VIENNA PLANNING DISTRICT

OVERVIEW

The Vienna Planning District is located in the central northeast section of the County. The district extends south from the southern portion of Tysons Corner and the Dulles Airport Access Road to Arlington Blvd. (Rt. 50). It is generally bordered to the east by Leesburg Pike (Rt. 7), I-495, I-66 and Prosperity Avenue and to the west by Hunter Mill Road and Blake Lane. (See Figure 1.)

The Vienna Planning District is predominantly comprised of residential neighborhoods with single-family detached and attached dwellings. The district includes some of the most developed sections of the County and covers about 16.7 square miles. A mix of higher density residential uses is concentrated along the Lee Highway (Route 29) and Arlington Boulevard (Route 50) corridors. Medium density townhouse developments are located in areas south of Route 123 with some concentration in the area between Lee Highway and Route 50. A 75-acre industrial park is located in the Town of Vienna adjacent to the County line. There are several neighborhood shopping centers and one community shopping center, combined with scattered strip commercial uses, located in the Planning District.

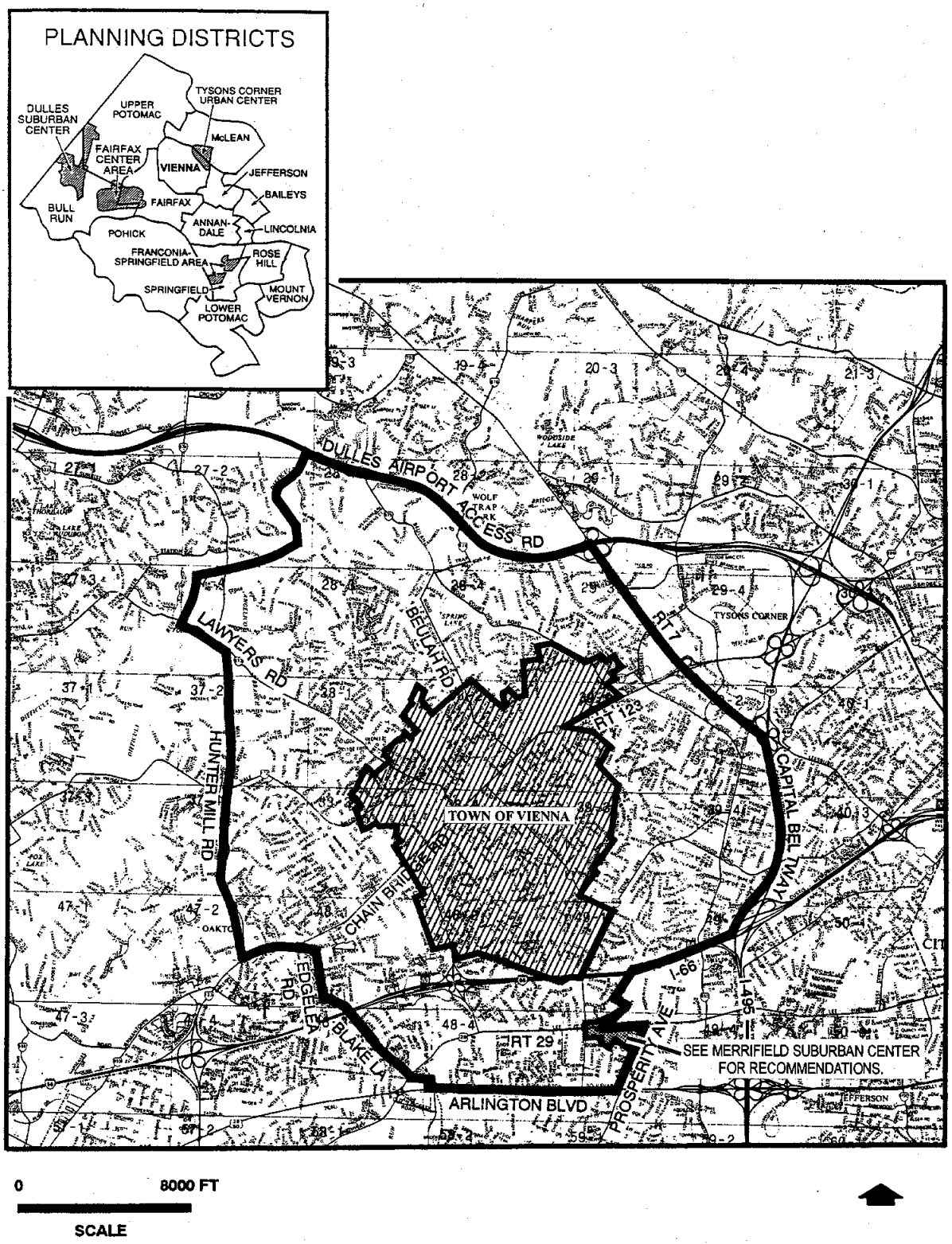
The Vienna Planning District is traversed by several major highways: I-66, Lee Highway (Route 29), Arlington Boulevard (Route 50), Leesburg Pike (Route 7), and Chain Bridge Road (Route 123); and one major circumferential highway, the Capital Beltway (I-495). The Washington and Old Dominion (W&OD) Railroad Regional Park and Bike Trail also bisects the district. The Vienna-Fairfax-GMU Metro Station is located in the I-66 right-of-way near the intersection of Nutley Street and I-66.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the considerations 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 recommends that the Vienna Planning District develop as Suburban Neighborhoods. In addition to containing Suburban Neighborhoods, the Vienna Planning District (Sectors V2 and V3) is on the periphery of the Tysons Corner Urban Center and there is one designated Transit Station Area, Vienna, located within the boundaries of the Planning District. The district also includes a portion of the Merrifield Suburban Center.

The western portion of the Planning District (Sector V4) includes some neighborhoods that are recommended as Low Density Residential Areas. The Lee Community Planning Sector (V1), while primarily composed of Suburban Neighborhoods, also contains the Vienna Transit Station Area and is adjacent to the Merrifield Suburban Center.



VIENNA PLANNING DISTRICT **FIGURE 1**

MAJOR OBJECTIVES

Planning objectives in the Vienna Planning District include the following:

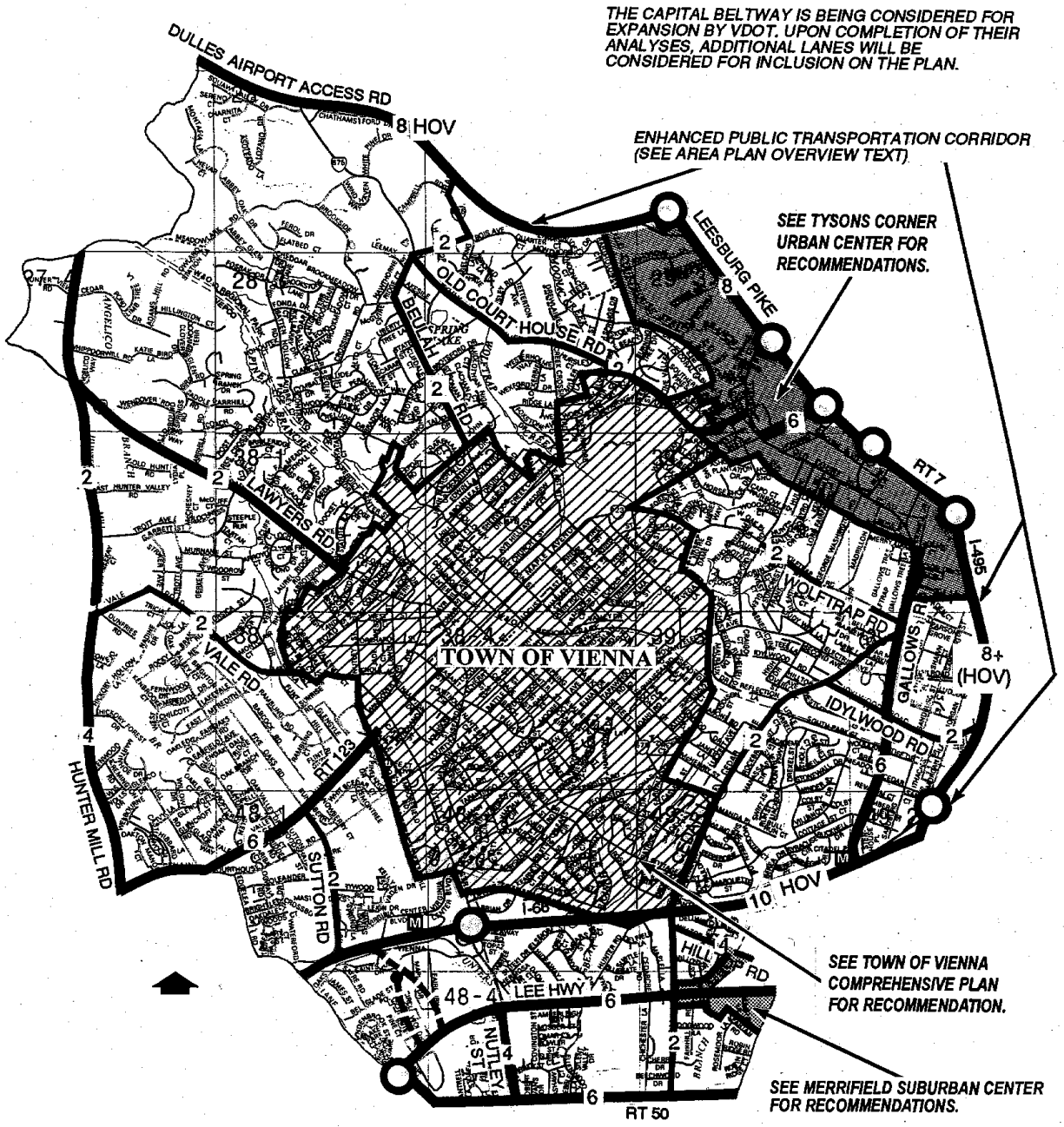
- Provide for compatibile infill development that protects, enhances, and maintains the stability of established residential neighborhoods;
- Provide for effective transitions between the Tysons Corner Urban Center and surrounding neighborhoods;
- Achieve appropriate development and redevelopment in the Vienna Transit Station Area, and Merrifield Suburban Center;
- Preserve significant heritage resources;
- Preserve the environment;
- Protect stable low density residential neighborhoods in the vicinity of the Vienna-Fairfax-GMU Metro station;
- Ensure that Level of Service D is maintained on the road network surrounding the Vienna-Fairfax-GMU Metro station;
- Prevent further westward expansion along the Route 123 corridor of office and commercial land use within the Vienna Planning District; and
- Maintain the existing low density residential uses in the Route 123 corridor between Oakton and Vienna, and east of Vienna to the extent such low density uses are not incompatible with specific planning objectives for this district.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Vienna 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 roadway affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

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



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

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
VIENNA 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

Housing

A list of existing, under construction, and proposed assisted housing for the Vienna 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;

- 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

FIGURE 3
VIENNA 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			
The Apartments at Regent's Park Clocktower Place	V1	29	Private/ADU Rental Program
Armistead Park at Barkley Mainstone Drive	V1	3*	Public Housing
Tysons Tower, Tyspring St.	V3	274	Private/Section 236 (Elderly)
Briarcliff I, Briarcliff Court	V3	30	Section 8
Briarcliff II. Briarcliff Court	V3	20	Public Housing
Minerva Fisher Hall, Wolftrap Road	V3	12 Beds	Group Facility/Section 8
Patrick Street Home Patrick Street	V3	8 Beds	Group Home
Homeownership		83*	MIDS, First Time Home Buyers, or Affordable Housing

*Scattered Units

- 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 Vienna Planning District straddles the ridge line that separates the two largest watersheds (Difficult Run and Accotink Creek) in the Piedmont Upland area of the County. Therefore this district contains large areas of the headwaters for these large watersheds. The watershed divide roughly parallels Route 123. South of the divide lies Bear Branch and the upper reaches of Hunters Branch. North of the divide lies Piney Branch, Angelico Branch, Wolf Trap Creek, Rocky Branch, and Old Courthouse Spring Branch. These five streams are all tributaries to Difficult Run.

The western third of the district has a rural character with a large area of stream valley and habitat environmental quality corridors. Like portions of Pohick, Lower Potomac, Upper Potomac and Bull Run, this area is important to the preservation of Fairfax County's natural resources. The eastern two-thirds of the district have been developed for some time. Environmental policies for the Vienna Planning District must respond to both of these areas. For the entire district, policies that focus on pollution control, reclamation, and preservation should be followed. The district should benefit from attention to preservation.

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Suburban areas such as Vienna have benefitted somewhat from state-of-the-art water quality control practices. However, they remain a challenge in the County's efforts to improve surface water quality and meet the requirements of the Chesapeake Bay Preservation Act.

The achievement of high water quality should continue to be implemented through land use, as well as structural control techniques in the portion of the district that drains to the Difficult Run. The following guidelines are suggested to achieve this objective:

- Maintain very low density development in the portions of the district that are environmentally constrained and drain into the Difficult Run;

- Devise an extended EQC system to provide protection to areas that constitute the Difficult Run headwaters, and preserve ecologically significant habitat areas. The EQC system should prohibit encroachment on steep slopes, problem soils, and wetlands;

- Construct the regional stormwater management ponds according to the Regional Stormwater Management Plan. Discourage the use of on-site stormwater management techniques in lieu of a regional alternative. In headwaters areas with suitable soils, infiltration techniques may be appropriate; and

- Encourage clustering and maintenance of low planned densities in the stream valley headwaters.

The Difficult Run Stream Valley has been designated an area of critical environmental concern by the Commonwealth. The entire watershed has been adopted by the Board of Supervisors under the County's Adopt-A-Stream Program. The six stream valleys of the Difficult Run watershed in this district, as well as the associated forest lands, wetlands and meadowlands, constitute a large part of the Difficult Run habitat.

Heritage Resources

The Vienna 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 are known and potential heritage resources located along the 7.2 mile length of Hunter Mill Road, a portion of which lies within this Planning Sector. Such resources include sites or structures that are evidence of Native American occupation, pre-Revolutionary and Civil War activities, and the County’s agrarian past. Actions to document these heritage resources, and to protect and preserve those that are determined by the County to be of historic or archaeological significance, should be encouraged.

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

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

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

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

Name	Address	Parcel Number	Date
Ash Grove	8900 Ash Grove Lane, Vienna	28-4((1))23	c.1790
Camp Alger Headquarters	8234 Citadel Place, Vienna	49-1((1))43	c.1898
Contemplation*	Mosby's Landing Chain Bridge Road, Vienna	38-3((41))	c.1805
Fairfax County Courthouse Site	2070 Chain Bridge Road, Vienna	29-3((1))30A,B,C	1742
Freedom Hill Fort	8531 Old Courthouse Road, Vienna	39-1((3))65A	c.1861
Freeman House	131 Church Street, Vienna	38-2((2))104	c.1859
Hatmark School	9333 Lee Highway, Fairfax	48-4((1))2	c.1896
Head's Hill Farm	1114 Maple Avenue, Vienna	39-1((17))	1858
Hunter House (Nottoway)	9601 Courthouse Road, Vienna	48-1((1))74	c.1890
Lahey, Richard House	9750 Brook Meadow Drive, Vienna	28-3((1))8	c.1800
Merry-Go-Round	2596 Chain Bridge Road, Vienna	38-3((1))37	1917
Moorefield N,V	900 Moorefield Hill Grove, Vienna	48-2((22))D	c.1790
Oakton School	2940 Chain Bridge Road, Oakton	47-2((1))93	1897+ 1907
Plantation	1635 Trap Road, Vienna	28-2((1))32C	c.1895
Springfield (Broadwater)	900 Frederick Street, Vienna	38-4((55))3	c.1750
Tudor Hall	8016 North Park St., Dunn Loring	39-4((1))130	1887
Vienna Library	131 Church Street, Vienna	38-2((2))104	1897
Vienna Presbyterian Church	124 Park Street, Vienna	38-2((2))92	1874
Vienna Railroad Station	231 Dominion Road, Vienna	38-2((2))272	c.1856
Windover Heights	224 Walnut Lane, Vienna	38-4((2))3	1869

* Indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register

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

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

Potentially significant prehistoric archaeological sites are known to exist in the Long, Bear, Hunters, and Piney Branch floodplains, and similar sites may be located in the Difficult and Scott Run and Wolf Trap Creek watersheds. Historic resources have been identified in the Town of Vienna as well as throughout the district. Additional unidentified resources may yet exist in undeveloped areas and within developed sections of the district. Of particular importance are resources associated with the history of the Town of Vienna and the community of Dunn Loring. Some of the known historic resources include Ash Grove, Windover Heights, and Moorefield.

Public Facilities

Existing public facilities located within the Vienna 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 County Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities, minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the 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 recommendations and may be considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. The following public facilities are identified as future needs in the Vienna Planning District.

1. In order to meet additional requirements for public water, water storage may be required by the City of Falls Church at its site on Cedar Lane near Route 66.

2. In order to meet additional requirements for public water, water storage may be required by the City of Falls Church at either of its sites on Gallows Road or Old Courthouse Road.

3. Implement the Regional Stormwater Management Plan by providing necessary stormwater detention ponds in the district.

4. A fire and rescue station is required in the Hunter Mill Road corridor north of Oakton.

5. Locate a Primary Care Center for diagnostic and treatment health care services within the district.

FIGURE 5
VIENNA PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Facilities	Other Public Facilities
V1	Fairhill Elem., Elem. Site		Providence District Supervisor's Office, Merrifield Fire Station Co. 30, Juvenile Courts-East County Services			
V2	Stenwood Elem., Thoreau Middle, Dunn Loring Admin. Center				City of Falls Church Water Storage, Regional Stormwater Detention Pond	
V3	Freedom Hill, Westbriar, Wolftrap Elem., Kilmer Middle		Dunn Loring Fire Station Co. 13		Town of Vienna Water Storage Tank	
V4	Flint Hill Elem., James Madison High, Elem. Site					
V5	Marshall Rd. Elem., Oakton High					
V6	Louise Archer, Vienna, Cunningham Park Elem., Cedar Lane Spec. Ed.	Patrick Henry Comm.	Vienna Fire Station Co. 2, Town of Vienna Police, Vienna Town Center	Alcohol and Substance Abuse –Woman's Recovery Center, Vienna Community Center	Va. Power Clark Substation, Town of Vienna Water Storage	

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

Parks and Recreation

Public parks located within the Vienna Planning District are identified in Figure 6. Additional recreation facilities are provided at County public school sites, including those within the jurisdictional limits of the Town of Vienna. Parklands administered by the Town of Vienna in Sector V6 are listed in the appropriate park category in Figure 6. The majority of parkland in the Vienna Planning District is concentrated in Neighborhood, Community and Countywide Stream Valley Parks. These open space amenities help to shape the suburban residential character of the district. Large parks in the Vienna Planning District include: Nottoway and Clarks Crossing District Parks, Meadowlark Gardens Regional Park, and the W&OD Trail Regional Park. Nottoway Park is the sole location of a major athletic field complex and also contains community garden plots and the Hunter House, a historic property adapted for community use. Clarks Crossing Park is planned primarily for passive recreation use and natural resource protection, however, limited active facilities include an equestrian area. Freedom Hill Park, a Civil War historic site, is also located in this district.

The W&OD Trail Regional Park is one of the most popular and heavily used recreational facilities in Northern Virginia. Additionally, this facility provides an east-west non-vehicular "thoroughfare" transecting the entire district, which implements several recreation and transportation policy objectives. A second potential opportunity exists for a north-south trail axis which would link the Vienna Transit Station Area with major Countywide parks south of Route 50 via the Accotink Stream Valley Trail and the W&OD Railroad/City of Fairfax Connector Trail.

Additional Community Parks developed with active recreation facilities are needed in the eastern and southern sectors planned for higher density development in the vicinity of Tysons Corner, Vienna Transit Station Area, and the Merrifield Suburban Center.

Difficult Run Stream Valley, on the northwest boundary of the district, is a sensitive environmental area which should be protected by means of land dedication or acquisition of open space easements by the Fairfax County Park Authority. Significant archaeological resources located in this district should be similarly protected. Intrusion of non-recreational development in these areas should therefore be restricted or prohibited and environmental and visual impacts should be mitigated.

Principal Park and Recreation guidelines for the Vienna Planning District include:

- Acquire and develop at least three additional Community Parks to address deficiencies of active recreation facilities;
- Plan and develop stream valley trails to facilitate non-vehicular travel options; and
- Preserve and protect significant natural and heritage resources.

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

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
V1	Hideaway Villa Lee	East Blake Lane Towers			
V2	Tysons Woods	Dunn Loring			W&OD Trail
V3	Briarcliff Symphony Hills	Foxstone Reglan Road Waverly Wolf Trails Eudora		Wolf Trap Stream Valley Freedom Hill	W&OD Trail
V4	Fox Hunters Lawyers Road	Ashlawn Kemper	Clarks Crossing	Difficult Run Stream Valley	W&OD Trail Meadowlark Gardens
V5			Nottoway		
V6	Fairfax County Peterson Lane Town of Vienna Beulah Road Northside Moorefield Locust-Hine	Fairfax County Cunningham Town of Vienna Glyndon Southside Meadow Lane Waters-Caffi Fields Vienna Comm. Ctr. Bowman House Wolf Trap Creek Park		Fairfax County Freedom Hill Wolf Trap Stream Valley Town of Vienna Salsbury Spring (historic site)	Fairfax City Connector/ W&OD Trail W&OD Trail

VIENNA TRANSIT STATION AREA

OVERVIEW

The Vienna-Fairfax-GMU Metro station is located in the median of I-66, west of Nutley Street. The station is connected to parking and feeder bus service north and south of I-66 via enclosed pedestrian bridges above the highway. Access roads extend both to the north and south of I-66 from Nutley Street to Blake Lane. Vehicles proceeding east on I-66 may take an off-ramp to the station, use the station, and then proceed to the westbound lanes of I-66 without having to enter the I-66 and Nutley Street interchange.

The Vienna Transit Station Area encompasses the Metro station and surrounding areas. Figure 7 shows the Vienna Transit Station Area divided into "land units" for the purpose of organizing Plan recommendations. These land units will be referred to in the remainder of this section of the Plan. The Transit Station Area is primarily developed with residential uses at 5-8 dwelling units per acre, although, some lower density residential areas also exist. Mixed-use development is planned on Land Units A and G, located south and north of I-66, fronting on the west side of Nutley Street.

The Vienna Transit Station Area offers both challenges and opportunities for compatible, non-automobile dependent development patterns. The Concept for Future Development guidelines for Transit Station Areas seek to maintain the general character of the area in which the Metro station is located, while optimizing the development opportunities associated with the Metro station location.

CONCEPT FOR FUTURE DEVELOPMENT

The Vienna Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers located around the six Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, in a manner that is compatible with nearby land uses. The area is bounded generally by Nottoway Park on the north, Lee Highway on the south, Sutton Road and East Blake Lane Park on the west, and Nutley Street on the east.

Existing and/or approved mixed-use (residential and commercial) development within the Vienna Transit Station Area is planned for Land Units A and G. Land Unit A is approved for 1.2 million square feet of office space and 350 dwelling units. The approved residential density for this land unit is 33 dwelling units per acre. Land Unit G is approved for 600,000 square feet of office space and 152 townhomes at a density of 7.5 dwelling units per acre. All other land units are planned primarily for residential development.

