial buffer along the boundary with the adjacent residential neighborhood;

   - Access is provided as shown on Figure 23;

   - Building heights are limited to 35 feet and should have a residential appearance.

Transportation

Transportation recommendations for this sector are found on Figure 23. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

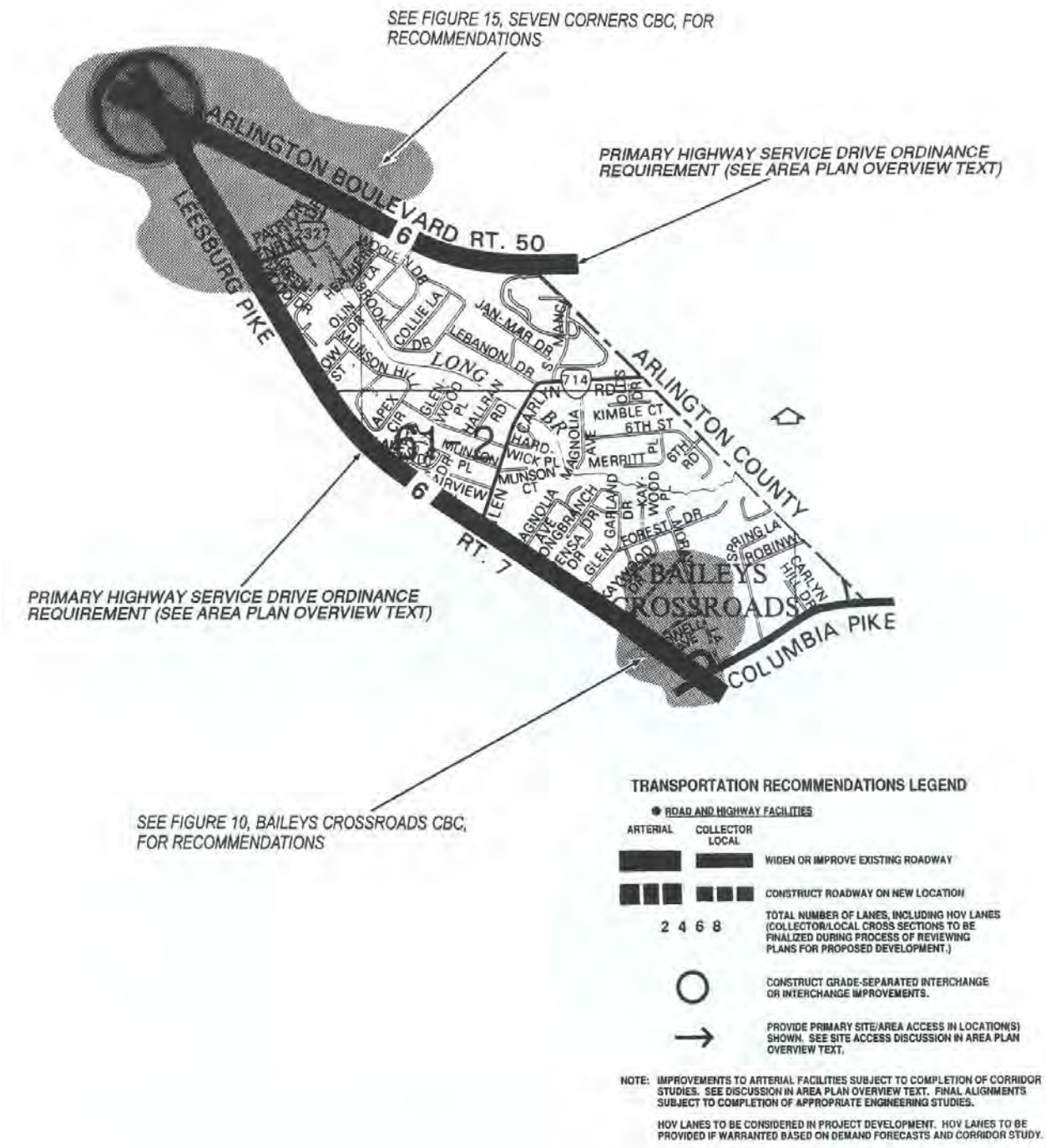
Potential exists for significant heritage resources associated with the Civil War and the Zoological Institute. Development in this sector, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 24. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 25 and 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 23**

FIGURE 24
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Plan and develop urban park facilities in Baileys Crossroads Community Business Center in conjunction with redevelopment.
Munson Hill Spring Lane	
COMMUNITY PARKS:	
	Dedication of at least two acres adjacent to Glen Forest Elementary School should be provided for additional active recreation facilities. (Also noted in Land Use recommendations.)
DISTRICT PARKS:	
	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
	The Long Branch tributary of the Four Mile Run Stream Valley should be retained as private open space.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 25**

B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

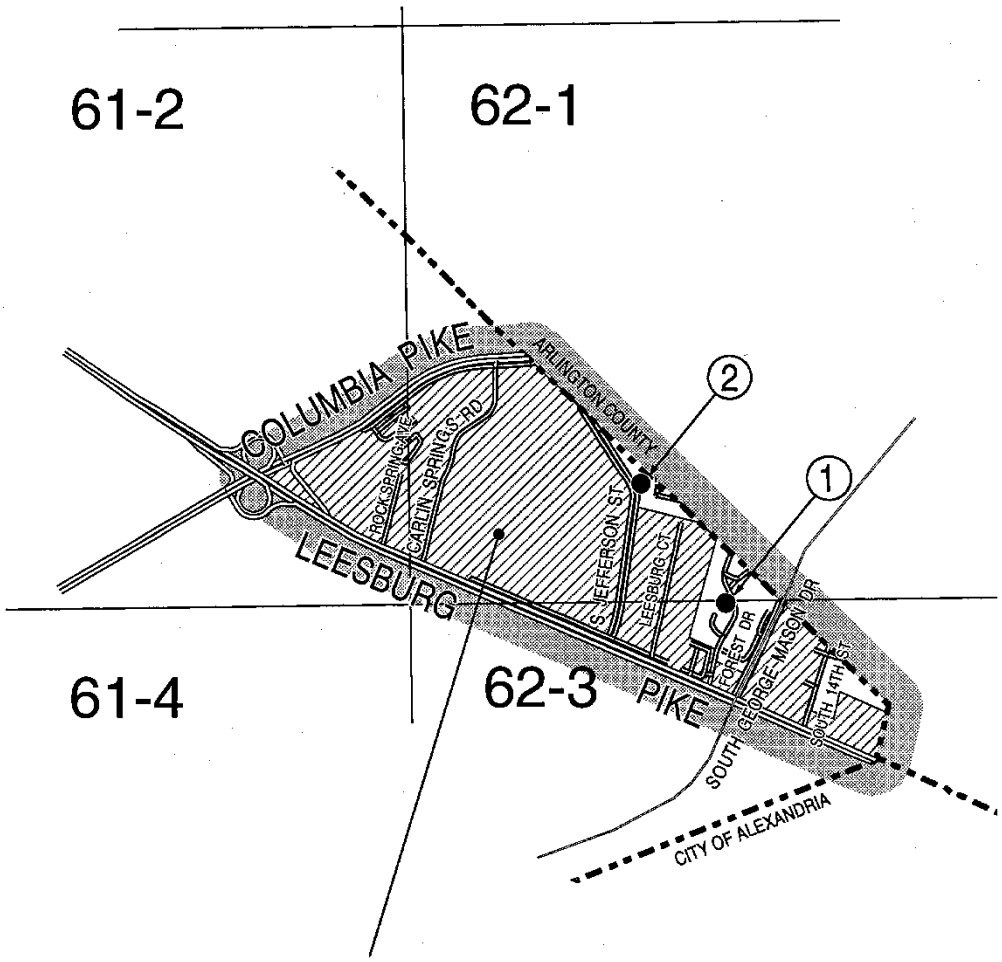
Land Use

The Commerce Park Planning Sector outside the Baileys Crossroads Community Business Center is largely developed as residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

