UPPER POTOMAC PLANNING DISTRICT

OVERVIEW

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is bounded on the north by the Potomac River, on the east by Difficult Run, on the south by Route 50 and on the west by Loudoun County and the Washington Dulles International Airport. (See Figure 1.)

The character of the Upper Potomac Planning District varies widely, from semi-rural Great Falls along the Potomac River to the urbanizing Reston-Herndon area and Dulles Suburban Center to suburban neighborhoods along West Ox Road and Route 50. The northern planning sectors (UP1-3) contain large sections of undeveloped land, estates, several farms, and large-lot subdivisions. Sectors UP4 and UP5 contain Reston and the Greater Herndon area with concentrations of office, industrial and commercial development, surrounded by residential development. The western sector (UP6) is partially developed with office, industrial and commercial development, with large vacant areas. Sectors UP7 and UP8 are characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly and low density residential development in the eastern area where the headwaters of the Difficult Run watershed are located. Sector UP8 (Lee-Jackson) includes some commercial development along Route 50.

Due to the growth of Reston, Herndon, Chantilly (Franklin Farm) and Fairfax Center, total population within the district has increased rapidly over the past twenty-five years. In 1970, the population was approximately 20,000. In 1995, the population of the Upper Potomac Planning District was 138,227, an increase of nearly 600 percent since 1970.

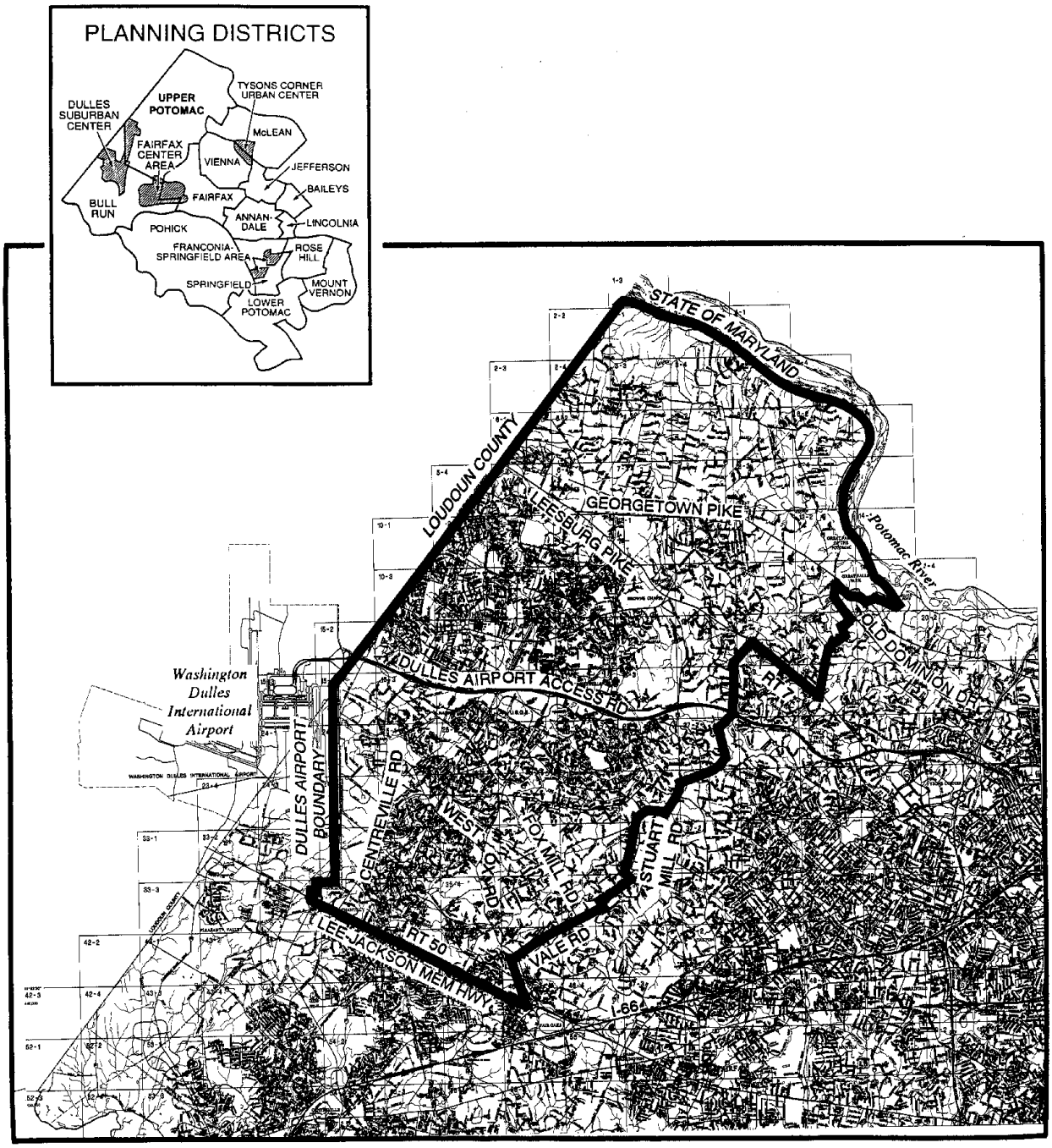
The Planning District is served by community and neighborhood shopping centers in the vicinity of Reston, Herndon, Chantilly, and Great Falls. Tysons Corner and Fair Oaks are the nearest regional shopping centers. Industrial, office, research and development (R&D), and retail commercial uses are not planned or appropriate for Route 7 between the Dulles Airport Access Road and the Loudoun County line.

The Upper Potomac Planning District, as a whole, reflects a pattern common to the County, that of suburban and low density neighborhoods surrounding suburban centers. Future development will need to be planned to protect stable neighborhoods while maintaining employment, shopping and recreation opportunities.

The County has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several sectors in the Upper Potomac Planning District, including Riverfront, Springvale and Hickory (UP1-UP3), Reston (UP5) and West Ox (UP7), have land area which is outside the approved sewer service area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in non-residential uses which do not require public sewer service.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its



0 8000 FT
SCALE

UPPER POTOMAC PLANNING DISTRICT **FIGURE 1**

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 envisioned by the Concept.

The Upper Potomac Planning District consists of areas that the Concept for Future Development recommends as Low Density Residential Areas, Suburban Neighborhoods and three Suburban Centers -- Reston-Herndon, Dulles Suburban Center, and Fairfax Center Area.

The two Suburban Centers that are located in the Upper Potomac Planning District are being addressed in a different manner than the Reston-Herndon Suburban Center. The Dulles Suburban Center, located primarily in UP6 Sully Community Planning Sector is subject to the Route 28 Tax District legislation. A portion of the Fairfax Center Area is located in the Upper Potomac Planning District; this area is addressed in the Fairfax Center Area Plan.

The Reston-Herndon Suburban Center is recommended in the Concept for Future Development for a mixture of office, retail and residential uses, with ancillary institutional uses in a low to moderate intensity range. A core area is designated at the Reston Town Center.

In the portion of the Upper Potomac Planning District that is north of the Dulles Airport Access Road, Suburban Neighborhoods are located in the vicinity of Reston and Sugarland Run (the area of the County surrounding the Town of Herndon.) South of the Dulles Airport Access Road, Suburban Neighborhoods border on the two Suburban Centers (Reston-Herndon and Dulles), Difficult Run, Route 50 and Fairfax Center. A wide range of housing types occurs in these areas.

Low Density Residential Areas are located primarily north of Route 7, along the Potomac River shoreline. The areas around the Difficult Run stream valley and watershed in the eastern portion of the Upper Potomac Planning District are also designated as Low Density Residential Areas, due to the established low density character, the ecological significance, and environmental sensitivity of these areas.

MAJOR OBJECTIVES

Planning objectives in the Upper Potomac Planning District are the following:

- Limit redevelopment of commercial, industrial and residential areas to intensities which will, upon redevelopment, result in acceptable levels of service and have minimal impact on stable residential areas, village centers, and other centers that serve villages or neighborhoods;

- Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential uses;

- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;

- Maintain the residential character development along the Route 7 Corridor and prevent industrial, office, research and development (R&D) and retail commercial development in this corridor between the Dulles Airport Access Road and the Loudoun County line;

- Encourage pedestrian access to retail areas;
- Encourage the creation of additional parks, open space and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program;
- Preserve significant heritage resources;
- Provide adequate facilities for the full range of human services, including child care, senior citizen programs, health care, education, and recreational programs for all segments of the community;
- Continue active pursuit of affordable housing goals by enlarging the inventory and maintaining and improving existing affordable units; and
- Provide child care and elderly care facilities to meet the anticipated growth in needs.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Upper Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figures 2 and 3. 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.

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

Construction of the future westbound lanes of the four-lane Lawyers Boulevard between Cobra Drive and West Ox Road should be coordinated with the construction of Lawyers Boulevard between West Ox Road and the Fairfax County Parkway in order for these segments of Lawyers Boulevard to be open to traffic simultaneously.

Housing

A list of existing, under construction, and proposed assisted housing for the Upper Potomac Planning District is shown in Figure 4. 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 rent subsidy units, which are usually privately owned;

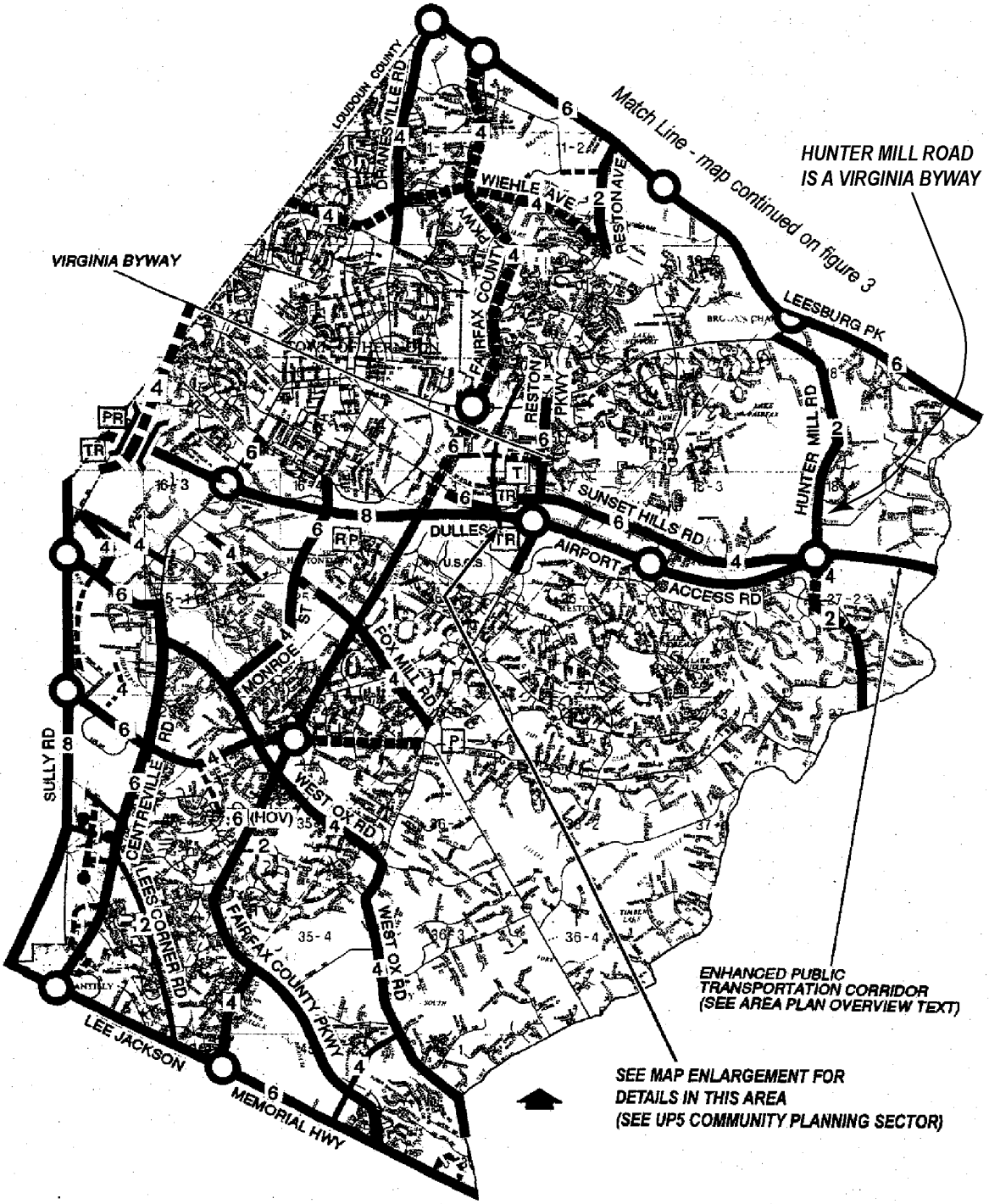
- Units subsidized under Federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

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

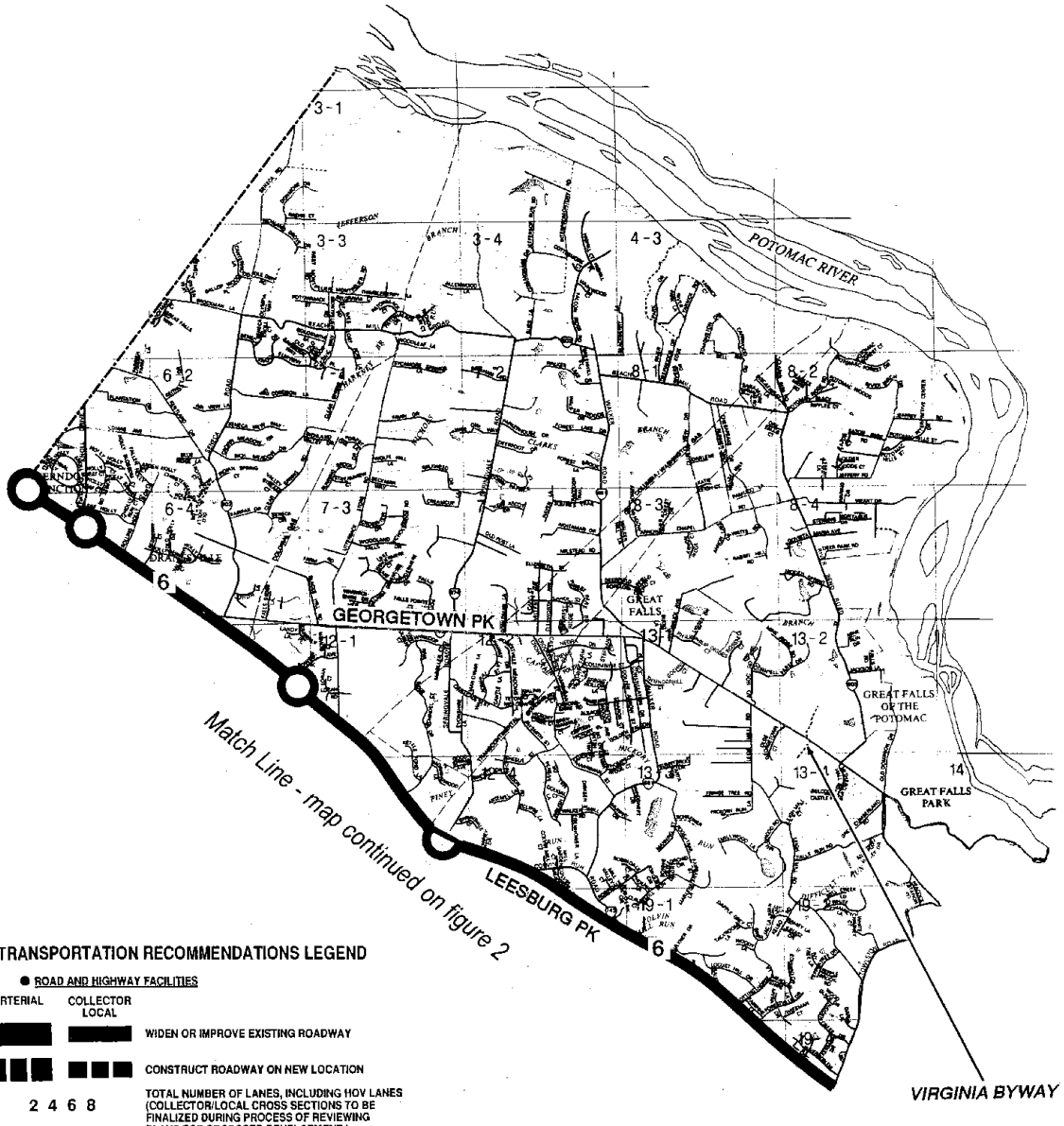
- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- 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



COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
UPPER POTOMAC 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.

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

T — TRANSIT TRANSFER CENTER (NO PARKING)

R — RAIL STATION

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 3**
UPPER POTOMAC PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

FIGURE 4
UPPER POTOMAC 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			
Herndon Harbor House Jorss Place	UP4	120	Fairfax County Rental (Elderly)/ Adult Day Care Center/ FCRHA Bond Financing/Tax Credit
Cedar Ridge Apts, Becontree Lane	UP5	195	Fairfax County Rental/Section 221-d-3
Fellowship House (Lake Anne) North Shore Drive	UP5	240	Private/Section 202/Section 236 (Elderly)
Fellowship House (Hunter Woods) Colts Neck Road	UP5	224	Private/Section 223f (Elderly)
North Point, Northpoint Circle	UP5	48	Private Rental/Tax Credit
Reston Town Center, Bowman Towne Court	UP5	30	Public Housing
Shadowood, Castlerock Square	UP5	16*	Public Housing
Stonegate Village, Stonewheel Drive	UP5	230	Fairfax County Rental/Section 236/Tax Credit
West Glade, Glade Drive	UP5	50	26 Public Housing and 24 Fairfax County Rental
Dulles Town Center Apts. Sunrise Valley Drive	UP6	272	Private/Tax Credit/VHDA Financing
Trevors Run at Dulles Center Sunrise Valley Drive	UP6	11	Private/ADU Rental Program
Jefferson Commons Phase I, Masons Ferry Drive	UP7	152	Private/Tax Credit/VHDA Financing
Jefferson Commons Phase II, Masons Ferry Drive	UP7	134	Private/Tax Credit/VHDA Financing

FIGURE 4
UPPER POTOMAC PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

(Continued from previous page)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Kendrick Court, Coppermine Road	UP7	139	Private/Tax Credit/VHDA Financing
Sunrise House, West Ox Road	UP7	20 beds	Group Facility
Homeownership			
		218*	MIDS, First Time Home Buyers, or Affordable Dwelling Units
Reflection Lake Co-op, Springer Drive	UP4	84	Cooperative/Section 236
Island Walk Co-op, Torrey Pines Ct.	UP5	101	Cooperative/Section 8/Tax Credit

*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 Upper Potomac Planning District contains a portion of the drainage area for the Occoquan Reservoir, and a portion of the environmentally sensitive Difficult Run watershed, as well as most of the environmentally sensitive Sugarland Run watershed. The area near the eastern edge of Dulles International Airport contains a small amount of land impacted by aircraft noise.

The northern and southeastern parts of the planning district have a rural character with a large number of stream valley and habitat environmental quality corridors. Like portions of Pohick, Lower Potomac, Vienna and Bull Run, this area is important to the preservation of what remains of Fairfax County's natural resources. Reston and Herndon, in the central portion of the planning district, have been developing for some time. Environmental policies for the planning district must respond to both the semi-rural and developing areas. For the developed and developing areas, policies that focus on pollution control and reclamation should be followed. The semi-rural areas should benefit from attention to preservation.

The achievement of high water quality should continue to be implemented through the land use plan, as well as structural control techniques in the portion of the planning district that drains to the Sugarland Run, Difficult Run and the Occoquan Reservoir. 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 and the Occoquan Reservoir watersheds. Also, generally maintain planned low density development in the portions of the district that drain into the Sugarland Run watershed. In higher density areas that drain into the Sugarland Run watershed, including parts of Reston and Herndon, implement structural controls and/or non-structural best management practices to protect the watershed;

- Devise an extended EQC system to provide protection to areas that constitute the Sugarland Run and Difficult Run headwaters and Great Falls, 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 and maintain planned low densities in the stream valley headwaters.

The Difficult Run stream valley watershed has been adopted by the Board of Supervisors under the County's Adopt-A-Stream Program. Many initiatives are underway to reclaim and preserve this watershed. The tributary 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. Low density zoning should be used to maintain this habitat, however; more controls may become necessary as the rest of the County continues to accommodate more people. Likewise, the semi-rural Great Falls area and the Upper Potomac valley provide significant habitat preservation opportunities. Additional guidance for the Difficult Run watershed is contained in the Area II and III Plan Overviews.

Many initiatives are underway to reclaim and preserve the Sugarland Run stream valley. The watershed has been adopted under the County’s Adopt-A-Stream Program, by the Friends of Sugarland Run. The Sugarland Run stream valley is also a sensitive area of the Chesapeake Bay watershed. The tributary stream valleys of the Sugarland Run watershed in this district, as well as the associated forest lands, wetlands, and meadowlands, constitute a large part of the Sugarland Run habitat. Innovative stormwater management practices may become necessary as the County continues to accommodate more people.

Heritage Resources

The Upper Potomac Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 5. 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 District. 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 are underway and should be encouraged. Hunter Mill Road has been determined to be eligible for listing in the Virginia Landmarks Register and the National Register of Historic Places. The determination of eligibility is the first step in the process for being listed on the Virginia Landmarks and/or the National Register of Historic Places. Hunter Mill Road has also been designated as a Virginia Byway.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 5, and may be identified in the text and recommendations section.