RECOMMENDATIONS

Land Use

Designs for future development should provide facilities to encourage residents to access the station without using their private vehicles. Pedestrian/bike paths should be installed to allow easy access to the station from new development, and it may be desirable for some segments of these paths to be covered to encourage the use of Metro even during inclement weather.

Infill development within and surrounding the Vienna Transit Station Area should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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.

Densities north and south of the Metro station are reflected on the Comprehensive Plan map. Cooperation among property owners and Washington Metropolitan Area Transit Authority (WMATA) should be encouraged.

Recommendations for the Vienna Transit Station Area are organized by land units. The boundaries for these land units are shown on Figure 7.

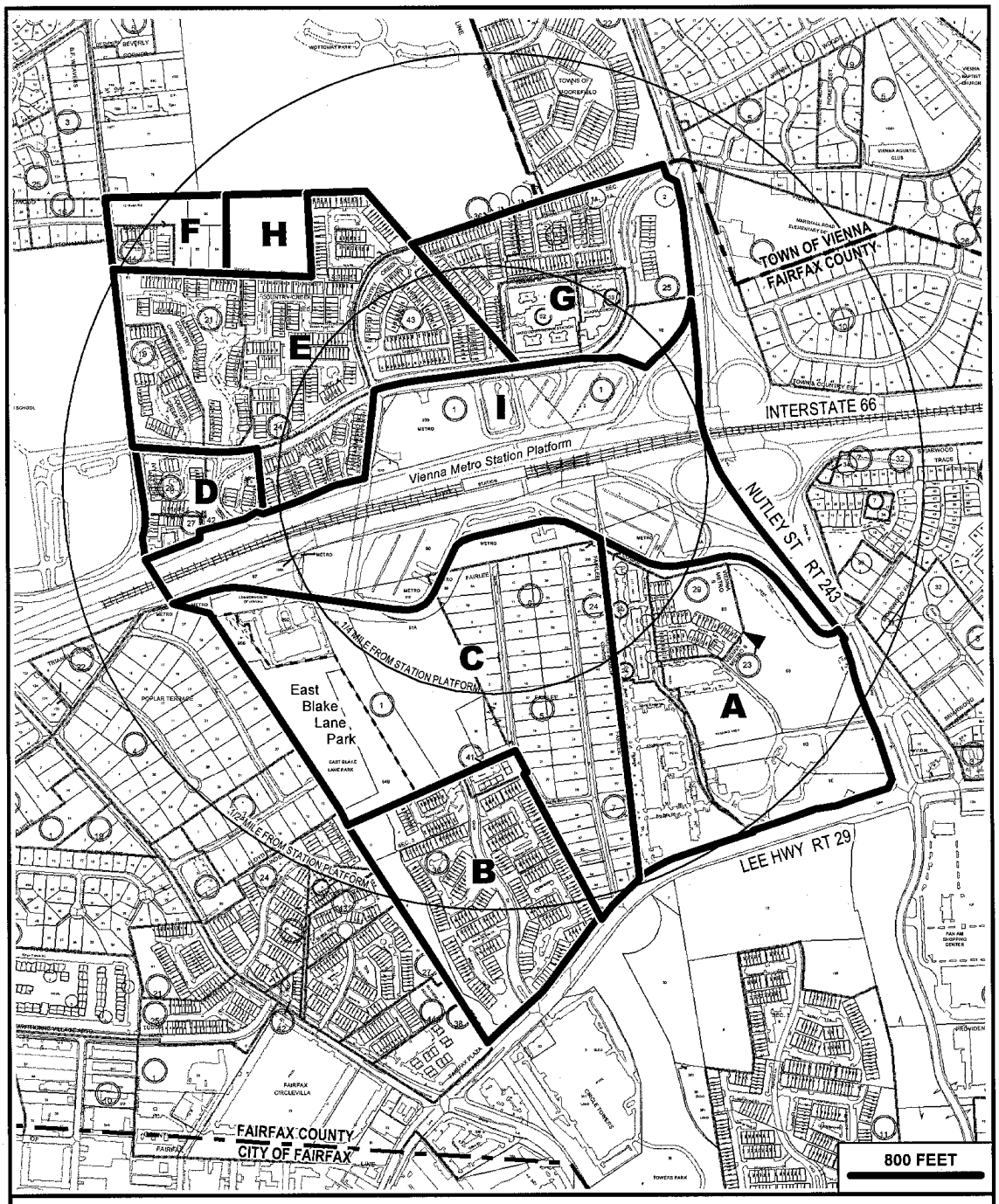
Land Unit A

This land unit is planned and approved for mixed-use development to include multi-family residential units as well as office uses up to .50 FAR and ancillary uses including, but not limited to, support retail and a day-care center. Approximately 320-350 housing units are approved for development in the southwest corner of the land unit and these should be provided. Additional multi-family residential units or a mix of multi-family and high density single-family attached units may be considered on the remaining undeveloped portion of the land unit at an average of 20-30 dwelling units per acre built at a ratio converting approved office use to multi-family residential use of 1:1 (one office square foot for one residential square foot).

Optional uses may include housing for the elderly/elderly care facilities, hotel/motels and health/recreation facilities that are well integrated into the mixture of office and residential use not to exceed the approved commercial development for Land Unit A of 1,200,000 square feet.

Support retail uses should be integrated within office and residential buildings. Freestanding retail use is not appropriate.

Buildings should be sited so that building heights, in general, do not project more than ten (10) feet above the existing ridge line vegetation; the Environmental Quality Corridor should be preserved, covered paths to the Metro station and a minimum 50-foot landscaped or natural buffer to the residences on Fairlee Drive (Land Unit I) should be provided. The



VIENNA TRANSIT STATION AREA
BOUNDARY AND LAND UNITS

g\...cptg...

FIGURE 7

fifty (50) foot buffer may be modified to twenty-five (25) feet in the southwestern portion of the site if the following standards are met:

1. Barriers and enhanced landscaping are provided along the common property line.

2. The height of the apartment buildings closest to the property line shall not exceed four (4) stories and shall be located no closer than 100 feet from the western property line.

3. The twenty-five (25) foot buffer shall be undisturbed.

Because of the site's topography, development should be integrated with the land forms to reduce visual impacts to adjacent residential areas.

Land Unit B

This land unit of about 34 acres is planned for residential use at 5-8 dwelling units per acre. It is comprised entirely of the Circle Woods townhouses. This is a stable residential community that should be protected from any adverse impact that might be associated with any future development to the north (Land Unit C) or redevelopment to the east (Land Unit I).

Land Unit C

This land unit is approximately 70 acres in size and includes portions of East Blake Lane Park, a significant amount of vacant land and the former Fairlee subdivision, an older residential neighborhood adjacent to the Metro station that contained 61 single-family detached houses, a parsonage and a church. The full consolidation of the Fairlee subdivision will provide an excellent opportunity for redevelopment to occur under a single integrated development plan.

Residential Baseline

The baseline recommendation for this land unit is residential use at 4-5 dwelling units per acre as shown on the Plan Map. The area that comprises the former Fairlee subdivision is planned at a higher density of 5-8 dwelling units per acre if the full consolidation of this subdivision is achieved in accordance with the Policy Plan's Guidelines for Neighborhood Redevelopment.

A portion of the land unit along Saintsbury Drive has been approved for age-restricted, multi-family residential use. A portion of East Blake Lane Park is located in this land unit and is planned for public park use. Absent its inclusion into the Metro-oriented Mixed-Use Option, the WMATA parcel located south of Saintsbury Drive is planned for open space and the limited surface parking that currently exists.

At the residential baseline density, it is anticipated that access will be provided by the existing local streets, although the development of new streets could be provided. Right-of-way should be dedicated to Fairfax County for the future road connection between Route 29 and Vaden Drive as shown on Figure 8. Pedestrian access to the Metro station area is a key feature of development of this land unit and should be provided as part of any future development. This pedestrian access should include a connection with the W&OD/Fairfax City Connector Trail.

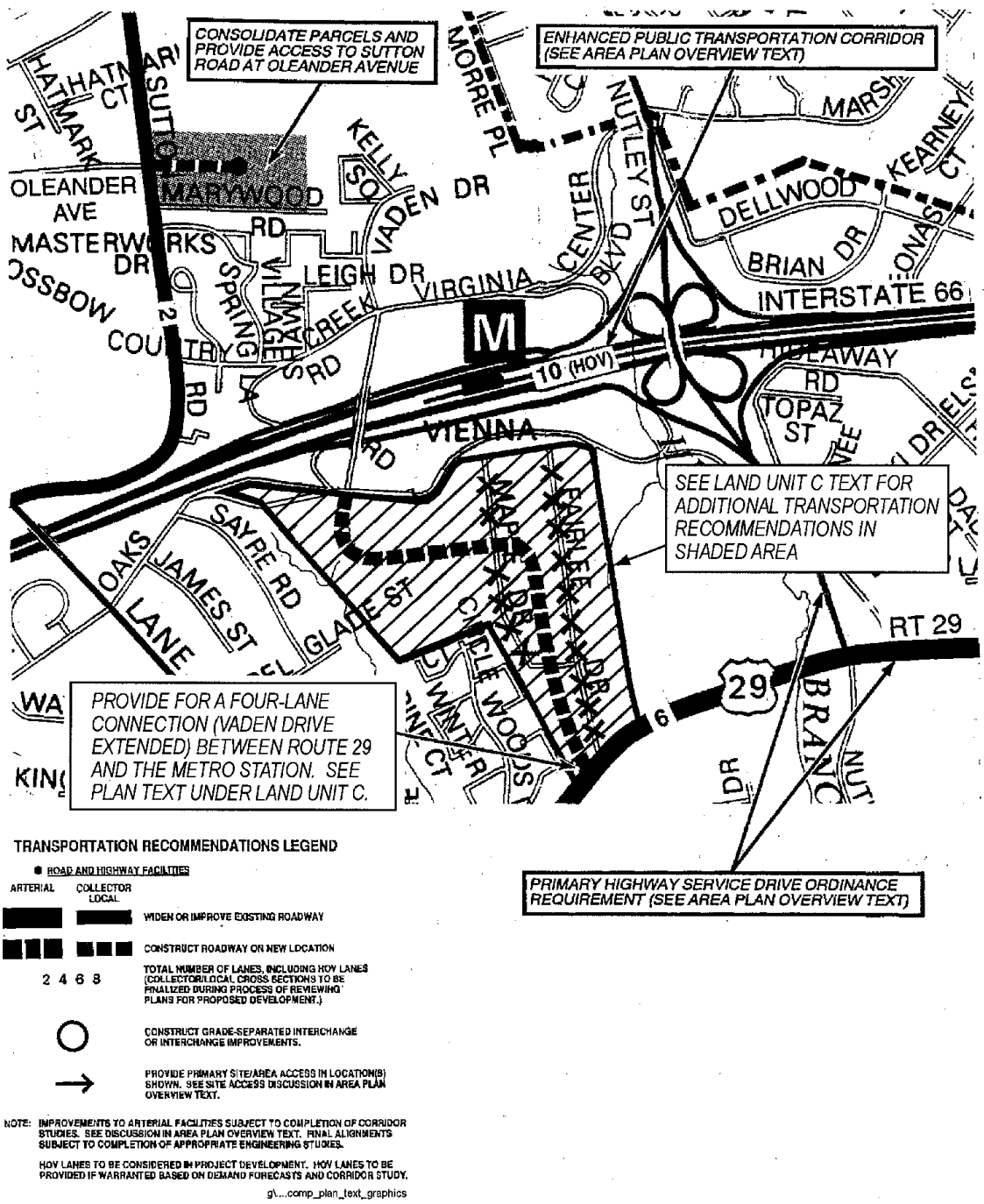
Residential Option

As an option, if the former Fairlee subdivision is consolidated with the undeveloped parcels to the west, higher density residential use may be appropriate if the following conditions are met:

- The overall density will be calculated based on a density range of 16-20 dwelling units per acre for the former Fairlee subdivision and 12-16 dwelling units per acre for the remaining portion of the consolidation;
- Densities should taper down from the area closest to the Metro station towards Route 29 and the Circle Woods subdivision to encourage transit usage and to provide an effective transition to existing residential areas;
- Building heights should not exceed 65 feet;
- Substantial usable open space should be provided for the residents of the new development. In addition, land should be dedicated to enlarge East Blake Lane Park;
- A 50-foot buffer should be provided to adjacent development;
- Development should preserve the natural vegetation and environmental amenities of the site to the extent feasible given the planned density;
- Adequate outfall and storm water management (SWM) that fully mitigates the impact of development should be provided;
- The impact of development on schools should be mitigated. The applicant should work with the community and Fairfax County Public Schools to identify the appropriate commitments to address projected impacts;
- Affordable housing should be provided either through compliance with the Affordable Dwelling Unit Ordinance or an appropriate proffer of land or units for affordable housing; and,
- Coordinated circulation and access should be provided as shown on Figure 8, including dedication and construction of the four-lane connector road (Vaden Drive Extended) between Route 29 and the Metro Station.

Metro-oriented Mixed-use Option

This land unit represents an excellent opportunity to promote transit oriented mixed-use development at the Vienna Metro station. To achieve this, the fully consolidated Fairlee subdivision and undeveloped parcels to the west should be consolidated with property owned by the Washington Metropolitan Area Transit Authority (WMATA) located south



TRANSPORTATION RECOMMENDATIONS **FIGURE 8**
VIENNA TRANSIT STATION AREA
V1, V5 COMMUNITY PLANNING SECTORS

of Saintsbury Drive adjacent to Fairlee. Including WMATA's property within the overall development will allow for a better integration of land uses with the transit station. A coordinated development, in partnership with WMATA, will provide the opportunity to enhance pedestrian access by making changes to the location of some station facilities. Absent inclusion of the WMATA property into the Metro-oriented Mixed-Use Option, the WMATA parcel is planned for open space and the limited surface parking that currently exists.

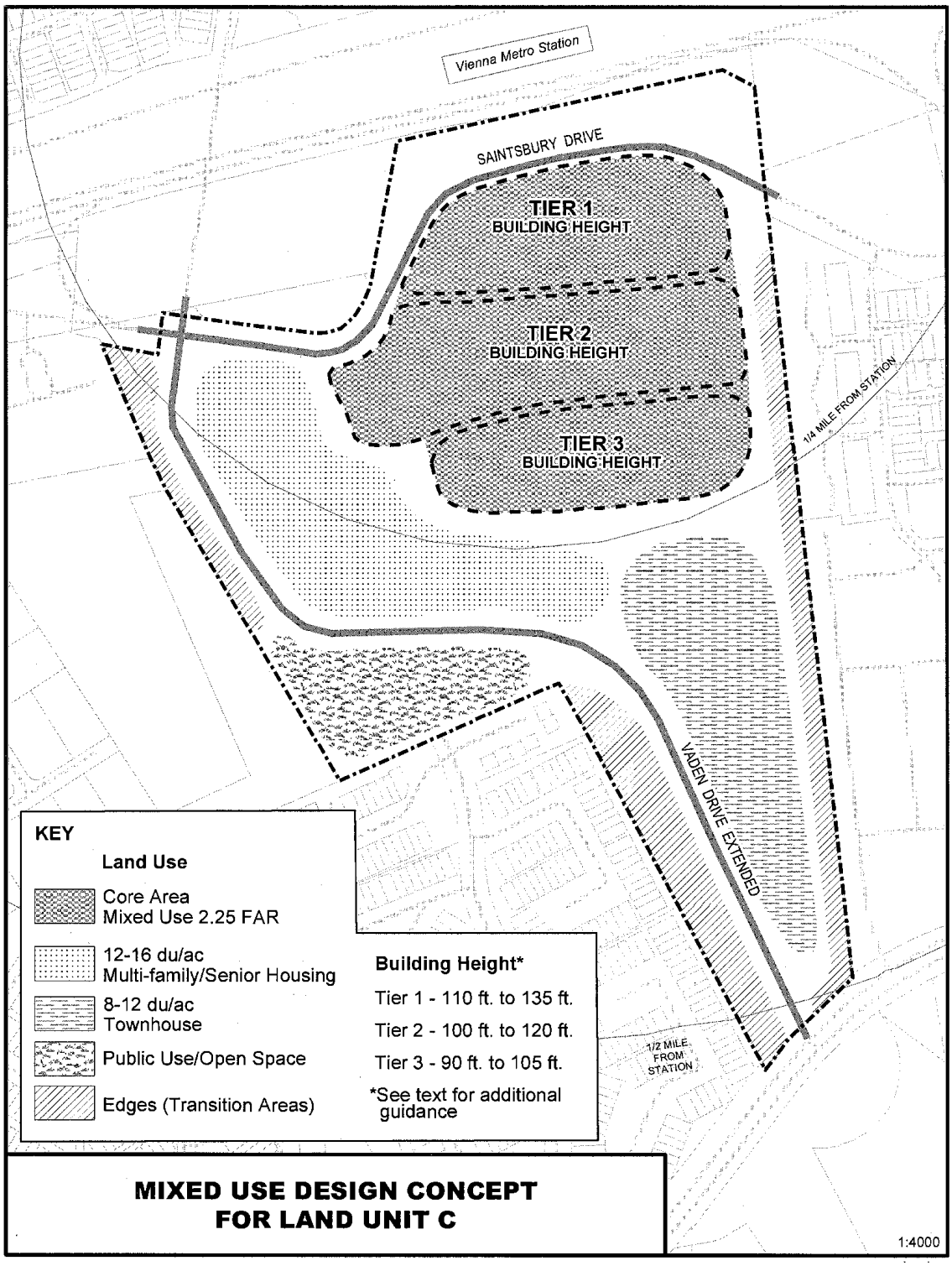
This mixed-use option, which includes residential and non-residential uses, encourages the creation of a land use pattern that supports mass transit by locating housing, retail and employment uses within walking distance of the rail station. Development should include residential, retail, service and public uses and should be concentrated in the area that is within 1/4 mile of the Metro station platform, as set forth below. Office use may be appropriate with an effective Transportation Demand Management (TDM) program and with its associated parking limited as set forth below under "Parking". Hotel use may also be appropriate. The entire proposed development must address a number of development elements or conditions related to such things as design, transportation, pedestrian circulation, affordable housing, and public facilities, as discussed below.

This mixed-use option represents a highly integrated vision, whose synergy lessens the impacts of development on this site by creating conditions that minimize the need for automobile use. This density/intensity will be successful only if several core components – retail, commercial and transportation demand management – succeed individually and collectively, and are also designed to serve the needs of the surrounding neighborhoods.

The proposed transit-oriented mixed-use development is envisioned to be divided into four areas as shown on Figure 9.

- The area that is within ¼ mile of the station platform (the Core Area) consists of approximately 23 acres and is planned for a primarily multi-family mixed use development at a FAR of up to 2.25, including Affordable Dwelling Units (ADUs) and an age restricted housing component of approximately 145 units. Density credit for approximately five to six acres of land, that has or that will be dedicated for public purposes, (generally located west of Vaden Drive extended and north of the Circle Woods community) can be utilized in this portion of the site. The Core Area should be characterized by the tallest buildings; off-street parking should be provided in above and below grade structures; streetscape and plazas should be well integrated into the development to serve the residents, as well as the general public; and, other landscaped open space areas should be incorporated to provide an alternative to the paved surfaces.

- The area west of the Core Area consists of approximately 12.5 acres and is planned for 12 - 16 dwelling units per acre; the northernmost approximately 3.5 acres of this area can be developed with up to 230 units of elderly housing, provided that 15% of these units are provided as ADUs. The area west of the Core should be characterized by low to mid-rise multi-family dwelling units, including stacked townhouse units, with off-street parking provided in above and below grade structures and in garages. Open space amenity areas should be functionally integrated into the area in order to provide recreational opportunities for residents of the development, as well as a visual amenity for those walking or driving through the development.



MIXED USE DESIGN CONCEPT FOR LAND UNIT C

FIGURE 9

- The area south of the Core Area consisting of approximately 16 acres is planned for 8 – 12 dwelling units per acre. This area should be characterized by townhouse and/or stacked townhouse units. Off-street parking should be primarily within individual garages. A landscaped "village green" as well as other landscaped open space areas should be well integrated into this portion of the site.

- The area west of Vaden Drive should be dedicated to the County for open space and public use, including a potential site for a community facility.

Design – The development proposal should create a mixed-use activity center. A "town center" or "main street" character should be promoted by orienting residential and non-residential uses to sidewalks and plaza areas, by locating the buildings close to roadways and their associated sidewalks, and by providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping. To encourage Metro use, and patronage of the retail uses by transit users, buildings should be oriented to the Metro and designed in a manner that will facilitate pedestrian access to the station as well as to retail and support service uses and outdoor plaza areas. Buildings and streetscape should be designed in a manner that enhances the pedestrian circulation system, encourages the use of outdoor spaces and does not create barriers to pedestrian circulation from both on- and off-site. Buildings should be constructed of materials such as brick, masonry, pre-cast, and glass. Buildings should establish a pedestrian scale in relationship to the street by employing compatible architectural features such as varied roof lines and building heights, articulation of facades, and variations in window and building details, texture, pattern and color of materials. Coordinated public space furniture and entry features are encouraged, as are arcades, awnings, and other building features that distinguish ground floor retail and other non-residential uses. The development should be exemplary in terms of site and building design, construction materials and on-site amenities.

Office/Hotel Use – The office component of the mixed-use option should be at least 125,000 gross square feet in size but not exceed a total of approximately 300,000 gross square feet not including store front professional offices and live-work units (the combination of a private residence with professional office, retail, or other non-residential use) that may be located in the ground floors of other buildings. Office use should be located close to the Metro Station to encourage transit usage by office workers and should provide for effective TDM measures. Vehicular access to the office use should be from internal roadways that connect to Saintsbury Drive. A hotel could be provided in addition to or as an alternative to the office or residential use.

Residential Use – The residential component of the mixed-use option should not exceed a total of 2,250 dwelling units including all ADU, elderly and bonus units. A mix of housing types should be provided including single family attached and various types of multifamily units. An elderly and active adult housing component should be incorporated into the development. In order to maximize transit usage, approximately 70 percent or more of the residential units should be located within the Core Area. In addition, the residential component of the project should be designed in a manner that facilitates the use of vanpools, carpools and bicycles (See "Transportation", below). A portion of the market-rate and affordable units should be designed and provided as accessible units.

Retail, Service, Institutional and Other Uses – It is essential that non-residential, non-office uses be incorporated into the development throughout the build-out of the multifamily residential and office development, particularly in the "town center" and "main street" portions of the Core Area. To that end, a total of at least 100,000 gross square feet of retail, service and institutional uses should be provided to serve the employees, transit users and residents of the area. These uses should be located primarily in the ground floors of the buildings that front the "town center" and "main street" portions of the Core Area. Such uses should be phased to the phases of the development. The provision of a full-service grocery store, at least 15,000 gross square feet in size, within a Core Area building is critical to the success of the Metro-oriented Mixed Use Option (convenience retail or a quick service food store will not satisfy this condition). Other such retail, service and institutional uses may include financial institutions, full-service restaurants, delis and other food services, bookstores, boutiques, a pharmacy, dry cleaners, and other personal service establishments, health clubs, professional storefront offices, live-work units, and institutional, cultural, recreational, governmental and other service uses. In order to create a street presence, these uses should be primarily incorporated into the design of the lower floors of non-residential and residential buildings and should have direct public access and display windows oriented towards pedestrian walkways, and, where appropriate, to vehicular drives and/or streets. In addition, the ground level of above grade parking structures should contain store front non-residential uses to the maximum extent feasible. A child care center(s) should be provided within the development to serve both the residents of the community and transit riders.