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

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

1. The Virginia Heights neighborhood, located west of South George Mason Drive and south of Hamilton Drive, is planned for residential use at 2-3 dwelling units per acre. The density range is compatible with the contiguous single-family residential areas in Alexandria and Arlington, which together with Virginia Heights, function as a unified neighborhood.



See Baileys Crossroads CBC for recommendations in the shaded area.

2000 FEET

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LAND USE RECOMMENDATIONS **FIGURE 26**
GENERAL LOCATOR MAP

2. The stable single-family structures whose rear lot lines abut South Jefferson Street should be maintained. Appropriate buffering should be provided to ensure that no further encroachment into the residential neighborhood occurs.

Transportation

Transportation recommendations for this sector are found on Figures 27 and 28. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

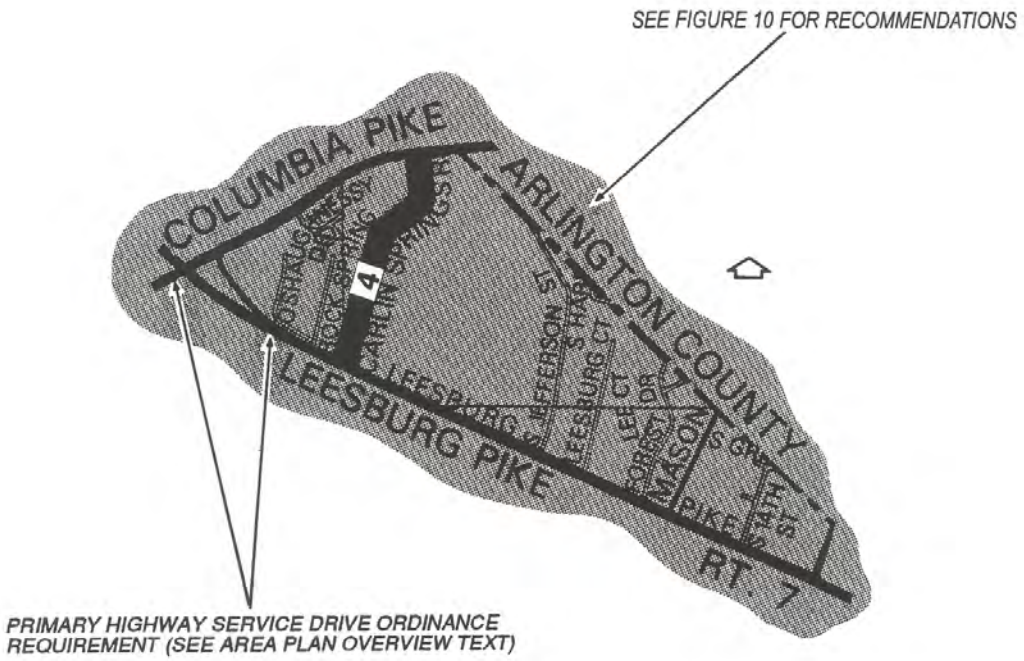
Potential exists for significant heritage resources associated with the Civil War and the Zoological Institute. Development in this sector, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

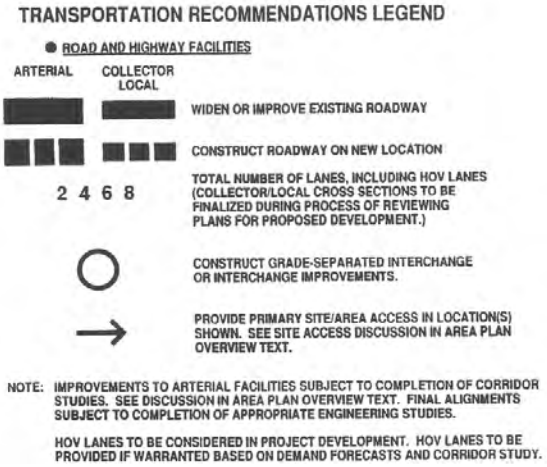
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 29. 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.