FIGURE 5
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 1994)

Name	Address	Parcel Number	Date
Appledore (Poplar Vale)	3000 Fox Mill Road, Oakton	36-3((1))29	c.1806
Ayre House	13200 Lee Jackson Hwy., Chantilly	45-1((1))11	c.1810
Bailey House*	13800 Coppermine Road, Herndon	15-4((2))16	c.1860
Bowman Distillery*	11710 Sunset Hills Rd., Herndon	17-4((1))5, 9	1935
Bowman's Store	2628 Centreville Road, Herndon	25-1((1))13	c.1850 + adds.
Brown's Chapel	Baron Cameron Avenue, Reston	11-4((1))8	c.1879
Cherok House	2633 Centreville Road, Herndon	25-1((1))19	c.1890
Coleman, George House	489 Arnon Meadow Rd., Great Falls	08-3((1))3	c.1855
Colvin Run Community House	10201 Colvin Run Road, Great Falls	12-4((1))31	c.1900
Colvin Run Mill N,V,H	10017 Colvin Run Road, Great Falls	18-2((1))16	c.1820
Colvin Run Miller's House H	10017 Colvin Run Road, Great Falls	18-2((1))16	c.1815
Cornwell Farm N,V	9414 Georgetown Pike, Great Falls	13-1((1))58B	1830
Dranesville Methodist Church	11711 Leesburg Pike, Herndon	06-4 (1))67	c.1850
Dranesville Tavern N,V,H	11919 Leesburg Pike, Herndon	06-3((1))19	c.1830
Dunbarton	910 Seneca Road, Herndon	06-4((1))6V, Z	c.1750
Floris Colored School (New)	2525 Squirrel Hill Road, Herndon	15-4((1))32	1932
Floris United Methodist Church	2629 Centreville Road, Herndon	25-1((1))17	1895
Follin, J.N., House	1028 Walker Road, Great Falls	12-4((1))13	1780 + adds.
Four Stairs	840 Leigh Mill Road, Great Falls	13-3((1))20	c.1740 + c.1850
Fox House	2703 West Ox Road, Herndon	25-1((1))20	c.1900
Franklin Farm House	3020 West Ox Road, Herndon	35-2((8)), 25-4	c.1790
Frying Pan Church	2615 Centreville Road, Herndon	25-1((1))11	1791
Frying Pan Farm Park	2709 West Ox Road, Herndon	25-1((1))9	c.1920
Great Falls Grange	9818 Georgetown Pike, Great Falls	13-1((1))15	1929

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

FIGURE 5
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Great Falls P.O. (Old Schoolhouse)	9812 Georgetown Pike, Great Falls	13-1((1))18	1890
Groves House	3220 Centreville Road, Chantilly	34-2((1))6	c.1895
Gunnell's Run	600 Innsbruck Avenue, Great Falls	08-3((12))A	c.1760 + 1933
Town of Herndon Historic District N	Herndon		
Herndon Railroad Station N, V	730 Elden Street, Herndon	16-2((2))23	c.1861
Hidden Springs Farm	438 Riverbend Road, Great Falls	08-4((1))33V	c.1825 + 1940
Higgins R., House	2705 West Ox Road, Herndon	25-1((1))21	1905
Hoffman House	2601 Centreville Road, Herndon	25-1((1) 3A	c.1900
Holly Knoll (Bloomfield) H	12000 Leesburg Pike, Herndon	06-3((1))6	1858
Ivy Chimney	11706 Leesburg Pike, Herndon	06-4((1) 40	c.1856
Jackson, Verlinda House	700 River Bend Rd., Great Falls	13-2((1))10	c.1790
Kalorama Springs* (Tricketts)	10026 Colvin Run Rd., Great Falls	18-2((1))19	c.1781
Keyes House	2516 Squirrel Hill Road, Herndon	15-4((1))28	c.1860
King Subdivision	Elizabeth Street, Great Falls	13-2((2))	c.1920
Lawyers Road	b/t Hunter Station and Hunters Mill	27-3, 27-4	Pre-1800
Lake Anne Village Center H	Reston	17-2	1965
Langham House *	3108 Centreville Road, Herndon	24-4((1))6	1908
Leigh, Dr. Alfred, House	1148 Walker Road, Great Falls	12-4((1))15A	c.1890 + 1910
Longacre	701 Seneca Road, Great Falls	06-2((1))24	c.1855
Martin House	2521 Squirrel Hill Road, Herndon	15-4((1))31	c.1870
Matildaville Ruins N,V	Great Falls Park, Great Falls	13-2((1))35	1790-1839
Mayfield	11700 Leesburg Pike, Herndon	06-4((1))41	c.1760 + 1844

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

FIGURE 5
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Middleton, John, Farm	13801 Frying Pan Road, Herndon	24-2((1))1	c.1850
Mt. Pleasant Baptist Church and Cemetery	13614 Coppermine Road, Herndon	15-4((1))18	1882
Patowmack Canal Lock Ruins N,V	Great Falls Park, Great Falls	13-2((1))35	1785-1802
Patowmack Canal at Seneca Falls	Potomac River, Great Falls	03-2((1))1	1785-1802
Piscataway Farm	625 Seneca Road, Great Falls	06-2((1))4	unknown
Ratcliffe/Hanna House	2346 Centreville Road, Herndon	16-3((1))5A	c.1793 + adds.
Smith's Chapel	11321 Beach Mill Rd., Great Falls	02-4((1))19	1890
Smith, Jesse, Farm	315 Seneca Road, Great Falls	02-2((1))8	c.1857
Smith, Temple, House	1032 Towlston Road, McLean	19-2((12))9A	c.1750
Stover House	2625 Centreville Road, Herndon	25-1((1))16	c.1875
Sully	3601 Sully Road, Chantilly	34-2((1))14	1794; later addition
Sunset Hills	1850 Old Reston Ave., Herndon	17-4((1))1	1899
Waggle/Hutchison House*	13600 Frying Pan Road, Herndon	24-2((1))8	c.1835
White, Elijah, House*	2908 West Ox Road, Herndon	25-3((7))D	c.1870
Wiehle House	1830 Old Reston Avenue, Reston	17-4((1))3	c.1890
Woodbury House	10307 Saddle View Court, Vienna	27-2((4))A	c.1780
Wrenn House*	13622 Lee Jackson Mem. Hwy. Chantilly	34-4((1))60	c.1800
Wrenn House at Franklin Farms	13223 Wrenn House Ln., Herndon	35-1((4))17, 31	c.1825
Vale Community Center	3124 Fox Mill Road, Reston	36-4((1))8	

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

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

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

The Virginia Landmarks Register and 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.

Those sites outlined in the Great Falls Survey Report of Historic Properties (conducted by the Heritage Resources staff of the Office of Comprehensive Planning and filed by site number in their site files) should be evaluated as to their historical significance. Those deemed historically significant by the Office of Comprehensive Planning or other appropriate Federal, State, or county agencies should be identified in the Plan as soon as possible and a process should be established to protect them from destruction or adverse environmental impact without necessarily being included in an historic district. It may be necessary to add sites should additional sites be identified.

Public Facilities

Existing public facilities located within the Upper Potomac Planning District and those for which a future need has already been identified are included on Figure 6. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector 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 Upper Potomac Planning District:

FIGURE 6
UPPER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
UP1						
UP2	Great Falls Elem.	Great Falls Community	Great Falls Fire Station Co. 12		FCWA Riverside Manor Water System	
UP3	Forestville Elem., Elem. Site				Difficult Run Pumpover Station	
UP4	Clearview, Herndon, Hutchison, Dranesville Elem., Herndon High, Herndon Middle	Herndon Fortnightly	Herndon Government Center, Herndon Police, Herndon Fire Station Co. 4	Herndon Community Center	FCWA Corbalis Water Treatment Plant,Water Storage Tank (Town of Herndon), Recycling Drop-off	
UP5	Aldrin, Armstrong, Crossfield, Dogwood, Forest Edge, Hunters Woods, Lake Anne, Sunrise Valley, Terraset Elem., Hughes Middle, South Lakes High, Baron Cameron Site	Reston Regional	Reston Government Center, Reston Fire Station Co. 25, Reston District Police Station, North Point Fire Station Co. 39, North County Juvenile Court Probation Services	Northwest Center for Community Mental Health, Alcohol and Drug Services Adult Outpatient, Alcohol and Drug Services - Stonegate, ACCESS, Reston Teen Center, Reston/Herndon Senior Center, Embry Rucker Community Shelter (Reston)	Recycling Drop-off Centers (2), FCWA Reston Pumping Station	Wiehle Avenue Park-&-Ride, Herndon-Monroe Park-&-Ride, Reston Town Center Transit Center, *Va. State Highway Maintenance Facility
UP6	Floris Elem., Carson Middle, Coppermine Elem. School Site		Frying Pan Fire Station Co. 36			
UP7	Fox Mill, McNair, Oak Hill Elem.		Fox Mill Fire Station Co. 31	Sunrise Program	FCWA Penderwood Storage Site No. 2, FCWA Foxmill Storage & Pumping Station	
UP8	Lees Corner, Navy Elem., Franklin Middle		Fair Oaks Police Station & Fire Station Co. 21		Va. Power Substation	Fair Oaks Hospital

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

1. If warranted, consider the development of a fire and rescue mini-station to serve the north Great Falls area. (UP1, UP2)

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

3. Provide the necessary improvements to the Corbalis Water Treatment Plant on land currently owned at the Authority's plant site to meet current and future needs. (UP4)

4. Construct a new elementary school in Sector UP7.

5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)

6. Fire facilities and equipment at the Herndon Fire Station should be kept adequate to meet increasing demand for fire and emergency protection. (UP4)

7. Provide an additional 2.5 million gallon ground water storage tank at the County Water Authority's Penderwood Water Storage Tanks II site on West Ox Road near Waples Mill Road. (UP7)

8. Provide two adult day health care centers, one in the Reston-Herndon vicinity and one in Chantilly. (UP8)

9. Provide a District Public Health Center in the Centreville/Chantilly area. (UP8)

10. Provide a five-acre site for Crossroads, an intensive drug and alcohol treatment program. In addition to treating clients, this facility will also house children of clients.

11. Expand the Reston Regional Library in Sector UP5 consistent with the Policy Plan standards for regional libraries.

12. Provide any necessary improvements to FCWA's Riverside Manor Water System to meet future regulations (UP2).

13. Provide additional finished water transmission facilities between the Corbalis Water Treatment Plant and The Fox Mill Storage and Pumping Facilities (UP5, UP7).

14. Provide additional finished water transmission facilities between Lawyers Road and Vale Road along the Fox Mill corridor (UP5, UP7).

15. Provide additional finished water transmission facilities along the Route 50 corridor between Rugby Road and Stringfellow Road (UP8).

Parks and Recreation

Public parks located within the Upper Potomac Planning District are identified on Figure 7. Additional recreational facilities are provided at county public school sites. The Upper Potomac Planning District contains many of the most significant natural and heritage resource areas in Fairfax County. The majority of the Potomac River shoreline is protected in land holdings administered by the Fairfax County Park Authority, Northern Virginia Regional Park Authority, National Park Service and The Nature Conservancy. Additionally, a permanent open space easement along the entire river shoreline has been acquired by the U. S. Department of the Interior for development of the Potomac River National Heritage Trail.

Nationally and regionally significant historic properties include Sully, Dranesville Tavern, Frying Pan Meeting House, and Colvin Run Mill. Frying Pan Park, Floris Community Park and the Great Falls Grange preserve elements of the agricultural history of the local community. A wide diversity of recreational opportunities are available at Lake Fairfax, Fox Mill and Baron Cameron District Parks and the major stream valleys.

The Difficult Run, Little Difficult Run, and Sugarland Run stream valley system, which traverses the entire district from south to north, contains environmentally sensitive natural resources and cultural resources. A variety of resource protection mechanisms, including acquisition of conservation/open space, scenic, and historic preservation easements, land dedication and purchase by the County should be utilized to protect identified resources not currently in public ownership. The intrusion of non-recreational development should be restricted and the impacts of offsite development should be mitigated.

Current deficiencies in active recreation facilities will be exacerbated by the large population growth projected for the western part of the district. Additionally, Community Parks should be provided in the UP4, UP7 and UP8 sectors. Cooperative public/private sector strategies should be pursued to locate outdoor recreation facilities to serve the adult workforce in proximity to employment centers. The potential for, and possible location of, a future recreation center in this planning district will be determined by the Fairfax County Park Authority based on the results of the recreation demand survey and recreation feasibility study.

The evaluation of recreational needs in the Centreville District being conducted by the County should be used in determining those activities to be included in an Oak Marr-type facility to be located in the Herndon-Reston area. The construction of a recreation facility in the Springfield District at Stringfellow Road and Route 50 is also endorsed.

FIGURE 7
UPPER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL	STATE/ FEDERAL
UP1				Riverbend	Upper Potomac Regional	Great Falls National Potomac River National Heritage Trail
UP2	Holly Knolls	Windermere		Great Falls Grange		
UP3	Lockmeade	Lexington Estates	Great Falls Nike	Colvin Run Mill Colvin Run S.V. Difficult Run S.V.		
UP4	Stanton Cuttermill Trailside	Grand Hamptons Hutchison School Site Bruin Alabama Dr. Bready Chandon Runnymede		Dranesville Tavern Folly Lick S.V. Sugarland Run S.V. Folly Lick S.V.		
UP5	Stuart Road (Reston) Town Green	Reston North Shaker Woods Tamarack Stratton Woods	Baron Cameron School Site Fox Mill District	Lake Fairfax Colvin Run S.V. Difficult Run S.V. Little Difficult Run S.V.	W&OD Trail	
UP6		Floris School Site		Sully Frying Pan S.V. Horsepen Run S.V.		
UP7	Franklin Oaks Garchayne Navy Vale	Floris Community Franklin Farm Clarks Landing		Frying Pan Frying Pan S.V. Difficult Run S.V. South Fork S.V.		
UP8	Fair Woods Franklin Glen	Fox Valley		Little Difficult Run S.V.		

RESTON-HERNDON SUBURBAN CENTER AND TRANSIT STATION AREAS

OVERVIEW

The Reston-Herndon Suburban Center represents one of the County's premier employment locations. The Center, which surrounds the Dulles Airport Access Road from Hunter Mill Road to Centreville Road, varies in character of development from areas almost completely developed as medium intensity office to the Reston Town Center which is planned as a high intensity mixed-use area. The proximity of the Washington Dulles International Airport and the excellent regional access make this area appropriate for a variety of residential and employment land uses.

The area surrounding the Reston-Herndon Suburban Center consists primarily of residential development, including many stable low and medium-density residential areas within the planned community of Reston. Very low density residential development occurs to the east of the Reston-Herndon Suburban Center. These communities help to form a low density residential transition between the Reston-Herndon Suburban Center and the Tysons Corner Urban Center.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies the Reston-Herndon Suburban Center as one of several mixed-use employment centers located in Fairfax County. The intention of the Suburban Center designation is to capitalize on the opportunity to provide future housing and employment locations, while still maintaining the integrity of existing, nearby land uses. The Suburban Center is developed primarily with office uses, although there are a few areas within the Suburban Center where industrial “flex” and research and development uses remain.

The Reston-Herndon Suburban Center also encompasses three of the four Transit Station Areas in the Dulles Corridor. The purpose of the Transit Station Area designation is to optimize development opportunities associated with transit stations while maintaining the stability of existing, nearby land uses. In addition, these areas should allow a mixture of residential, office and retail uses and provide opportunities for joint public-private development.

LOCATION AND CHARACTER

The Reston-Herndon Suburban Center is located in the northwestern quadrant of Fairfax County along the north and south sides of the Dulles Airport Access and Toll Road (DAAR) and is bounded generally by Centreville Road on the west; areas along Sunrise Valley Drive on the south; Hunter Mill Road on the east; and areas adjoining Sunset Hills Road on the north including the Town Center at Reston. The Reston-Herndon Suburban Center consists of three Transit Station Areas (TSAs) and the areas outside of the TSAs, which are divided into separate "land units" for the purpose of organizing Plan recommendations.

The Suburban Center can be characterized as a mix of older, relatively low-intensity suburban office parks in 2- and 3-story buildings with surface parking and an increasing number of larger office buildings (6-12 story buildings) with structured parking, most of which have been developed in the past five years or are in the process of being constructed.

The planning objective for the Transit Station Areas is to encourage mixed-use developments with a more urban character in the areas closest to the transit station locations. It should be noted that two of the station areas (Wiehle Avenue TSA and Herndon-Monroe TSA) will have parking facilities to serve commuters using the transit system. The third station area (Reston Parkway TSA) is envisioned to be a destination station without commuter parking facilities and should be developed in a manner that is supportive of the existing Reston Town Center Core area.

Since the Reston Master Plan designates much of this area for industrial use, the recommendations for the Reston-Herndon Suburban Center will need to be reconciled with the Reston Master Plan which is incorporated into the Comprehensive Plan by reference. It should be noted that the Reston Industrial and Commercial Area Covenants, which govern the use of most of the land not zoned Planned Residential Community (PRC) in the Wiehle Avenue and Reston Parkway Transit Station Areas contain limitations on residential uses. Implementation of the residential mixed-use recommendations for these TSAs will need to include amending the covenants.

SUBURBAN CENTER AREAWIDE RECOMMENDATIONS

The purpose of the planning recommendations for the Reston-Herndon Suburban Center is to guide and direct development by recognizing both future opportunities and constraints. The land use recommendations are based upon the concept of concentrating development in a limited area, and preserving the existing stable neighborhoods in the vicinity of the Reston-Herndon Suburban Center.

The following recommendations are intended to help achieve broad planning objectives for the four Transit Station Areas in the Dulles Corridor (the three in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area in the Dulles Suburban Center). This guidance establishes a general framework for the specific Transit Station Area land unit recommendations.

Development Pattern

The planning objectives for the Transit Station Areas seek to change the pattern of development that has shaped the Suburban Center area over the last three decades. The previous plan guidance encouraged low and medium intensity office development in a suburban setting throughout most of the Suburban Center, with a more concentrated node of development at the Reston Town Center. The new plan recommendations encourage a more urban and transit-oriented development pattern. The objective is the creation at each Transit Station Area of a pedestrian-oriented core area consisting of mixed-use development that includes support services while maintaining transitional areas at the edges of the TSAs. The plan recommendations, together with the urban design guidelines seek to improve pedestrian and bicycle circulation throughout the Transit Station Areas to encourage non-vehicular trips to and within the TSAs.

- *Protecting Existing Low Density Residential Areas* – It is important that future development does not negatively impact the surrounding residential communities. The majority of the existing communities are low density residential neighborhoods comprised largely of single family detached homes. In most instances, these communities are separated from the Transit Station Areas by major roadways. However, it is important that adequate screening, buffering and other design measures be

incorporated into new development to mitigate any adverse impacts and to maintain an "edge" to define the limits of the Transit Station Areas.

- *Housing Diversity* – To ensure that housing is provided in the Transit Station Areas that meets the needs of a wide variety of residents, affordable housing strategies should be integrated into development proposals with a residential component in order to achieve the maximum development potential under the Plan. Such housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and/or other Board-adopted policies regarding affordable housing.

- *Parcel Consolidation* – For all development proposals involving increased intensity/density above the baseline recommendation, substantial parcel consolidation should be encouraged. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed and efficient manner. In general, any unconsolidated parcels should be able to develop in conformance with the Plan or should represent stable development.

- *Coordinated Development Plans* – To facilitate coordination of design, pedestrian circulation, and transit-oriented amenities, development plans should depict the proposed development's relationship to, compatibility and integration with actual or potential development of surrounding areas through the provision of pedestrian linkages, open space, and other urban design amenities including plazas and courtyards.

- *Interparce access* – Pedestrian, bicycle, and when appropriate, vehicular access among parcels should be provided to facilitate movement throughout the Transit Station Areas and reduce the number of curb cuts required on the major streets in the Transit Station Areas.

- *Retail and Hotel Uses* – Free-standing retail uses are prohibited in all mixed-use projects proposed involving increased intensity/density. Retail uses should be integrated into buildings containing other uses, such as office, hotel or residential uses. In addition, retail uses should be designed and developed in a manner such that pedestrians are encouraged to remain on-site as the retail uses found within the development provide a full range of services to both the area's residential occupants and office tenants. By allowing residents and employees within a mixed-use node to have a number of their needs satisfied on-site, the need to travel off-site is reduced, and in-turn, the number of vehicle trips generated during the day is decreased. Support retail uses may include, but are not limited to dry cleaners, banks, delicatessens, child care facilities, and other similar support goods and services uses.

  Hotel uses are encouraged as part of the mixed-use options because they have less of an impact on the road network, they generate potential pedestrian traffic and they provide a source of transit system riders.

- *Child Care and Other Support Institutional Uses* – Child care and other institutional uses of a support nature are appropriate for all mixed-use areas planned within the Transit Station Areas of the Reston-Herndon Suburban Center. The incorporation of a diversity of uses in close proximity to one another is instrumental to creating vibrant, mixed-use areas. By providing needed services within a concentrated area, convenience as well as accessibility to these uses is increased, and as such, there is a greater likelihood that individuals will make the decision to use transit rather than the private automobile.

Convenience and accessibility to a mix of uses will also lead to an improved quality of life.

- *Noise Attenuation* – The mixed-use options identified in the Transit Station Area recommendations below may result in residential and associated recreational uses being located in close proximity to the Dulles Airport Access and Toll Road. As a result, appropriate measures should be taken to attenuate the noise inside residential buildings and where appropriate, provide barriers for outside recreation areas to minimize the impact of highway noise on these uses.

- *Air Rights* – The location of the proposed transit stations in the median of the Dulles Airport Access Road impacts the opportunity to take full advantage of the transit system. Air rights development may, in the future, provide a means to bring people and activities in closer proximity to the transit station platform. Although no specific land use recommendations are included in this Plan for air rights development, the County and private development community should explore the appropriate level of land use planning for future air rights development.

- *Joint Public/Private Development of Publicly Owned Properties* – The County owns two parcels in the Suburban Center that are used for parking facilities to support existing transit in the Dulles Corridor. Consideration should be given to future redevelopment of these sites to allow continued parking in the Transit Station Areas but also to maximize the use of the sites for transit-oriented development to take advantage of the proximity these parcels have to the proposed station platform locations.

- *Educational Institution(s)* – An educational institution would be an appropriate complementary use to the other uses planned for the Transit Station Areas in the Reston-Herndon Suburban Center and should be encouraged in one or more of the Transit Station Areas. Buildings housing an educational institution should, whenever possible, include support retail and/or support service uses to encourage transit use by students and staff.

<u>Accessibility</u>

- *Pedestrian/bicycle access* – Pedestrian-friendly sidewalks and paths should be provided throughout the Transit Station Areas to facilitate non-vehicular circulation in, through, and around the Transit Station Areas. Additional guidance is provided in the Urban Design Guidelines for the Transit Station Areas. Pedestrian connections to the station platforms at Reston Parkway and Wiehle Avenue should be provided from all four quadrants of the intersections of those two roads and the DAAR.

- *Feeder bus/circulator shuttle service* – Development along the major streets in the Transit Station Areas should be designed to facilitate access to the area by feeder bus service.

- *Station Access* – In order to maximize access to station platforms, connections should be provided from the station to all four bordering land quadrants. These connections should include pedestrian amenities and features, such as bridges and/or tunnels across major roadways and moving sidewalks, to help span the distance between existing development and the station platform.