There should be no drive-through uses.

Building Height - Development should be concentrated within the Core Area with maximum building heights as shown on Figure 9 and as described in the following text. Buildings closest to the Metro Station should be the tallest buildings on the site, with other buildings tapering down as they become further from the Metro station. The first tier of buildings closest to the Metro Station should be no greater than 110 feet in height. If retail and/or other non-residential uses are located in the first floor of buildings in this first tier, such building(s) may be 135 feet in height. However, if a grocery store is located in one of the buildings closest to the Metro platform, that building may be up to 150 feet in height, to the extent that additional height is needed to accommodate this use. Buildings located in the second tier of the Core Area should be no greater than 100 feet in height unless retail and/or other non-residential uses are located in the first floor, in which case building height may be increased to 120 feet. Building heights located in a third tier should be no greater than 90 feet and, if other retail and/or non-residential uses are located in the first floor of buildings in the third tier, then building heights may be increased up to 105 feet. To provide visual interest, building heights should not be uniform in the Core Area. Outside the Core Area, heights should transition downwards to be compatible with existing residential areas, with buildings ranging from 35 to 75 feet in height. Elderly housing may be located in buildings up to 75 feet in height outside the Core Area and up to 105 feet if located inside the Core Area. Buildings adjacent to the Hunters Branch community should be at a comparable height of approximately 52 feet and those west of Vaden Drive Extended adjacent to Circle Woods should be no more than 35 feet in height.

Environment - Given the planned density under this option, exemplary attention should be paid to off-setting impacts on both the natural and man-made environment. The development should incorporate such things as Low Impact Development (LID) techniques and other innovative approaches to handling stormwater, use of green roofs and porous

pavers, energy efficient design and construction techniques, and tree preservation and transplantation.

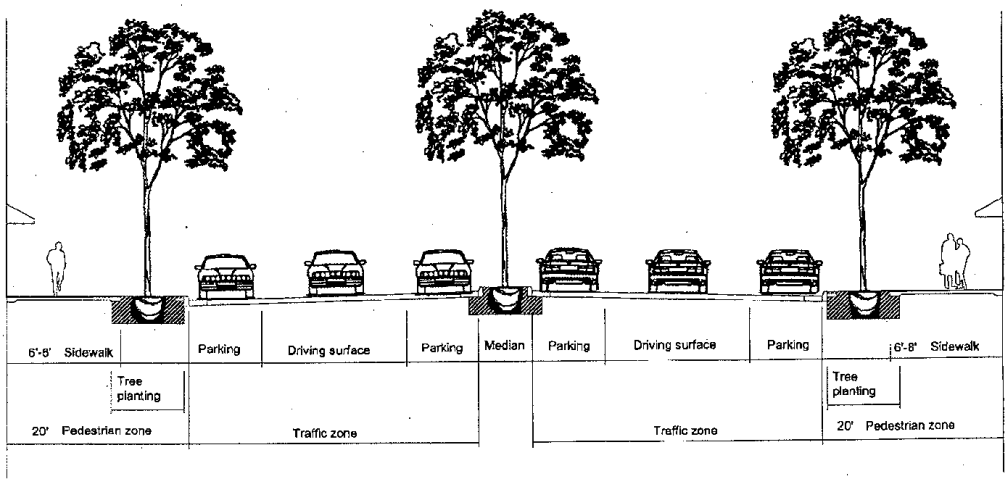
Trees, Landscaping and Streetscape – A comprehensive landscape plan should be provided which identifies the location and types of trees, flowers and shrubs that will be provided throughout the proposed development. Landscaping should be provided that is attractive in all seasons and provides shade to seating areas and pedestrian sidewalks and trails during summer months. In developing the landscape plan, emphasis should be placed on preserving some existing vegetation, transplanting some existing vegetation, and utilizing native plantings and trees that are known to mitigate air pollution.

A detailed streetscape plan should be provided for Vaden Drive, Saintsbury Drive and the major internal roadways within the development. This streetscape plan should detail the types and location of street trees, sidewalk/trail dimensions and general location and types of pedestrian amenities and should generally conform to the concepts shown in Figures 10 and 11. Sidewalks should be sufficiently wide to accommodate pedestrians, as well as to provide sufficient space for activities such as window shopping, seating, and outdoor dining.

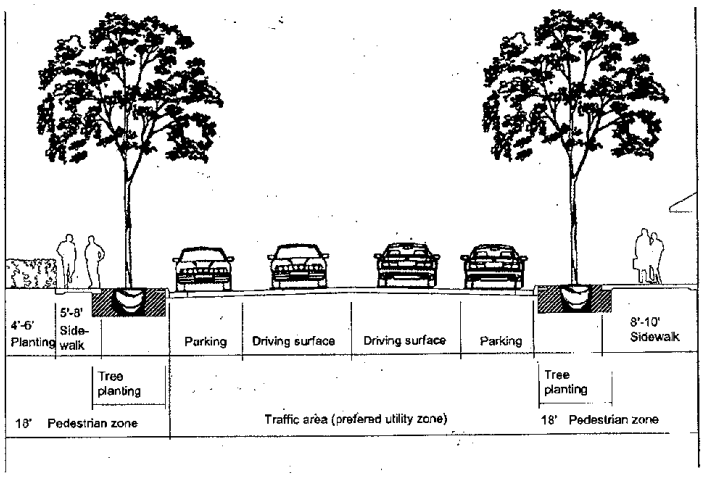
Parking - Most off-street parking should be located behind or beneath the buildings. In order to promote the use of mass transit, parking for the multi-family and office uses should not exceed a ratio that is 10% higher than the minimum Zoning Ordinance requirements, not including parking spaces allocated to support TDM programs such as car sharing (e.g. FlexCar/ZipCar), car/van pool and fleet vehicles, shuttle vans/buses and the like. In order to be transit and pedestrian friendly, parking structures should generally be internal to the site and not oriented towards the Metro Station. If not located beneath the buildings, parking structures should be integrated into the development through the incorporation of other uses where feasible into the structure and through the use of architectural features and landscaping. Green roof elements and similar features should be incorporated into the design. Visitor parking should be convenient and well distributed throughout the site. Consideration should be given to the provision of parking spaces dedicated for Metro use in the parking structures near the Metro station, provided that primary access for any Metro parking is from Saintsbury Road or other parallel roadways. In addition, temporary surface parking may be provided for Metro patrons.

Storm Water Management – It is expected that adequate outfall and storm water management (SWM) that fully mitigates the impacts of this development be provided. Detention of storm water that flows from the Metro station property to the site should be accommodated to the extent feasible. In addition to fully mitigating the drainage impacts of this development, the developer should improve the existing conditions of Hatmark Branch proximate to the site, which may require that SWM facilities exceed the minimum standards in the Public Facilities Manual. The quality of Hatmark Branch should be improved proximate to the site through stream restoration, which may include bed and bank stabilization, reforestation and the possible creation of wetlands, provided that agreements can be reached with affected property owners. No stormwater detention ponds or similar detention facilities proposed in conjunction with the development of Land Unit C should be located off site. SWM facilities should be designed to incorporate plantings as may be appropriate to improve the appearance and function of the facilities.

The grading associated with the redevelopment of Land Unit C should be done in a manner that best manages stormwater. An underground SWM facility should be provided to help



DIVIDED ROAD

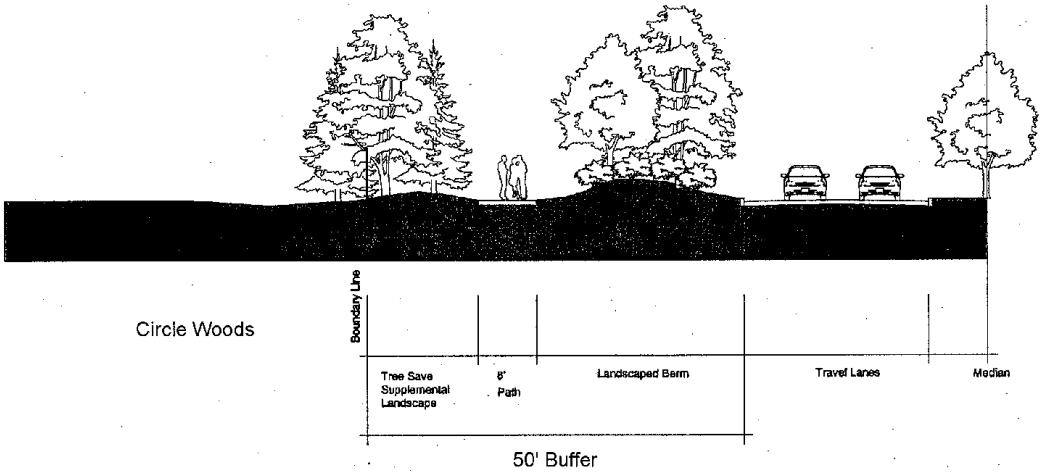


UNDIVIDED ROAD

STREETSCAPE CONCEPTS

gl...cptg...

FIGURE 10



BUFFER ADJACENT
TO VADEN DRIVE EXTENSION

gl...cptg...

FIGURE 11

regulate the flow of water into Hunters Branch. SWM facilities may need to exceed the minimum standards in the Public Facilities Manual.

Affordable Housing – Affordable dwelling units (ADUs) within Land Unit C and contributions to affordable housing should be provided in accordance with the provisions of the Zoning Ordinance and the Residential Development Criteria. In addition to meeting the provisions that will result in ADUs based on the number and types of building constructed, the developer should replace units lost with the redevelopment of the former Fairlee Subdivision with affordable units. Consideration should be given to providing these additional units in partnership with a non-profit organization. The affordable units should be provided on site and dispersed throughout the development to the extent feasible. The provision of a portion of the ADU units as accessible units is strongly encouraged.

Noise Mitigation **-** Noise attenuation measures should be provided in accordance with County policy for all residential uses. Additionally, there should be no residential buildings located within 200 feet of the I-66 right of way.

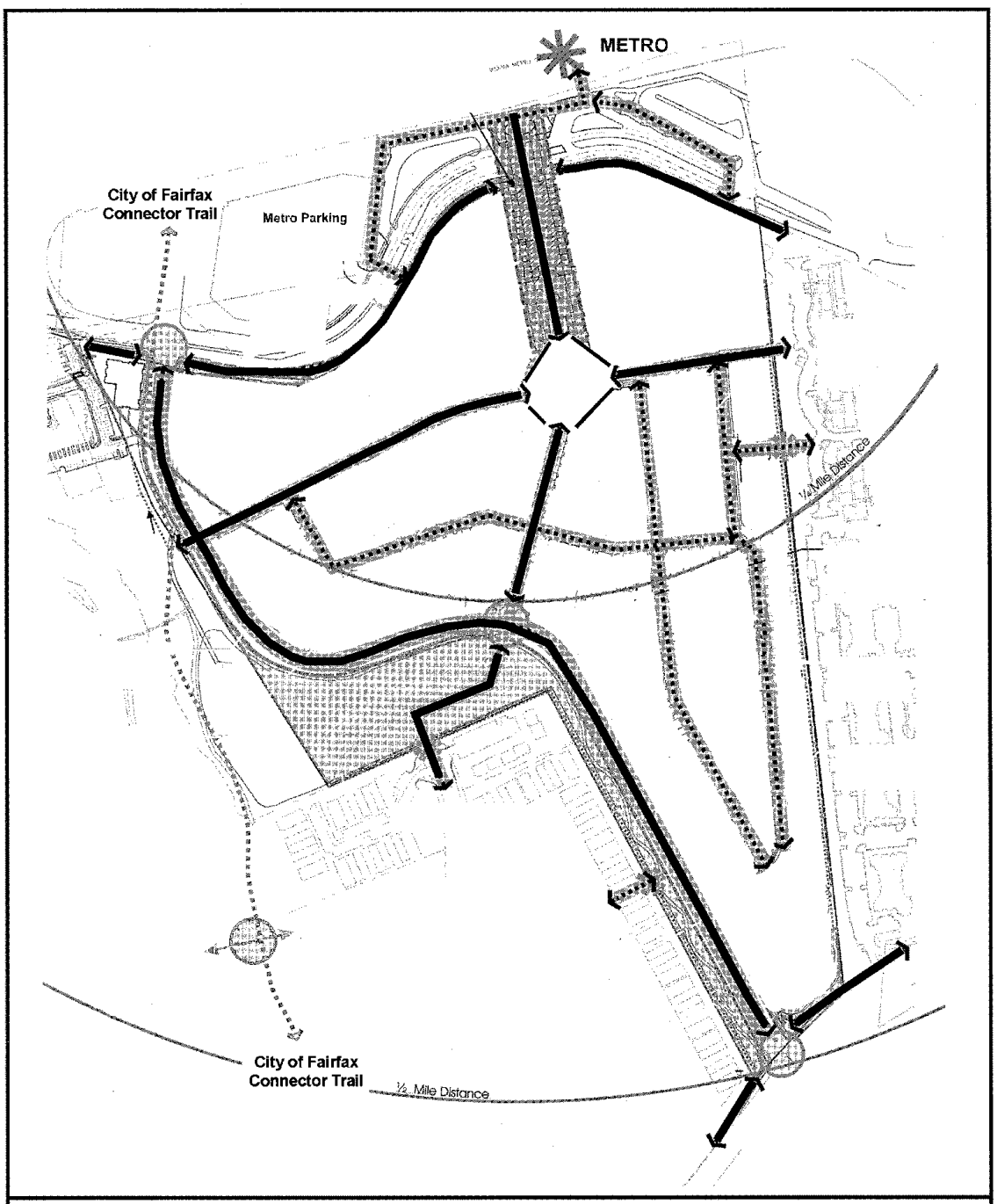
Parks, Open Space and Public Facilities **–** To enhance the quality of this development and to meet the recreation needs of residents, substantial, usable open space and other on-site facilities should be an integral part of the proposed mixed-use development. Open lawn areas, urban parks, plazas and courtyards should be incorporated into the overall design to serve residents, employees and visitors to the area. These spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Open space should exceed minimum requirements, and overall should total more than 35 percent. Opportunities for public art should also be incorporated into the development.

In addition, provision should be made for a community facility, which may include opportunities for indoor recreation, community meeting space, a police satellite substation or other community needs, as may be identified by the County in coordination with the community.

Schools **–** The impact of the proposed development on schools should be mitigated. The applicant will work with the community and Fairfax County Public Schools to identify appropriate commitments to address projected impacts.

Buffers and Transitions to Existing Communities **–** Effective buffers and transitions that are outside of individual lots should be implemented to ensure that a compatible relationship is achieved between development in Land Unit C and the abutting residential communities. These transitions should include: a 50-foot buffer along the western property line adjacent to Circle Woods; a 20-foot buffer and barrier along the southern property line adjacent to Circle Woods; a 30-foot buffer along the eastern property line adjacent to Hunters Branch; and, a 10-foot buffer along the eastern property line adjacent to Regents Park. Each buffer area should be appropriately landscaped to aid in the transition. An attractive barrier should also be provided along or inside the property lines adjacent to the aforementioned buffer areas to help screen existing communities from the proposed redevelopment. The buffer area adjacent to Regents Park should not be enclosed by solid barriers on both sides. A pedestrian/bike trail can be located within the 50-foot buffer adjacent to Circle Woods.

Pedestrian Circulation **–** A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides



CONCEPTUAL PEDESTRIAN PATHWAYS AND CONNECTIONS

FIGURE 12

pedestrian connections to Circle Woods and Hunters Branch (see Figure 12). Particular attention should be given to providing safe pedestrian connections across Vaden Drive and across Lee Highway at Vaden Drive and across the Lee Highway and Nutley Street intersection. The development should have sidewalks on both sides of all major internal streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development will be enhanced and not impeded. Pedestrian connectivity should be provided between the development and neighboring communities to the extent that those existing communities wish to avail themselves of this amenity. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity; paths should be well lighted for pedestrian safety. The W&OD/City of Fairfax Connector trail should be realigned and access to the trail from adjoining residential neighborhoods for pedestrians and bicycles, and all modes normally permitted on such trails should be provided. Trees should be provided on both sides of the City of Fairfax Connector Trail that is located within East Blake Lane Park adjacent to the area where the trail is to be realigned. A pedestrian bridge across Hatmark Branch in East Blake Lane Park should be provided to improve trail usage and access to Metro.

Transportation **–** It is essential that the impacts of the development allowed under this option be offset through a combination of additional roadway and transit capacity, roadway and pedestrian circulation and access improvements, and effective transportation demand management (TDM) measures.

Capacity, Circulation, and Access Detailed traffic impact analyses should be done at selected intervals (identified at time of rezoning) to determine the improvements required to mitigate the impacts of the proposed development on the transportation system. These impact analyses should include roads, transit and pedestrian system, and should be both an intersection analysis, as well as a cordon analysis that includes the roads surrounding the development. In addition, these impact analyses should demonstrate, in coordination with WMATA and Fairfax County, that sufficient existing and planned capacity should be available at the Vienna Metro Station to serve the additional ridership generated by the residential component of the development at build out.

In order to facilitate efficient internal circulation and access to the Metro station, development of a four-lane divided roadway connecting Route 29 and the Metro station (Vaden Drive extended), as shown in Figure 8, should be constructed with the first phase of development. No vehicular connection should be provided between Circle Woods Drive and Vaden Drive. Vaden Drive should be developed as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. This roadway should be designed in such a manner as to foster low vehicular speeds, facilitate safe pedestrian crossings in designated locations, and minimize grading into East Blake Lane Park. In addition, turn lanes should be minimized as a way to reduce the crossing distances for pedestrians. Any retaining walls associated with the construction of the road should be low in height, terraced with vegetation provided on the terrace areas, and located in such as manner as to not interfere with pedestrian access from the park to the development and to the transit station.

The County should also take the appropriate measures to ensure that tank trucks and vehicles carrying hazardous cargo are prohibited from using Vaden Drive extended.

To further enhance pedestrian access to the Metro Station, the station access road (Saintsbury Drive) should be redesigned to improve pedestrian access to the station including relocating the existing bus bays, taxi stands and parking, and improving access to the park and ride facilities. This redesigned access road will greatly reduce the existing vehicular and pedestrian conflicts at this location. It should also contribute to clearly defining pedestrian access points for those who will be walking from and through the new development, as well as pedestrians from the existing communities located south of the station, such as Hunters Branch and Regents Park. Traffic calming measures should be provided to facilitate safe pedestrian crossings throughout the development.

Off-site improvements, such as improvements to the Route 29 and Nutley Street intersection, may be appropriate at the initial stage of redevelopment to help ease existing congestion in the area.

Transportation Demand Management (TDM) A transportation demand management (TDM) program should be provided that encourages the use of transit (Metro and bus) and high occupant vehicle commuting modes, and that utilizes measures to reduce automobile trips. The TDM program should grow in size and scope as the proposed development of the site occurs. While this program will start under the auspices of the developer, it will ultimately be maintained and funded by the residents and business owners. The TDM program should be established with an initial contribution from the developer that is sufficient to ensure that it will operate during the construction, marketing, and occupancy phases. Additionally, long term funding for the TDM program should be ensured by mechanisms that may include a specified yearly contribution based on each residential unit and non-residential square foot. TDM measures employed during the initial and subsequent development phases will have an objective of reducing vehicular trips in the peak hours by a specified amount, with the exact number to be negotiated between the County and the applicant based upon the number and types of units and uses being developed. In general, at build out, it is expected that, for the residential portion of the development, a reduction in peak hour trips of 47% should be achieved through the use of transit and other means; for the office portion of the development, a peak hour trip reduction of 25% is expected to be achieved through the use of transit and other means.

The TDM program will be evaluated initially in at least three stages during the development process; first at the time of rezoning, second before and during construction and third after project completion or "build out." In the first stage of evaluation, at the time of rezoning, a development application should demonstrate that TDMs will be provided to achieve the peak hour trip reduction goals stated above. If it is determined that the trip reduction goals as stated above are infeasible, the maximum office square footage and/or residential density should be reduced by an amount equal to the unachieved portion of the peak hour trip reductions. Once TDM levels are established at the rezoning stage, the TDM program must address interim stages of development to validate that the approved density can be accommodated. In the second stage of evaluation, before and during construction, the county will establish interim TDM targets for each phase of development. As residents move into the new community, county supervised surveys of actual resident behavior will be conducted to verify TDM success based on the interim trip reduction targets. If the interim targets are not met, additional measures will be required to reduce the number of vehicle trips. The third stage of TDM evaluation will be completed one year after build out or before bond release. At this point, if the established trip reduction targets for the development in its entirety are not being met, additional program measures and funding will be necessary until the trip reduction targets are achieved.

After project completion, periodic surveys and reports based on empirical measurements will be submitted to the County on an ongoing basis to document the continued success in achieving the target reductions.

A variety of TDM measures can be implemented to help achieve the expected trip reduction. These measures could include the following:

Employer, Homeowner and Tenant Association TDM Measures

Alternative Transportation Services
- Shuttle Bus(es)
- Vanpools
- Shared vehicles
- Telecommuting
- Concierge services
- Incentives to "live where you work"
- Contacting other building/development associations to combine and coordinate TDM measure

Support Facilities/Programs
- On-Site Transportation Coordinator
- Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Financing incentives for reduced vehicle ownership

Pricing Programs
- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes, such as MetroChek

Bicycle use should be encouraged. Parking for bicycles should be provided at the office, retail and multi-family residential buildings. To encourage pollution-free commuting, shower facilities should be provided in office buildings for bicycle commuters, walkers and runners.

The common areas of residential buildings and individual residential units should include features to encourage work at home such as the pre-wiring of units for high-speed internet access.

Design elements such as car pool drop off zones that facilitate the TDM program should be incorporated into the project. Sheltered waiting areas should be provided.

The TDM program should include an education component. This program component could include such measures as notifying residents about "ozone action days" and actively encouraging trip combination, car pooling, mass transit, and other measures to reduce air pollution from automobiles during such periods.

This reference to TDM measures is not meant to be all inclusive; other measures may be acceptable if coordinated with the Fairfax County Department of Transportation.

Partnership with WMATA The success of this Metro-oriented Mixed-Use Option will depend in large measure on an effective partnership between the developer, WMATA and

Fairfax County. The approximately three acres of WMATA property, south of Saintsbury Drive, should be incorporated into the development to provide a strong pedestrian-oriented environment that links the station with the mixed use development. The redesign and reconstruction of the current Metro access road (Saintsbury Drive) is a major benefit that will accrue to WMATA from this development option. Additionally, it is contemplated that this road will be accepted by VDOT for incorporation into its system. This will relieve WMATA of the responsibility for future upkeep and maintenance of this facility.

As a partner in this future development, in concert with the rezoning action required for this development option, WMATA should actively pursue the zoning action necessary to recognize the redesigned station facilities on Land Unit I. WMATA should also support Metro-oriented development at this location by initiating as soon as possible 8-car train service on the Orange Line so that the capacity will be in place to serve present and future riders from this and other stations along the Orange Line.