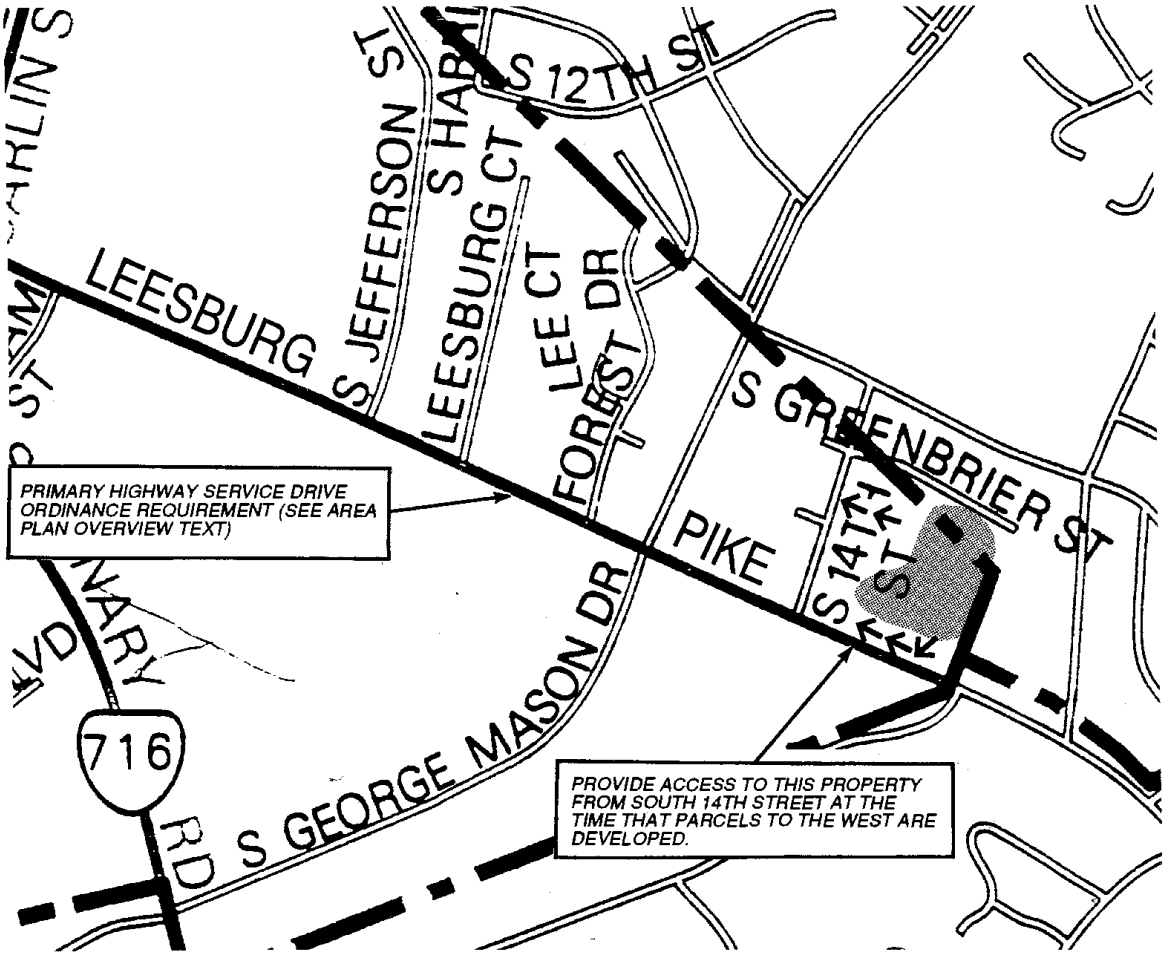
Trails

Trails planned for this sector are delineated on Figure 30 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 27**



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

○ — CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

ACCESS RECOMMENDATIONS **FIGURE 28**
B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

FIGURE 29
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B3

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 30**

B4 GLASGOW COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

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

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

Baileys Conservation Area

The Baileys Neighborhood Improvement Program and Conservation Plan was adopted in March, 1976 by the Board of Supervisors. The goal of the Neighborhood Improvement Program and Conservation Plan is the preservation and improvement of housing and public facilities within the Conservation Area boundaries. The area is generally bounded by Columbia Pike on the north, Williams Lane on the east, Holmes Run Stream Valley on the west, and Magnolia Lane on the south. Lacy Boulevard is the main arterial through the community. The Conservation Plan has been amended twice since its adoption.

Lincolnia Heights Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Lincolnia Heights Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Braddock Road, Sano Street, and the northern border of the Sherry Heights subdivision.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

The Glasgow sector, outside of the Baileys Crossroads Community Business Center, is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

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

Figure 31 indicates the geographic location of land use recommendations for this sector.

1. The tract west of Williams Lane and south of the Leesburg Pike/Columbia Pike interchange, comprised of Parcels 61-2((1))107, 108, 109, 110 and 113B, 61-4((1))110, 111A, 112, 114, 115, 61-4((30))17, 19, 21, and 61-4((39))1, 2, 3, 4, 5 and 6 is planned for residential use at 4-5 dwelling units per acre, well-buffered from existing development. In any residential redevelopment proposal, substantial and logical parcel consolidation is encouraged; access oriented to Hoffmans Lane is desirable.

2. The parcels along Courtland Drive south of Columbia Pike are planned for residential use at 3-4 dwelling units per acre, well buffered from adjacent strip commercial activities along Columbia Pike.

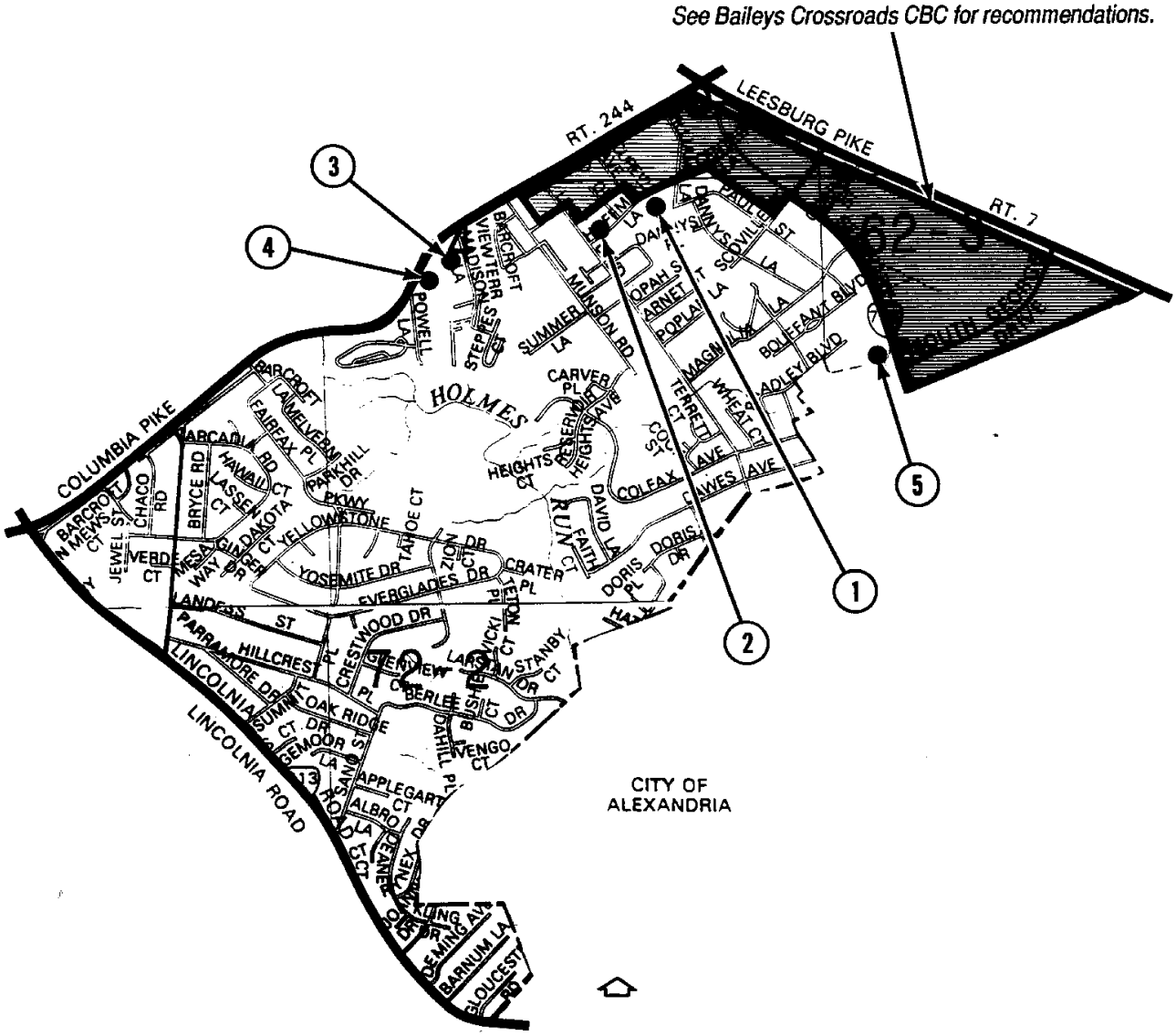
3. The area south of Columbia Pike opposite its intersection with Blair Road is planned for residential use at 8-12 dwelling units per acre as shown on the Plan map. As an option, properties along Madison Lane may develop at a residential density of 16-20 dwelling units per acre if the following conditions are met:

   - Coordinated development of enough of the property (75% or more of the land area) to ensure a well designed layout despite any omitted parcels;

   - Residential development of Parcel 61-4((37))1 as an integral part of the overall residential project;

   - Realignment of Madison Lane so that it intersects Columbia Pike directly across from Blair Road. See Figure 33;

   - Reservation of adequate right-of-way to allow the connection of a service drive from the west to the realigned intersection. See Figure 33;



LAND USE RECOMMENDATIONS **FIGURE 31**
GENERAL LOCATOR MAP

- Achievement of a high quality of landscaping, design and construction that is compatible with the development to the south;

- Provision of adequate setbacks and buffering to permit sufficient noise attenuation and avoid adverse visual impacts; and

- If omitted parcels are small or awkwardly configured, the appropriate density for these parcels if they are developed with surface parking will normally be the low end of the density range shown on the Plan map (8-12 dwelling units per acre).

4. Parcels 61-4((1))157 and ((4))A, B1, B2, and 5 are planned for residential use at 2-3 dwelling units per acre. The development of Parcel 61-4((1))157 to a nonresidential use, other than a neighborhood service use such as a day care center is inappropriate.

   As an option, with substantial consolidation of the parcels, which consolidation must include Parcel 61-4((1))157, residential use at 16-20 dwelling units per acre, urban in design with inside parking, similar in character to the adjacent PDH-20 development may be appropriate, if access is provided as shown on Figures 32 and 33, and substantial screening and buffering from Columbia Pike are provided. Any development proposal under this option should provide a consolidation that will result in a well designed project which does not preclude any unconsolidated parcels from developing in a similar manner, in conformance with the Plan.

5. Paracels 62-3((1))1, 2A, 2B, 3, 4, 5, 6, 6A, 7 and 7A along the west side of Seminary Road are planned for detached single-family residential use at 3-4 dwelling units per acre. The upper end of the density range should be considered only if coordinated development would result in the provision of vehicular access as shown on Figure 34, and the reverse frontage of residential lots wherever possible.

Transportation

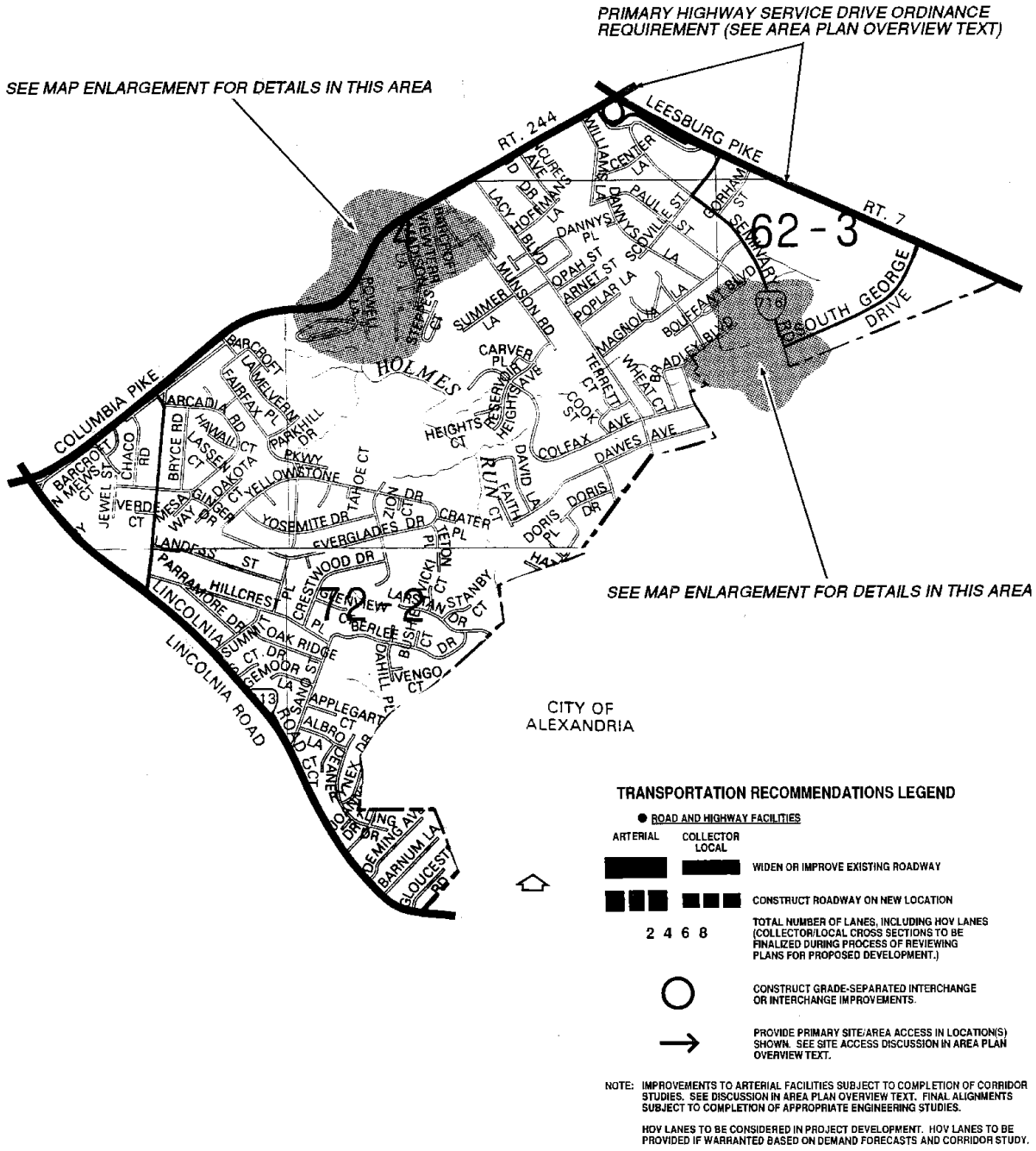
Transportation recommendations for this sector are found on Figures 32, 33, and 34. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations 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

Heritage Resources recommendations for this sector are as follows:

1. The more dispersed and older neighborhoods in the Holmes Run Stream Valley are particularly sensitive for heritage resources. Development in this sector, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

2. The Clark house located east of the Barcroft Shopping Center along Columbia Pike is one of the major historic sites in the Baileys Crossroads area of the County, and has been acquired by the Fairfax County Park Authority. The structure should be preserved and



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.)