DEVELOPMENT REVIEW GUIDELINES

Land Use

The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of objectives outlined in the Areawide recommendations and the specific land unit recommendations.

It is important that projects under the mixed-use options be phased to ensure the development of both the residential and non-residential components. This requires that the residential and non-residential components be developed at the same time or that the different uses be phased in such a way to ensure that no one component is completed before there is substantial progress on the other components.

The mixed-use recommendations in the Plan seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an educational use recommended in the Plan may not be able to achieve the minimum percentage of residential use or may exceed the maximum for non-residential use.

Transportation

The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals. The transportation recommendations for the Reston-Herndon Suburban Center are contained in the District-Wide Recommendations for the Upper Potomac Planning District, and in the Transportation Recommendations for the Greater Herndon Community Planning Sector (UP4) and Reston Community Planning Sector (UP5). In addition, the following transportation recommendations should be addressed:

- *Planned Roadway improvements* – The planned roadway improvements in and around the Transit Station Areas should be completed in a timely fashion. These improvements are necessary to ensure the continued functioning of the road network in the vicinity of the transit station areas.

- *Feeder Transit Service* – A feeder transit system, whether it be bus, light rail, monorail or some combination of transit types, should be provided which collects passengers from the surrounding communities and transports commuters and other riders to the transit

stations. A feeder service of this nature is critical to reducing vehicle trips into each Transit Station Area and decreasing the need for parking at each transit station.

- *Land Use/Transportation Balance* – The Comprehensive Plan recommendations for the Transit Station Areas are designed to encourage transit-supportive development and redevelopment in the Dulles Corridor. In order for this effort to be successful, a balance between land use and transportation must be achieved at specific sites and within the corridor as a whole. This balance will be maintained and monitored in two ways: first, at such time as 50% of either or both non-residential or residential development potential has been reached within a Transit Station Area, the land use and transportation needs of the Transit Station Area will be re-evaluated by the County. Second, to ensure transportation system adequacy as the corridor continues to develop, conditions will apply to development above the baseline Comprehensive Plan recommendation in each TSA. The conditions include: 1) provision of a detailed transportation analysis during the development review process which will determine transportation improvements needed to support the development and 2) provision of developer contributions for Transportation Demand Management (TDM) programs and/or roadway improvements above those planned for area roadways.

- *"Non-degradation" Policy* – Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, should demonstrate that the transportation system is not adversely affected by the application after the development is completed than it would under the baseline recommendation of the Plan. This performance based approach requires applicants to provide improvements or other guarantees to maintain certain performance levels. These levels would be measured by levels of service or critical movement volumes or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split objectives.

- *Transportation Demand Management (TDM)* – Both individual TDM measures, as administered through commitments that are made as part of the zoning process, as well as an areawide TDM program, are needed in the Dulles Corridor as components of a successful public transportation improvement program. A Transportation Management Association (TMA) such as the Dulles Area Transportation Association (DATA) and LINK should administer a comprehensive areawide program and coordinate the TDM actions of individual employers. Further, the County, in association with the TMA should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies.

  The implementation of a successful comprehensive areawide TDM program may require adoption of an ordinance governing such actions so that all property owners will be required to participate, not just properties committing to participation through the zoning process. Ordinance requirements may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. TDM measures that could be considered are shown on Figure 8.

FIGURE 8: EXAMPLES OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Individual Employer TDM Measures

Alternative Transportation Services
- Shuttle Bus(es)
- Company Vanpools
- Telecommuting

Support Facilities/Programs
- On-Site Transportation Coordinator
- Employer Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Guaranteed Ride Home Program

Pricing Programs
- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Implementation
- CEO Commitment
- Proffers/Negotiated Agreements
- Participation in TMA

Areawide TDM Measures

Alternative Transportation Options/Services
- Expand Transit Services (peak hours)
- Expand Transit Services (off peak & midday)
- Carpools
- Vanpools
- Shuttle Bus(es)

Support Facilities/Programs
- Transit Center
- Park & Ride Lots
- HOV Lanes
- Preferred Parking Locations
- Multi-Employer Ridematching Services
- Guaranteed Ride Home Program

Mixed-Use Development
- Mixed-use developments to include residential, commercial, support retail, hotel and institutional uses
- Development design should maximize pedestrian convenience and accessibility to on-site services

Pricing Programs
- Road/Congestion Pricing Programs
- Parking Management/Pricing Programs
- Transportation Allowances

Implementation
- Employer Trip Reduction Ordinance
- Parking Management Ordinance
- Site Design Controls
- Proffers/Negotiated Agreements
- TMA Coordination

- *Transportation System Monitoring Program* – The County, in cooperation with a TMA, should develop a system to monitor and analyze the relationship between development and supporting transportation facilities and services to evaluate whether the Transit Station Areas transportation objectives are being met. If it becomes clear that the road network is being overburdened and a 15% transit/HOV mode split goal is not being achieved, then existing policies and recommendations should be re-evaluated and appropriate modifications should be made to ensure that these transportation policies are implemented effectively.

- *Reduced/shared parking* – Mixed-use developments should provide a mix of uses that can utilize shared parking to the maximum degree possible. Parking reductions for non-residential uses adjacent to transit stations are desirable as a means to encourage transit usage. Projects that provide reduced parking or utilize parking controls, such as fee-based parking, are more likely to be able to satisfy the "Non-degradation" Policy and achieve the maximum intensities recommended in the Plan.

- *Consolidation of Access Points* – Vehicular access points should be consolidated to minimize interference with arterial roadways.

Urban Design

Providing for good urban design exemplified by high quality site design that is both pedestrian-friendly and transit-oriented is a major objective of the Transit Station Areas Plan recommendations. Through redevelopment and new development on vacant parcels, there are opportunities to implement the vision for future development of the Transit Station Areas through coordinated development incorporating high quality design. Consideration should be given to providing a better interrelationship among buildings and sites, implementing areawide open space and pedestrian circulation systems, and providing for plazas and other elements that characterize a pedestrian- and transit-friendly environment. Urban design guidelines that apply specifically to the Transit Station Areas and generally to the other areas in the Suburban Center are provided after the land unit recommendations. They should be used in evaluating all development proposals in the three Transit Station Areas in the Reston-Herndon Suburban Center (as well as the Route 28/CIT Transit Station Area), which involve new development or redevelopment that increases intensity/density above the baseline recommendation, increase height or substantially change the design of previously approved development projects.

LAND UNIT RECOMMENDATIONS

The Reston Herndon Suburban Center and Transit Station Areas are divided into land units as shown on Figure 9 for the purpose of organizing site specific recommendations. Within each land unit, the Plan describes its location and character. Generally, each land unit is further subdivided into sub-units. Within each sub-unit, the Plan provides specific recommendations that establish a planned use and intensity or density. For most land units or sub-units, particularly those that are in close proximity to planned rail stations, development options are provided that encourage uses and intensities that are above the base of the Plan. Site specific recommendations for parts of the Suburban Center may be included with the Plan text for Sector UP5.

Land Unit A

This land unit is located within the Town of Herndon, north of the Dulles Airport Access Road with Centreville Road on the west and Monroe Street on the east and is planned for medium to high intensity office uses up to .70 FAR. Figure 10 illustrates the boundaries of Land Unit A. Fairfax County retains planning and zoning responsibilities for this land unit until 2005, at which time those responsibilities revert to the Town of Herndon. The Worldgate development and the Marriott Suites hotel are major developments in the land unit. Residential uses have been incorporated into the Worldgate development, in the land area north of Worldgate Drive.

For mixed-use projects, the residential component should be developed in a style that is compatible with existing and future office development. The residential component should be of sufficient size to create a viable residential community that is an integral part of the overall Worldgate development. Provision for active recreation should be part of any residential development. The residential area to the north of the development should be well-buffered from either office or residential development. Building heights should taper down toward the existing residential community.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of this land unit that is south of Worldgate Drive near Monroe Street is appropriate for either office or hotel. Appropriate buffering and screening to the Dulles Airport Access Road must be provided. When rail is extended through the Dulles Corridor, this site may be within walking distance of a rail station. High density office or hotel is the preferred use on this site because they will best support the development of rail.

Although Land Unit A is located within the Town of Herndon, Fairfax County currently retains planning and zoning responsibilities. Future development decisions for Land Unit A should be closely coordinated with the Town to ensure compatible planning and land use for the area.

Land Unit B

This land unit is located on the south side of the Dulles Airport Access Road, between Centreville Road on the west and Monroe Street on the east (see Figure 10). Fox Mill Road is the southern boundary of this land unit. The land unit contains several office buildings and the Greg-Roy residential subdivision. There is a substantial amount of vacant land remaining in this land unit (as of 1996).

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

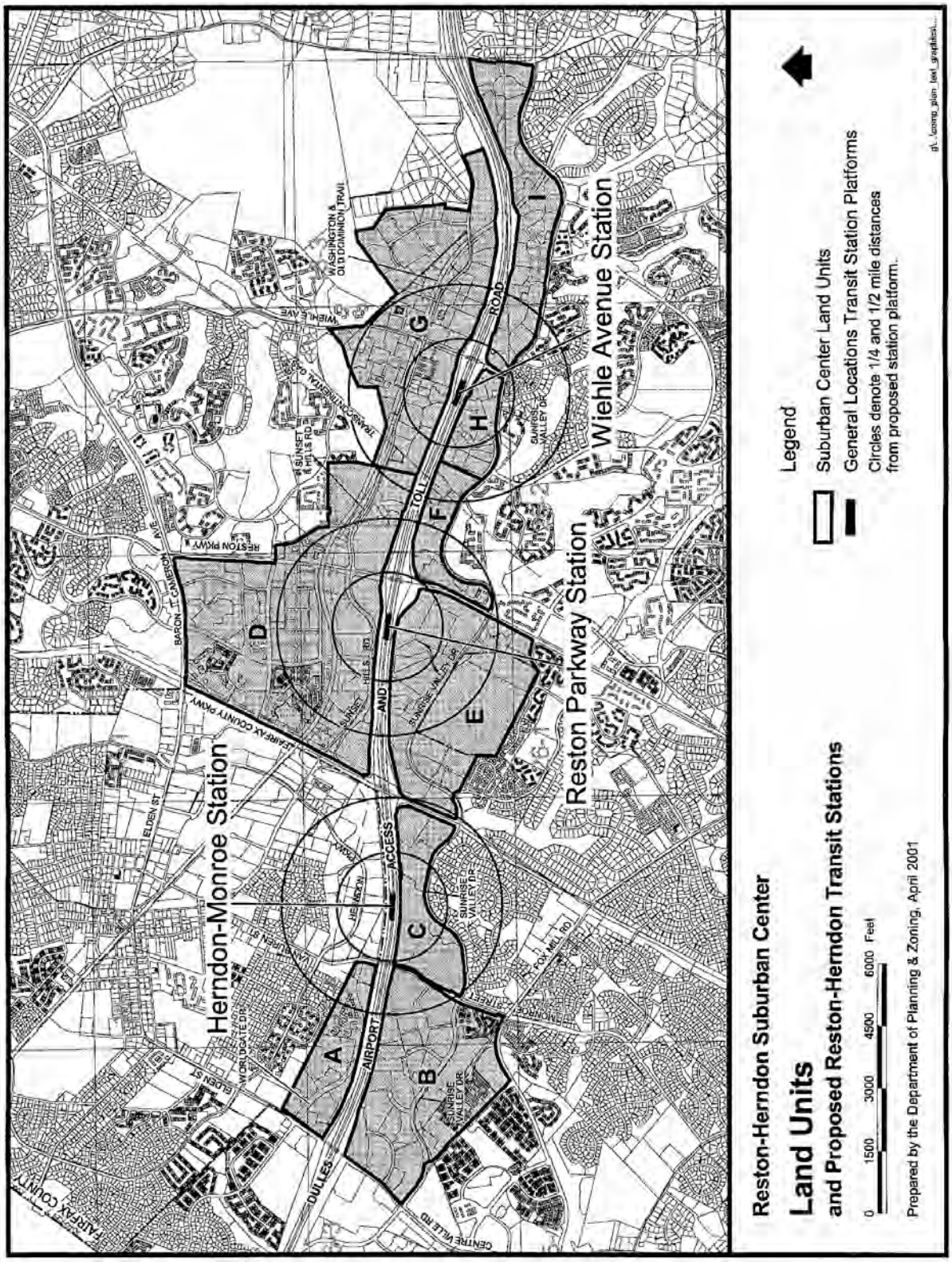

Herndon-Monroe Station
Reston Parkway Station
Wiehle Avenue Station
A
B
C
D
E
F
G
H
I
DULLES AIRPORT ACCESS AND TOLL ROAD
FAIRFAX COUNTY PKWY
RESTON PKWY
WASHINGTON & OLD DOMINION TRAIL
WIEHLE AVE
SUNSET HILLS RD
SUNRISE VALLEY DR
FOX MILL RD
CENTRE VILLE RD
ELDEN ST
WORLDGATE DR
BARON CT
FAIRFAX COUNTY
Legend
Suburban Center Land Units
General Locations Transit Station Platforms
Circles denote 1/4 and 1/2 mile distances from proposed station platform.
Reston-Herndon Suburban Center
Land Units
and Proposed Reston-Herndon Transit Stations
0 1500 3000 4500 6000 Feet
Prepared by the Department of Planning & Zoning, April 2001

FIGURE 9

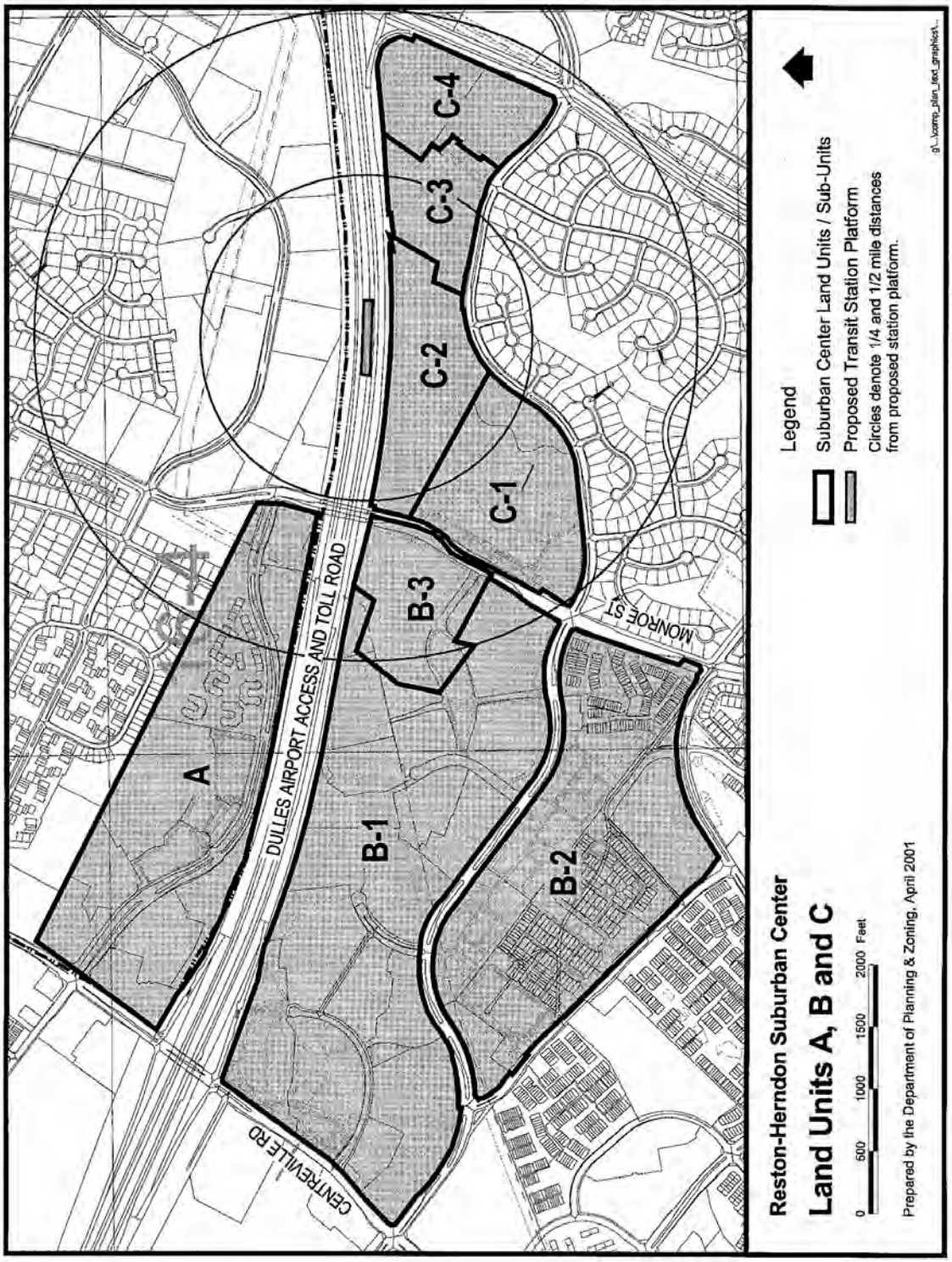

A
B-1
B-2
B-3
C-1
C-2
C-3
C-4
DULLES AIRPORT ACCESS AND TOLL ROAD
CENTREVILLE RD
MONROE ST
Legend
Suburban Center Land Units / Sub-Units
Proposed Transit Station Platform
Circles denote 1/4 and 1/2 mile distances from proposed station platform.
Reston-Herndon Suburban Center
Land Units A, B and C
0 500 1000 1500 2000 Feet
Prepared by the Department of Planning & Zoning, April 2001

FIGURE 10

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit B should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

Sub-unit B-1 (North of Sunrise Valley Drive)

The area which is located north of Sunrise Valley Drive is planned for commercial office, hotel or mixed-use development up to .70 FAR. Mixed-use projects should be at least one-third residential in composition. This area along the Dulles Airport Access Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreational facilities and other amenities for residents. Residential development should be sited away from the Access Road and towards Sunrise Valley Drive. Support retail and service uses may be appropriate in non-residential or mixed-use development if they are located within office, hotel or residential buildings.

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to possible rail transit service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future if rail service is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common areas such as urban parks and plazas to provide visual focus and pleasant outdoor spaces for employees.

The development of this sub-unit should incorporate recreational amenities for future employees (and residents if residential development is included) such as jogging paths, exercise stations and volley ball courts that are appropriate to the mix of employees/residents and their needs. The development of this area should incorporate a vehicular circulation system that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

The portion of the sub-unit that is adjacent to the Herndon-Monroe TSA is subject to the ***Pedestrian/bicycle access*** guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit B-2 (South of Sunrise Valley Drive)

The area located south of Sunrise Valley Drive contains The Woodland Park Apartments, The Avalon Fox Mill Apartments, and the Greg Roy subdivision. Woodland Park Apartments are located north and west of the Greg-Roy subdivision. Tax Map parcels 16-3((1))25D1, 25D2, 16-4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B,C,D,F, 16-4((17)) 45-49, and 16-4((17))110-204 within Woodland Park, are planned for residential use at 8-12 dwelling units per acre (du/ac) with full consolidation. Development may include a mix of unit types that are compatible with surrounding development. Effective buffering and screening should be provided along the area abutting the Greg-Roy subdivision. Active recreation facilities with usable open space to serve the residents should be provided. As an option, this area may also be developed in multi-family, residential use such as garden apartments at 16-20 dwelling units per acre to provide a transition from the mixed use development along the Dulles Airport Access Road to the residential development to the south. A vegetated buffer that, at a minimum, meets

Zoning Ordinance requirements should be provided along the area adjacent to the Greg Roy subdivision. Enhanced vegetation within this buffer is recommended.

Tax Map16-3((1))24A, and 16-4((1))30 located to the east of the Greg Roy subdivision (Avalon Fox Mill), are planned for residential use at 8-12 dwelling units per acre. Effective buffering and screening should be provided along the area abutting the Greg Roy subdivision if the Greg-Roy subdivision does not redevelop. Active recreation facilities to serve the residents should be provided on-site.

The Greg-Roy subdivision and the adjacent residential parcel (Tax Map 16-3((1))14B) are planned for residential use at 1-2 dwelling units per acre. As an option, the Greg-Roy subdivision and the adjacent residential parcel are appropriate for residential use at 8-12 dwelling units per acre contingent upon complete parcel consolidation.

Mixed-use development up to .50 FAR is appropriate for Sub-unit B-2 upon the complete consolidation of parcels in this area, including the entire Greg Roy subdivision. For mixed-use projects, the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.

All development proposed for Sub-unit B-2 should provide high quality site and architectural design, an integrated pedestrian circulation system and active recreation facilities.

<u>Sub-unit B-3</u> (part of Herndon-Monroe Transit Station Area)

Sub-unit B-3 is located in the southwest quadrant of the DAAR and Monroe Street. It is a part of the Woodland Park development, a large mixed-use development.

This land unit is planned for mixed-use, with any combination of office, hotel, residential and support retail uses up to .70 FAR.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit B-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 12 acres within Sub-unit B-3 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Grade-separated pedestrian access (bridge or tunnel) across Monroe Street should be provided to facilitate access to the rail station;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible;
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit C

This land unit is located on the south side of the Dulles Airport Access Road with Monroe Street on the west, Sunrise Valley Drive on the south and the Fairfax County Parkway on the east (see Figure 10). This land unit is developed primarily in office use. The entire land unit is located within the Herndon-Monroe Transit Station Area.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

For development in this land unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

<u>Sub-unit C-1</u> (part of Herndon-Monroe Transit Station Area)

Sub-unit C-1 is located in the southeast quadrant of the DAAR and Monroe Street. The land unit includes office uses and the Sunrise Valley Park Wildlife Habitat and Nature Preserve. It is planned for office use up to .50 FAR.

<u>Sub-unit C-2</u> (part of Herndon-Monroe Transit Station Area)

Sub-unit C-2 is located along the north side of Sunrise Valley Drive and includes the County-owned and operated Herndon-Monroe Park-and-Ride facility, which serves as a major transit transfer point for the Fairfax Connector Bus service.

This sub-unit is planned for a commuter parking facility. The Herndon-Monroe Park-and-Ride parking structure and bus-dropoff area are presently located in this sub-unit. As of 2001, the parking structure includes approximately 1,700 parking spaces. The County-owned parcel is large enough to accommodate an expansion of the parking structure in the future if necessary to accommodate additional commuter parking facilities.

The County should encourage a public-private partnership that would result in the provision of support retail uses in this sub-unit, such as child care, a dry cleaners, and a newsstand. To minimize the impact of an expanded parking facility on the nearby residential areas, screening should be provided that exceeds the minimum standards required by the Zoning Ordinance.