Metro Replacement Parking- Estimates of projected 20-year parking demands at the Vienna Metro station indicate a shortfall of parking spaces, especially since Vienna will remain as the end-of-the-line station for some time in the future. Currently, a portion of the property provides 650 temporary spaces for Metro parking, which are due to be closed under the terms of the existing special exception approval. Due to the need to maintain and increase Metro parking levels, arrangements for maintaining or replacing this parking on an interim basis should be strongly encouraged until such time as additional parking is constructed at the station and/or enhanced feeder bus service to the station is provided. WMATA and the developer should work with the County to replace at least some of the surface parking that will be lost with the redevelopment of this temporary parking lot. The following measures as well as other approaches should be considered:

- Construction of surface parking in the loop of the interchange at the southwest quadrant of I-66 and Vaden Drive;
- Provision of on-street parking along Saintsbury Drive; and
- Continued use of portions of the temporary 650 space parking lot prior to its full closure due to development. The developer should provide a timetable and the number of spaces available under this measure.

Permanent Metro parking spaces and on-street spaces lost due to development should be replaced by the developer. The developer should provide the requisite number of parking spaces or provide funding for off-site provision of replacement parking.

Development Phasing - To ensure a viable, well-designed mixed-use project, a phasing plan should be a component of the rezoning application. This phasing plan should address the timing and development of Vaden Drive Extended and improvements to Route 29 during the first construction phase; the timing of gateway features and plazas; and the timing of the pedestrian circulation system that provides direct access to the transit station from the development and surrounding neighborhoods during each construction phase. The phasing of other public improvements, such as the community building, should also be provided.

Land Unit D

Land Unit D is planned and developed for residential use at 5-8 dwelling units per acre. Noise barriers along I-66 should be provided.

Land Unit E

Land Unit E is planned and developed for residential uses at 5-8 dwelling units per acre. It includes the Country Creek subdivision.

Land Unit F

Land Unit F is located north of Marywood Road and east of Sutton Road. It includes Parcels 48-1((1))80-85 and is planned for residential development at 4-5 dwelling units per acre. As an option, residential use at 5-8 dwelling units per acre may be appropriate if all parcels in this land unit are consolidated and combined with Land Unit H (Tax Map 48-1((1)86), and a single access point is provided onto Sutton Road opposite Oleander Avenue. (See Figure 8 for access recommendations.)

Land Unit G

The large (De Luca/Virginia Center) tract north of the Metro parking lot is adjacent to the Country Creek and the Townes of Moorefield communities, as well as, Nottoway Park. Its size, location and single ownership identify this parcel as an appropriate site for a mixed-use, transit-oriented project promoting transit ridership. Development compatible in scale with the surrounding residential communities is also necessary. A maximum level of development of 152 townhouses and 650,000 square feet of commercial space (including at least 20,000 square feet but not more than 50,000 square feet of retail/service space) is planned, provided that the following development criteria are satisfied:

- The development plan should provide high quality site and architectural design, streetscaping, urban design and development amenities, including a well-maintained water feature to which the public will have access during hours of Metro operation;

- Design, siting, style, scale and materials should be compatible with adjacent development and the surrounding community and serve to maintain and/or enhance the stability of existing residential neighborhoods;

- Surface parking lots and parking structures should be well-buffered and landscaped and be well-designed in layout and detail;

- The commercial component of the development should be located closest to and oriented toward Metro, and the rooftop elevation of commercial buildings should not exceed 545 feet above sea level;

- No office or retail development should be located in the portion of the tract that lies between existing Virginia Center Boulevard and existing Nutley Street, although townhouses may be located there if all of the requirements for a special exception to redefine the floodplain are met;

- The development should create an environment conducive to use by pedestrians and bicyclists. Interparcel connections, safe and convenient bicycle and pedestrian access to the Metro station, and a well-designed system of pedestrian circulation should be provided. Trails should be sized to accommodate substantial bicycle and pedestrian use;

- If Transportation Systems Management (TSM) techniques are relied upon to justify the development density, intensities related to TSM success should be subject to phasing to ensure that projected reductions in traffic generation actually occur. TSM techniques should emphasize utilization of the Metrorail and bus service available at this site;

- The western portion of this site is wooded and contains specimen trees which should be preserved to the greatest practical extent. In addition, Nottoway Park should be linked through this property to the Metro station via a spur from the proposed W&OD/Fairfax City Connector Trail;

- A contribution should be made to the County's low- and moderate-income housing goals through an appropriate proffer of land, dwelling units and/or funds; and

- Land within the site needed for public road improvements should be dedicated.

As an option, high density, multi-family residential use may be appropriate on the portion of Land Unit G that is bounded by Virginia Center Boulevard on the south and east and by Centerboro Drive on the west and north, provided that the following conditions are satisfied:

- Development should not exceed 650,000 square feet (or 650 units) and be no more than six (6) stories in height;

- In order to foster high quality development and to mitigate development impacts, any residential development proposed under this option should satisfy three-fourths of the density criteria as stated in Appendix 9 of the Land Use section of the Policy Plan, including, Criterion 8, which, at a minimum, should be fulfilled consistent with development below the high end of the density range.

- The development plan should provide high quality site and architectural design, streetscaping, urban design and development amenities, including integrated open space;

- Primary access should be located on Centerboro Drive;

- Resident parking should be provided primarily below grade or to the interior of the site;

Should development occur under this residential option, the provision of support retail service use is encouraged but not required.

Land Unit H

This land unit includes only Parcel 48-1((1))86, which is located along the north side of Marywood Road approximately 600 feet east of Sutton Road. It is planned for residential development at 4-5 dwelling units per acre. As an option, residential development at 5-8 dwelling units per acre may be appropriate if the following conditions are met:

- Parcel 48-1((1))86 is consolidated with the land in Land Unit F and access is provided from Sutton Road opposite Oleander Avenue (see Figure 8 for access recommendations);
- A landscaped open space buffer is provided along the eastern boundary of the property;
- Existing mature trees are preserved, particularly along the perimeter of the property. Where necessary to provide appropriate buffers and screening, additional tree planting should supplement existing vegetation; and
- A pedestrian trail should be provided on Parcel 48-1((1))86, which would connect with the existing trails system in Nottoway Park and in the Country Creek townhouse community.

Land Unit I

This land unit contains the Vienna Metro Station and related parking and transit facilities. It is planned for public facilities use as shown on the Plan Map.

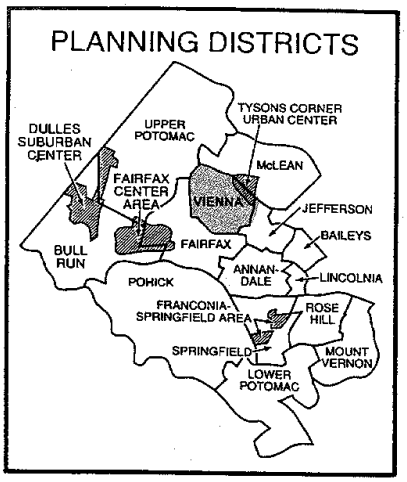
Transportation

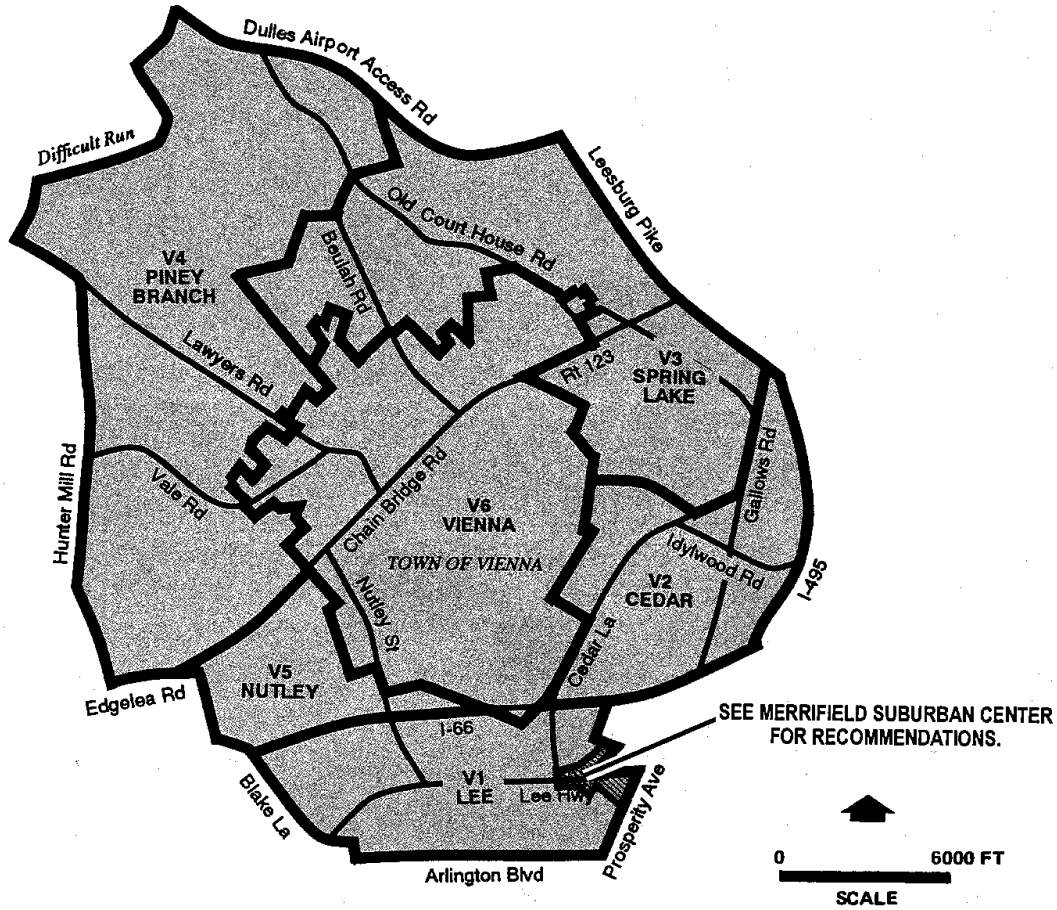
Transportation recommendations for this Transit Station Area are shown on Figure 8. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations 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.

Trails

Within the Transit Station Area, a pedestrian circulation system is recommended to provide an interconnected system of walkways linking pedestrians to their destinations. Such a system should include new pedestrian routes, improved existing pedestrian facilities, and provide special physical treatments to enhance the pedestrian experience.

Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and the surrounding neighborhoods. The W&OD/Fairfax Connector Trail will provide access between the Vienna Transit Station Area, Nottoway Park, the City of Fairfax and the Accotink Stream Valley Trail.





COMMUNITY PLANNING SECTORS **FIGURE 13**
VIENNA PLANNING DISTRICT

V1 LEE COMMUNITY PLANNING SECTOR

CHARACTER

The Lee Community Planning Sector is located south of the Town of Vienna and is generally bounded to the north by I-66; to the east by the Long Branch Stream Valley, Lee Highway (Route 29), and Prosperity Avenue (Route 699); Arlington Boulevard (Route 50) on the south; and Blake Lane to the west.

The Lee Community Planning Sector includes the Vienna Transit Station Area and is adjacent to the Dunn Loring Transit Station Area, and a section of the Merrifield Suburban Center. (Recommendations for Dunn Loring and Merrifield are included in the Area I Plan, Jefferson Planning District.)

The Lee sector is characterized by a variety of housing types and land uses. It includes single-family detached homes, townhouses, multi-family (high-rise and garden) apartments, as well as commercial areas and industrial parks. Single-family residential development is the predominant land use.

Commercial uses are concentrated along Lee Highway in mostly strip-type development. The largest amount of uncommitted vacant land in the Lee Sector lies within the corridor between Lee Highway and Arlington Boulevard, in one large tract--east of the Bear Branch Stream Valley.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Lee sector develop as Suburban Neighborhoods. The Vienna Transit Station Area is also located within the sector.

RECOMMENDATIONS

Land Use

Recommendations for the Vienna Transit Station Area are included in the Vienna Transit Station Area section of this Plan.

Infill development in this planning sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

In the area between Routes 29 and 50, any additional non-residential uses on land not already zoned for such uses should be limited to the area east of Prosperity Avenue. Prosperity Avenue between Routes 29 and 50 has long been recognized as the boundary separating planned commercial, industrial and higher density residential development from the surrounding lower

density neighborhoods. This affirms a long-standing policy in favor of low density, single-family, detached residential use in the area bounded by Bear Branch on the west and Prosperity Avenue on the east.

Figure 14 indicates the geographic location of land use recommendations for this sector.

1. The commercially-zoned parcels fronting on the south side of Route 29, east of the Merrifield Fire Station, and west of Cedar Lane are planned for neighborhood-serving retail use up to .25 FAR. If these parcels should redevelop, there should be consolidation to allow for interparcel access and to provide for a well-designed project. There should be no expansion of automobile or drive-through related uses in this area.

2. Parcels between the east side of Bear Branch and west of Chichester Lane, between Routes 29 and 50 are planned for 2-3 dwelling units per acre, as shown on the Plan map. Development of these parcels should: (a) be laid out in such a way as to avoid cut-through traffic between Route 50 and Route 29; (b) provide active recreation facilities; and (c) ensure preservation of all environmental and cultural resources. Development consistent with the Plan recommendation will require substantial consolidation of the parcels in this area. (See Land Use Recommendation #9 for development options above 2-3 du/ac for portions of this area.)

3. Pan Am Shopping Ccenter, located north of Providence Hall apartments, west of Covington/Hampton Court townhouses, and east of Hunters Branch is planned for community retail uses up to .35 FAR. Any development or improvements should respect the adjacent cemetery (Tax Map 48-4((1))13A) as well as the floodplain.

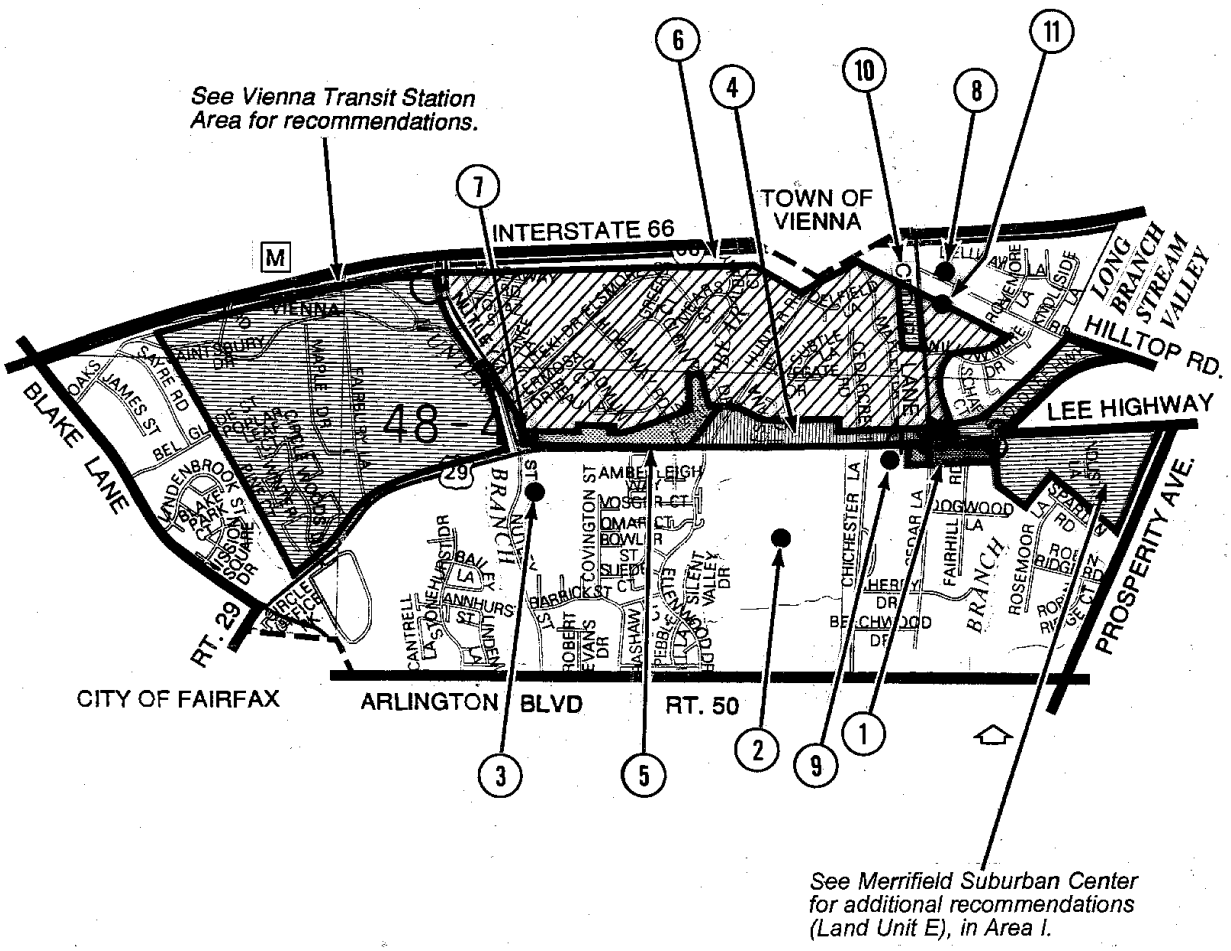
4. Land fronting the north side of Lee Highway (Rt. 29) between the eastern boundary of the Villa Lee townhouses and Maple Lane (Rt. 752) should develop in residential uses at a density of 1-2 dwelling units per acre. There shall be no expansion of non-residential uses in this area. As an option, development at 4-5 dwelling units per acre may be appropriate for Tax Map Parcels 48-4((15))4B; 48-4((1))31, 32, 32A, 33, 33A, 33B; 49-3((2))1, 2, 7, 8, 9; 49-3((3))27 and 27A to foster coordinated development of this land if the following conditions are met:

   - Any development proposal above 1 to 2 dwelling units per acre should have consolidation. For the area west of Cedarest Road, the initial consolidation should consist of contiguous parcels and be, at a minimum, 5 acres with any unconsolidated parcels able to integrate into any previous consolidation and develop in a similar manner. For the area east of Cedarest Road (Parcels 49-3((2))1, 2; 49-3((3))27 and 27A) development above 1 to 2 dwelling units per acre should have full consolidation.

   - Development should consist of single-family detached residential dwelling units which may include zero lot line and/or patio homes.

   - For development to the west of Cedarest Road, access to Route 29 should be limited to a single point and/or access should be provided to and from Cedarest Road.

   - For development east of Cedarest Road, access should be provided to and from the existing local streets through the use of reverse frontage.



LAND USE RECOMMENDATIONS **FIGURE 14**
GENERAL LOCATOR MAP

- Buffering between this new residential development should be provided adjacent to and from existing single-family detached neighborhoods, as well as any abutting non-residential uses Route 29.

- Pedestrian walkways (sidewalks and trails) connecting all portions of this area to Route 29 should be provided.

5. Vacant land and land subject to redevelopment fronting along the north side of Route 29 between Nutley Street and Hunter Road should develop in coordinated residential uses at a density of 4-5 units per acre. Consolidation of parcels to a four-acre minimum is encouraged, with a substantial landscaped open space buffer provided to complement existing topography and vegetation along that portion of the land adjacent to Route 29. Such a buffer should eliminate any potential for adverse visual impact from Route 29 or nearby commercial activity. Residential units should be sited in such a manner as to minimize any highway noise impact, with vehicular access from residential development coordinated with currently planned intersections along Route 29. In view of the impact of highway noise from nearby Route 29, new development must provide adequate noise attenuation measures including acoustical treatment of all units in order to reduce the interior and exterior noise levels to County accepted levels or standards. In addition, Parcels 48-4((3))(36)31A and 31B may be developed in residential use at 4-5 single family detached dwelling units per acre if consolidated with parcels on the northern side of Route 29 to achieve a four-acre minimum, with primary access from old Nutley Street and the above conditions are met.

6. Residential infill in the portion of the sector east of Nutley Street and north of frontage property on Lee Highway should be limited to residential uses at a density of 1 - 2 dwelling units per acre. As an option, the Topaz Street/Hideaway Road/Suteki Road [Tax Map 48-2((7))(33) 1, 2, 3, 7A, 9A, 10; (34) 1, 3, 5, 7, 9, 11, 13, 14, 16, B, A (35) 2-5; and (36) 1] may be considered for residential use at 4-5 dwelling units per acre (du/ac) and [Tax Map 48-2((7))(36) 2-5, 5A, 5B, 9, 36A, 36B may be considered for residential use at 2-3 du/ac under the following conditions:

   - Substantial and logical consolidation is achieved. In addition, within the option area, a proposed consolidation must show how any unconsolidated properties within the consolidation area can redevelop at a similar density and character;

   - Access for those portions planned 4-5 du/ac is limited to the intersection of Swanee Lane with Nutley Street through a road built to VDOT design standards. There should be no extension of Hideaway Road beyond its current paved terminus near the southwestern boundary of the property generally known as Tax Map 48-2((7))(37)43A, nor should there be any connection by public or private road to Hideaway Road;

   - Suteki Road should remain open as a public road and should maintain the connection between Hideaway Road and Beau Lane;

   - New development should address the need for convenient pedestrian access to the crosswalk at Nutley Street and Swanee Lane for these residents and those to the east;

   - Buffering and screening are provided to mitigate impacts on adjacent properties;

- The new development creates a quality living environment for its residents and provides usable open space;

- Townhouse uses are not permitted as market rate or ADU units; only single-family, detached units may be constructed;

- Noise attenuation measures are provided as determined appropriate by the County; and

- Existing mature trees should be retained to the greatest extent possible. The area adjacent to I-66 has substantial mature trees and vegetation that should be retained and preserved as open space adjacent to I-66;

- In order to help enhance compatibility with existing and planned uses on the adjacent lands, within the areas planned 4-5 du/ac and 2-3 du/ac, densities inclusive of ADU's and bonus units, should not occur above the "mid point" of the density range;

- At the edges of the development, in areas where the assembled property abuts existing development planned and/or zoned for lower density, the new development should be designed with units having a general orientation, location, building materials, and spacing that is compatible with the established development pattern; and

- To further enhance compatibility with existing uses, new development should use design features such as street lighting, landscaping and entry features as a way to improve the transition from the new development to the existing and established residential uses.

7. Parcel 48-4((1))1B at the intersection of Route 29 and Nutley Street is planned for residential use at 4-5 dwelling units per acre, consistent with the planning along Lee Highway between Nutley Street and Hunter Road. However, due to the adjacent electrical substation, the configuration of the roadway network and topography, on an interim basis, pending the planned widening of Route 29, this parcel may be appropriate for a non-residential use such as a vehicle light service establishment that does not have adverse traffic, visual or other impacts on the adjacent single family neighborhood and road network. Freestanding retail uses are not appropriate. Non-residential development proposals should:

   - Provide right-of-way for the planned widening of Route 29 to the satisfaction of VDOT and the County and orient access to Old Nutley Street only;

   - Provide sufficient on-site parking so that there would be no spillover onto Old Nutley Street; and

   - Provide effective buffering and screening to the adjacent neighborhood to mitigate any adverse visual impacts.

8. The property located north of Hilltop Road and east of Cedar Lane is planned for residential use at 4-5 dwelling units per acre, as shown on the Plan map. If the following conditions are met, in addition to the residential development criteria, the upper end of the planned density may be appropriate:

   - Protection of the stable, low density single-family homes planned at l-2 dwelling units per acre to the south and west by the use of a landscaped buffer along Hilltop Road;

   - Consolidation of parcels 49-1((1))20, 21 and 22 with a single access oriented to Hilltop Road; and

   - Development that is compatible with Dunn Loring Village.