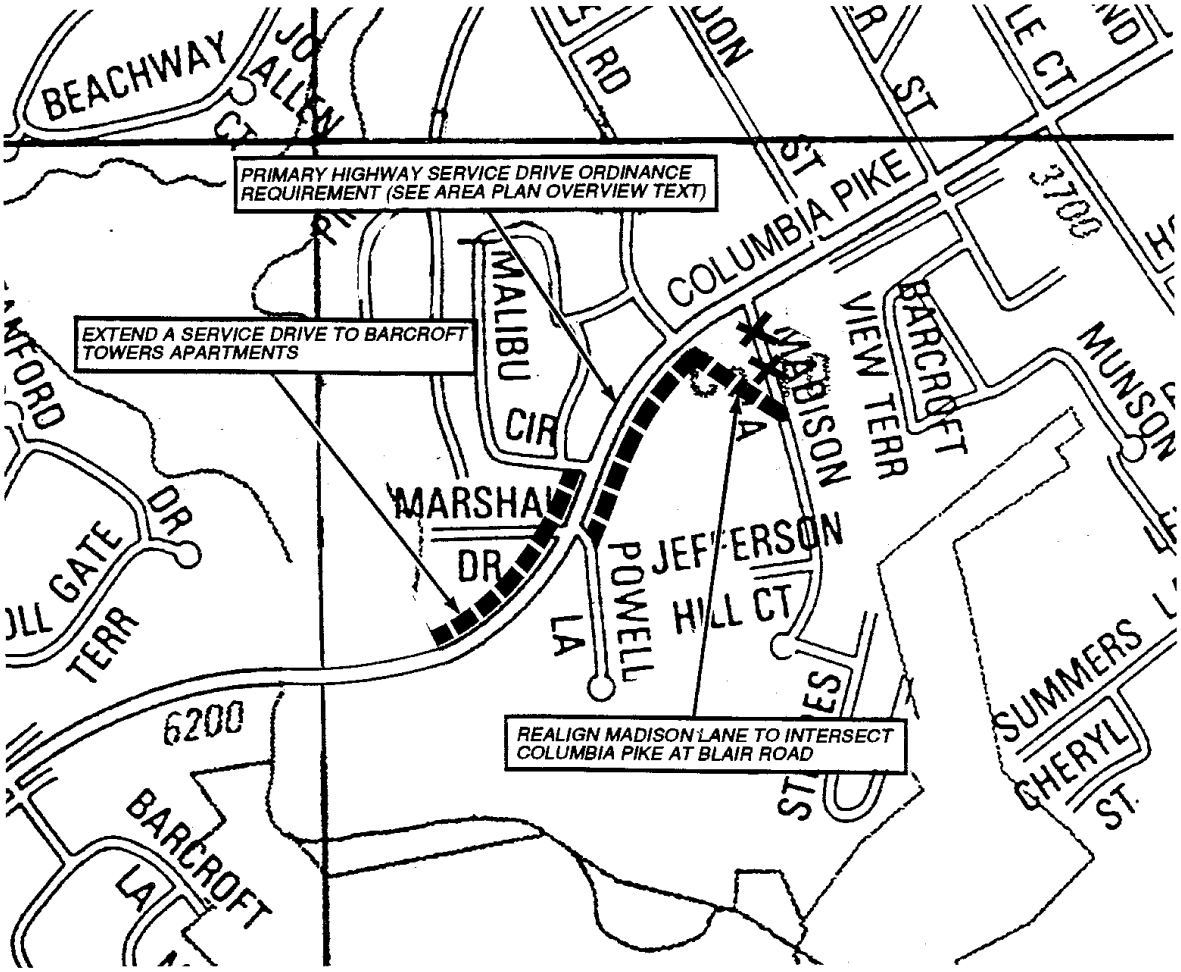
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ 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 32**



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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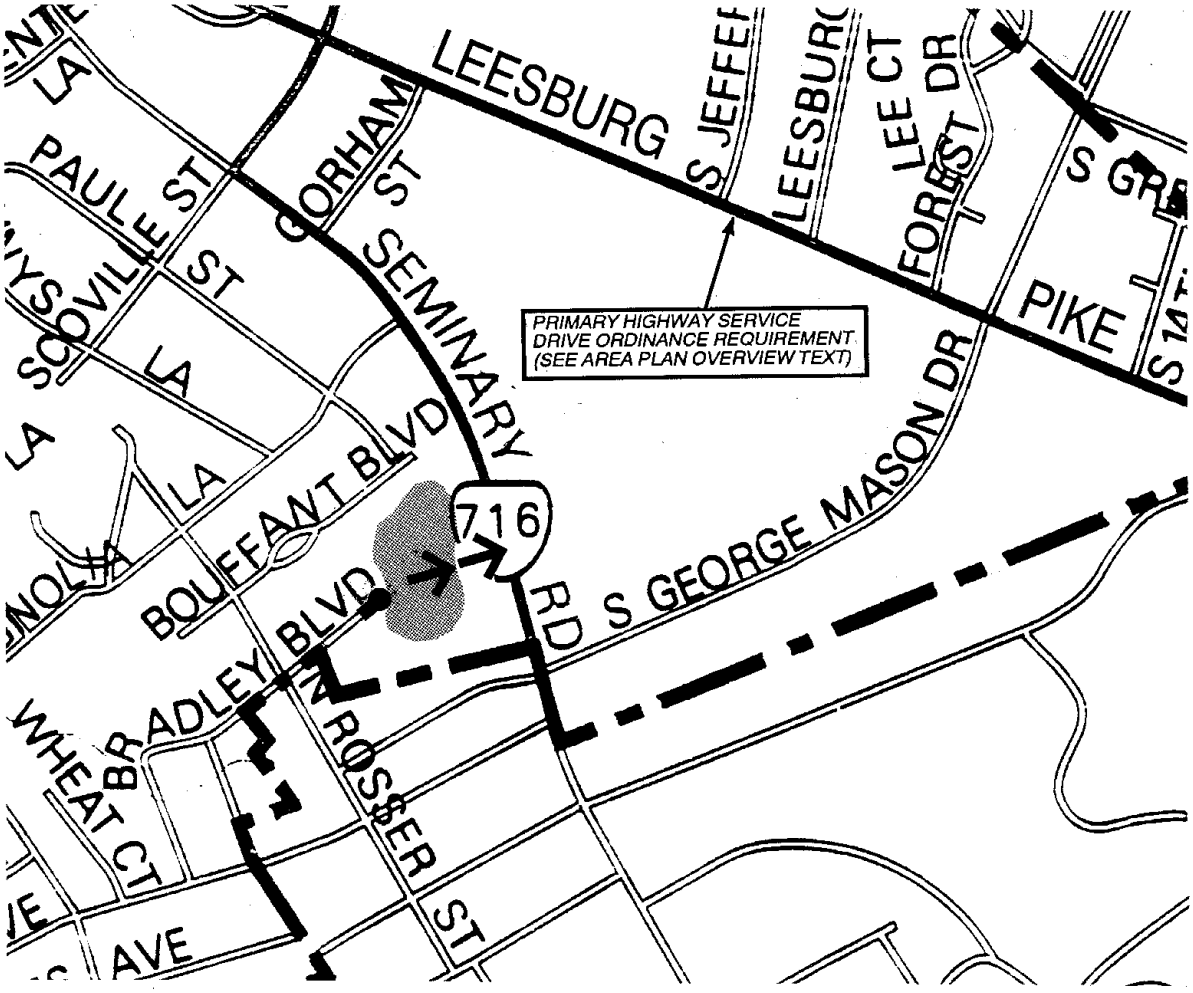
ACCESS AND CIRCULATION RECOMMENDATIONS **FIGURE 33**
B4, B5 COMMUNITY PLANNING SECTORS



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.