Sub-unit C-3 (part of Herndon-Monroe Transit Station Area)

This sub-unit is planned for office use up to .50 FAR.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development at up to a 1.5 FAR may be considered for the 9 acres within Sub-unit C-3 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 55% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may

comprise 35-45% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should be located within ¼ mile of the station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged;
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible;
- Building heights should be limited to 150 feet along the DAAR and 35 feet along Sunrise Valley Drive;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit C-4 (part of Herndon-Monroe Transit Station Area)

Sub-unit C-4 is bounded by the DAAR on the north, the Fairfax County Parkway on the east and Sunrise Valley Drive on the south. The sub-unit is currently developed as an office park, with three office buildings.

This sub-unit is planned for office use up to .50 FAR.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel use is encouraged. In addition, the following conditions should be met:

- Appropriate transitions in the height and bulk of buildings should be provided to minimize the impact on the neighboring residential area to the south. Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive. In addition, appropriate buffering should be provided. Specifically, the existing berm along Sunrise Valley Drive should be preserved and extended if appropriate.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit D

The general boundaries of Land Unit D are Baron Cameron Avenue on the north, the Dulles Airport Access Road on the south, and the Bowman Distillery property on the east, as shown on Figure 11.

Land Unit D encompasses the Reston Town Center and the Bowman Distillery site. There are presently large areas of vacant land in this land unit, but a wide variety of uses already exist as part of this planned urban mixed-use center including major retail and office uses, public housing, a regional library, a homeless shelter, a nursing home, a hospital, an emergency medical facility, medical offices, human services offices, a major hotel and conference center, the Northern County Governmental Center, and local-serving retail uses at the intersection of Sunset Hills Road and Old Reston Avenue. The southern portion of Land Unit D encompasses the northern half of the Reston Parkway Transit Station Area (TSA).

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit adjacent to the Reston Parkway TSA is subject to the pedestrian access guidelines detailed in the General Transit Station Area Recommendations shown at the beginning of the Suburban Center text.

Town Center Portion of Land Unit D

The Reston Town Center is the designated higher intensity node within the Reston-Herndon Suburban Center. The Reston Town Center represents the major focal point for the Suburban Center and integrates pedestrian-scaled mixed-use projects that have substantial retail, office, commercial and residential components. Reston Town Center portion of Land Unit D consists of sub-units D-1, D-2, part of D-3, D-4, D-5, D-6 and the most western part of D-7. The central portion of the Town Center consists of the approximately 85 acres known as the Town Center Urban Core, located in Sub-unit D-2.

The Reston Town Center should develop as planned in order to provide a viable residential and commercial mix. It is presently planned for a maximum development program of 8,415,000 square feet. Development is planned to be phased in as transportation capacity is available. The proposed composition of this development is as follows:

- Office/research and development - 7,100,000 square feet;
- Retail - 315,000 square feet; and,
- Hotel - 1,000,000 square feet.

The proposed Town Center development will also include hospital uses and a minimum of 1,400 dwelling units, incorporating a mixture of multi-family and single-family housing unit types at up to 50 dwelling units per acre. Additional housing units are encouraged as they would contribute to and enhance the mixed-use character planned for this area.

The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.

Development within the Reston Town Center is contingent upon the implementation of transportation improvements in the area. Projects developed under the mixed-use options should participate in satisfying transportation commitments that are linked to specific development levels in the Town Center. The intensity of development within the Reston-Herndon Suburban

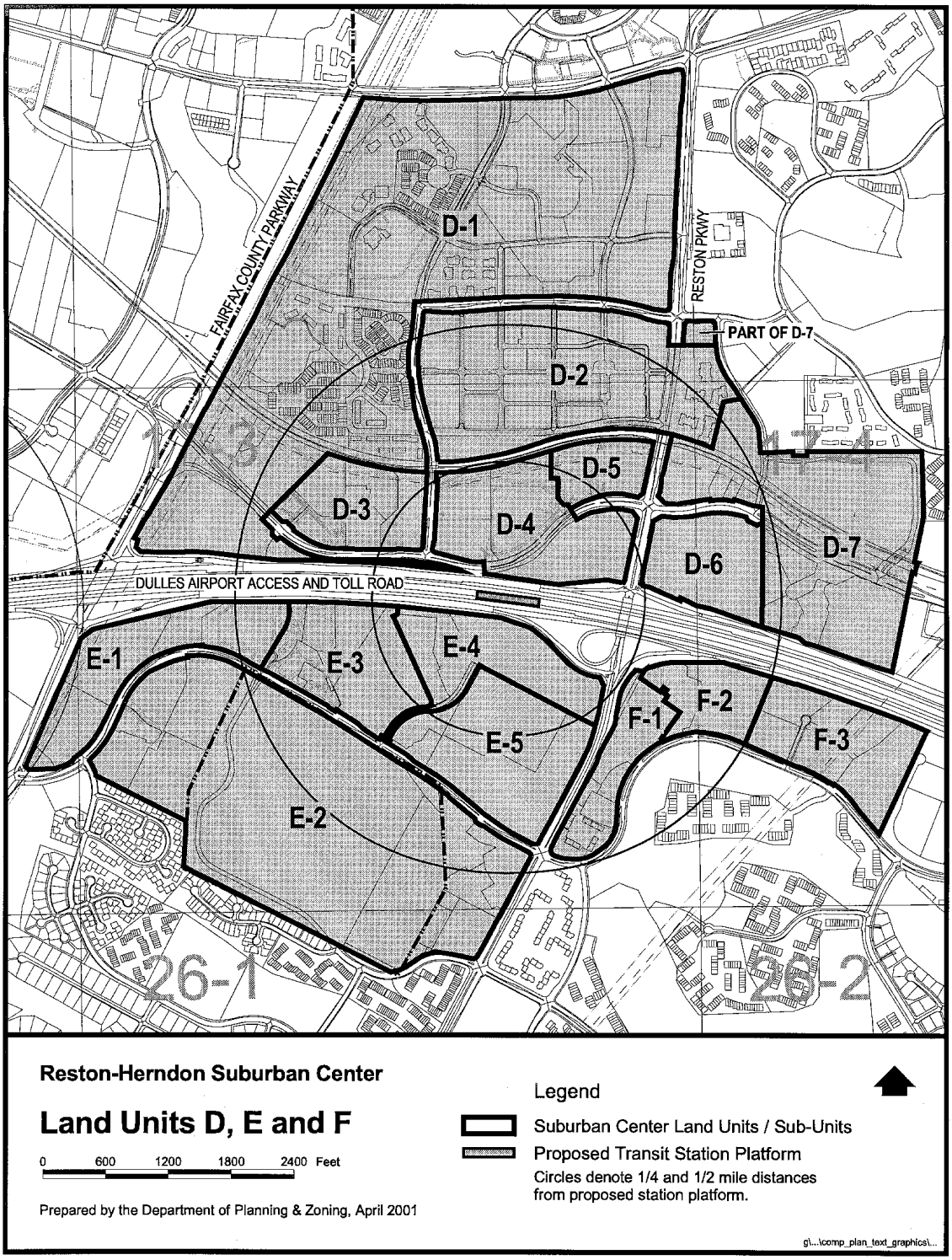

FAIRFAX COUNTY PARKWAY
RESTON PKWY
PART OF D-7
D-1
D-2
D-3
D-4
D-5
D-6
D-7
DULLES AIRPORT ACCESS AND TOLL ROAD
E-1
E-2
E-3
E-4
E-5
F-1
F-2
F-3
26-1
26-2
Reston-Herndon Suburban Center
Land Units D, E and F
0 600 1200 1800 2400 Feet
Prepared by the Department of Planning & Zoning, April 2001
Legend
Suburban Center Land Units / Sub-Units
Proposed Transit Station Platform
Circles denote 1/4 and 1/2 mile distances from proposed station platform.

FIGURE 11

Center should generally taper down outside of the Town Center, in order to maintain and highlight this area as the major focal point.

Sub-unit D-1 (part of Reston Parkway Transit Station Area)

Sub-unit D-1 is mostly developed with a diversity of uses including housing, retail, institutional facilities such as a county government center, police station, medical-oriented facilities, regional library and social services. It is planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR. Within this sub-unit is the Reston Hospital and associated medial office building, the North County Government Complex, and a regional library, which are all excluded from the total 8.4 million square feet planned in the Reston Town Center.

Sub-unit D-2 (part of Reston Parkway Transit Station Area)

Sub-unit D-2 is the Town Center Urban Core of the Reston Town Center and consists of approximately 85 acres. In the Town Center Urban Core, a commercial intensity of up to .95 FAR may be appropriate and is consistent with the Town Center rezonings of March 1987 and subsequently approved Proffered Condition Amendments. Individual blocks or parcels may exceed this intensity, so long as the overall intensity of .95 FAR is not exceeded. In addition, it may be appropriate to allow up to 500,000 square feet of approved non-residential intensity from outside the Town Center Urban Core but from within the larger Reston Town Center area to be transferred to the Urban Core if it can demonstrated that such square footage is available within the Reston Town Center as a whole and appropriate amendments to the approved 1987 rezonings can be achieved.

Sub-unit D-3 (part of Reston Parkway Transit Station Area)

This sub-unit is planned for office use at the intensities shown on the approved development plan for the parcels (between .80 - .90 FAR) or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel uses are encouraged. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-4 (part of Reston Parkway Transit Station Area)

Sub-unit D-4 is part of the Reston Town Center and is located south of the Town Center Urban Core. It is planned and approved for a variety of uses including office, retail, residential, and community-serving uses at intensities between .70 and 1.0 FAR. Parcels within Sub-unit D-4 may be appropriate for development as residential uses up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 10 acres within Sub-unit D-4 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 50% but no more than 60% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 40-

50% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Sub-unit D-5 (part of Reston Parkway Transit Station Area)

Sub-unit D-5 consists of Discovery Square, a two building office development in the northwest quadrant of Reston Parkway and Sunset Hills Road. A significant pedestrian link to the Reston Town Center Urban Core is planned from Sub-unit D-5 to Sub-unit D-2, connecting Sunset Hills Road to an overpass over the W&OD Trail and to the Town Center Core area.

The two parcels in this land unit are planned and approved for office use at .70 and 1.0 FAR. Residential use at up to 30 dwelling units per acre is also appropriate for this land unit. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit D-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- The two parcels should be consolidated to achieve the option level of development.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-6 (part of Reston Parkway Transit Station Area)

Sub-unit D-6 is the site of the Oracle development, is located in the northeast quadrant of Reston Parkway and the DAAR and is currently approved for a four building office park.

This sub-unit is planned for office use at .70 FAR. In addition, residential use at up to 30 dwelling units per acre is appropriate. The active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 5 acres within Sub-unit D-6 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-7 (Outside of Town Center)

1. The property at the intersection of Old Reston Avenue and Reston Parkway, Tax Map 17-2((1))20C, is planned for low-rise office use up to .50 FAR and with a maximum three story building height along Reston Parkway that achieves architecturally harmonious development with the adjacent residential houses originally known as Jonathan's Keepe. The FAR and height limit should only be achievable with substantial preservation of tree cover and excellence in site planning.

2. The approximately five acres of land not included in the Reston Planned Residential Community located on the northwest quadrant of the intersection of Old Reston Avenue and the W&OD Regional Park (Tax Map 17-4((1))1) is planned and approved for office, conference, and training facility uses up to .64 FAR. These uses should be compatible in use and architectural style with surrounding planned and existing development in Reston. As an option, existing and approved office/training center buildings may be converted to residential use, and the historic house may be appropriate for use as a restaurant and inn, provided the following conditions are met:

   - The overall development does not exceed .64 FAR;

   - All residential units are to be housed within the two existing office buildings or parking structures and generally within the approved but unbuilt third office and training center, and parking structure footprints on the site. Some flexibility in building location may be appropriate if it leads to better protection of the historic resources on the site and open space preservation;

   - The height of any new residential building(s) shall not exceed 45 feet and shall not be located any closer to the historic house than was approved for the structures in 1999 (PCA 78-C-098);

   - The A. Smith Bowman house may be appropriately used as an eating establishment of 7,500 square feet or less and as an inn with 8 rooms or less for overnight lodging of less than 30 days; and

   - Any exterior modifications on the site should be of compatible architectural style with the existing structures on the site and must be submitted to the Fairfax County Architectural Review Board for review and comment as part of the development review process.

   The property owner is encouraged to prepare a report documenting the history, significance and treatment of the property and to explore preservation and protection options such as listing on the National Register of Historic Places.

3. The land known as the Bowman Distillery property (Tax Map 17-4((1))35D, 36A and 36B), is planned for office use with a maximum FAR up to .50. Because of the character of committed development on adjacent properties, appropriate urban design and public facilities should be provided for any office use to make this intensity of

development compatible with planned and existing development in the immediate vicinity. If this site develops in office uses, the following should be provided:

- All parcels should be developed as a single unit;

- Urban design techniques should be used for development on this site. The architecture should be cohesive and development should be related well to surrounding development. The pond should be preserved and integrated into the site design so that it becomes a pedestrian-oriented amenity. The W&OD regional trail park should be incorporated into the site design and it should be buffered from the more intense development features and pedestrian access should be provided to it. Buffering should also be provided on the northern and eastern periphery of the site to protect the adjacent residential community; and

- It is desirable to maintain the heritage and character of Old Reston Avenue and adjacent structures (the A. Smith Bowman House, now known as the Arthur S. DeMoss House, and the Wiehle Town Hall). Prior to development of this site, an effective means of achieving this objective should be identified. Old Reston Avenue is a Virginia Byway and subject to improvements to provide enhanced safety for vehicular and pedestrian access and improved traffic flow, should retain the aesthetic elements of its present character from north of the W&OD Trail to the old location of Temporary Road.

An overall FAR of up to .70 may be appropriate if an office/residential mixed-use concept is employed and provided that a maximum ratio of office to residential use of 2:1 is maintained. In order to achieve this level of development, the conditions specified above for development must be met. Access for non-residential uses should be provided primarily via Sunset Hills Road. Access for residential uses can be oriented to either Sunset Hills Road or Old Reston Avenue, but not both. (See Figure 46, in the Reston Community Planning Sector (UP5)).

Office use with an overall FAR up to .65 may be appropriate if the conditions specified above for office development are met. In addition, this development should incorporate secondary uses of benefit to the employees which will reduce extra trips. Such uses might include day care, a health club, a cafeteria and the like. The following transportation conditions should also be met:

- Additional traffic generated under this option should be offset by implementation of appropriate traffic mitigation/demand management measures;

- The primary entrance to the site from Sunset Hills Road should be designed as at least a 4-lane section. Turn lanes and other appropriate improvements should be included to accommodate site-generated traffic along the Sunset Hills Road frontage;

- Secondary access to the site from Old Reston Avenue should be provided, but should be restricted to possible delivery or emergency vehicle use, executive parking lot access, carpool or visitor parking area access, with primary access to the site continuing to be provided at the Sunset Hills Road entrance;

- Pedestrian connections from the adjacent W&OD trail system and the Old Reston Avenue scenic byway should be provided; and

- Improvements to Old Reston Avenue in substantial conformance with its proffered two-lane cross section and include a pedestrian walkway on the site on the east side of Old Reston Avenue.

4. The A. Smith Bowman House (1856 Old Reston Avenue; Tax Map 17-4((1))1) should be preserved, its present exterior retained and new buildings should be sensitively sited in relationship to the house. Other scenic assets and natural features such as the pond and gazebo should be preserved as much as possible. Because of the A. Smith Bowman House and the need for development compatible with the adjacent Planned Residential Community uses, a preliminary site plan should be submitted for approval in the same way as Reston Planned Residential Community applications. The development and architectural plans should be reviewed by the County Architectural Review Board and be in conformance with their recommendations.

5. The portions of Land Unit D that are part of the Reston Town Center located east of Reston Parkway and both north and south of Sunset Hills Road [Tax Map 17-3((1))parts of 5 (north and south of Sunset Hills Road), 6, 15 and 17-4((1))7] are planned for mixed-use development up to .70 FAR. The remaining parcels of this portion of Land Unit D are planned for mixed-use development up to .50 FAR.

The portions of the land unit adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the ***Pedestrian/bicycle access*** guidelines detailed in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Land Unit E

Land Unit E is located south of the Dulles Airport Access Road between the Fairfax County Parkway to the west and Reston Parkway to the east (see Figure 11). The southern boundary is formed by Sunrise Valley Drive, the southern lot lines of Sunrise Technical Park II and III and South Lakes Drive.

A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit that is adjacent to the Reston Parkway TSA is subject to the ***Pedestrian/bicycle access*** guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

<u>Sub-unit E-1</u>

This sub-unit is located north of Sunrise Valley Drive and is planned for office use up to .50 FAR.

Sub-unit E-2

This sub-unit is located south of Sunrise Valley Drive and contains office and industrial uses, as well as the offices of the U.S. Geological Survey (USGS). The area west of USGS is planned for light industrial use up to .35 FAR, while office use up to .50 FAR is appropriate for the area east of USGS.

Sub-unit E-3 (part of Reston Parkway Transit Station Area)

Sub-unit E-3 is located on the south side of the DAAR, along Sunrise Valley Drive. The sub-unit is currently developed with office uses.

This sub-unit is planned for office use at .50 FAR or residential use up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit E-4 (part of Reston Parkway Transit Station Area)

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major

streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Due to their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3((8))1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three parcels should provide for coordinated vehicular and pedestrian access to and circulation among the parcels, as well as consolidated or linked open space areas;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network be provided, as determined during the development review process;
- The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 8 acres within Sub-unit E-4 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The

residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is

reached, mixed-use development up to a 2.0 FAR may be considered for the 5 acres within Sub-unit E-5 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit F

This land unit is located south of the Dulles Airport Access/Toll Road between Reston Parkway on the west and Association Drive on the east (see Figure 11). Sunrise Valley forms the southern boundary of Land Unit F. The Reston International Center is a major visual feature of this land unit.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portions of the land unit that are adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the ***Pedestrian/bicycle access*** guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

For all recommendations in this Transit Station Area, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Transit Station Area Urban Design Guidelines, located at the end of this section of the Plan.

<u>Sub-unit F-1</u>

Sub-unit F-1 is located in the southeast quadrant of Reston Parkway and the DAAR. Development in the land unit includes the landmark International Center office building, several retail uses including restaurants and a gas station, and an office condominium.

The parcels zoned Planned Residential Community are planned for the uses and intensities (if applicable) approved for the individual parcels. The other parcels in the land unit are planned for office use at .35 FAR. All of the parcels in Sub-unit F-1 are also planned for residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit F-1, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should have direct pedestrian access to an area adjacent to the station with direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- Parcel consolidation should be substantial.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Appropriate transportation improvements should be provided to mitigate the impact of development, such as interparcel access between Sub-units F-1 and F-2, direct access to the DAAR ramp, right turn access to Reston Parkway, and improvements to the intersection of Sunrise Valley Drive and Colts Neck Road.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit F-2

Sub-unit F-2 is located in the southeast quadrant of Reston Parkway and the DAAR, along the DAAR. Development in the land unit consists of the Sheraton Reston hotel. The sub-unit is planned for Convention/Conference Center.

Option for Focal Area Within Land Unit F (15 acres): Tax Map 17-3((3))1

Within the area planned for Convention/Conference Center uses, it may be appropriate to create a focal area of 15 acres by enhancing the existing hotel/conference center use on Tax Map 17-3((3))1 with hotel, office, residential and support retail uses. The focal area should develop under a single unified development plan that addresses the specific conditions outlined below.

The focal area should be urban in character with a high-quality design that is pedestrian- and transit-oriented to complement the existing office use on parcel 1C (Reston International Center) and other developments in the vicinity. Intensities up to 1.07 FAR may be appropriate provided that between 300,000 and 360,000 square feet are developed as hotel use, between 100,000 and 140,000 square feet are developed as office use, and between 10,000 and 25,000 square feet are developed as support retail use, which should be developed as an integral part of principal buildings on the site. Residential uses provided should be between 200,000 and 240,000 square feet of the total development. Total non-residential development should not exceed a .76 FAR. While the ranges given above allow flexibility in determining the mix of uses, the total amount of development within the 15 acre focal area should not exceed 697,000 square feet.

Residential use in this focal area is an essential component and should be provided in mid-rise to high-rise buildings, up to a maximum of 240 dwelling units. A quality living environment should be created which provides recreational facilities and other amenities for residents.

In the development proposal for the focal area, granting of the maximum FAR shall be conditioned on achievement of the following objectives, provided:

Land Use and Design Elements

1. That support commercial and retail uses that serve the Convention/Conference Center are developed as an integral part of principal buildings on the site; freestanding retail uses are not appropriate.

2. That small scale gathering places such as an auditorium, pavilion, amphitheater, or multipurpose meeting rooms be provided, together with unique open spaces with traditional gardens, sculptures, and monument space to be used by the public and the residents and employees in this area to hold concerts, art shows, welcoming ceremonies presentations and oratorical presentations.

3. That architectural style, scale, and building materials, as well as extensive landscaping and coordinated signage be used to create an integrated design that complements the existing hotel development. The buildings are encouraged to be designed with pitched roofs to provide a more friendly residential character. Omnidirectional and directional antennas should be of a material or color which matches the exterior of the building on which they are mounted and satellite and microwave dish antennas should be screened so as not to be visible from the adjacent residential neighborhood.

4. That pedestrian linkages and urban design amenities such as plazas, seating areas, and open-space be provided throughout the focal area with pedestrian connections coordinated with other parcels in the area.

5. That activities, retail, entertainment, amenities, and services in an urban space on the site be arranged in such a manner that people will be attracted to the focal point.

6. That efforts be made to facilitate retention of some of the mature trees along the south side of the Sheraton property. The ingress/egress and right turn lane on Sunrise Valley Drive should be located so as to minimize the removal of trees. In the event that retention is not practical, a landscape plan incorporating a substantial number of trees of a minimum caliper of 2.5 inches should be used to create an attractive view into the

site from Sunrise Valley Drive. The Sheraton guest loading/unloading area should be appropriately landscaped to maintain an attractive appearance along Sunrise Valley Drive.

7. That building heights in the focal area not exceed 140 feet; that the tallest buildings be situated on the North boundary of the site at the maximum distance from Sunrise Valley Drive, stepping up, with the lowest buildings situated along Sunrise Valley Drive; that the structures on the East side of the site terrace up from South to North in a similar manner; and that the buildings on the South have a maximum height of no greater than 70 feet above Sunrise Valley Drive as measured from the finished grade at the existing entrance to the Sheraton Reston Hotel.