9. Tax Maps 49-3((6))2; 49-3((1))4, 5, 6B, 7; and 48-4((1))35 are planned for residential use at 2-3 dwelling units per acre. As an option, residential use at 5-8 dwelling units per acre may be appropriate if consolidation occurs that results in adequate land dedicated for the fire station's platform on demand (POD) facility and the realignment of Chichester Lane with Cedarest Road, and if the following specific conditions are met:

   - Substantial and logical consolidation should be provided so that the project functions in a well-designed and efficient manner. At a minimum, Tax Maps 49-3((6))2 and 49-3((1))4, 5, 7 must be consolidated in order provide for interparcel access, the redevelopment of a nonconforming retail use to residential and the dedication of land for a POD facility. Any unconsolidated parcels should develop at 4-5 du/ac;

   - Effective buffering and screening are provided adjacent to single family residential uses and the Merrifield Fire Station (including the POD facility);

   - On-site recreation facilities, sufficient to serve the proposed residential community, should be provided which could include tennis and all purpose courts as well as tot lots and pocket parks;

   - A coordinated internal pedestrian system that connects all parts of this area should be provided that ensures pedestrian connections to Lee Highway, Chichester Lane, the County Government office, the adjoining Barkley Subdivision and Fairhill Elementary School;

   - Primary access for this area should be consolidated to one location at Lee Highway opposite Cedarest Road. Additional entrances along Lee Highway may be provided as right-in, right-out only, with the exception of a median opening opposite the fire station for emergency vehicle use only. Access should be provided to the public uses within this land unit via a service drive connecting the fire station entrance to the main entrance of the development. Chichester Lane shall not be connected between Route 29 and Route 50; and

   - Any development proposal should provide a coordinated development plan that provides for a unified residential area with a coordinated internal street system that connects all parts of this area and ensures that access to the main entrance at Lee Highway is provided to the unconsolidated parcels via the internal street system.

10. The south west quadrant of the intersection of Interstate 66 and Cedar Lane (Tax Map 49-1((1))3, 5, and 6; and 49-1((4))15, and 16A) is planned for single-family detached residential use only at a density of 3-4 dwelling units per acre, exclusive of the dedication of land necessary for the widening of Cedar Lane. Only conventional subdivision development should be allowed so that compatibility is maintained with the existing single-family communities to the east, south and west of these parcels.

11. The 2.47 acres of land (Tax Map 49-1((23)) A, B, and 1-7) is planned for residential use at a density of 2-3 dwelling units per acre. Development proposals on this parcel should address environmental and stormwater impacts.

Transportation

Transportation recommendations for this sector are shown on Figures 15, 16 and 17. 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.

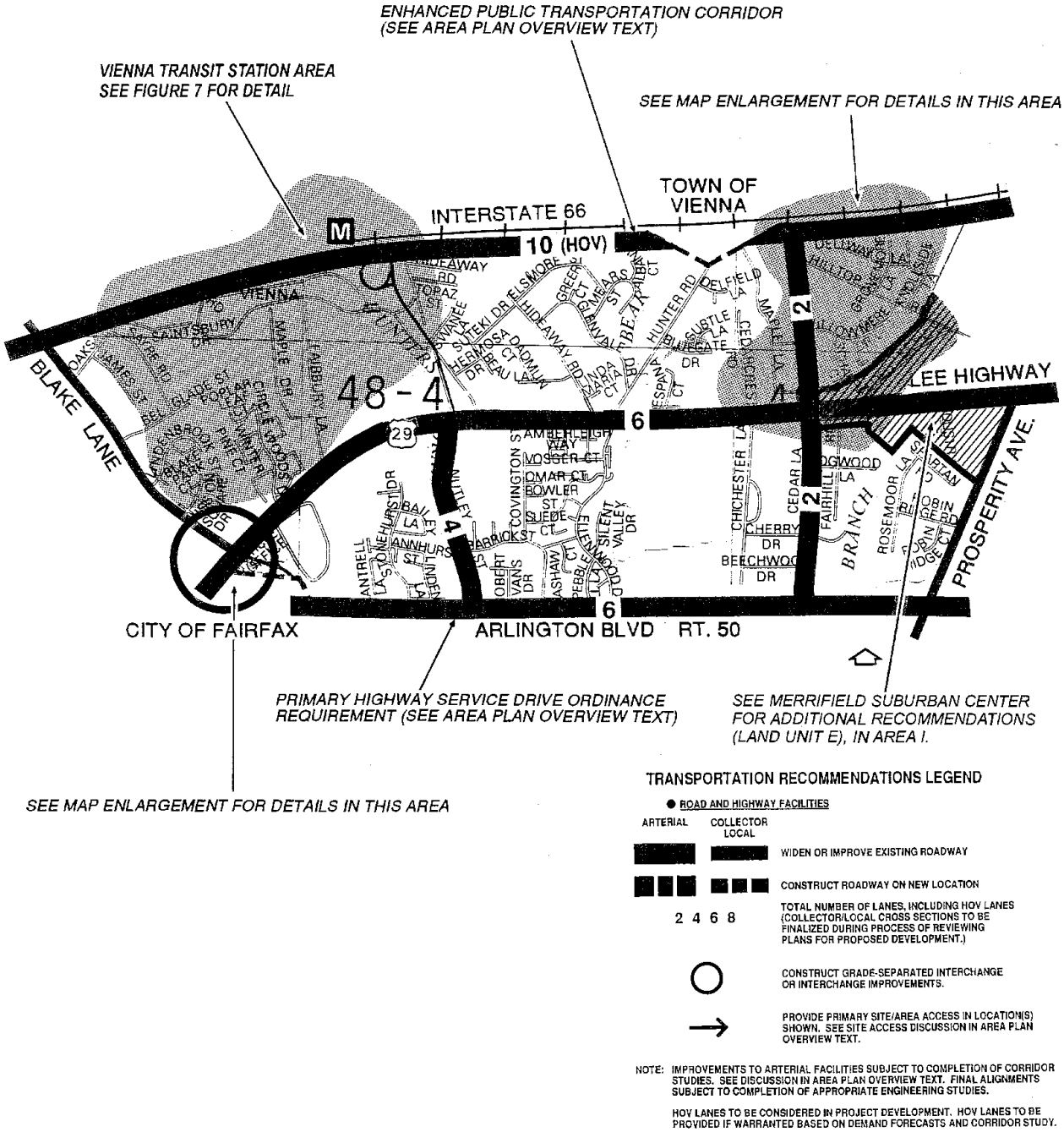
If Lee Highway, between Cedar Lane and Nutley Street, is to be widened from four through-lanes with a center turn lane, a corridor study must be undertaken. Any widening should preserve a service drive south of Lee Highway extending from White Rose Lane east to Ellenwood Drive. There should be no encroachment on the cemetery on the south side of Lee Highway just east of the Nutley Street intersection.

Heritage Resources

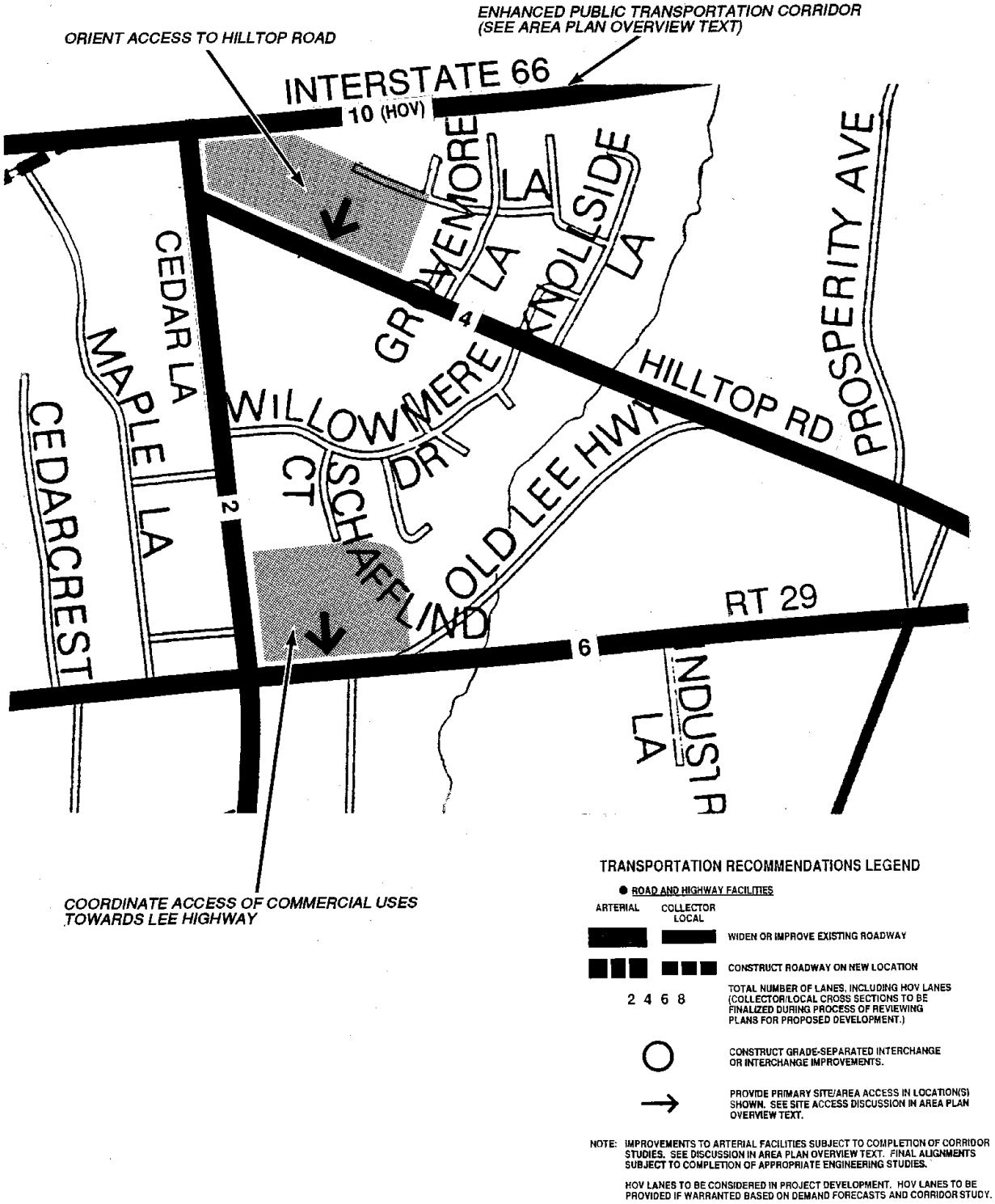
Potentially significant heritage resources have been discovered in this sector. Undeveloped land in older or low density neighborhoods may contain additional significant heritage resources. Survey of those areas for the purpose of heritage resource recovery or preservation should precede development.

Parks and Recreation

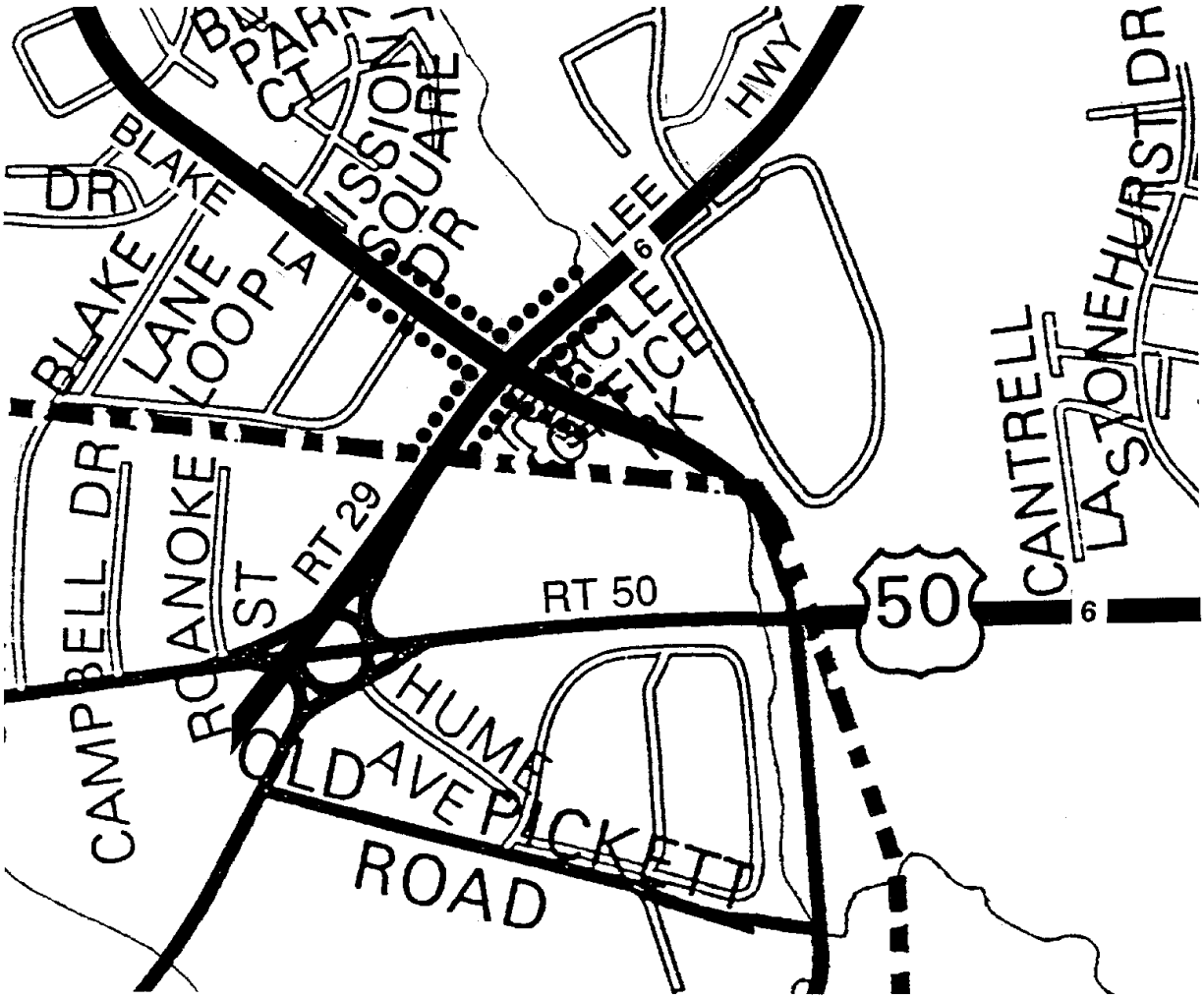
Park and recreation recommendations for this sector are shown on Figure 18. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

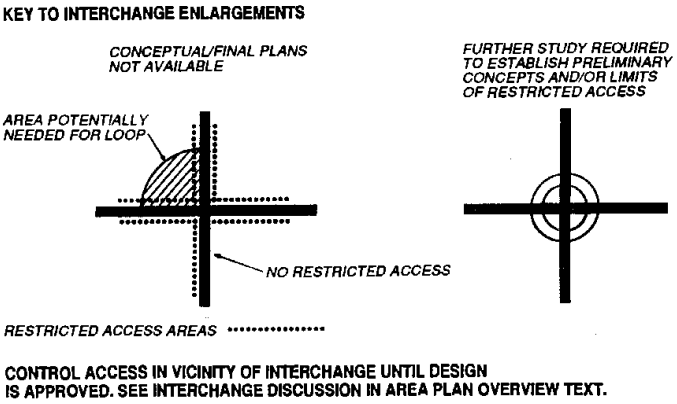


TRANSPORTATION RECOMMENDATIONS **FIGURE 15**



ACCESS RECOMMENDATIONS **FIGURE 16**
V1 LEE COMMUNITY PLANNING SECTOR





INTERCHANGE RECOMMENDATIONS **FIGURE 17**
F3, V1 COMMUNITY PLANNING SECTORS

FIGURE 18
PARKS AND RECREATION RECOMMENDATIONS
SECTOR V1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Hideaway Villa Lee	Initiate a master planning process and develop in accordance with approved plan. Additional Neighborhood Park facilities in this sector should be provided in conjunction with new development.
COMMUNITY PARKS:	
East Blake Lane	Expand this park through dedication in conjunction with new development as noted in the land use recommendations. Consider development of an athletic field accessible from Metro and also a full complement of Community Park facilities.
Towers	Initiate a master planning process and develop in accordance with approved plan. Acquire and develop a Community Park site west of Prosperity Avenue between Route 50 and 29 (as noted in land use recommendations).
DISTRICT PARKS:	This sector lies within the service area of Nottoway park.
COUNTYWIDE PARKS:	
REGIONAL PARKS:	
W&OD Railroad	Complete development of the Fairfax City to W& OD Connector Trail in accordance with approved master plan.

Trails

Trails planned for this sector are delineated on Figure 19 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.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 19**

V2 CEDAR COMMUNITY PLANNING SECTOR

CHARACTER

The Cedar Community Planning Sector is located east of the Town of Vienna, bounded to the north by Electric Avenue, Cedar Lane, and Gallows Road. The Capital Beltway (I-495) and I-66 border the sector to the east and south.

The majority of the Cedar Planning Sector is developed with single-family residential uses. There is a concentration of commercial and office uses between Cedar Lane, Gallows Road and Electric Avenue. Most of the uncommitted vacant land in this sector exists in smaller parcels north of the W&OD Railroad Regional Park between Gallows Road and the Capital Beltway. This vacant land is intermixed with single-family residential uses which are developed in varying lot sizes.

The adjacent areas located in the Town of Vienna are primarily single-family residential uses with the exception of Cedar Park Shopping Center and the adjoining garden apartments on Cedar Lane.

The area east of Gallows Road has produced potentially significant archaeological sites and contains some older and potentially significant buildings. The Dunn Loring School is located in the northwest corner of the Gallows Road-Idylwood Road intersection. Both Tudor Hall and the Camp Alger Headquarters, privately owned residences, are located in this sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Cedar Community Planning Sector develop as Suburban Neighborhoods.

RECOMMENDATIONS

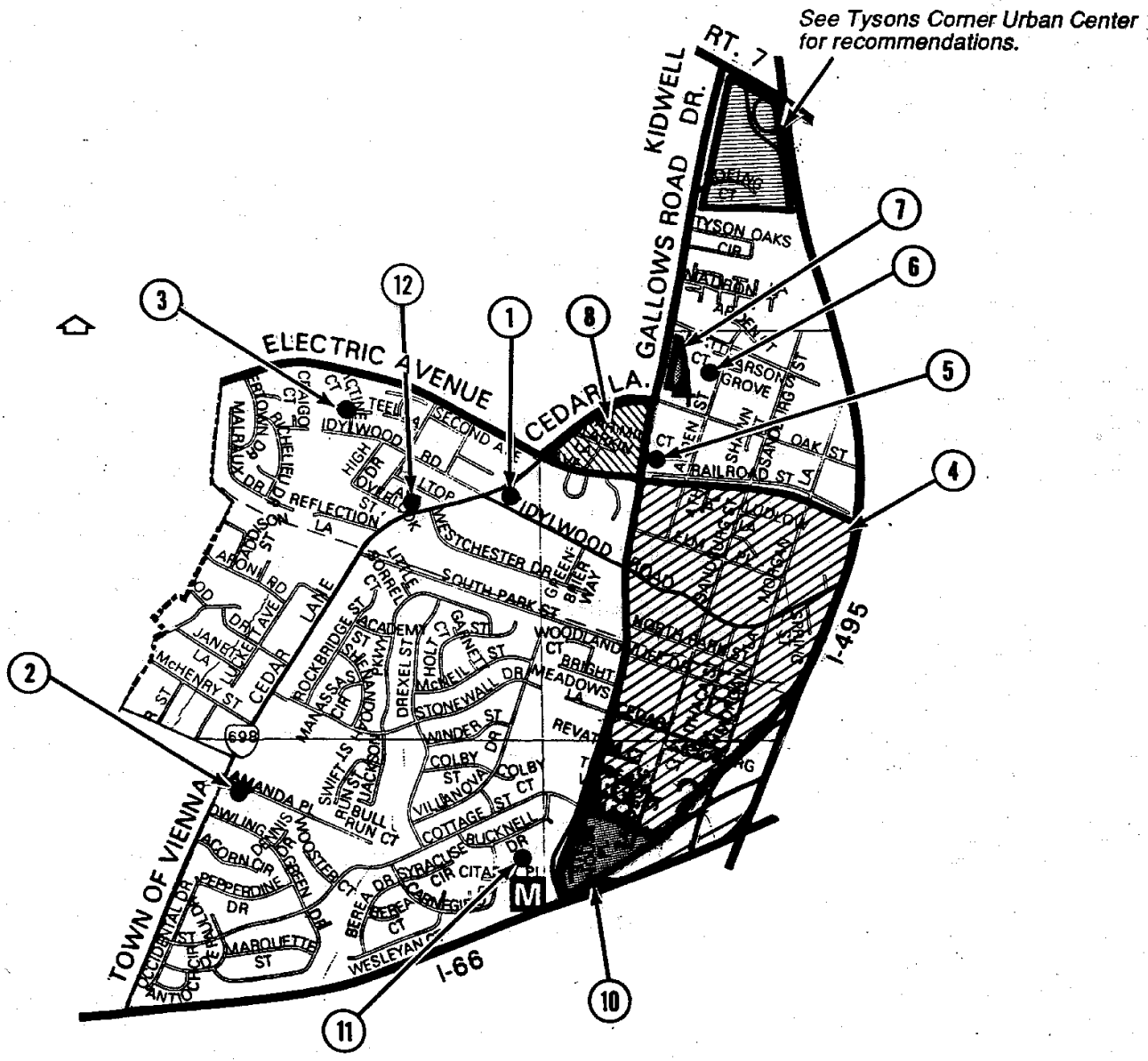
Land Use

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

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

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

1. Residential infill is appropriate in the area bounded by Cedar Lane, Gallows Road, Idylwood Road and Electric Avenue at 4-5 dwelling units per acre. This area should be buffered from existing commercial uses.



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

2. Parcels fronting on both sides of Amanda Place are planned for 3-4 dwelling units per acre. As an option, if an acceptable redevelopment plan is submitted that fully consolidates all of the parcels along Amanda Place, consideration may be given for a residential density range of 5-8 dwellng units per acre.

   As an option, single-family detached housing at 4-6 dwelling units per acre may be appropriate on Tax Map Parcels 49-1((1))32, 32A, 33, 34, 39, 40, 40A, 40B and 41 to foster coordinated development of this land if the following conditions are met:

   - Development should have substantial and logical consolidation, with any unconsolidated parcels able to integrate into any previous consolidation and develop in a similar manner;

   - Development above 5 dwelling units per acres should only occur if full consolidation is achieved; and

   - Internal open space should maximize opportunities to save mature trees on site.

3. A single-family detached residential density of 2-3 dwelling units per acre is planned for the area bounded by Electric Avenue to the north, Williams Avenue to the east, Idylwood Road to the south and the Tysons Woods subdivision to the west. As an option, single-family detached residential uses at 3-4 dwelling units per acre may be appropriate if substantial land consolidation of small lots to a minimum consolidated size of eight acres is achieved and an efficient internal vehicular circulation system is provided.