ACCESS RECOMMENDATIONS **FIGURE 34**
B4 GLASGOW COMMUNITY PLANNING SECTOR

protected, possibly through a public/private partnership. The house should be utilized through a use permissible within a residential zoning category. The specific use and its associated parking, lighting, signage and access should not detract from the architectural or historical qualities of the exterior of the house.

Public Facilities

Expand the Baileys Community Center located on Summers Lane by approximately 6,400 square feet and renovate approximately 10,000 square feet of the existing facility to meet future community needs.

Parks and Recreation

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

FIGURE 35
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B4

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1" = 4000' SCALE
COUNTYWIDE TRAILS PLAN MAP

PLANNED TRAIL SYSTEM **FIGURE 36**

B5 BARCROFT COMMUNITY PLANNING SECTOR

CHARACTER

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

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

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

Baileys Conservation Area

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

Courtland Park Community Improvement Area

On August 1, 1988, the Board of Supervisors adopted the Courtland Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the Columbia Pike/Leesburg Pike interchange, and roughly encompasses the single-family neighborhoods between the Culmore apartment area and Columbia Pike.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

The Barcroft sector, outside of the Seven Corners and Baileys Crossroads Community Business Centers, is largely developed as residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

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

Figure 37 indicates the geographic location of land use recommendations for this sector.

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

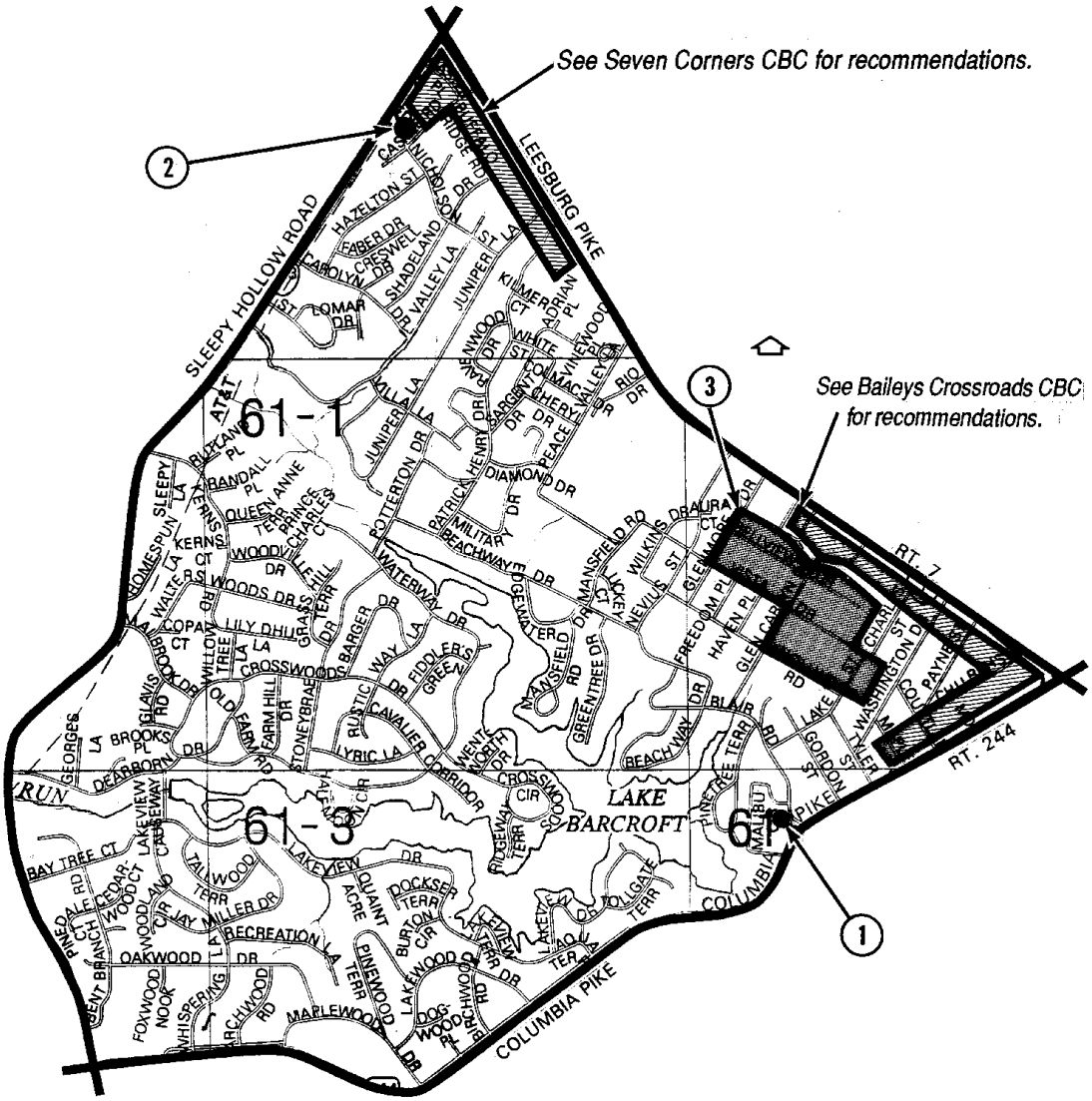
   As an option, development at a density of 5-8 dwelling units per acre may be appropriate to provide a transition between the Americana Barcroft garden apartments to the north, and the low density single-family residential areas to the west if the following conditions are met:

   - Consolidation of Parcels 61-4((1))160, 160A, 161, 162, 163;
   - Construction of a brick wall and extensive screening and buffering along the north, east, and west perimeters of the site where these adjoin residential uses; and
   - Access is provided as shown on Figure 39.

2. The four parcels located at the southeast corner of Sleepy Hollow Road and Nicholson Street, (Tax Map 51-3((14))1A, 2A, 3A and 4A), are planned for residential use at 2-3 dwelling units per acre. The commercial use at Parcel 1A may continue under special permit, if adequate buffering to the adjacent residential uses is provided.

3. The Culmore Shopping Center south of Leesburg Pike, identified as Parcel 61-2((12)), is planned for physical revitalization. The adjacent apartment complexes, identified as Parcels 61-2((1))121 and 122, ((11)), and ((14)), are also planned for physical revitalization at 16-20 dwelling units per acre.