8. That the majority of the parking at full development be provided in parking structures below grade, be screened from Sunrise Valley Drive and at no time during the development process will large areas of structured parking or at-grade parking be visible from Sunrise Valley Drive.

9. That exterior parks/plazas on the property be public spaces, accessible to and usable by the community, with the same access rights as the tenants.

10. That all loading docks and utility elements be effectively screened so they are not visible from Sunrise Valley Drive or the Dulles Airport Access and Toll Road.

11. That noise attenuation measures, setbacks and vegetative buffers, adjacent to the Dulles Airport Access and Toll Road, be provided as part of the development.

12. That the project lighting be designed to minimize its impact on the neighboring residential communities.

Transportation Elements

1. That the peak hour operating conditions at critical intersections in the vicinity of the site are at acceptable levels of service or no worse after the project is developed than they were prior to development. If any adverse impact attributable to the development is identified, provide improvements which may include but are not limited to:

   - an additional westbound lane on Sunrise Valley Drive between Colts Neck Drive and Reston Parkway, through the provision of a new dedicated right turn lane and the conversion of the existing right turn lane to a through lane, with construction of the new right turn lane to commence upon issuance of a building permit for any development other than renovation of or an expansion of up to 25,000 square feet to the existing hotel;
   - a separate left turn lane at the main site entrance;
   - separate right turn lanes at both site entrances;
   - a traffic signal at the main site entrance; and
   - implementing improvements to reduce delays for turning movements from access points to properties between Reston Parkway and Wiehle Avenue.

2. That convenient crossing of Sunrise Valley Drive by pedestrians to and from the site be provided.

3. That site design accommodate future pedestrian connection to transit facilities in the immediate vicinity of the site.

4. That the pathway system should be designed to link with existing neighborhoods.

5. That transportation improvements, support for transit services and/or transportation demand management strategies, which may include, but are not limited to, frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network, be provided.

6. That facilities (i.e., bus stops, shelters, and convenient access) for bus services (commuter, local circulation, and airport access) in the near term, before rail transit is built, be provided.

7. That pedestrian connections to a rail transit station pathway system be provided when it is built.

Sub-unit F-3 (Remainder of the Land Unit)

The portion of the land unit that is not within the Reston Planned Community, generally located east of Roland Clarke Place, is planned for and developed with office uses up to .35 FAR.

Land Unit G

This land unit is generally located north of the Dulles Airport Access Road along both sides of Sunset Hills Drive between the Bowman Distillery site on the west and Lake Fairfax Business Park on the east. Figure 12 shows the boundaries of Land Unit G.

This land unit is planned for a mix of office, R&D, and industrial "flex space" uses up to .50 FAR. Any future development or redevelopment in this land unit should be consistent with these uses and intensity. A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit that is adjacent to the Wiehle Avenue TSA is subject to the ***Pedestrian/bicycle access*** guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit G-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-1 includes Isaac Newton Square and is located in the northwest quadrant of Wiehle Avenue and Sunset Hills Road. Development in the sub-unit includes office, retail, and community-serving uses, including several day care facilities.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

<u>Sub-unit G-2</u> (part of Wiehle Avenue Transit Station Area)

Sub-unit G-2 is located in the northeast quadrant of Wiehle Avenue and Sunset Hills Road and includes office and retail uses, including the SCS Engineers Building and a "restaurant park" with several fast food restaurants located on adjacent parcels with access from Wiehle Avenue and Roger Bacon Drive. The sub-unit also contains The Atrium, an office condominium development.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

The 4.21 acre parcel at 1775 Wiehle Avenue (Tax Map 17-4((15))1) may be considered for infill office use up to .70 FAR so as to have a similar intensity to that of the adjacent office development to the south, provided that the site design is compatible with existing development and it can be demonstrated that any impacts to the road network can be appropriately mitigated. Mitigation measures may include interparcel access from the south to improve traffic flow to points south of the subject property.

[A portion of this Sub-unit is located along Michael Faraday Court (Tax Map 18-3((5))6 and 7). See Sub-unit G-7 for additional Plan guidance.]

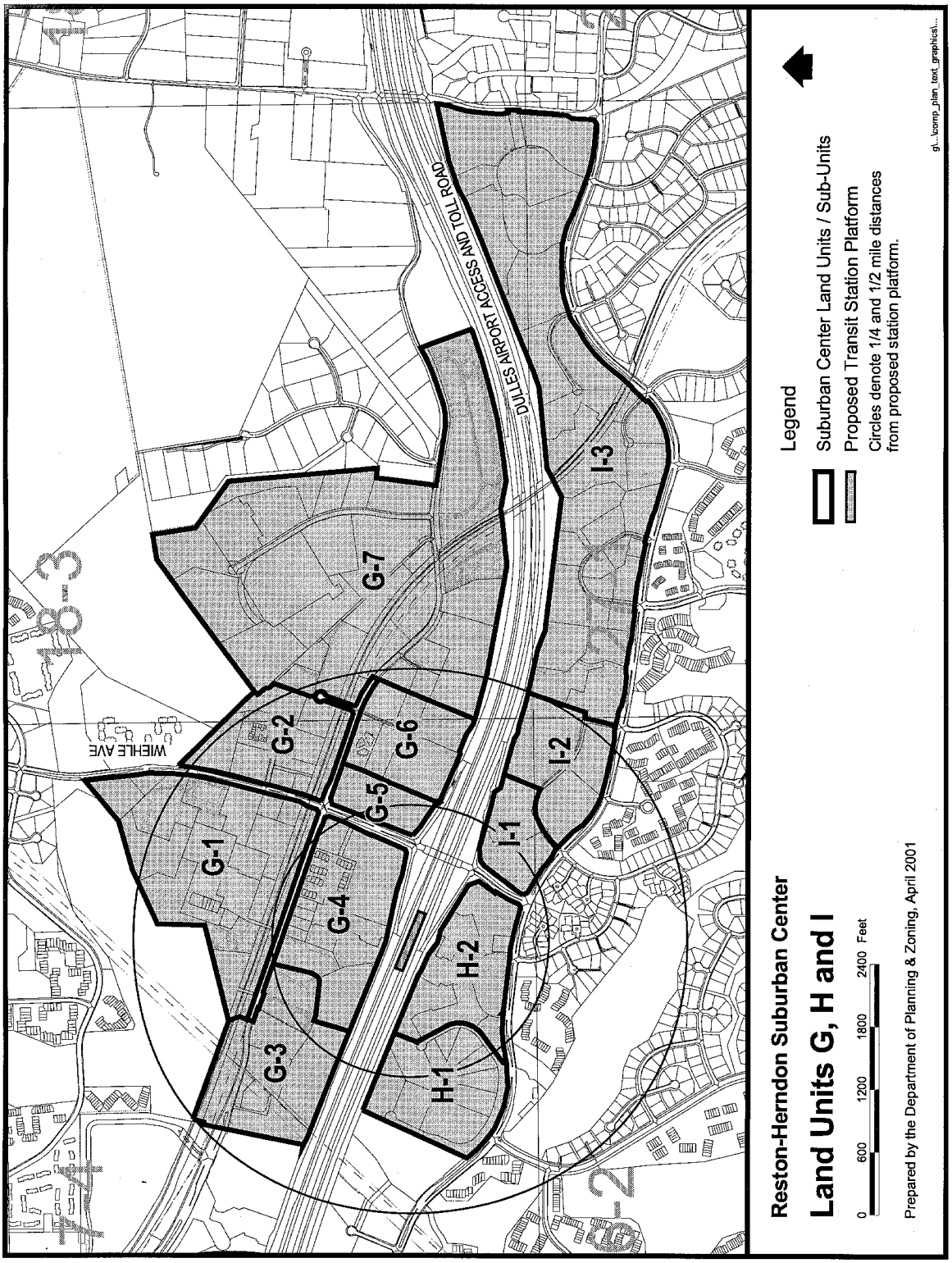

WIEHLE AVE
DULLES AIRPORT ACCESS AND TOLL ROAD
G-1
G-2
G-3
G-4
G-5
G-6
G-7
H-1
H-2
I-1
I-2
I-3
Legend
Suburban Center Land Units / Sub-Units
Proposed Transit Station Platform
Circles denote 1/4 and 1/2 mile distances from proposed station platform.
Reston-Herndon Suburban Center
Land Units G, H and I
0 600 1200 1800 2400 Feet
Prepared by the Department of Planning & Zoning, April 2001

FIGURE 12

Sub-unit G-3 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-3 is located on the south side of Sunset Hills Road, to the east of the Plaza America shopping center. It is currently developed primarily with office uses.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to 1.0 FAR may be considered within Sub-unit G-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-4 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-4 is bounded by Sunset Hills Road on the north, Wiehle Avenue on the east and the Dulles Airport Access and Toll Road (DAAR) on the south. It is immediately adjacent to proposed location of the transit station platform for the Wiehle Avenue Transit Station. The uses in the sub-unit include office, a self-storage facility, a bank and a County-owned and operated park-and-ride facility.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

The Department of Transportation is conducting a feasibility study (to conclude in Spring 2001) of expanding the Reston East parking lot. It is preferred that this parking be provided through a joint use arrangement with adjacent transit-oriented development, rather than as a single, stand-alone parking structure. To implement this concept, consideration may be given to development proposals that utilize the existing Reston East parking lot as well as adjacent parcels, in order to concentrate transit-oriented development in close proximity to the station, while providing additional parking in Sub-unit G-4 to meet anticipated demand.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.5 FAR may be considered for the 17 acres within Sub-unit G-4 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Substantial parcel consolidation within the sub-unit should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.

- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Sub-unit G-5 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-5 consists of a two-building office park and is bounded on the north by Sunset Hills Road, on the west by Wiehle Avenue and on the south by the DAAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for Sub-unit G-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Both parcels in the sub-unit should be consolidated.
- Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-6 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-6 is located along the south side of Sunset Hills Road, east of the Wiehle Avenue intersection. It is currently developed with office and limited support retail uses.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-7

Sub-unit G-7 is located along Sunset Hills Road, east of the Wiehle Avenue TSA. Development in the sub-unit includes office uses and a US Post Office facility. This sub-unit is planned for a mix of office, R&D, and industrial "flex space" uses up to .50 FAR.

The westerly portion of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:

a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;

b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;

c. The dividing line between the industrial and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line as it approaches Tax Map 18-3((1))10 and continuing towards Sunset Hills Road to the northwesterly corner of Tax Map 18-3((1))10. Tax Map 18-3((1))12B and the eastern portion of 18-3((8))2 and 3 should be retained as a buffer to the low density residential area. The above line of demarcation will establish the boundary between industrial and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;

d. The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event that such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, the Reston Community Association and the applicant should work out a suitable compromise;

e. Stringent environmental controls should be applied to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially planned area to the east, and sedimentation control measures to assure the environmental integrity of Lake Fairfax.

The area located south of Sunset Hills Road and directly east of the W&OD Regional Trail (Tax Map 18-3((1))11B and 11C) is on the outer fringe of Reston. It is the transitional property between that portion of Reston planned for non-residential uses and the low density residential area to the east which extends to Hunter Mill Road. This site is planned for office use up to .35 FAR. However, the maximum intensity should only be achievable if the following conditions are met:

- Maximum building heights on the site should not exceed 80 feet; and,
- Effective screening and buffering is provided along Sunset Hills Road.

As an option, the parcel at 11091 Sunset Hills Road (Tax Map 18-3((6))10) may be considered for office use up to a .70 FAR to facilitate the completion of the Sunset Corporate Plaza office complex and to achieve a similar character and intensity as other development in the complex on the adjacent parcel to the west. To achieve the optional level of development, the following conditions should be met:

- Coordinated vehicular and pedestrian access to the adjacent parcel to the west;
- Orientation of the office building(s) toward the existing development on the adjacent parcel to the west;
- Compatibility of building design and materials with the existing development on the adjacent parcel to the west; and

- Demonstration that any impacts to the road network can be appropriately mitigated.

The northern portion of Michael Faraday Court (Tax Map 18-3((5))6, 7, 8 and 9) has older, low-rise buildings that are prime redevelopment sites that can promote mixed-use, transit-oriented development in the Wiehle Transit Station Area. In particular, an important private community recreational facility - the Reston Ice Arena - should be preserved in any such redevelopment.

In order to provide an incentive for this facility to continue operation after redevelopment of this area, a 1.0 FAR option is recommended provided these parcels are consolidated, pedestrian access to the W&OD trail and to a pedestrian network in the Transit Station Area are provided, and the ice rink, or a similar private recreation use, is a component of the redevelopment.

Land Unit H

This land unit is located south of the Dulles Airport Access Road between Association Drive and Wiehle Avenue, as shown in Figure 12. Sunrise Valley Road is the southern boundary of this land unit.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

<u>Sub-unit H-1</u> (part of Wiehle Avenue Transit Station Area)

Sub-unit H-1 comprises the buildings along Association Drive and is located between the Sunrise Valley Drive and the DAAR. Development in the sub-unit consists primarily of one to three story office buildings.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit H-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-2 consists of Commerce Executive Park and is located in the southwest quadrant of Wiehle Avenue and the DAAR. The sub-unit is developed with office and support retail uses, including three new 6-story office buildings and associated parking structures along the DAAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support

retail. The residential component should be at least 40% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within Land Unit H should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit I

This land unit is located south of the Dulles Airport Access Road between Hunter Mill Road and Wiehle Avenue (see Figure 12). Sunrise Valley Road is the southern boundary of this land unit. Land Unit I is almost fully developed in office use. It is planned for office use up to .35 FAR.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit adjacent to the Wiehle Avenue TSA is subject to the ***Pedestrian/bicycle access*** guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

<u>Sub-unit I-1</u> (part of Wiehle Avenue Transit Station Area)

Sub-unit I-1 is located in the southeast quadrant of Wiehle Avenue and the DAAR. The sub-unit consists of two parcels, which are currently developed with office uses.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit I-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit I-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit I-2 is located on the south side of the DAAR and north of Sunrise Valley Drive, east of the intersection with Wiehle Avenue. The sub-unit is developed as an office park with low and mid-rise office buildings.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Sub-unit I-3

Sub-unit I-3 is almost fully developed in office use. It is planned for office use up to .35 FAR.

URBAN DESIGN GUIDELINES FOR TRANSIT STATION AREAS

Urban design applies to the entire built environment, both physical and natural, and includes aspects such as the appearance of buildings, relationships between buildings, open spaces, roadways, pedestrian paths, vegetative plantings, and signage. In general terms, it includes anything that a person sees and uses to inform themselves about where they area, how to move about an area, and where various activities take place. These urban design guidelines apply specifically to the four Transit Station Areas located within the Dulles Corridor (the Wiehle Avenue, Reston Parkway, and Herndon-Monroe Transit Station Areas located in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area located in the Dulles Suburban Center and the UP 4 Greater Herndon Community Planning Sector). They encourage future projects to be designed to take advantage of the benefits associated with transit-oriented development. In addition, these guidelines apply generally to the areas within the Reston-

Herndon Suburban Center that are located outside of the Transit Station Areas to encourage continuity in design between the Transit Station Areas and adjacent areas in the Suburban Center.

Urban Design Objectives

The Transit Station Area Plan recommendations for the Transit Station Areas within the Dulles Corridor seek to encourage the creation of a land use environment which is supportive of mass transit, minimizes the need for the single-occupant automobile, and fosters a vibrant pedestrian atmosphere. They provide the foundation for the creation of transit-oriented development (TOD) centers. Transit-oriented development can be described as pedestrian-friendly, mixed-use developments within walking distance of a transit station. The design, configuration, and mix of buildings and activities emphasize pedestrian-oriented environments and encourage use of public transportation. The Plan recommendations provide opportunities for compact, mixed-use development at higher densities/intensities at locations close to transit station platforms, as well as opportunities to move safely and conveniently about the community by foot or bicycle.

The intent of the following design objectives are twofold. First, to create a pedestrian-friendly environment which will complement the plan recommendations. Creating an environment at a pedestrian scale requires thoughtful consideration of the proportion of spaces that people use, and the types of features within an environment found pleasing to a pedestrian. Success in attracting people to walk depends upon the quality of the walkways, types of destinations, perceptions of safety, and obstacles encountered along the way.

The second objective is to protect the existing high-quality built environment and natural environment which exists within the Dulles Corridor, and ensure the compatibility of future development. The age of development and the maturity of the landscaping and vegetation varies throughout the four Transit Station Areas. Generally, the eastern part of the Corridor has older development and mature landscaping, while the built and landscaped environment in the western portion is more recent, with some parts not yet developed. It is important that the quality of development that has occurred in the eastern portion of the Corridor be continued throughout the entire length of the Corridor.

The following are general urban design objectives that should be achieved throughout the four Transit Station Areas within the Dulles Corridor.

- Create high quality development which is functionally integrated, orderly, identifiable and attractive.
- Create a pedestrian environment that is enjoyable and provides an experience which is visually diverse and stimulating.
- Design development to allow for public pedestrian access between the transit station and employment and residential destinations.
- Minimize conflicts between vehicular and pedestrian circulation.
- Provide open space for active and passive recreation and visual relief.
- Protect and enhance environmental and historic resources.
- Ensure a more efficient use of the land through strategies such as allowing shared parking for uses which have different peak demand periods.
- Protect adjacent residential neighborhoods from the impact of new development through use of landscaped buffers, berms and/or other landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.

- Encourage parcel consolidation to realize the benefit of comprehensive urban design and circulation/access principles.
- Create highway corridors that function well, are visually appealing, and provide linkages throughout the four Transit Station Areas within the Dulles Corridor.

Urban Design Guidelines

The design guidelines outlined below have been organized into two categories: general guidelines applicable to all areas within the four Transit Station Areas, and specific guidelines which apply to those areas within one-quarter mile of the transit station platform. In addition, the general guidelines apply to those areas within the Reston-Herndon Suburban Center that are located outside of the Transit Station Areas. The guidelines developed for all areas within Transit Station Areas address the character and form of development, with specific guidelines developed for areas on the periphery of the Corridor to address key issues such as the transition between non-residential and residential areas and maintaining the integrity of existing, nearby land uses. The guidelines developed for areas within one-quarter mile of the transit station platform focus on creating developments which are pedestrian-friendly and supportive of the transit facility.

As noted previously, the built and landscaped environment varies across the Dulles Corridor. To maintain the existing high quality built and natural environments within this corridor, which are particularly evident in the eastern portion of the corridor, it is important that consistency be achieved in the design of future development and redevelopment.

Within the four Transit Station Areas there are two distinct areas that require different types of urban design guidelines - those areas at the edge of a Transit Station Area and those areas internal to the Transit Station Area. In order to preserve the integrity of existing development adjacent to Transit Station Areas, and particularly areas of transition between non-residential and residential areas, special consideration needs to be given to future developments on the periphery of each Transit Station Area. For example, the form of development and extensive landscaping that has occurred along Sunrise Valley Drive between the Washington & Old Dominion park cross-over to just west of the Fairfax County Parkway is a good example of the type of environment that should be created along the edge of a Transit Station Area when adjacent to an existing residential neighborhood. Design features along this stretch of road include low to mid-rise buildings, buildings constructed at grades below street level, sidewalks (for the most part) along both sides of the road, heavily landscaped yards with berms used to assist in the transition between non-residential and residential uses, and parking structures with significant landscaping either surrounding the structure or incorporated into the structure design.

Reston Town Center provides a good example of the type and form of development that is envisioned to be found internally to the four Transit Station Areas within the Corridor. The core area of the Town Center can be described as having wide sidewalks, public open spaces, ground-floor storefront uses such as shops and cafes with multiple windows for pedestrians to view into, and buildings constructed to the sidewalk edge. It is also envisioned that this form of development be created along some of the major north-south roads within the four Transit Station Areas such as Wiehle Avenue, Reston Parkway, Centreville Road and Horse Pen Road.

There are a number of major roadways which provide east-west connections across the Reston-Herndon Suburban Center and Transit Station Areas, such as Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road. Since some of these roads when traveled in tandem extend from one end of the corridor to the other, it is important to maintain a level of consistency in the urban design throughout the corridor.

Design Guidelines for Transit Station Areas

Building Design, Height and Mass

- Building heights should be greatest closest to the Dulles Airport and Access Road, transitioning to lower heights at the outer edge of transit station areas. See specific height limitation in the land unit recommendations.
- Buildings at the outer edge of transit station areas should be sensitive to neighboring development with regard to height and mass.
- Varied building heights and roof lines are encouraged to create interest.
- Building facades should be interesting and varied, with an absence of blank walls. Buildings should be designed with features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be mitigated with landscaping, screening and buffering. Long expanses of blank walls along major roads should be avoided.
- To encourage a more urban environment and pedestrian scale, the bulk and mass of buildings should be minimized through the articulation of the building form, step backs from the building base, and plane changes within the building elevations.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting streets, and give deliberate form to the street and sidewalk areas.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting streets by large parking lots.
- Free-standing retail establishments are prohibited. Retail uses should be integrated into the design of the lower floors of non-residential and residential buildings.

Design Compatibility

- Development on the periphery of transit station areas adjacent to existing residential areas should be maintain or create an effective transition to the surrounding community in terms of layout, design and appearance.

Open Spaces

- Small plazas and/or courtyards should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of local employees and visitors. These open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. These spaces should be integrated purposefully into the overall design of the development, and not merely be residual areas left over after buildings and parking lots are sited.
- Public art/sculpture should be incorporated into all open spaces.

Trees, Landscaping and Natural Environment

- Existing vegetation and large specimen trees should be preserved and incorporated into the site design when possible.
- Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.

- Significant landscaped and/or natural streetscapes, as well as street trees should be provided along all roadways, in particular roadways which form the periphery of the Suburban Center and Transit Station Areas (e.g. Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road).

Pedestrian and Bicycle Access and Connections

- Site designs should balance the needs of both the pedestrian and the automobile; however, the circulation systems for pedestrians and automobiles should remain separate.
- Pedestrian/bicycle access should be provided to facilitate circulation within, to, around, and between each transit station area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian access between buildings is essential to ensure opportunities are available for people to walk to nearby uses.
- Pedestrian/bicycle paths of any one development or site should interconnect with pedestrian/bicycle paths of any adjacent development or site, to create a highly-connected transit station area. In addition, pedestrian/bicycle access should connect to the countywide and regional trail systems, connecting local sites with the larger community.
- Safe and convenient pedestrian street crossings should be designed, and include good lighting as well as access elements (e.g. ramps for persons with disabilities).
- Secure and convenient bicycle storage should be provided as part of all non-residential development.