4. The portion of the sector south of Railroad Street, north of Cottage Street, west of I-495 and east of Gallows Road is planned for residential use at 3-4 dwelling units per acre. Development above the low end of the Plan density range should meet the following conditions:

   - Provision of a substantial landscaped screen to ensure the elimination of any adverse visual impact upon nearby residentially planned areas from Gallows Road and the commercially-zoned parcel in the southeast quadrant of Gallows Road and Railroad Street;

   - Substantial consolidation of adjacent parcels to ensure coordinated development; and

   - Provision of coordinated vehicular access so as not to exacerbate traffic flow along Gallows Road. See Figure 18 for Transportation access recommendations.

5. In view of their proximity to Gallows Road and planned commercial activity, Parcels 39-4((1))73 and 74; 39-4((38)) and 39-4((11))2, 3 and A, located between Gallows Road and Arden Street, north of Railroad Street, and south of the intersection of Gallows Road and Wolftrap Road, are planned for residential development at 4-5 dwelling units per acre. Development above the low end of the Plan density range should meet the following conditions:

   - Provision of a substantial landscaped open space buffer and permanent screen along the western and southern edge of the property adjacent to Gallows Road and commercial uses, and along the northern and eastern periphery adjacent to existing or

planned detached single-family residential use to ensure compatible development and eliminate any potentially adverse impacts;

- Substantial consolidation of adjacent parcels to ensure coordinated development, the preservation of environmental amenities such as mature hardwoods, EQCs and the siting of residential buildings towards the interior of the property to minimize any disruptive effect on adjacent existing and planned detached single-family houses; and

- Provision of coordinated vehicular access so as not to exacerbate traffic flow along Gallows Road. See Figure 18 for access recommendations.

6. The area along the east side of Gallows Road, between the Courts of Tysons Townhouse development on the north, Oak Street on the south and I-495 on the east, is planned for 2-3 dwelling units per acre as shown on the Plan Map. Any application for development above 2 dwelling units per acre, should comply with the following criteria:

   - Preserve and incorporate any historic landmarks, structures, and other major elements associated with the historic Dunn Loring community, and the character of the community in the development scheme where appropriate;

   - Provide a landscape plan, including the limits of clearing for approval by the County Arborist showing maximum retention of existing stands of hardwoods and large individual specimen trees, both along the perimeter of the site and at the interior of the site; and

   - Conform with the appropriate transportation recommendations as shown on Figure 18.

7. Parcels 39-2((1))39, 40 and 39-4((1))73, 74, 75, 76, 76A, 79 and 79A fronting on the east side of Gallows Road are planned for residential use at 2-3 and 4-5 dwelling units per acre as shown on the Plan map. As an option, residential development at 4-5 dwelling units for the entire area may be appropriate if the following conditions are met:

   - Full consolidation of all Parcels 39-2((1))39, 40 and 39-4((1))75, 76, 76A, 79, 79A is achieved to ensure homogenous development;

   - A single access point between the site and Gallows Road is provided opposite Wolftrap Road (Parcels 73-75). (See Figure 18 for access recommendations.);

   - Buffering and screening along Gallows Road is provided;

   - Any historic landmarks, structures, and other major elements associated with the historic Dunn Loring community, and its character are preserved and incorporated in the development scheme where appropriate;

   - A landscape plan, including the limits of clearing is submitted for approval by the County Arborist showing maximum retention of existing stands of hardwoods and large individual specimen trees, both along the perimeter of the site and in the interior of the site; and

- Provision of an undisturbed buffer of at least 40 feet between the new development on this site and the Tysons Grove and Harrison Grove communities. Where there are not sufficient plantings to provide an effective buffer, new plantings should be provided as necessary.

8. To prevent strip commercial uses and to promote clustering of neighborhood commercial facilities, any additional neighborhood commercial uses in this sector should be confined to the triangular area bounded by Cedar Lane, Gallows Road and Electric Avenue. No additional land should be planned for commercial uses in this sector.

9. Commercial development in the Cedar Lane/Park Street area should be limited to those areas designated for commercial use on the Plan map. [Not shown]

10. The area south of Cottage Street, east of Gallows Road, and west of I-495 is planned for residential use at 5-8 dwelling units per acre if County policies on neighborhood consolidations are met. In order to be considered for the maximum density allowed by the Plan, exceptional urban design features must be provided.

11. Both the Stenwood School and those residential areas immediately north of the Dunn Loring Transit Station Area should be protected and buffered from possible adverse impacts. These areas should also have adequate pedestrian linkages to the station. Noise barriers should be provided on the north side of I-66 and the west side of I-495, starting at the western edge of the Stenwood School property and continuing east and north.

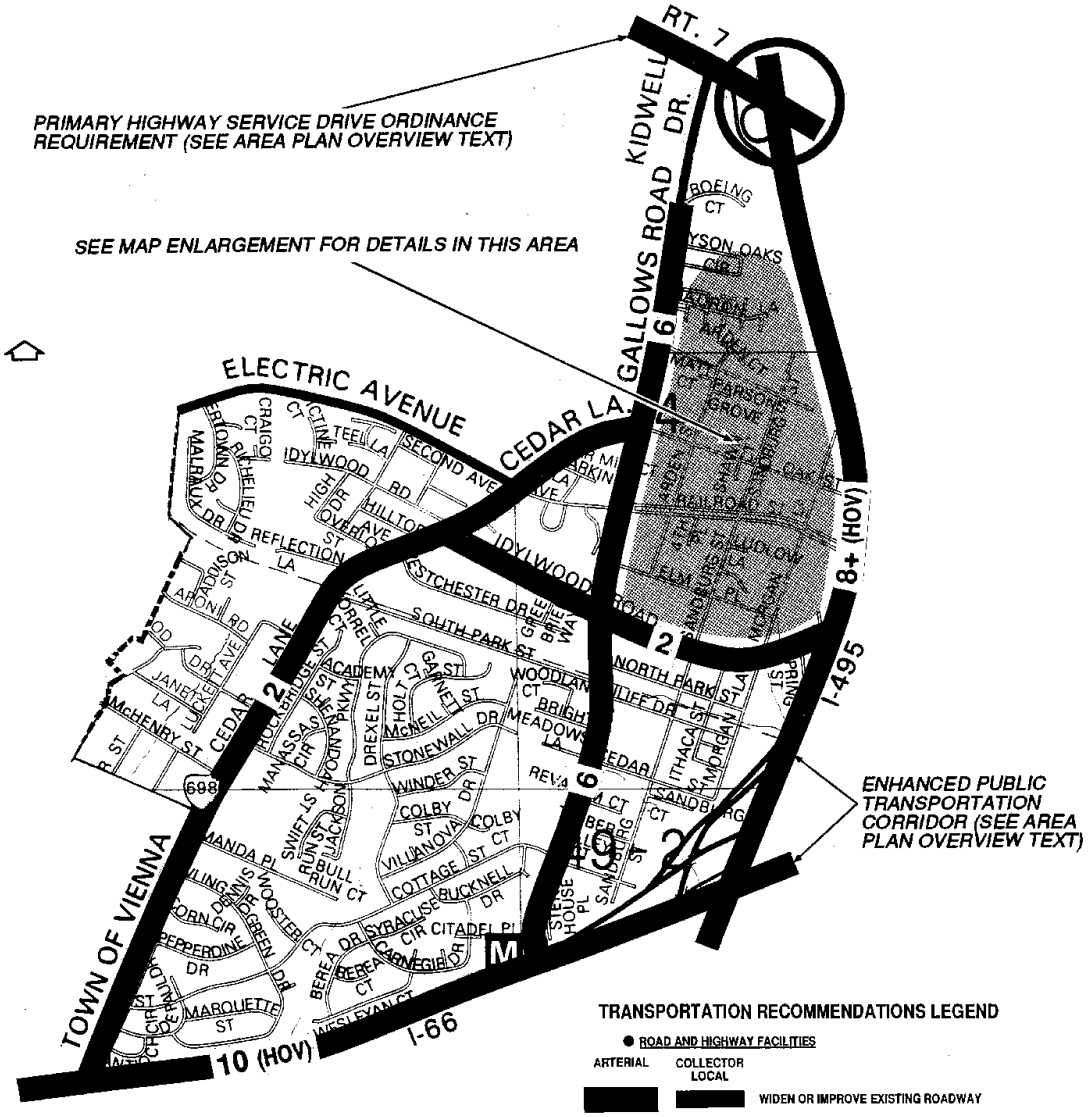
12. Tax Map 39-3((10))18 is planned for residential use at 2-3 du/ac. As an option, this parcel may be considered for a residential density slightly above 3 du/ac provided that the subdivision results in parcels of a similar size, and in residential development similar in character and orientation, as the immediately abutting parcels to the west.

Transportation

Transportation recommendations for this sector are shown on Figures 21 and 22. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Significant heritage resources may be located in the open spaces and older neighborhoods of this planning sector. Development of these areas, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.



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.)

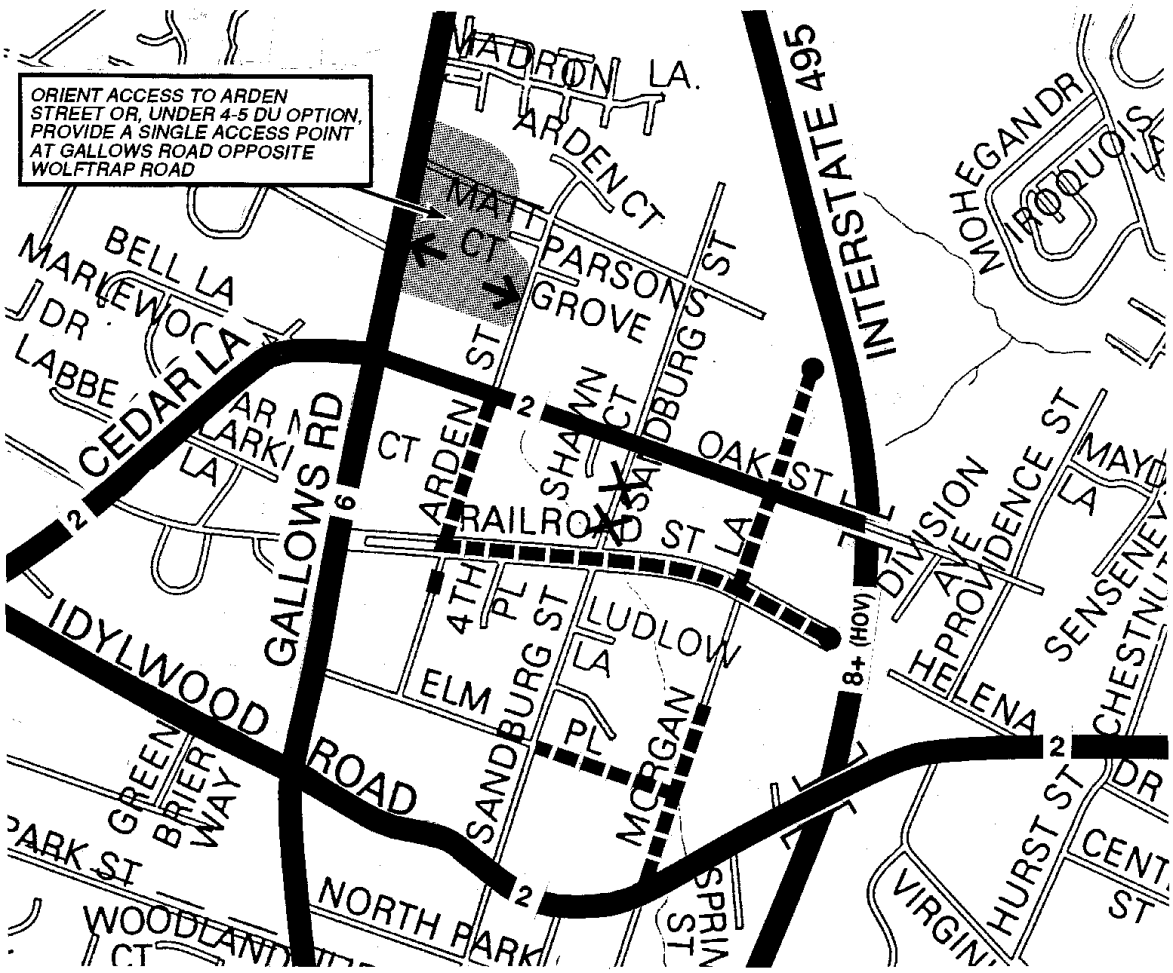
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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 21**



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 AND CIRCULATION RECOMMENDATIONS **FIGURE 22**
V2 CEDAR COMMUNITY PLANNING SECTOR

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 23. 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 24 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 23
PARKS AND RECREATION RECOMMENDATIONS
SECTOR V2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Tysons Woods	Develop in accordance with approved master plan. Additional Neighborhood Park facilities in this sector should be provided in conjunction with new development.
COMMUNITY PARKS:	
Dunn Loring	Identify a Community Park site between Tysons Urban Center and Dunn Loring Metro Station with access to W&OD Trail for development of active recreation facilities. Once a site is identified, land dedication should be provided singularly or in combination with other development or purchase by County.
DISTRICT PARKS:	This sector lies within the service area of Nottoway Park.
REGIONAL PARKS:	
W&OD Railroad	All purposed new road crossings or widening of existing roads should be grade-separated (underpass or overpass). Wayside parks should be dedicated or purchased. Complete development in accordance with approved master plan.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 24**

V3 SPRING LAKE COMMUNITY PLANNING SECTOR

NOTE: A portion of the Spring Lake Planning Sector is located within the Tysons Corner Urban Center. See Tysons Corner Urban Center for additional Plan recommendations.

CHARACTER

The Spring Lake Community Planning Sector is located north of the Town of Vienna and bounded on the north by the Dulles Airport Access Road. To the east the sector is bordered by Leesburg Pike/Tysons Corner Urban Center, Gallows Road and Cedar Lane; and to the south by Electric Avenue, the Vienna Town Boundary and the W&OD Railroad Regional Park. Clarks Crossing Road and Trap Road border the sector to the west.

Present development in the Spring Lake sector is almost entirely in single-family residential uses. Commercial development is located along Old Courthouse Road and Gallows Road, near Electric Avenue.

The portion of the stable area west of Route 123 is primarily newer single-family detached residential subdivisions. A few vacant parcels of land are clustered between Spring Lake and Ankerdale subdivisions with several bordering the Tysons Corner Urban Center.

Bordering land uses in the Town of Vienna are primarily single-family residential with the exception of the Technology Industrial Park which is adjacent to a stable single-family residential subdivision on Electric Avenue and Woodford Road.

Hobo Hill and Wolftrap, prehistoric archaeological sites dating between 1,000 and at least 9,500 years old with a high probability for an 11,500 year age, are nationally significant sites located in this sector. Additionally, this sector includes Ash Grove, one of only two existing Fairfax family homes in Fairfax County.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Spring Lake Planning Sector develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

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

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

The section of the Spring Lake sector southeast of Route 123 is planned as Suburban Neighborhoods, comprised primarily of detached single-family houses. To protect the sector's residential character no expansion of commercial or office uses should be permitted. Old Courthouse Road, and the adjoining segment of realigned Gallows Road, should be maintained as the line of demarcation between the commercial, retail and office uses of the Tysons Corner Urban Center and the residential uses in the sector.

Figure 25 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

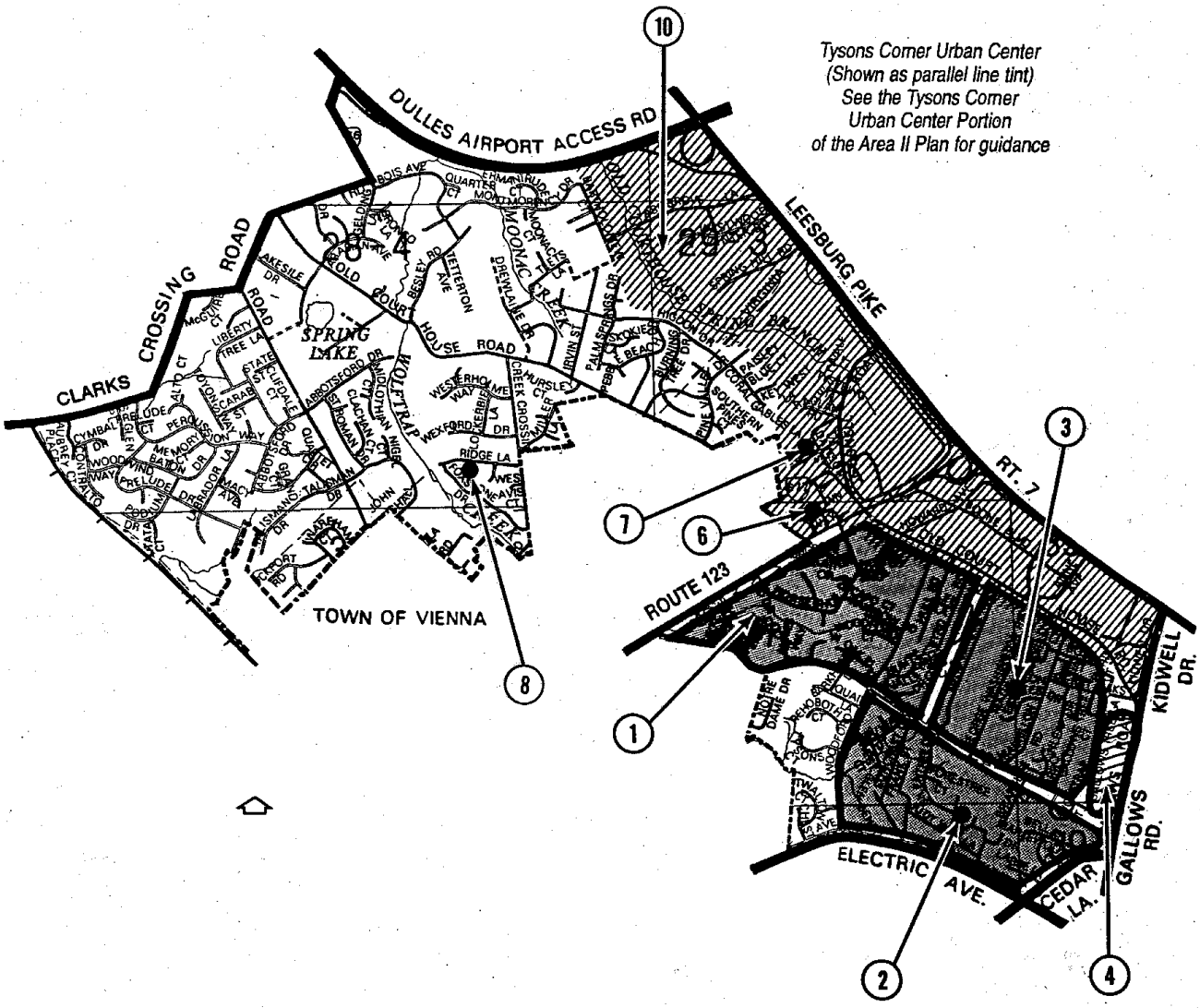
1. The area located between Route 123, Wolftrap Road, Madrillon Farms subdivision (which extends along the western boundary line between Lord Fairfax Drive and Byrd Road) and commercially-zoned land fronting on the south side of Old Courthouse Road is planned for residential use at 2-3 dwelling units per acre. Further development within this area should be considered infill, and should only occur if substantial land consolidation is achieved, such that there is a reasonable opportunity for remaining land to be consolidated and developed so that a fragmented development and circulation/access pattern is avoided. There should be no commercial uses and no special exceptions or special permits along the southeast side of Route 123 between the northeast entrance to Horse Shoe Drive and the Vienna town line.

   As an option, Tax Map Parcels 39-1((3))8A, 9, 9A, 10, 10A, 11A, 11B, 11C, 11D, 11E and 12 may be considered for single-family detached residential use at 4-4.25 dwelling units per acre, with a maximum of 28 dwelling units. This development level is provided only because this area is adjacent to retail and other commercial uses, and is conditioned on it being designed in a manner that will provide a transition between the abutting commercial area and existing single-family detached neighborhoods to the south and east, if full consolidation is achieved and the following conditions are met:

   - At the time of development review, the applicant should demonstrate that traffic generated by the proposed development can be accommodated and that traffic impacts to the community can be mitigated with appropriate traffic engineering improvements. These transportation improvements may include such measures as: the construction of a raised median on Horse Shoe Drive at its eastern intersection with Route 123; the installation of signage on Route 123 prohibiting access onto Horse Shoe Drive at the western intersection of Route 123 during the a.m. peak period; the commitment to provide a traffic signal at the eastern intersection of Horse Shoe Drive and Route 123 if warranted; and the provision of a channelized median break on Route 123 at the western intersection with Horse Shoe Drive to allow left turns from Horse Shoe Drive if it can be demonstrated that this maneuver can be accomplished safely;

   - At a minimum, a 35 foot landscaped buffer area should be provided adjacent to all non-residential uses. The existing solid masonry wall adjacent to the office uses should be extended to screen all non-residential uses abutting the subject property along its northern and western boundary. In addition, no structure should be located, on average, closer than 50 feet from the north and northeastern property lines which are adjacent to retail uses;

   - Open space and/or tree preservation areas should be provided in a manner that will maximize opportunities to save mature trees on site, especially in the buffer area



LAND USE RECOMMENDATIONS **FIGURE 25**
GENERAL LOCATOR MAP

adjacent to non-residential uses as well as in the area adjacent to existing residential uses and along Horse Shoe Drive;

- The provision of a substantial landscaped buffer area of at least 25 feet should be provided between the proposed development's stormwater facility and the abutting existing residential uses; and

- Pedestrian walkways (sidewalks and/or trails) should be provided to connect all portions of the development to Horse Shoe Drive.

2. The area west of Cedar Lane, east of Woodford Road, south of Wolftrap Road and north of Electric Avenue, is planned for single-family detached residential use at 2-3 dwelling units per acre. As an option, in the event of substantial land consolidation, single-family detached residential uses at 3-4 dwelling units per acre may be appropriate for this area.

3. The area located between the western boundary of the Madrillon Farms subdivision (including the subdivision), Wolftrap Road, the Kilmer School, the Merry Oaks subdivision and commercial/institutional property on the south side of Old Courthouse Road is a largely undeveloped area that is located between stable residential areas to the south and west, and the Tysons Corner Urban Center. Notable archaeological sites in any development proposal should be preserved.

   Townhouse development at 8-12 dwelling units per acre is planned for the northeast section of this area in accordance with the Plan map.

   The remaining portion of this area is planned for 3-4 dwelling units per acre in accordance with the Plan map. As an option, residential development up to 5 dwelling units per acre may be considered if the following conditions are met:

   - Substantial consolidation of the area, including all properties bounding on the area planned for 8-12 dwelling units per acre;

   - Provision of both townhouse and single-family detached units. Townhouse units should be located adjacent to the area planned for 8-12 dwelling units per acre. The peripheral areas should be developed as single-family detached units that will be compatible with existing uses planned at 2-3 and 3-4 dwelling units per acre; and

   - Provision of usable open space and recreation facilities, and an integrated pedestrian circulation system throughout the development.

4. No commercial retail uses should be permitted along the southwest side of Old Courthouse Road or along Gallows Road north of the Dunn Loring Fire Station.