   Alternatively, redevelopment of the above referenced parcels and perhaps some contiguous residential single-family parcels as a mixed-use, non-high-rise complex may be appropriate. Residential density within ((1)) 121 and 122, ((11)), and ((14)) may vary from 2-3 dwelling units to a range of 30-40 dwelling units per acre and up to 50% expansion of



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

the present commercial area with an FAR not exceeding .50, and for Parcels 61-2((12))2 and 3, which are within the Baileys Crossroads CBC, up to .70 FAR may be considered if the resulting development is compatible with sound planning principles and the surrounding area, and if the following conditions are satisfied. If revitalization is pursued, conditions C and D will apply.

a. Logical consolidation of parcels, including Parcels 61-2((12))2 and 3, is achieved.

b. Graduated transition of intensity and use, from the more-intense development along Route 7 to the existing single-family development on the east, south and west boundaries.

c. The number of affordable housing units (as defined in the Policy Plan) resulting from any physical change in the area must be no less than the number of units as of March, 1991, and priority for occupancy should be given to current residents, utilizing rent and owner discounts to assure affordability.

d. As recommended by the Fairfax County Voluntary Relocation Guidelines, as may be adopted by the Fairfax County Board of Supervisors, all work should be planned according to a Relocation Assistance Plan so as to minimize displacement of the tenants. The Plan should be prepared by the developer and submitted to the Fairfax County Department of Housing and Community Development, as specified in the guidelines, prior to the submission of applications for rezoning, site plans or building permits to the Fairfax County Department of Public Works and Environmental Services. Guiding principles should include limited involuntary displacement, using vacancies by attrition, where possible, and temporary housing; relocation and assistance costs to be borne by the landowners.

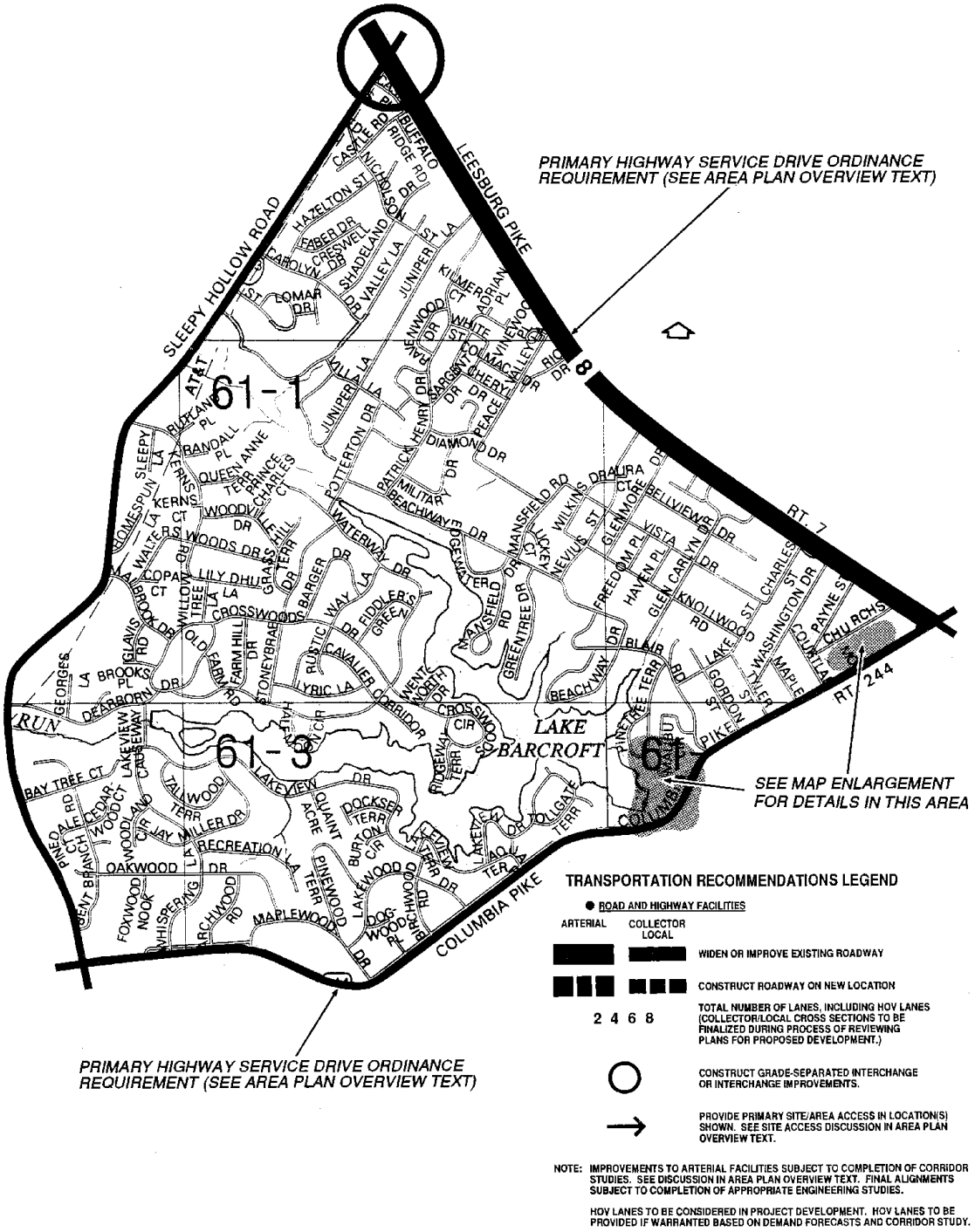
e. Any impact on public facilities (particularly schools), services and transportation, necessitated by any increased intensity, must be addressed with provisions for mitigation before work begins.

f. Transitional screening (as defined by the County Zoning Ordinance), providing the highest level of visual protection to adjacent residences, should be utilized between more intense and less intense uses and should include both appropriate landscaping and a solid wall.