Transit Access and Connections

- Safe, convenient and direct pedestrian pathways should be provided between all types of transit stops and buildings.
- Pathways should be designed such that pedestrians do not cross parking lots/structures to reach a building.
- Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof.

Vehicular Access and Connections

- Avoid direct access from parking structures onto major arterial roads.

Parking Areas

- Parking should be provided in either above or underground structures, with limited parking areas at the sides or back of buildings. If it is not possible to accommodate parking structures behind or beside buildings, minimize parking in front of buildings.
- Locate priority parking spaces for car/vanpools close to the employee entrance of the building or parking structure to encourage ride-sharing.
- Integrate the design of parking structures with that for the building served.
- Parking structures, as well as adjacent areas, should be landscaped to create a visually attractive environment.
- Parking lots should be screened to control the view and visual impact from the street right-of-way, adjacent development, and buildings being served by the lot. Plant materials, walls, fences or earth berms should be used.
- Interior parking lot landscaping should be provided. Large parking lots should be sub-divided into smaller lots by using planting areas as dividers.

Buffers

- Use natural landscaping to create edges and provide a buffer to define developments.

- Provide significant vegetated buffers in situations where non-residential development on the periphery of the Suburban Center or Transit Station Area is adjacent to existing residential neighborhoods.
- Screen from public view rooftop mechanical equipment, materials storage, utility substations and other similar items.

Lighting
- Develop coordinated lighting plans for all development complexes, in order to reinforce the complex's identity and provide a congruent appearance.
- Provide exterior lighting that enhances nighttime safety and circulation, as well as highlights key landmark features.
- Design lighting in a manner that focuses lighting directly onto parking/driving areas and sidewalks, such that lighting for a development does not project beyond the development's boundary. Utilization of fully shielded lighting fixtures is desirable in order to minimize the occurrence of glare, light trespass, and urban sky glow.

Signage
- Coordinated signage plans for all developments are encouraged to emphasize the complex's identity and provide a harmonious appearance.
- Signage should be appropriate for its location and purpose.
- Similar types of signage should be used for developments within a Transit Station Area to facilitate "way-finding" within the TSA.

Design Guidelines for Areas Within One-Quarter Mile of Station Platforms

The design guidelines below apply to those properties within one-quarter mile of the station platform that are the subject of new development or redevelopment. The primary purpose of these guidelines is to create compact developments which foster a lively pedestrian-friendly environment and ensure the access to various uses, in particular transit stations, is convenient, walkable, pleasant and safe.

Building Design, Height and Mass
- Building facades should incorporate elements to establish a human scale and foster a pedestrian-friendly environment. Buildings should incorporate features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be avoided, particularly for walls along pedestrian walkways.
- Building heights should be greatest closest to the transit station platform and transition to lower heights at the outer edge of the one-quarter mile area, particularly for areas that are adjacent to established residential neighborhoods.

Arrangement and Siting of Buildings
- Buildings should be arranged so that they frame and define the fronting pedestrian walkways, and give deliberate form to the sidewalk areas, and where appropriate vehicular drives and/or streets.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting pedestrian walkways/streets by large parking lots.
- Retail uses should be incorporated into the design of the lower floors of non-residential and residential buildings, and should have direct public access and display windows oriented toward pedestrian walkways, and where appropriate, vehicular drives and/or streets.

Design Compatibility

- Within the one-quarter mile area, the design, architecture, building materials, and landscaping should be compatible, harmonious, and adhere to a common design theme.

Open Spaces

- Public art should be incorporated into all open spaces, and along the primary pathways leading to the transit stations.

Pedestrian and Bicycle Access and Connections

- Pedestrian/bicycle access should be provided to facilitate circulation within the ¼-mile area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian connections across major roadways such as Wiehle Avenue, Reston Parkway, and Monroe Street should be provided as grade-separated connections, preferably as above-ground connections (i.e. bridges) due to their perception of being safer.
- Secure and convenient bicycle storage should be provided at points close to the pedestrian bridges which lead to the station platform.

Transit Access and Connections

- Provision of support retail on pedestrian bridges which provide access to the station platform is encouraged.
- Safe, convenient and direct access should be provided between transit station pedestrian access bridges and all buildings within the ¼-mile area

Parking Areas

- Parking should be provided in either above or underground structures. Above ground parking should be integrated into the design of the building served and located preferably at the sides or back of buildings. Parking in the front of buildings should be minimized.

Transit Facility Parking Structures/Areas

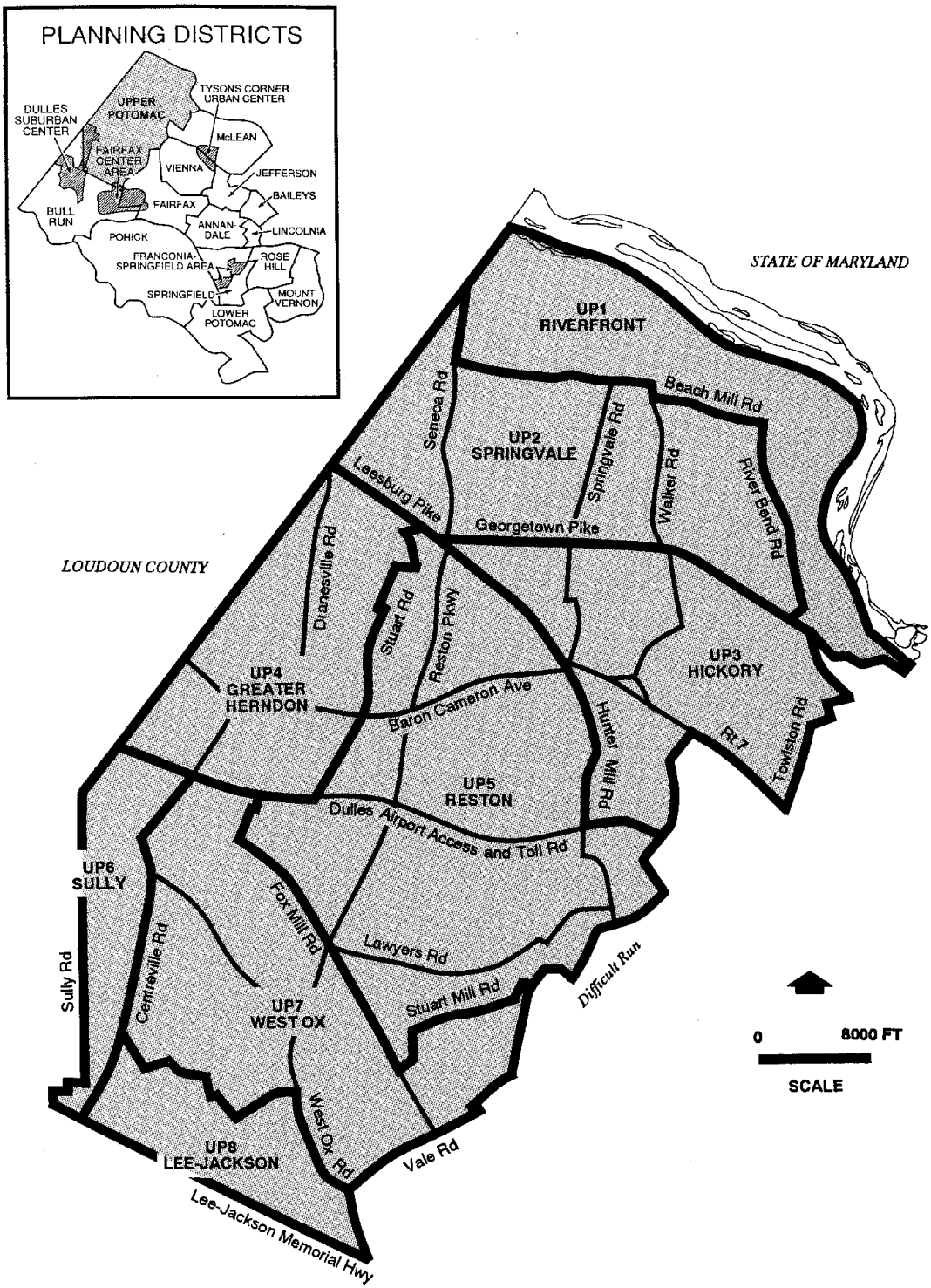
- Encourage public-private partnerships to facilitate provision of a mix of uses (i.e. retail uses (dry cleaners), child care centers, and similar uses), in County-owned parking structures.
- Parking structures should be landscaped to create a visually attractive environment. Structures adjacent to residential uses that are outside of the Transit Station Areas should be heavily screened and/or berms should be used to minimize the visual impact of the structure on neighboring residential communities.
- Design ‘Park-n-Ride’ lots to be compatible with adjacent development.

Buffers

- Provide significant vegetated buffers in situations where non-residential development on the periphery of the ¼-mile area is adjacent to existing residential neighborhoods.

Signage

- Signage should be provided which illustrates walking directions to transit station access points.



COMMUNITY PLANNING SECTORS **FIGURE 13**
UPPER POTOMAC PLANNING DISTRICT

UP1 RIVERFRONT COMMUNITY PLANNING SECTOR

CHARACTER

This sector is located along the Potomac River shoreline as it extends from the National Park Service's Great Falls Park to the Loudoun County line and Seneca Road (Route 602). The southern border of this sector is Route 193, River Bend Road and Beach Mill Road. The Riverfront Community Planning Sector is in the Difficult Run watershed.

This sector is made up of parkland, large sections of undeveloped land, estates, farms and large-lot subdivisions. Sector UP1 is essentially an area of large lot development with a rural character. Local-serving commercial uses are located at Route 193 and Walker Road in Sector UP2. This area is planned to maintain the present five-acre and two-acre residential density, as a way of preserving the rural character of this area.

This sector has produced significant prehistoric heritage resources, including the County's only known Native American burial site. Because of the very low density development in the sector, there is a very high potential for both prehistoric and heritage resources to still remain. The Potomac floodplain and adjacent uplands are particularly sensitive. The Potomac Canal and Locks and the ruins of the Town of Matildaville are significant existing resources in this sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Riverfront Community Planning Sector is designated as a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Riverfront Community Planning Sector is a very low density stable residential area. Infill development in this residential 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-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 14 indicates the geographic location of this sector. Due to the general nature of the land use recommendations for this sector, they were not shown on the General Locator Map.

1. Limit land uses to parkland, open space, and large-lot residential development. Residential density of no greater than one dwelling unit per five acres is planned for this sector to protect the Potomac River Environmental Quality Corridor and Wildlife Preserve. [Not shown]

2. This sector is planned for low density, single family residential use mostly .1-.2 du/ac as shown on the Comprehensive Land Use Plan map. Cluster subdivisions may be appropriate in this sector if the following criteria are met and rigorously applied: 1) Wherever possible

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

the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. In addition, measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. [Not Shown]

3. No commercial or retail uses are planned for this sector due to its very low density. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]

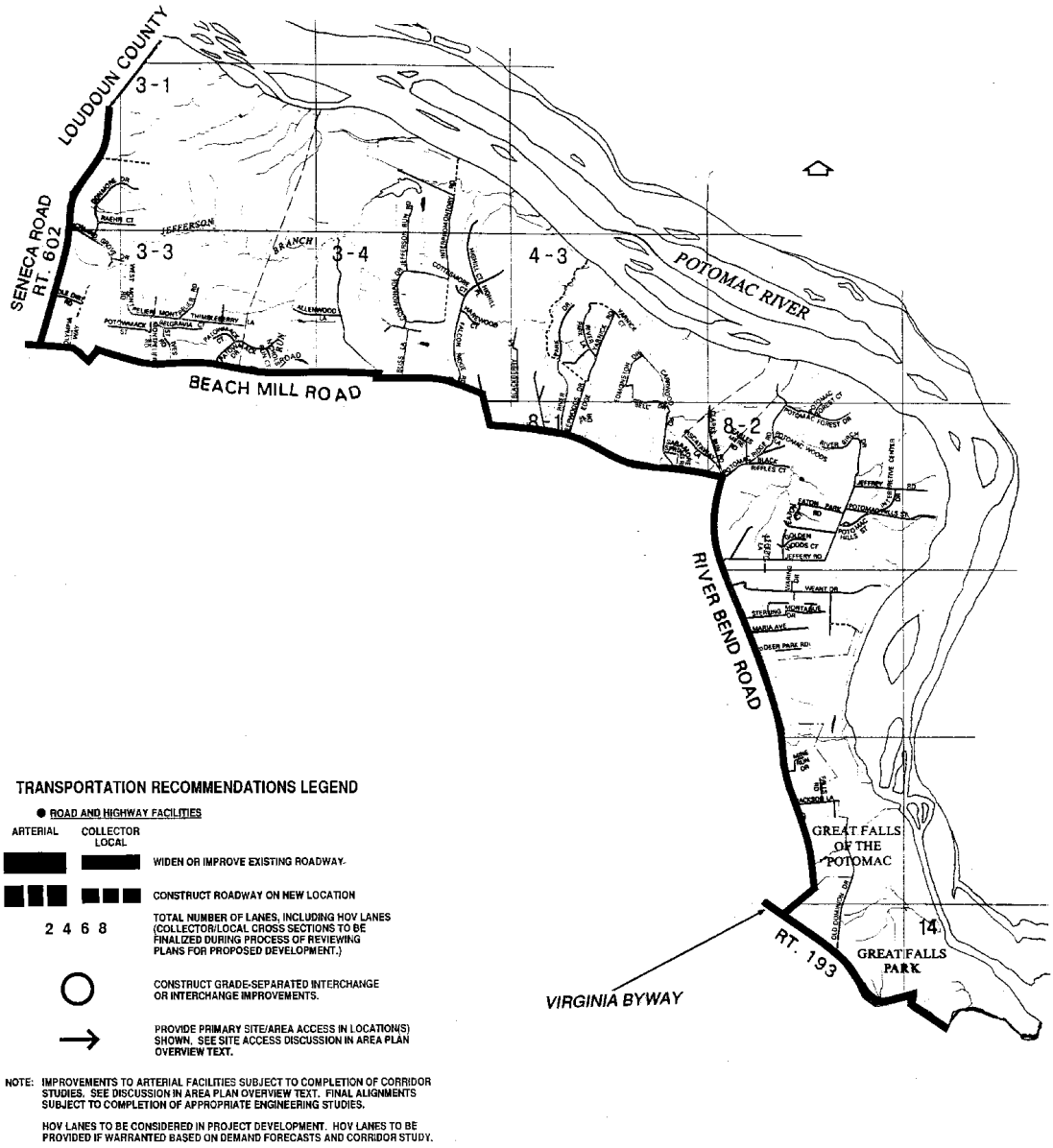
Transportation

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

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 16. 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**

FIGURE 16
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	
	Active recreation facilities are available at Great Falls Grange and Great Falls Nike District Park.
DISTRICT PARKS:	
	More than one-third of this sector is preserved in open space encompassed by County, Regional and National parklands. Sensitive environmental areas should be protected where feasible through use of open space easements on privately owned property and/or donation of land contiguous to existing park sites.
COUNTYWIDE PARKS:	
Riverbend (Multiple Resources)	Complete development in accordance with approved master plan.
REGIONAL PARKS:	
Upper Potomac Regional	Public access to this park is restricted at the present time. Explore the feasibility of acquiring open space easements on lands currently held in Agricultural and Forestal Districts.
STATE/FEDERAL:	
Great Falls National Park Potomac River National Heritage Trail	

Trails

Trails planned for this sector are delineated on Figure 17 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 17**

UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located in the northern part of the County with Beach Mill Road on the north; River Bend Road to the east; Leesburg Pike and Georgetown Pike (Route 193) on the south; and Loudoun County to the west.

This sector is similar to the Riverfront sector because it is rural in character and consists of undeveloped land, farms, residential estates and large-lot subdivisions. Planning objectives for this sector seek to maintain the existing character. Most of the committed and anticipated development in the sector is for five-acre and two-acre residential development. There are small commercial areas located at Beach Mill and Springvale Roads and local-serving commercial uses are located on Leesburg Pike at Georgetown Pike and at the village of Great Falls. This area is planned to maintain the very low density character through large-lot residential development (one dwelling unit per five- and two-acre lots).

This sector is characterized by open space and dispersed residential development. The sector has a high potential for significant heritage resources, and in fact, is rich in known historic landmarks. The area surrounding the Great Falls Grange and Post Office should be considered for protection by establishment of a Historic District. Dunbarton also merits consideration for this type of protection. A portion of the Dranesville Tavern Historic District lies within this sector. Regulations are discussed in Sector UP4. Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended.

CONCEPT FOR FUTURE DEVELOPMENT

The Springvale Community Planning Sector is designated as a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

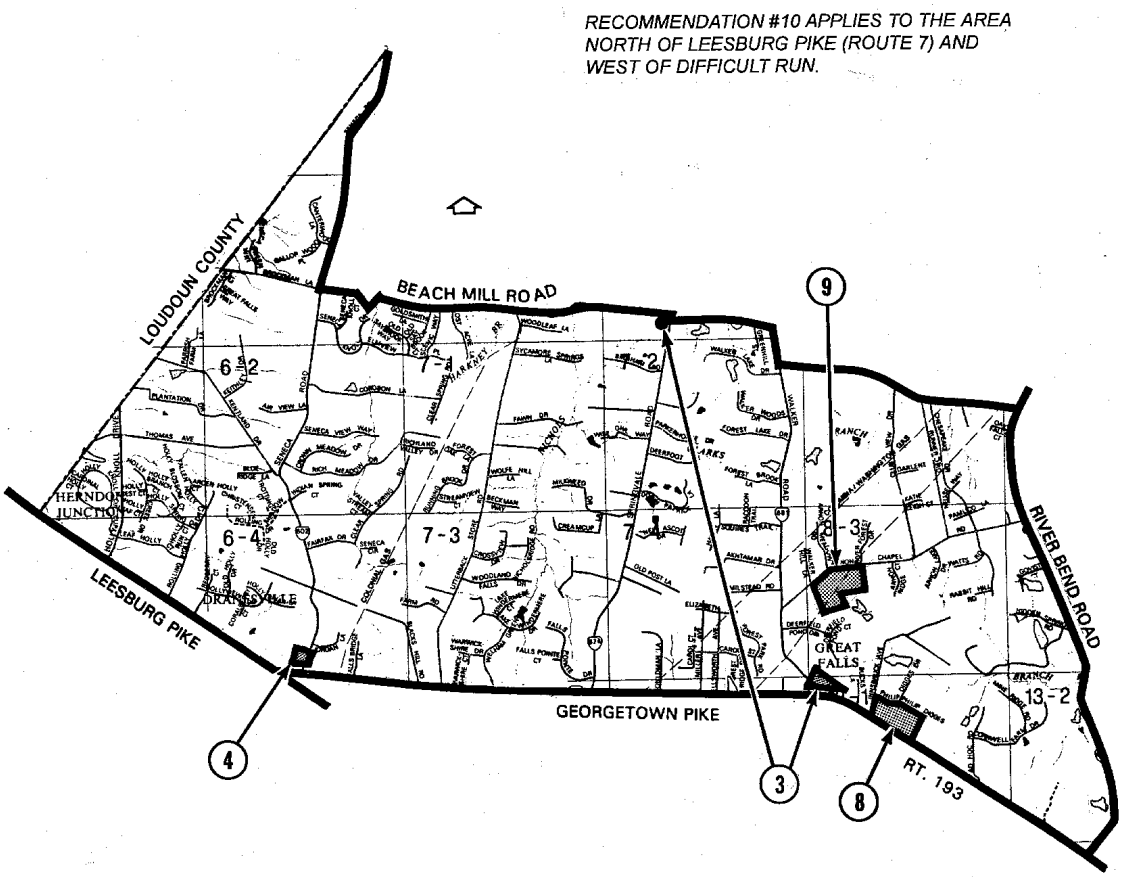
Land Use

The Springvale Community Planning Sector is largely developed as stable low density residential areas. Infill development in these residential areas 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-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 18 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. Land use in this sector should continue to reflect and support the established low density residential character. Public parkland and low density residential uses at .1-.2



LAND USE RECOMMENDATIONS **FIGURE 18**
GENERAL LOCATOR MAP

dwelling unit per acre and .2-.5 dwelling unit per acre are planned for the area as shown on the Plan map. Several older residential areas along Georgetown Pike are planned at a density of 1-2 dwelling units per acre as a reflection of the typical densities that exist in these areas. [Not shown]

2. This sector is planned for low density, single family residential use at .2-.5 du/ac as shown on the Comprehensive Land Use Plan map. Cluster subdivisions may be appropriate in this sector if the following criteria are met and are rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. In addition, measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. [Not Shown]

3. Commercial uses should be neighborhood-serving and confined to existing commercial areas as shown on the Plan map. This includes the area in the vicinity of Walker Road and Georgetown Pike (Route 193) and at Springvale Road (Route 674) and Beach Mill Road (Route 603).

4. The area along Seneca Road, north of its intersection with Georgetown Pike is currently planned for residential development at densities of .2-.5 and 1-2 dwelling units per acre. A small portion of this area at Seneca Road and Georgetown Pike is commercially zoned. Commercial development of these parcels should be limited to low intensity office and neighborhood retail uses, not to exceed .25 FAR, under the following conditions:

   - Consolidation of commercially-zoned parcels (Tax Map 6-4((3))1, 2, 3, and 4), or the development of a single project on Tax Map 6-4((1))60B, which represents an earlier consolidation;

   - Provision of substantial landscaped and/or naturally vegetated buffers to protect surrounding residential uses and provide a clear line of demarcation between any commercial development and the existing and planned low density residential uses to the north, east and west. Residentially zoned portions of these parcels should be used and maintained as open space buffers;

   - Either office or retail development should be of high quality as demonstrated by consistent architectural treatment of all building facades in a style that uses materials and design elements that are compatible with the low density residential community. Any office development should be residential in character, in terms of scale, bulk, material, and component detail;

   - Structures should not exceed 35 feet in height; and

- Right-in/right-out only access to a unified commercial development on Tax Map 6-4((1))60B may be provided from Georgetown Pike if approved by VDOT.

5. Future development and improvements to commercial establishments in the Village of Great Falls should encourage uniformity of architecture, screening, fencing, signage and encourage the completion of trails in the village. [Not shown]

6. In this planning sector, uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]

7. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

8. Parcel 13-1((1))37, which is located on the northeast corner of Georgetown Pike and Innsbruck Avenue, is planned for residential use at .2 -.5 dwelling units per acre. As an option, public park use may be appropriate.