5. There should be no extension of commercial uses along the northwest side of Route 123 between Tysons Corner and the Vienna town line. Development and redevelopment along the northwest side of Route 123 should provide for decreasing intensity of uses from Tysons Corner. Single-family residential uses are planned in the stable area west of Route 123. Infill development should be of a compatible use, type and intensity. [Not shown]

6. The area between Old Courthouse Road and Route 123, Freedom Hill Park and the Vienna town line is planned for residential use at 5-8 dwelling units per acre except where commercial zoning already exists. Substantial buffering should be provided to protect the cultural landscape and scenic integrity of Freedom Hill Park. If additional park facilities are planned for Freedom Hill Park, the park master planning process should preserve trees along the park's boundaries as a buffer between park facilities and adjacent residential areas. Additional guidance is provided in Sub-unit C-2 of the Tysons Corner Urban Center portion of the Plan.

7. Tax Map 29-3((l)) 27A is planned for 5-8 dwelling units per acre. For consideration above the low end of the Plan density range there should be satisfactory incorporation of the following development criteria:

   - Amelioration of traffic impacts from the site onto Old Courthouse Road and Gosnell Road through design of an internal circulation system that minimizes access points to Gosnell and Old Courthouse Roads.

   - Significant on-site landscaping and planting which retains existing mature trees;

   - Incorporation of an open space walkway system;

   - Utilization of the existing park and open space through development orientation to buffer any impacts to the south;

   - Compatibility of dwelling units with surrounding development especially with respect to scale and bulk;

   - Attention to urban design concepts and creative architectural solutions to development; and

   - Structure types should be townhomes in keeping with the character of the area.

   Additional guidance is provided in Sub-unit C-1 of the Tysons Corner Urban Center portion of the Plan.

8. Parcels 28-4((4))7 and 8 are planned for residential use at 2-3 dwelling units per acre as shown on the Plan map. Due to site topography and past drainage problems in the area, the following conditions should be met for any development:

   - The parcels are consolidated;

   - The amount of impervious surface provided on the property (e.g., the widths of roads) is minimized;

   - To the extent possible, the development is designed such that stormwater runoff is conveyed away from lots fronting on Foxstone Drive (e.g., toward Ridge Lane or into a stormwater management facility)--stormwater runoff should be controlled and/or diverted such that post-development rates and volumes of runoff flowing into each of these lots are reduced to the greatest extent possible;

- The discharge of drainage from the property, including discharges from any stormwater management facility that is provided on these parcels and associated emergency spillways, is conveyed in a manner that will not increase the potential for flooding of structure or any private yard areas between the site and Wolf Trap Creek; and

- Existing trees on this site should be preserved where such preservation is determined to be feasible and desirable by an Urban Forester; otherwise, landscaping should be provided.

If the above conditions cannot be met, development should not exceed the baseline of 2 dwelling units per acre.

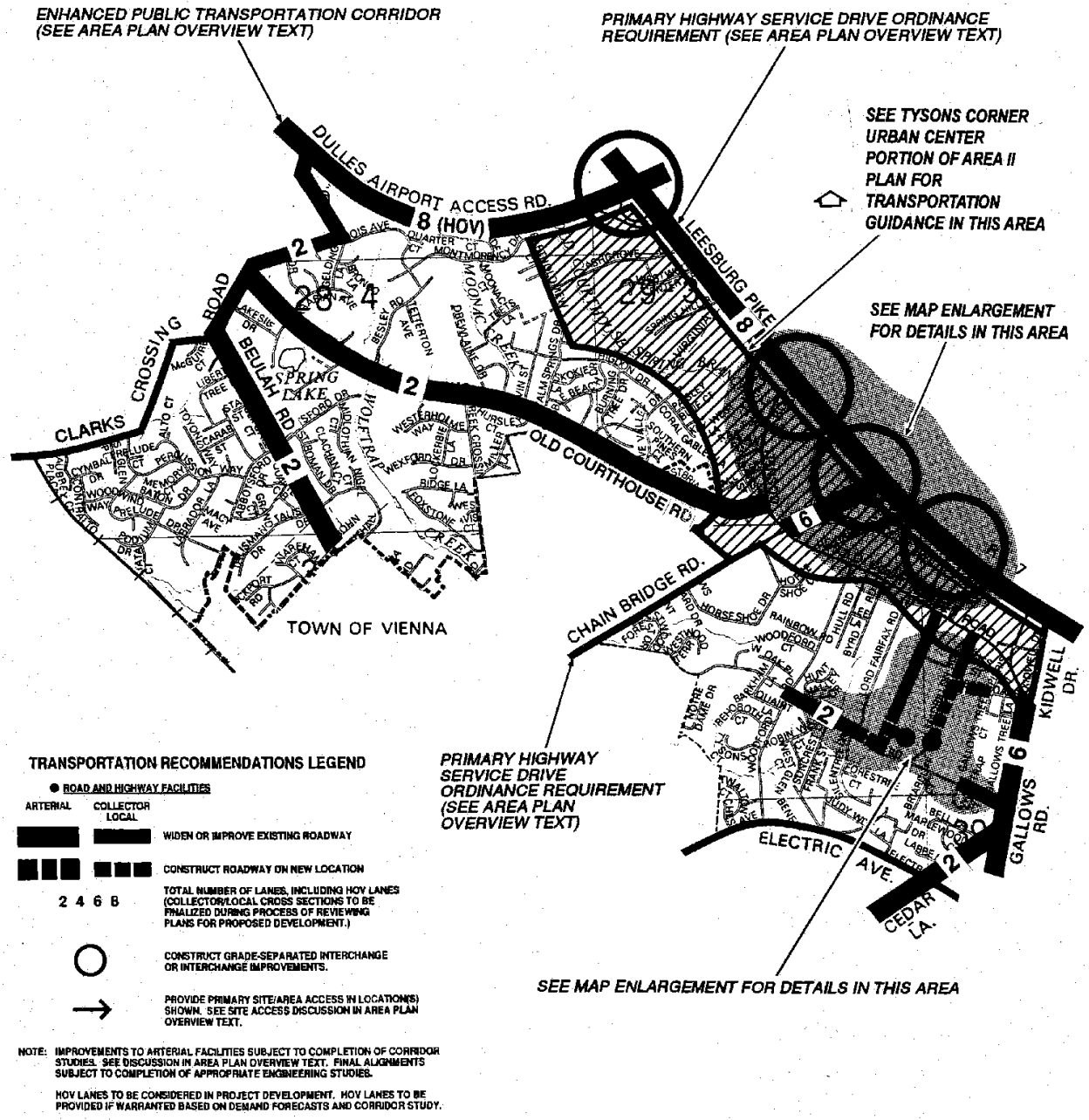
9. The remaining vacant area west of Route 123, except for designated public space, should be limited to single-family residential uses at 2-3 dwelling units per acre as shown on the Plan map. However, the area bounded by Old Courthouse Road, Trap Road, the Dulles Airport Access Road, Bartholomew Court, and the Tysons Green subdivision, is planned for 1-2 dwelling units per acre as shown on the Plan map. Protection is required for the areas of Moonac Creek and Wolftrap Creek as tributaries to the environmentally sensitive Difficult Run watershed. [Not shown]

10. A natural buffer zone should be preserved and maintained along the Old Court House Spring Branch Stream Valley from the Dulles Airport Access Road to Gosnell Road, and from the stream valley to Freedom Hill Park. In addition to the stream valley and land already dedicated or about to be dedicated to the County for open space, this buffer should include the stream influence zone and any tree stands which protect the adjacent low density residential areas from the visual intrusion of the existing and planned high intensity uses in the Tysons Corner Area. The whole of this buffer zone should be incorporated into the Old Court House Spring Branch Environmental Quality Corridor.

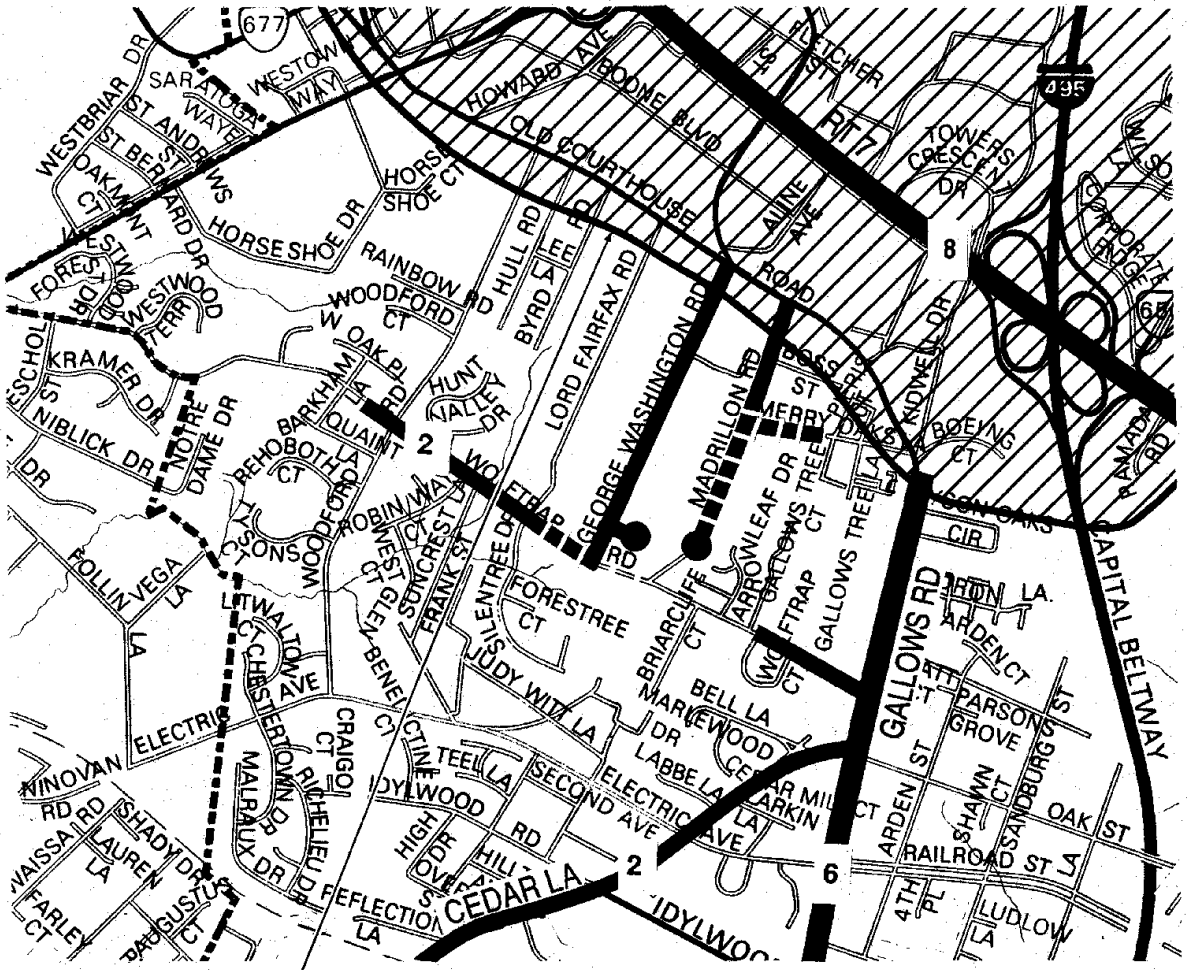
11. No commercial strip development should be permitted west of Route 123 along Old Courthouse Road. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figures 26, 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.



TRANSPORTATION RECOMMENDATIONS **FIGURE 26**



SEE TYSONS CORNER URBAN CENTER PORTION OF AREA II PLAN FOR TRANSPORTATION GUIDANCE IN THIS AREA

TRANSPORTATION RECOMMENDATIONS LEGEND

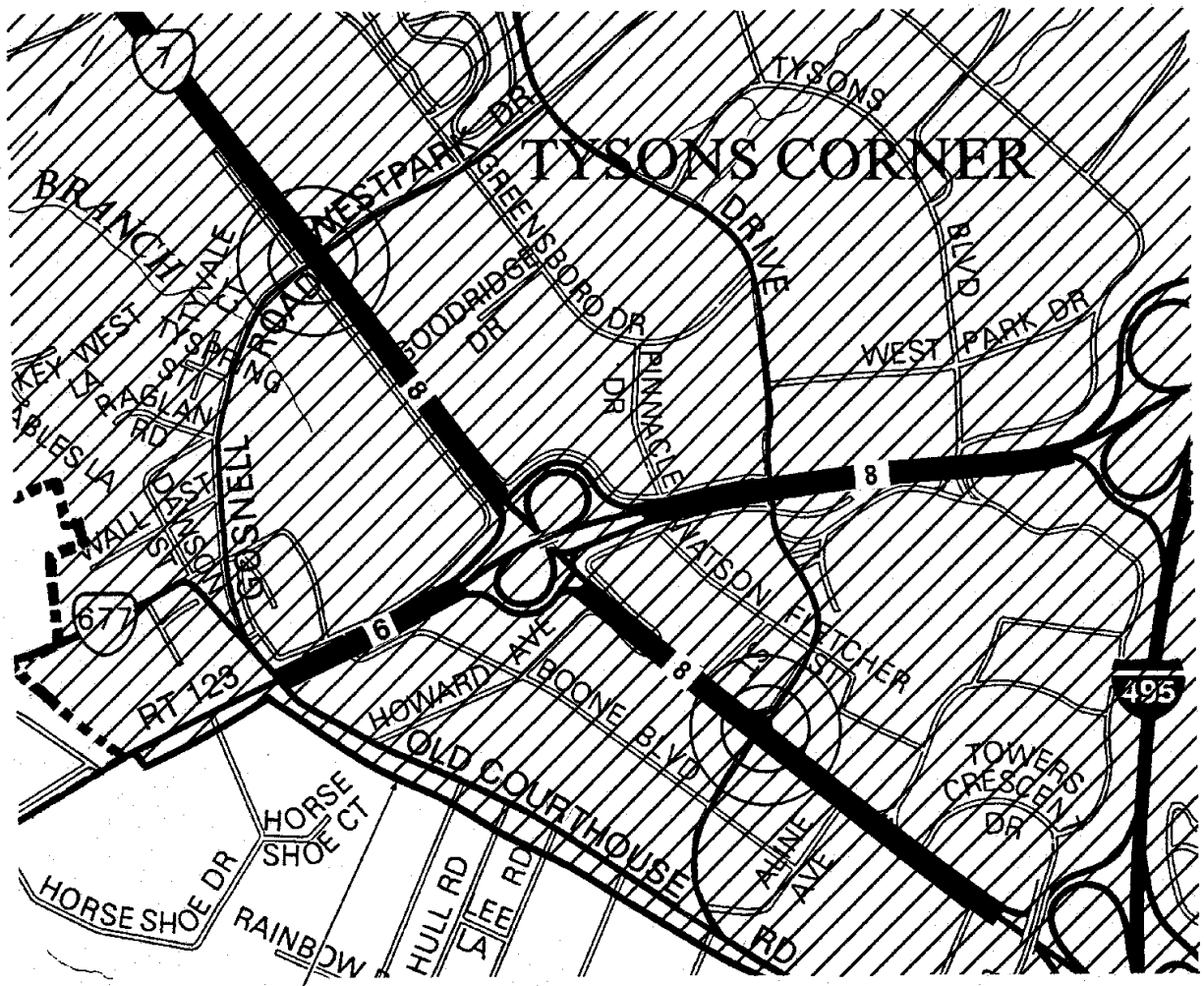
● ROAD AND HIGHWAY FACILITIES

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.

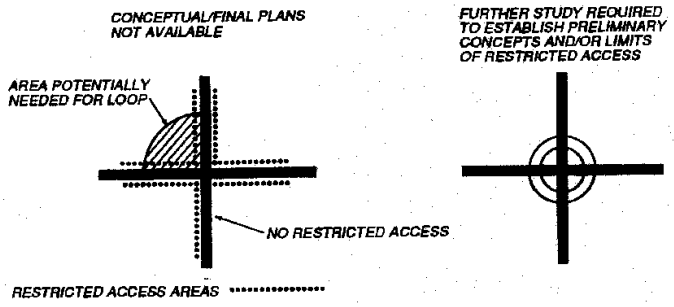
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

ACCESS AND CIRCULATION RECOMMENDATIONS **FIGURE 27**
V3 SPRING LAKE COMMUNITY PLANNING SECTOR



SEE TYSONS CORNER URBAN CENTER PORTION OF AREA II PLAN FOR TRANSPORTATION GUIDANCE IN THIS AREA

KEY TO INTERCHANGE ENLARGEMENTS



CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

INTERCHANGE RECOMMENDATIONS **FIGURE 28**
M1, V3, TYSONS CORNER AREA

Heritage Resources

Open space and older or low density residential neighborhoods offer a high potential for significant heritage resources. Development of these areas, including parkland, should be preceded by heritage resources 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.

FIGURE 29
PARKS AND RECREATION RECOMMENDATIONS
SECTOR V3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Briarcliff Symphony Hills	Initiate a master planning process and develop existing parks in accordance with the approved plan.
	Additional Neighborhood Park facilities are not recommended in Low Density Residential Areas in the northwestern quadrant.
	Additional Neighborhood Park facilities should be provided in the eastern quadrant in conjunction with new development.
COMMUNITY PARKS:	
Foxstone Raglan Road	Initiate a master planning process and develop existing parks in accordance with the approved plan.
Waverly Wolf Trails	Develop in accordance with approved master plan.
Eudora	Upgrade existing athletic fields at school sites to meet the need for active recreation facilities.
DISTRICT PARKS:	This sector lies within the service area of Clarks Crossing Park.
COUNTYWIDE PARKS:	Acquire and preserve the major prehistoric archaeology site in this sector. Land dedication should be provided singularly, or in combination with other development or County purchase. Protect these heritage resources through all available means (as noted in land use recommendations).
Freedom Hill	
Wolf Trap Stream Valley	Ensure protection of EQC and public access to stream valley through dedication of land and/or donation of open space easements to FCPA for public park use.
REGIONAL PARKS:	
W&OD Railroad	All proposed new road crossings or widening of existing roads should be grade-separated (underpass or overpass). Wayside parks should be dedicated or purchased. Complete development in accordance with approved master plan.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 30**

V4 PINEY BRANCH COMMUNITY PLANNING SECTOR

CHARACTER

The Piney Branch Community Planning Sector is located west of the Town of Vienna and is bounded by the Dulles Airport Access Road to the north, Trap Road, Clarks Crossing Road, the W&OD Railroad Regional Park, and the Vienna Town boundary to the east. Chain Bridge Road (Route 123) borders the sector to the south, while the Difficult Run Stream Valley and Hunter Mill Road border the sector to the west.

Piney Branch Planning Sector is the largest sector in the Vienna Planning District. The sector is primarily comprised of single-family detached dwellings with densities ranging from .5 dwelling unit per acre to 2-3 dwelling units per acre. The lower densities are found closer to Difficult Run and Hunter Mill Road.

The northern portion of the Piney Branch sector contains large tracts of vacant land along with some scattered low density single-family residential development.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies the areas of the Piney Branch Planning Sector as Suburban Neighborhoods and Low Density Residential Areas.

RECOMMENDATIONS

Land Use

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

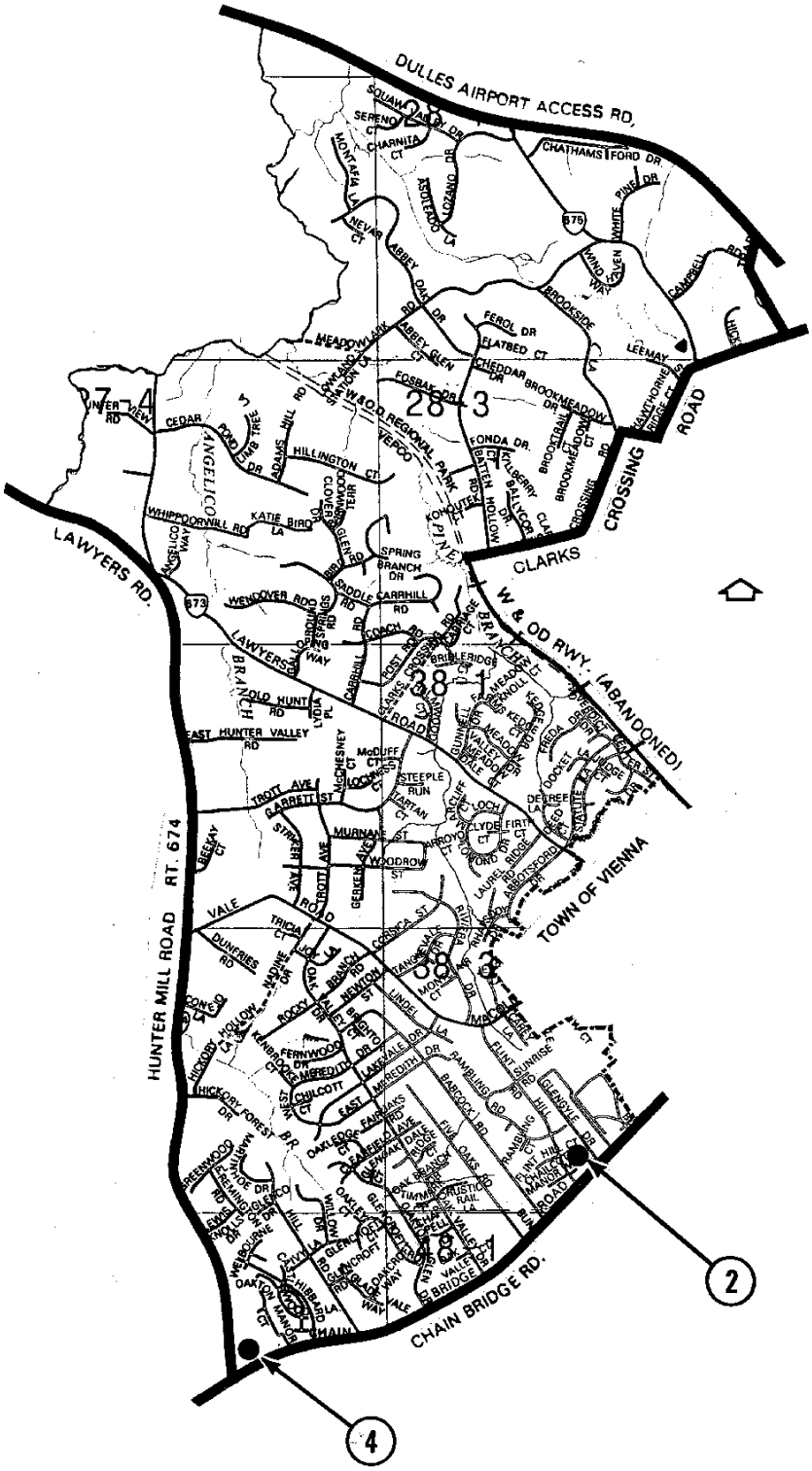
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 31 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To prevent strip commercial development along Route 123 south from the Town of Vienna and to define strictly commercial activity areas:

    a. All future commercial uses and activity in this sector should be limited to the existing Oakton shopping center site and the adjacent land already zoned for commercial use.

    b. The commercial area of Oakton located in the Piney Branch sector should be encouraged to continue to develop under a village concept and no further commercial rezoning in the area should be considered.