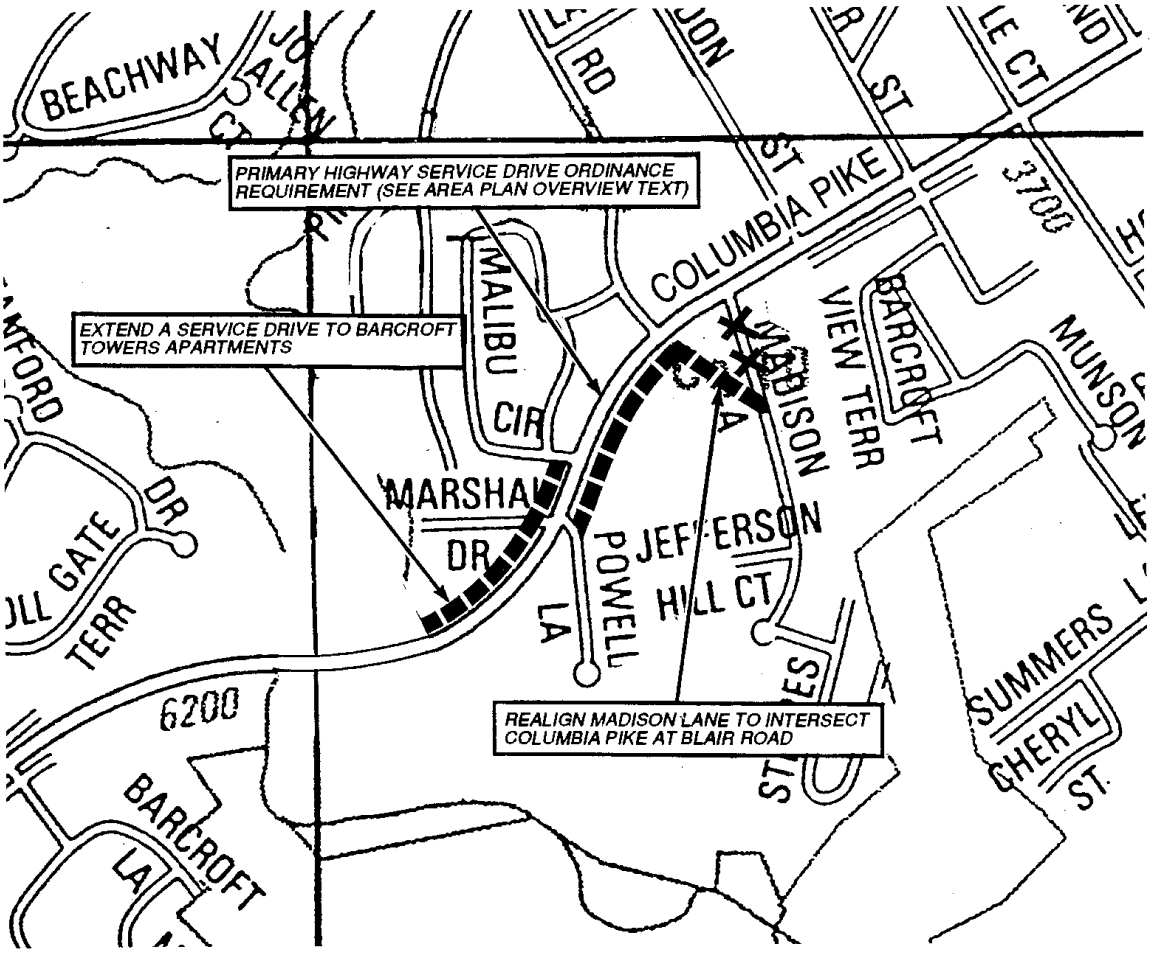
4. The Chateaux Condominiums, Parcels 51-3((1))26 and 26A, are planned for residential use at of 24 units on Parcel 26. The units on Parcel 26 should be townhouses. These parcels serve 16-20 dwelling units per acre, with a maximum of 108 units on Parcel 26A and a maximum as a transition from the CBC to the surrounding neighborhoods.

Transportation

Transportation recommendations for this sector are found on Figures 38, 39 and 40. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.



TRANSPORTATION RECOMMENDATIONS **FIGURE 38**



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.

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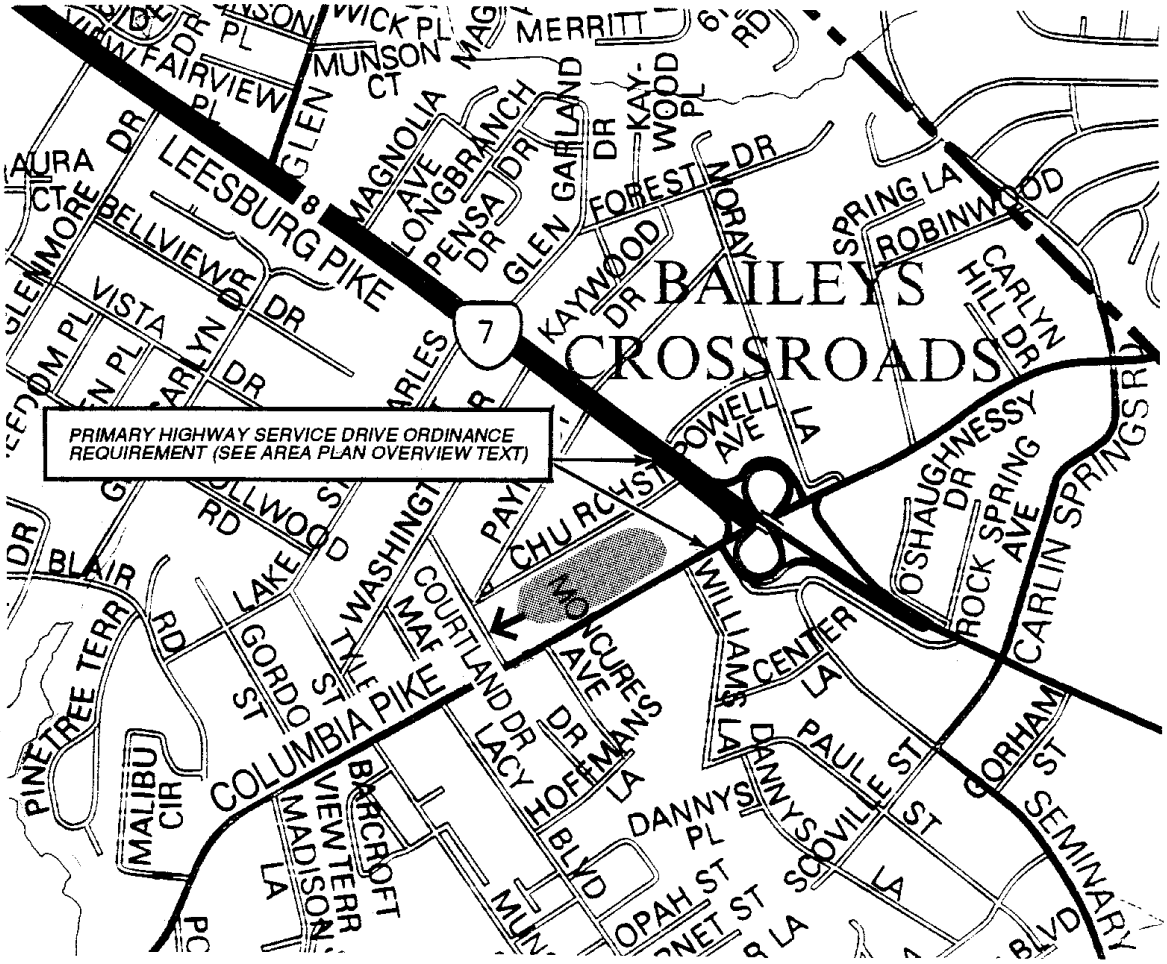
ACCESS AND CIRCULATION RECOMMENDATIONS **FIGURE 39**
B4, B5 COMMUNITY PLANNING SECTORS



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

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ACCESS RECOMMENDATIONS **FIGURE 40**
B5 BARCROFT COMMUNITY PLANNING SECTOR

Heritage Resources

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

Public Facilities

The Woodrow Wilson Community Library is in need of infrastructure revitalization. Expand the Sleepy Hollow Elementary School by eight classrooms.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 41. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 42 and 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 41
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Baileys Belvedere	
COMMUNITY PARKS:	
J.E.B. Stuart	Consider revising master plan to improve public access. Identify and acquire land in the Culmore area for development of playing fields and support activities.
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
Holmes Run Stream Valley	Ensure protection of the EQC and public access to Holmes Run Stream Valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with Fairfax County Park Authority stream valley policy. Complete development of countywide stream valley trail.
Tripps Run Stream Valley	Tripps Run EQC should be protected in private open space.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 42**