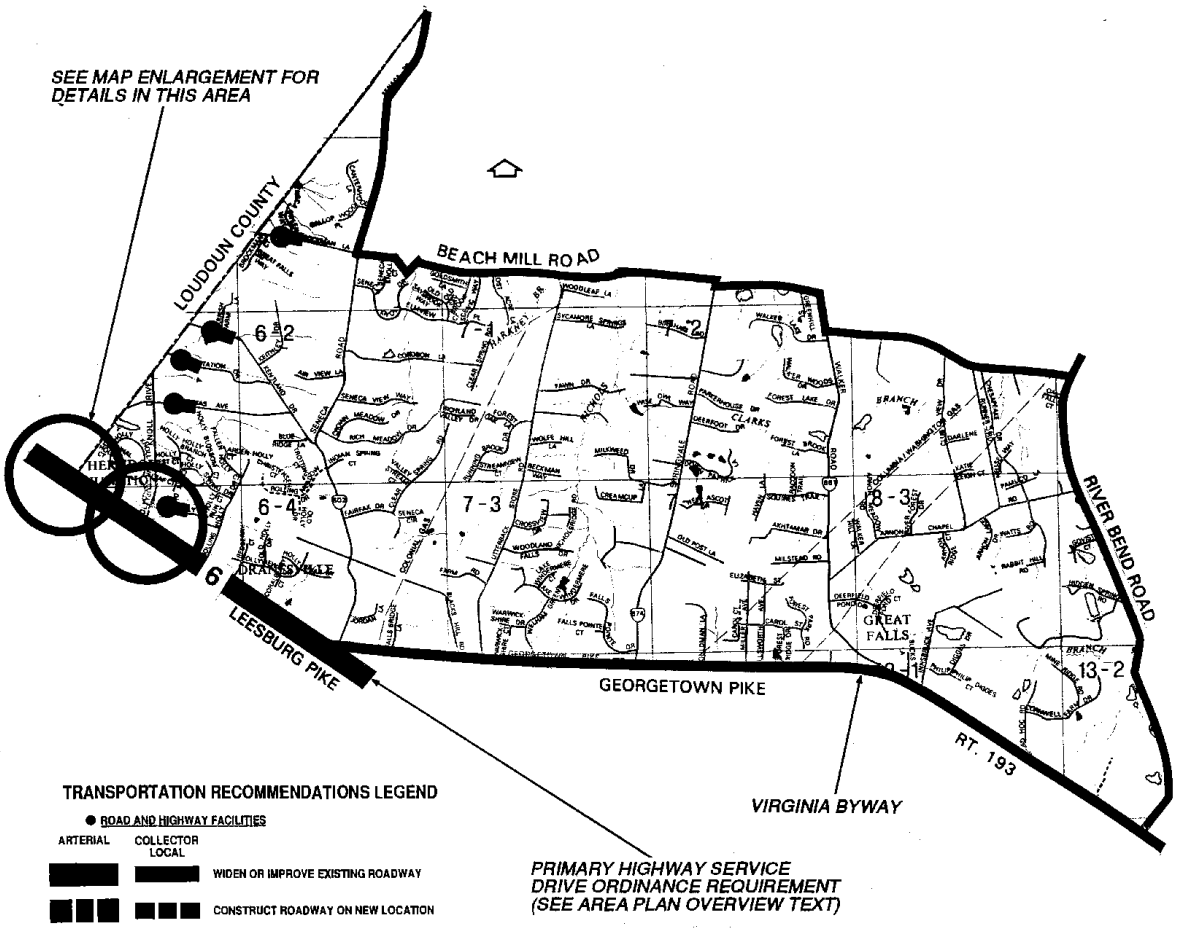
9. Parcels 8-3((1)) 45V and 45Z, located on the south side of Arnon Chapel Road across from the intersection of Arnon Meadow Road, are planned for residential use at .2 - .5 dwelling units per acre. As an option, public park use may be appropriate.

10. Turner Farm Park, in the heart of the Great Falls area, is planned for an astronomical observatory for educational and recreational use by County schools and residents due to having among the darkest night sky in the Washington, D.C. Metropolitan Area. The night sky in the area surrounding the planned observatory should be protected from excessive and improper lighting. New development (i.e., public and private) in planning sector UP2 and planning sector UP3, north of Leesburg Pike (Rt. 7) and west of Difficult Run, should provide energy efficient lighting that reduces glare, eliminates light trespass and reduces sky glow.

Transportation

Transportation recommendations for this sector are shown on Figures 19 and 20. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Byway. Major changes in alignment or widening the



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

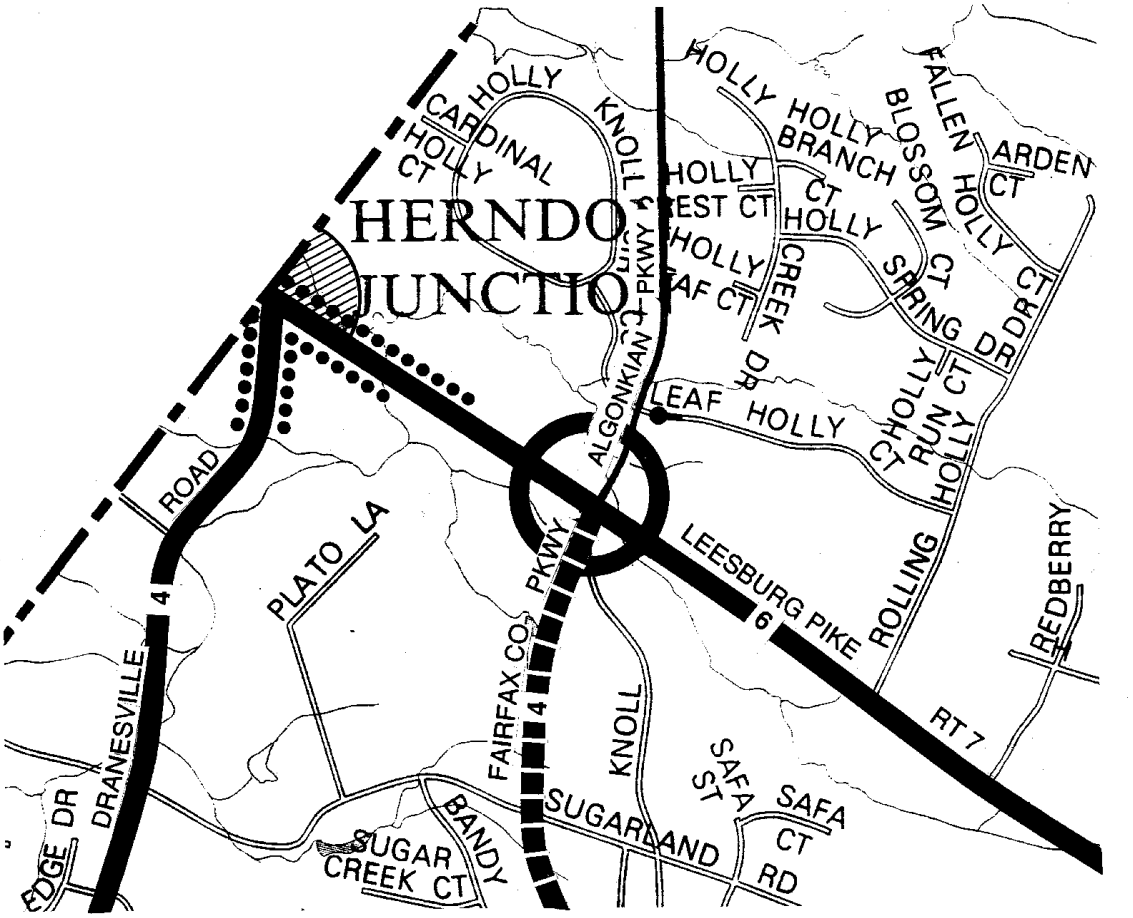
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

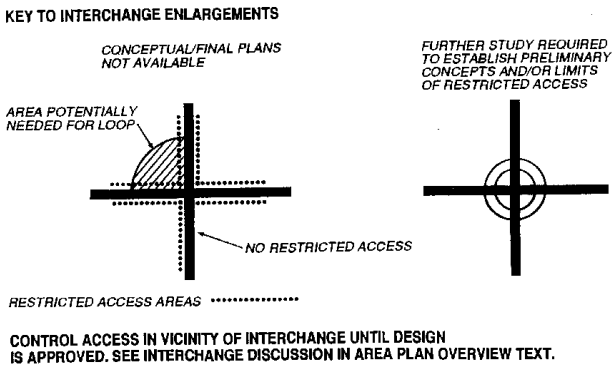
→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 19**





INTERCHANGE RECOMMENDATIONS **FIGURE 20**
UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

The grade-separated interchange at the intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.

Heritage Resources

This planning sector is rich in known historic landmarks. The area surrounding the Great Falls Grange and Post Office should be considered for protection by establishment of an Historic District. Dunbarton should also be considered for this type of protection. A portion of the Dranesville Tavern Historic District lies within this sector. Regulations are discussed in Sector UP4. Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended.

Public Facilities

1. Replace the existing mini-library on Georgetown Pike with a community library near the intersection of Georgetown Pike and Walker Road.

2. Provide any necessary improvements to FCWA's Riverside Manor Water System to meet future regulations (Tax Map 8-1((4))A, D, E).

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 21. 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 22 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 21
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Holly Knolls	No development is planned for the park. Additional Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	
Windermere	No development is planned for the park.
DISTRICT PARKS:	
	This sector lies within the service area of Great Falls Nike District Park. The southwestern part of this sector is also served by Baron Cameron District Park.
COUNTYWIDE PARKS:	
Great Falls Grange (Multiple Resources)	Complete development in accordance with approved master plan. Investigate the potential for obtaining historic preservation easements on selected historic properties.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 22**

UP3 HICKORY COMMUNITY PLANNING SECTOR

CHARACTER

The Hickory Community Planning Sector is generally bounded on the north by Georgetown Pike (Route 193), on the east by Old Dominion Drive and Towlston Road, and on the south by Leesburg Pike (Route 7). A portion of the sector between Hunter Mill Road and the Difficult Run Stream Valley extends south of Leesburg Pike (Route 7) to the Dulles Airport Access Road.

This sector retains much of the rural character of the Riverfront and Springvale sectors, although developed at a somewhat higher residential density. There are large-lot subdivisions and some in half- and one-acre development. There are several operating farms in the sector. A major land use objective for the sector is to maintain the low density character by encouraging large-lot residential development.

Local-serving commercial uses are located at Great Falls Village and at the intersection of Walker Road and Colvin Run Road. Additional commercial uses are available outside the sector in Reston, Herndon, Tysons Corner, and Vienna.

CONCEPT FOR FUTURE DEVELOPMENT

The Hickory Community Planning Sector is designated a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

Land Use

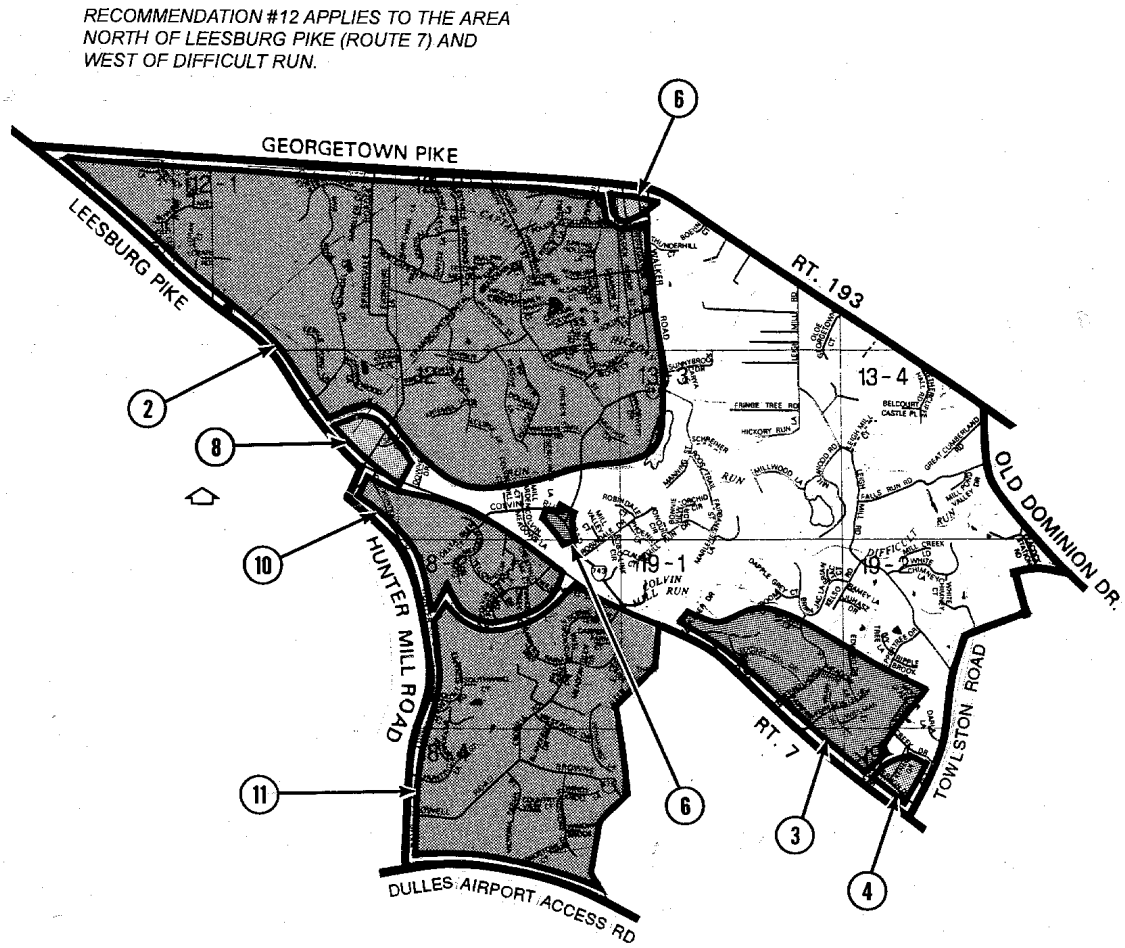
The Hickory Community Planning Sector is largely developed as stable low density residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 23 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. Most land should be developed for residential use at .2-.5 dwelling units per acre in order to preserve the existing character and support the concept of low density residential development for land in the Reston environs. [Not shown]

2. The area bounded by Leesburg Pike (Route 7), Georgetown Pike, Walker Road and Piney Run is planned for residential use at .5-1 dwelling unit per acre, as shown on the Plan map, to reflect existing and committed development. New development should be generally consistent with existing zoning and should provide for ample landscaping, buffering and



LAND USE RECOMMENDATIONS **FIGURE 23**
GENERAL LOCATOR MAP

substantial building setbacks to ensure that the present relatively low density character of the area will be preserved when viewed from the collector and arterial roadways serving the sector.

3. Residential use at .5-1 dwelling unit per acre is planned for the area north of Leesburg Pike (Route 7), between Difficult Run and Towlston Road, as shown on the Plan map. New development should be generally consistent with existing zoning, should provide large lots along the frontage of Leesburg Pike (Route 7) and Towlston Road to preserve the low density, rural characteristics of Towlston Road and Leesburg Pike (Route 7), and should provide substantial buffers along the frontage of Leesburg Pike (Route 7).

4. The northwest quadrant of the intersection of Route 7 and Towlston Road, bounded by the Glen Haven Farms subdivision to the north and Kenmore subdivision to the west, is planned for .5-1 dwelling unit per acre to be compatible with the planned density in this vicinity along Route 7. Substantial buffering, adequate landscaping and a substantial setback of buildings along the west side of Towlston Road in the area south of Glen Haven Farms subdivision are appropriate to preserve the low density, rural character of Towlston Road.

5. Cluster subdivisions may be appropriate in this sector if the following criteria are met and are rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. [Not Shown]

6. Commercial uses should be limited to existing commercial areas in the vicinity of Walker Road and Route l93, and Walker Road and Colvin Run Road. Commercial uses in these areas should be neighborhood-serving in nature and should be restricted to the existing commercially-zoned parcels. However, it would be appropriate for some required commercial parking to be located on the residentially-zoned portion of Tax Map 12-4((16)), provided that the Alfred Leigh House is rehabilitated and maintained as defined in "The Secretary of the Interior's Standards for Historic Preservation Projects." The Fairfax County Architectural Review Board should provide guidance. The parking should be buffered from surrounding residential development. Such parking use should only be continued in conjunction with the continued maintenance of the Leigh House. Should the Leigh House be demolished, use of the residentially-zoned land for parking should cease and the land should be restored to its original condition or a condition appropriate for residential use.

7. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall character of

the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

8. The northwest and northeast quadrants of the intersection of Route 7 and Springvale Road are planned for residential use at .5-1 dwelling unit per acre. Consolidation of parcels and a coordinated access point to Springvale Road should be required. (See Figure 24.)

9. In this planning sector uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]

10. The area south of Leesburg Pike (Route 7), south of Baron Cameron Avenue and east of Hunter Mill Road is planned for residential use at .5-1 dwelling unit per acre. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. Additional Plan guidance is included under Land Use Recommendation #10 for Sector UP5.

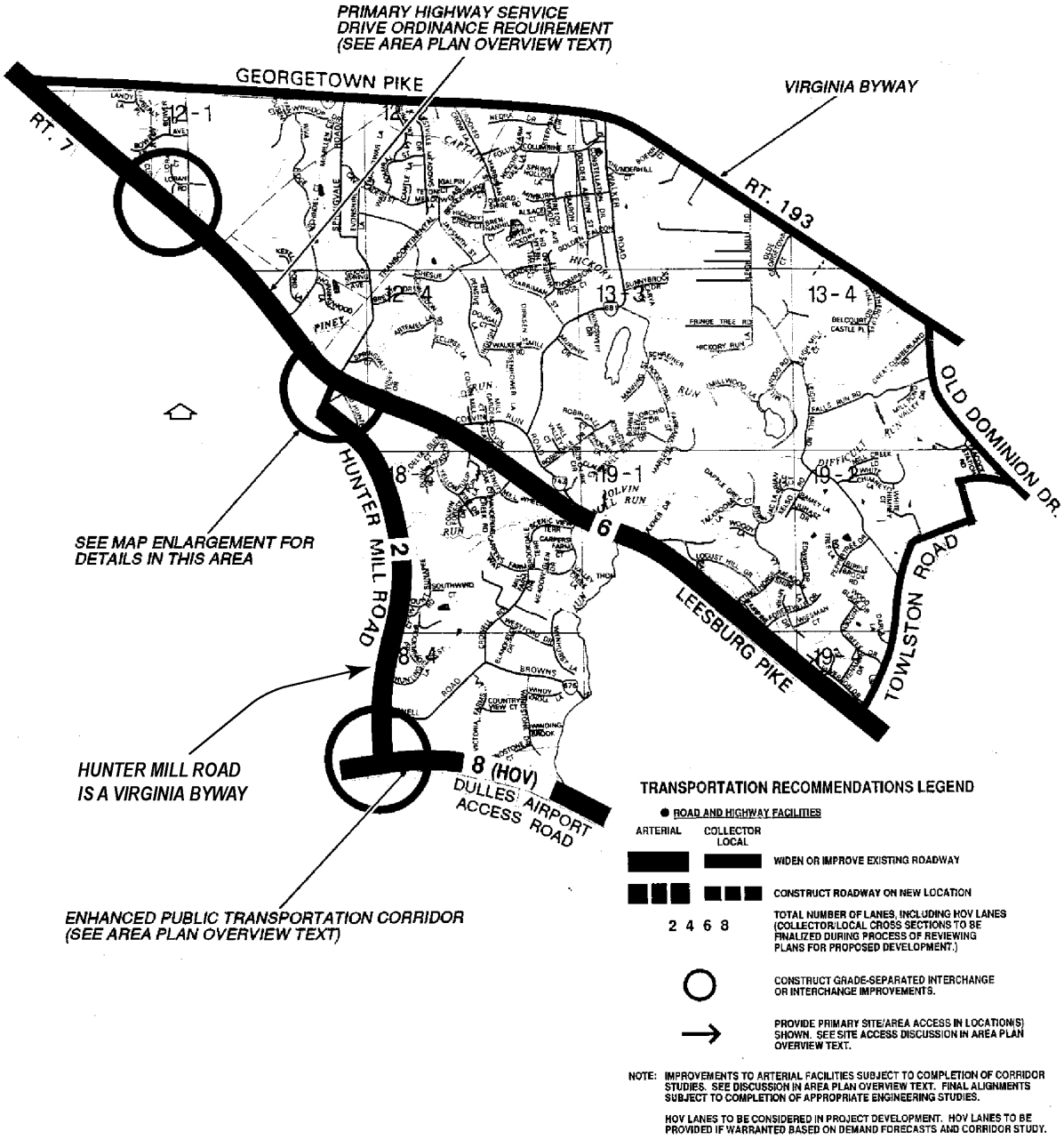
11. The area bounded by Hunter Mill Road, Colvin Run, Leesburg Pike (Route 7), Difficult Run and the Dulles Airport Access Road is part of the Difficult Run watershed and is planned for low density residential development at .2-.5 dwelling units per acre as shown on the Plan map. Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses or the expansion of existing uses to determine if adding new uses or expanding existing uses will change the low density residential character of the area.

12. Turner Farm Park, in the heart of the Great Falls area, is planned for an astronomical observatory for educational and recreational use by County schools and residents due to having among the darkest night sky in the Washington, D.C. Metropolitan Area. The night sky in the area surrounding the planned observatory should be protected from excessive and improper lighting. New development (i.e., public and private) in planning sector UP2 and planning sector UP3, north of Leesburg Pike (Rt. 7) and west of Difficult Run, should provide energy efficient lighting that reduces glare, eliminates light trespass and reduces sky glow.