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

c. No additional strip commercial uses of any type should be allowed along Route 123 in this sector. [Not shown]

2. To protect existing stable neighborhoods through transitional residential uses along sections of Route 123, the two parcels, east of Flint Hill Road and west of Glengyle Drive, fronting on the northwest side of Route 123 are planned for residential use at 5-8 dwelling units per acre.

3. To preserve the rural large lot and open space character of the northern part of this sector as well as to protect the critical environmental area adjacent to Difficult Run, Angelico Creek and Piney Branch:

   a. The area northeast of the W&OD Railroad Regional Park and northwest of a line made by Clarks Crossing, Beulah Road and Trap Road is planned for residential use at .5-1 dwelling unit per acre as shown on the Plan map.

   b. The area between Lawyers Road and the W&OD Railroad Regional Park northwest of the Carriage Hill subdivision is planned for residential use at .2-.5 dwelling unit per acre as shown on the Plan map.

   c. The area north of Kemper Park, east of Hunter Mill Road, south of Lawyers Hill Road (south of Hunters Valley), and west of the school site is planned for .5-1 dwelling unit per acre, including all of Parcels 37-2((8))1 and 5.

   d. The County should seek open space easements to preserve the rural large-lot open space character of this part of the sector. [Not shown]

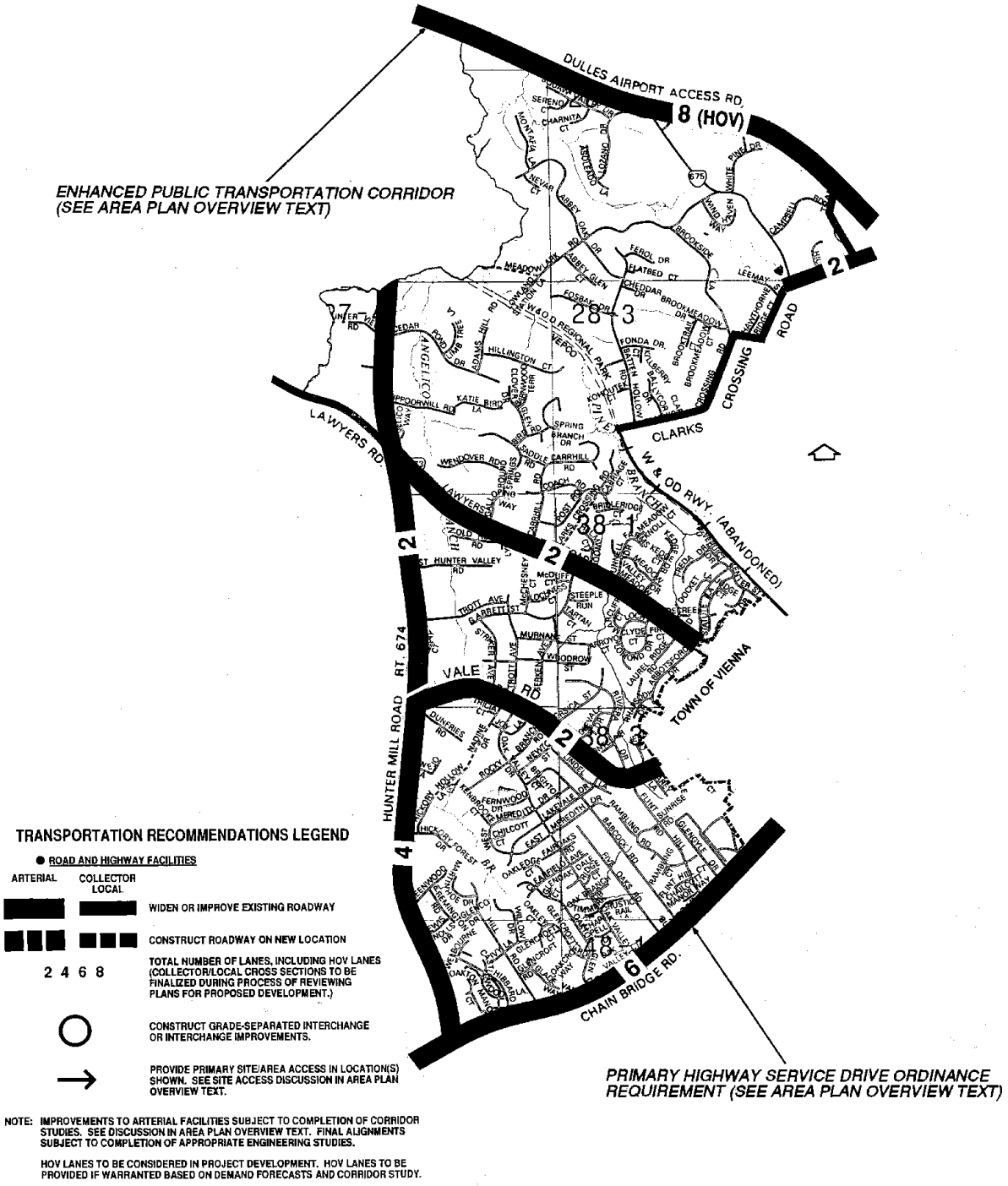
4. Development and road improvements should be planned so that the over 200-year old oak tree on the east side of Hunter Mill Road north of Route 123 is preserved, unless the appropriate County authorities determine that, in light of the health and physical condition of the tree, preservation would endanger public safety or would otherwise be undesirable.

Transportation

Transportation recommendations for this sector are shown on Figure 32. 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

Several known and potentially significant heritage resources occur in this sector. Large open space areas and older neighborhoods exist in this sector. Development of these areas, including parkland, should be preceded by heritage resources surveys and appropriate preservation of significant heritage resources.



TRANSPORTATION RECOMMENDATIONS **FIGURE 32**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 33. 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 34 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 33
PARKS AND RECREATION RECOMMENDATIONS
SECTOR V4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lawyers Road	
Fox Hunters	Initiate a master planning process and develop in accordance with the approved plan. Additional neighborhood Park facilities are not recommended in the Low Density Residential Area. Additional neighborhood Park facilities in Suburban Neighborhoods should be provided in conjunction with new larger infill development.
COMMUNITY PARKS:	
Ashlawn Kemper	Develop in accordance with approved master plan. Consider acquiring the school site on Lawyers Road if it becomes available for development of active recreation facilities.
DISTRICT PARKS:	
Clarks Crossng	Complete development of Clarks Crossing Park in accordance with the master plan. This sector also lies within the service area of Nottoway and Oak Marr Parks.
COUNTYWIDE PARKS:	
Difficult Run Stream Valley	Preserve and protect sensitive ecological resources, and provide continuity of public use trails through dedication of land and/or open space easements to FCPA. Encourage donation of historic preservation easements on selected historic properties.
REGIONAL PARKS:	
W&OD Trail Meadowlark	Develop in accordance with the master plans. Develop a bicycle/pedestrian trail linking these two regional parks.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 34**

V5 NUTLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Nutley Community Planning Sector is located southwest of the Town of Vienna and is bounded by Chain Bridge Road (Route 123) on the north, the Vienna Town boundary on the east, I-66 on the south, and Blake Lane, Edgelea Road, and Courthouse Road on the west.

A large portion of this sector is occupied by the Oakton High School and Nottoway Park, which almost completely border the Vienna Transit Station Area on the north. The remainder of the sector includes single-family attached and detached dwellings.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Nutley Planning Sector develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

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

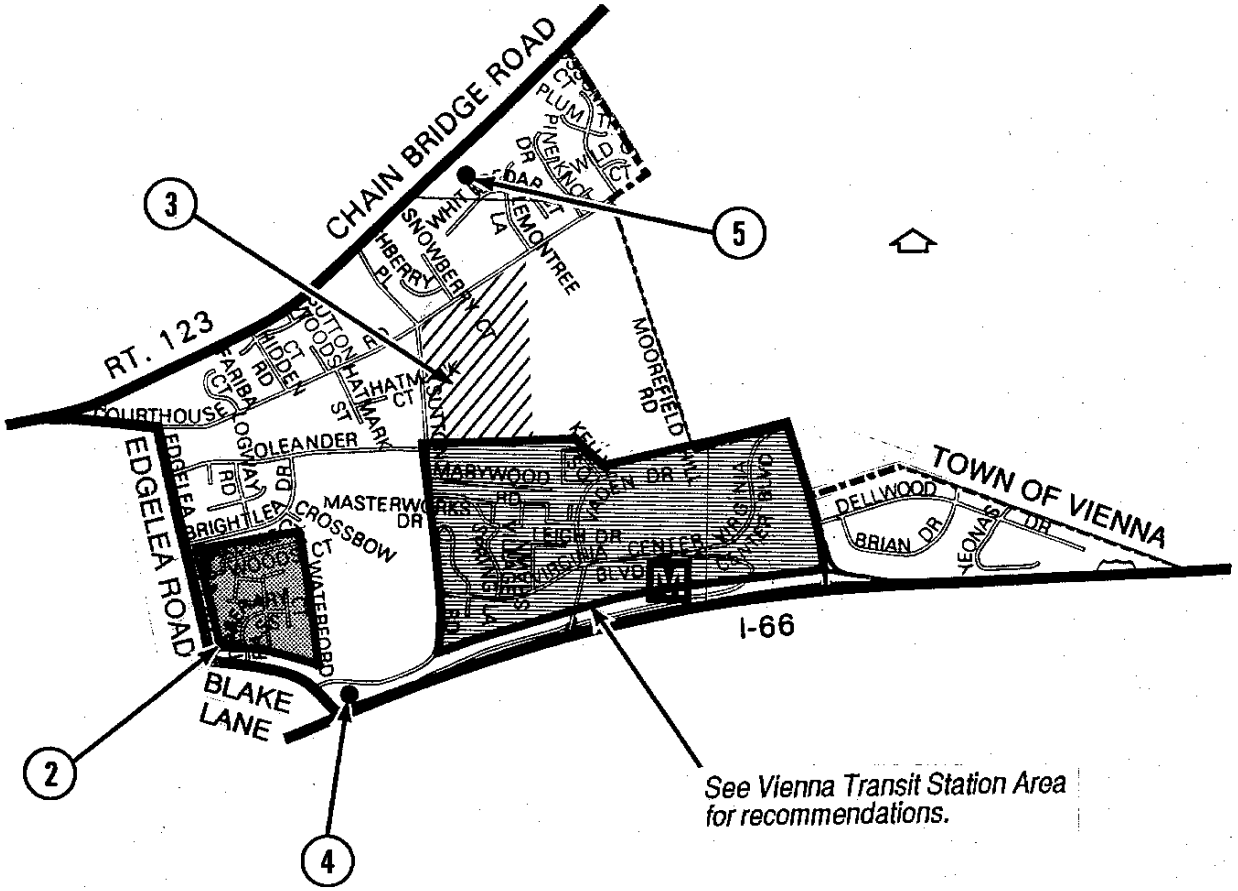
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provides for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 35 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To prevent strip commercial development south along Route 123 from the Town of Vienna and to strictly define commercial activity areas, any additional commercial uses and activity in this sector should be limited to the Vienna Transit Station Area. Additional need for local serving shopping facilities should be met by small shopping facilities outside this sector. [Not shown]

2. Land bounded by Edgelea Woods, Oakton High School, Blake Lane and Edgelea Road is shown on the Plan map for residential use at 8-12 dwelling units per acre. However, development of vacant land within this area should not exceed 10 units per acre to be compatible with the existing development.

3. The parcels bounded by Sutton Road, Courthouse Road, Nottoway Park, and Land Unit F of the Vienna Transit Station Area are planned for residential use at 2-3 dwelling units per acre. As an option, development for residential use at 4-5 dwelling units per acre may be appropriate if the parcels are fully consolidated and there is a single access point to Sutton Road.



LAND USE RECOMMENDATIONS **FIGURE 35**
GENERAL LOCATOR MAP

4. The two parcels directly north of I-66 and bounded by Sutton Road and Blake Lane (Tax Map 48-1((1))142 and 143), are planned for residential use at 1-2 dwelling units per acre. These parcels, if consolidated, may also be appropriate for non-residential uses at an intensity not to exceed .20 FAR, provided that adequate parking is provided, design and materials of any structure are compatible with residential uses to the west on Blake Lane, and safe access and appropriate landscaping are provided.

5. Tax Map parcels 38-3((1))28 and 32 are planned for residential use at 3 to 4 du/ac. Future infill development should not provide vehicular access to Whitecedar Court in order to ensure that traffic from Route 123 will not cut through the Vienna Oaks subdivision. Redevelopment should be designed to provide interparcel access to parcel 38-3((1))27 to the west, and if appropriate to parcel 38-3((1))33 to the east. In addition, future infill development should provide a pedestrian connection from Whitecedar Court to Chain Bridge Road.

Transportation

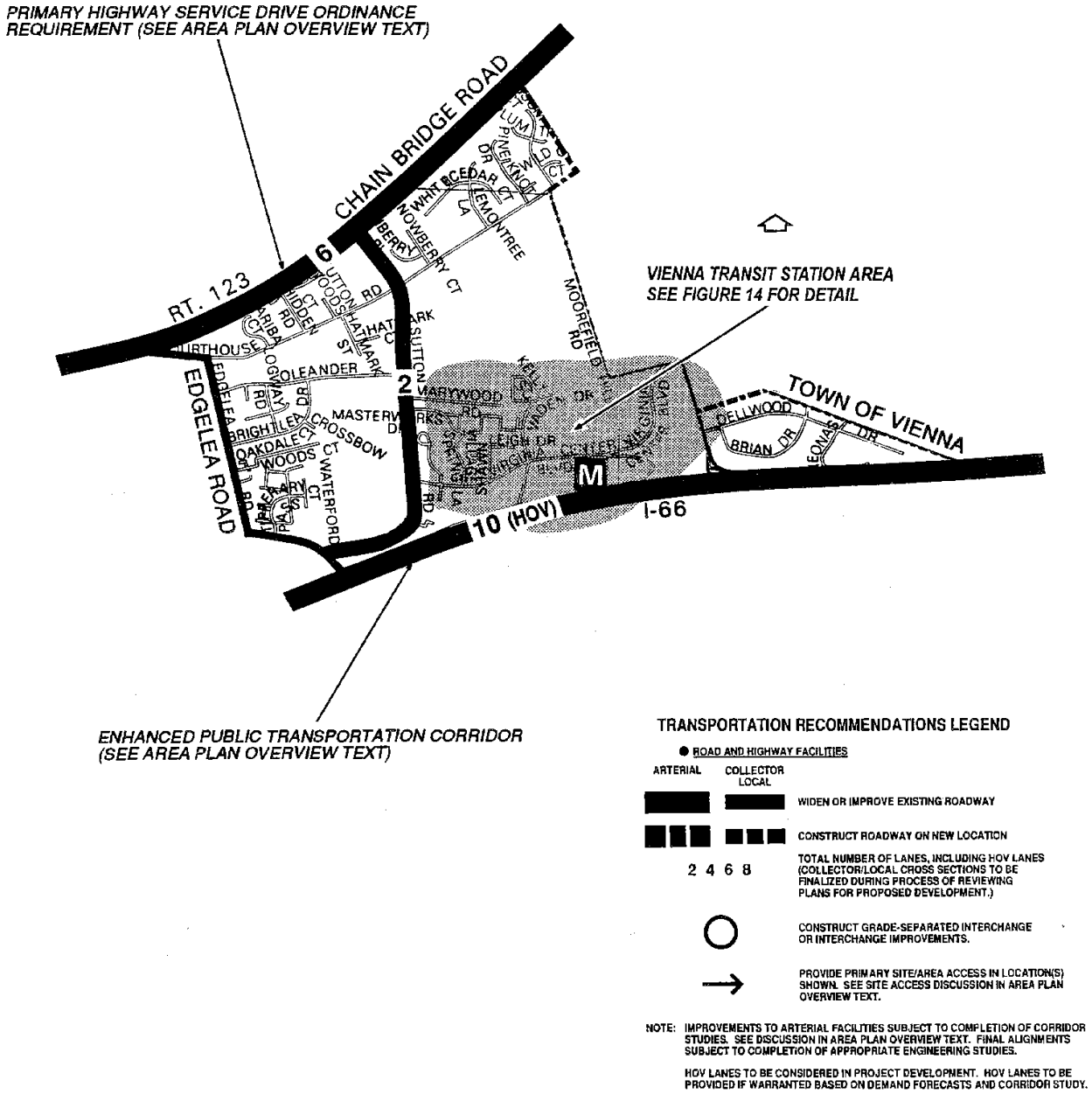
Transportation recommendations for this sector are shown on Figure 36. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed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

Heritage Resources

Several known and potentially significant heritage resources occur in this sector. Large open space areas and older neighborhoods exist in this sector. Development of these areas, including parkland, should be preceded by heritage resources surveys and appropriate preservation of significant heritage resources.

Parks and Recreation

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



TRANSPORTATION RECOMMENDATIONS **FIGURE 36**

FIGURE 37
PARKS AND RECREATION RECOMMENDATIONS
SECTOR V5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Additional neighborhood Park facilities in this sector should be provided in conjunction with new development.
COMMUNITY PARKS:	Nottoway Park provides adequate facilities of this type to serve the active recreation needs of this sector.
DISTRICT PARKS:	
Nottoway	A trail connection should be provided to link Nottoway to Hunters Branch EQC and south to Accotink Stream Valley.
REGIONAL PARKS:	The Fairfax City/W&OD connector trail should be completed.

Trails

Trails planned for this sector are delineated on Figure 38 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.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

V6 VIENNA COMMUNITY PLANNING SECTOR

CHARACTER

The Town of Vienna has jurisdiction over its own planning functions. Fairfax County provides many public facilities for the Town, including schools, health facilities, libraries, social services, fire services, and sewer capacity.

The character of the Town is shaped by the large amount of land in single-family residential uses. Only a very small number of medium to high density residential units exist in the Town. The majority of commercial activity is concentrated along Maple Avenue (Route 123) in a continuous strip including four shopping centers. In addition, Cedar Park Shopping Center is located at the intersection of Park Street and Cedar Lane. Industrial activity is centered in the Vienna Industrial Park and adjacent to the W&OD Railroad Regional Park. The Departments of Parks and Recreation and Public Works maintain ongoing annual programs in their specific areas of land use and transportation responsibility.

The Town of Vienna covers 4.3 square miles and had a 1995 population of 14,838.

RECOMMENDATIONS

Land Use

1. The land use and density plans of the Town of Vienna apply to this sector.

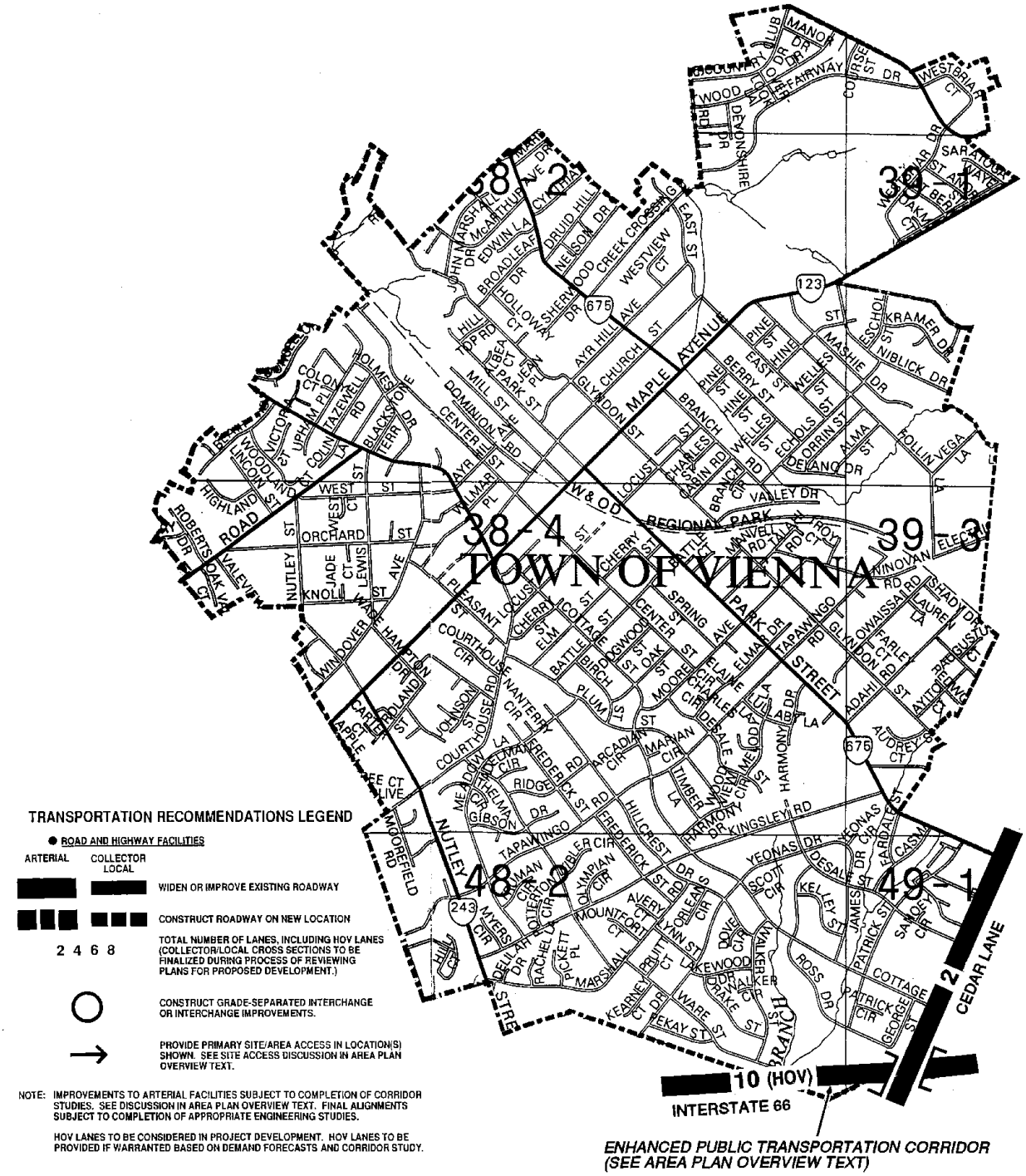
2. Fairfax County should plan land use and density in areas adjacent to Vienna to be compatible with the plans and goals established by Vienna for itself and the needs of the County.

Transportation

Transportation recommendations for this sector are shown on Figure 39. 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

Although this sector is largely developed, there remain small undeveloped areas that should be surveyed for significant heritage resources and appropriate preservation actions should be taken.



TRANSPORTATION RECOMMENDATIONS **FIGURE 39**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 40. 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.

FIGURE 40
PARKS AND RECREATION RECOMMENDATIONS
SECTOR V6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Fairfax County	The FCPA maintains Peterson Lane and Cunningham Parks within the boundaries of the Town of Vienna.
Peterson Lane	
Town of Vienna	
Beulah Road, Northside, Moorefield, Locust-Hine	
COMMUNITY PARKS:	
Fairfax County	
Cunningham	
Town of Vienna	
Glyndon Southside Meadow Lane Waters-Caffi Fields Vienna Community Center Bowman House Wolf Trap Creek Park	
COUNTYWIDE PARKS:	
Town of Vienna	
Salsbury Spring (historic site)	
Fairfax County	
Freedom Hill Wolftrap Stream Valley	
REGIONAL PARKS:	
W&OD Trail	