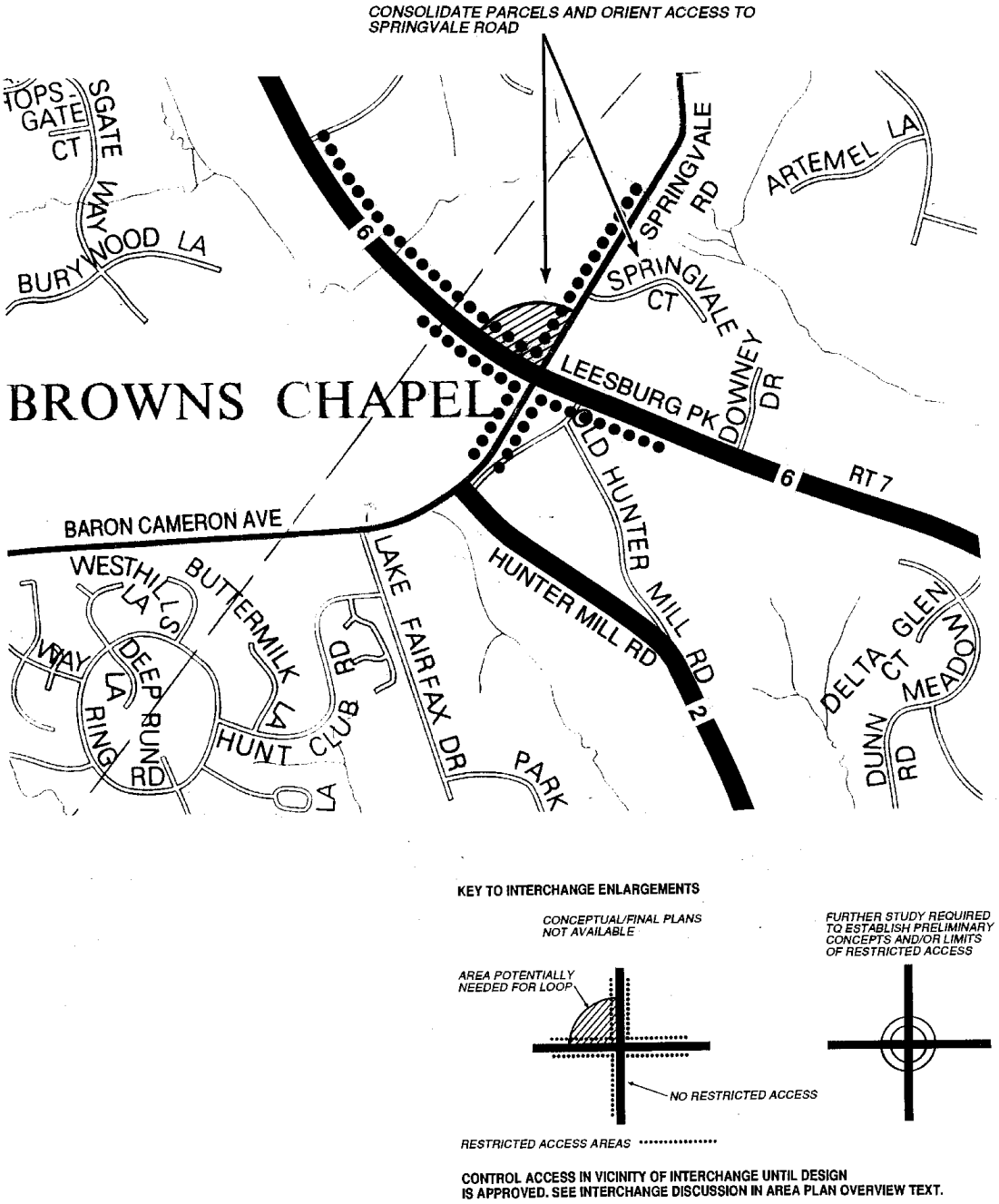
Transportation

Transportation recommendations for this sector are shown on Figures 24 and 25. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local



TRANSPORTATION RECOMMENDATIONS **FIGURE 24**



INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 25**
UP3 HICKORY COMMUNITY PLANNING SECTOR

residents. It has been designated a Virginia Byway. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

Heritage Resources

Maintain the Colvin Run Mill Historic District and consider expanding the Historic District to include the Leigh House (Tax Map 12-4((1))15A). The regulations of the Colvin Run Mill Historic District (Appendix 1, A1-600 of the Zoning Ordinance) limit development to residential uses with the exception of commercial uses appropriate to the mill site itself. Residential density should not exceed 1 dwelling unit per acre. Public facilities should be permitted only after Architectural Review Board and Board of Supervisors approval. Such facilities, if approved, should be concealed underground or concealed from view by design or designed and located with consideration to the historic site and its environs. Freestanding signs should not exceed ten feet in height. All improvements, including structures, signs, fences, street furniture, and outdoor graphics should be designed, located and installed to be compatible with the historic site in terms of mass, scale, height, color, type of material and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 26. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

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

FIGURE 26
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lockmeade	Consider additional land acquisition to expand park uses.
COMMUNITY PARKS:	
Lexington Estates	Pursue acquisition of adjacent surplus Federal land to expand the park and provide active recreational facilities at this site. Initiate a master planning process and develop park accordingly.
Fox Manor	Seek interim use agreement on school site adjacent to southern section of park for development of active recreation facilities.
DISTRICT PARKS:	
Great Falls Nike	Initiate a master planning process and develop in accordance with the approved plan for active recreation. Consider future expansion if feasible. Most of the western part of this sector is also served by Baron Cameron District Park.
COUNTYWIDE PARKS:	
Colvin Run Mill (Heritage Resources)	
Colvin Run Stream Valley Difficult Run Stream Valley	Protect Difficult Run and Colvin Run EQC and their tributaries of Piney Run, Hickory Run and Dog Run through acquisition, dedication and/or donation of land and open space easements to the Fairfax County Park Authority. Complete the "Rails to River" countywide trail. Seek historic preservation easements on selected historic properties.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 27**

UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR*

*NOTE: Community Planning Sectors formerly identified in the Comprehensive Plan as UP4 (Sugarland) and UP6 (Town of Herndon) have been combined with that portion of former Sector UP7 located north of the Dulles Airport Access Road to form one community planning sector covering the Greater Herndon area. Although the Town of Herndon provides for its own comprehensive planning, the County's planning efforts within surrounding planning sectors should strive to advance the integrity of the Town through continued coordinated planning efforts between the Town of Herndon and Fairfax County; that goal is recognized in this change**.**

CHARACTER

This sector is generally bounded on the south by the Dulles Airport Access Road, on the east by Reston, on the north by Leesburg Pike (Route 7), and on the west by the Loudoun County line. This sector includes the Town of Herndon.

Herndon is an incorporated town within Fairfax County that has jurisdiction over its own planning. However, the County's planning efforts within surrounding planning sectors should strive to advance the integrity of the Town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the County is advanced by the existence of this sector in the County Plan.

Fairfax County provides Herndon with a number of public facilities and services, including schools, libraries, health facilities, social services, fire services, and sewer service.

The Town of Herndon grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the Town remained a rural community until recently when it began to experience rapid growth. The population has grown from 4,300 in 1970 to 16,737 in 1995, a change of about 290 percent.

The future of the Town will be influenced by the immediate County neighborhoods in the Sugarland Run area to the west, Reston to the east and the commercial and light industrial development that is taking place on its southern edge, both within and outside its corporate limits. Washington Dulles International Airport to the west will also affect the Town in terms of development pressure and environmental impacts.

The Sugarland Run area, the portion of the County immediately north of Herndon, is largely developed in single-family neighborhoods. The housing stock includes older development such as that in the Sugarland Road area and newer homes in the southern and western portion of the sector, including Kingston Chase and Stuart Ridge. This single-family development, in combination with the variety of types of townhouses available in Herndon, give this sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run stream valley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a State-supported research and development consortium of State universities and colleges, is located north of the Dulles Airport Access Road and south of the Town of Herndon boundary.

The Worldgate site within the Town of Herndon is planned and zoned by Fairfax County as part of an annexation agreement. This site is located in the Reston-Herndon Suburban Center and recommendations are contained in that section of this document (Land Unit A).

CONCEPT FOR FUTURE DEVELOPMENT

The Greater Herndon Community Planning Sector, except for the Town of Herndon and the northern portion of the Route 28/CIT Transit Station Area, is recommended to develop as Suburban Neighborhoods in the Concept for Future Development. The area within the Route 28/CIT Transit Station area is recommended to develop as a Transit Station Area, as shown on Figure 28.

RECOMMENDATIONS

Land Use

The Greater Herndon Community Planning Sector is largely developed with 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-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The land use and density plans for the Town of Herndon and Fairfax County apply to this sector. Fairfax County and the Town of Herndon should coordinate planning efforts to ensure compatible land use relationships and effective transitions and buffers between uses and intensities within this planning sector.

Figure 29 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so indicated.

1. The area (1a) north of the Town of Herndon and west of Sugarland Run is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. The area (1b) generally located east of Sugarland Run is planned for residential development at .5-1 dwelling unit per acre. This provides for compatible density west of Sugarland Run and a low density buffer type area adjacent to the Sugarland Run stream valley. The area in Reston should conform to the Reston Master Plan.

2. Density within the Dranesville Tavern Historic District is planned for .2-.5 dwelling unit per acre, except for the area west of Holly Knoll Drive and south of Route 7 where it is planned for .5-1 dwelling unit per acre.

3. Cluster residential development should be used to preserve open space. [Not shown]

4. The land west of Stuart Road, south of Reston (Tax Map 17-1((24))A, 1-38) is planned for development at 3-4 dwelling units per acre. As an option, this area may be developed at 7-9 dwelling units per acre, contingent upon the following conditions:

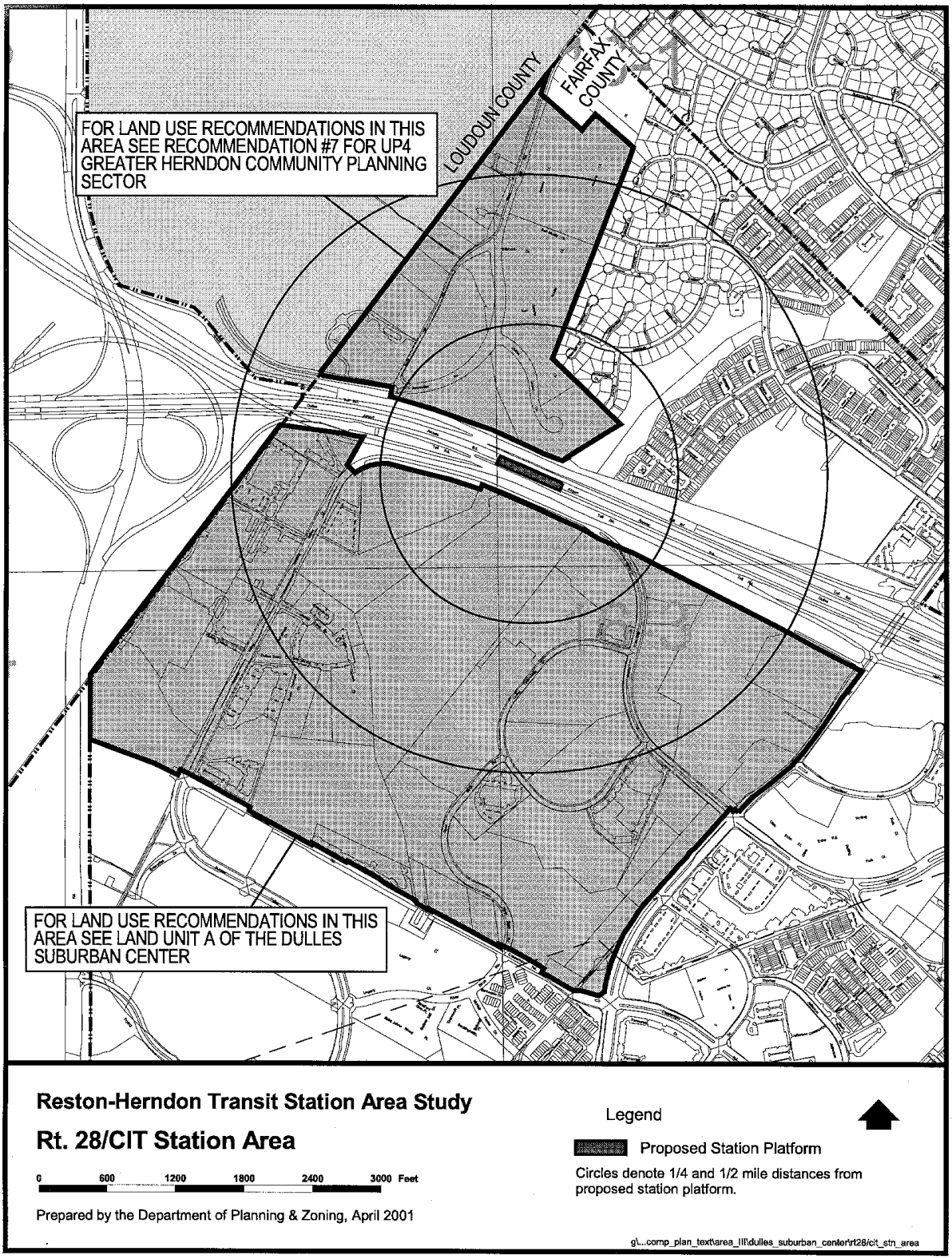

FOR LAND USE RECOMMENDATIONS IN THIS AREA SEE RECOMMENDATION #7 FOR UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR
LOUDOUN COUNTY
FAIRFAX COUNTY
FOR LAND USE RECOMMENDATIONS IN THIS AREA SEE LAND UNIT A OF THE DULLES SUBURBAN CENTER
Reston-Herndon Transit Station Area Study
Rt. 28/CIT Station Area
0 600 1200 1800 2400 3000 Feet
Prepared by the Department of Planning & Zoning, April 2001
Legend
Proposed Station Platform
Circles denote 1/4 and 1/2 mile distances from proposed station platform.
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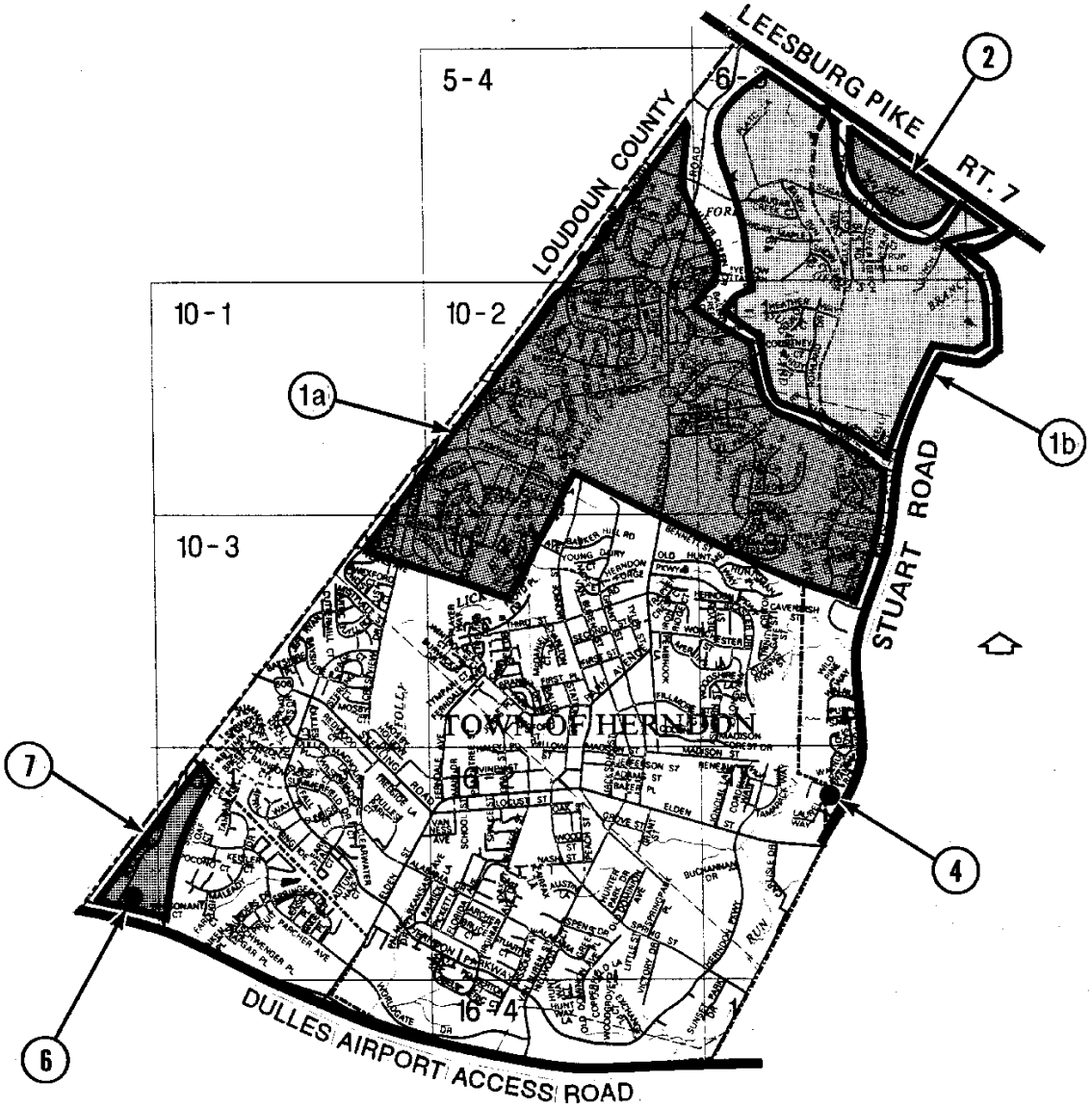
FIGURE 28



LAND USE RECOMMENDATIONS **FIGURE 29**
GENERAL LOCATOR MAP

- Complete consolidation of all parcels, including the commercially-zoned parcels immediately north of Laurel Way;

- Provision of a minimum 50-foot landscaped buffer including preservation of mature vegetation supplemented by evergreen and deciduous trees and shrubs (which includes the right-of-way located along the northern boundary) to provide substantial buffering and screening to the single family detached residential community to the north;

- Provision of a substantial landscaped buffer along the Fairfax County Parkway, maintaining mature vegetation and supplemented with at a minimum 6-foot evergreen trees;

- Provision of a minimum 35-foot landscaped buffer (supplemented with deciduous and evergreen trees) or a minimum 7-foot barrier wall and 15-foot landscaped buffer including shade and ornamental trees with underplantings along the southern and western boundary;

- Provision of a pedestrian system that links new Laurel Way to the residential area on the north:

- Provision of recreational amenities such as a tot lot, picnic area, etc.;

- Noise attenuation measures (which may include noise barriers), as may be determined appropriate by the County;

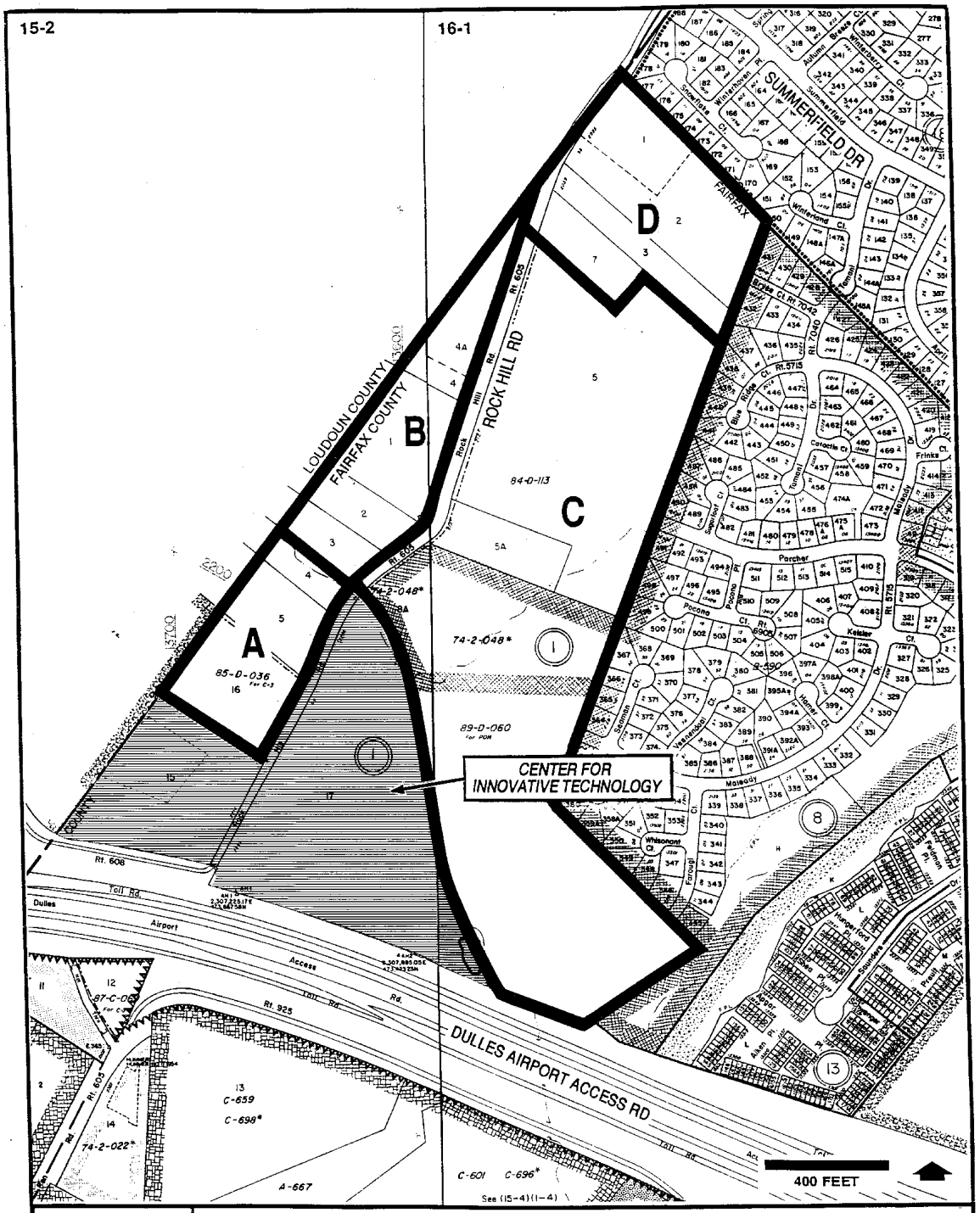
- Right-of-way and ancillary easements needed for both the relocation of Laurel Way and the construction of the Fairfax County Parkway interchange at Baron Cameron Avenue shall be provided; and

- Access, prior to construction of the Fairfax County Parkway interchange at Baron Cameron Avenue, may be oriented to existing Laurel Way. Upon construction of this segment of the Parkway however, any access to existing Laurel Way will be closed and reoriented to the relocated Laurel Way. No access shall be provided to and from Stuart Road.

5. Some land in this sector located adjacent to the Loudoun County line is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. In order to protect the low density residential communities planned for this area from higher density residential and non-residential uses planned in Loudoun County, a 25-foot evergreen buffer and barriers should be provided on all land adjacent to Loudoun County. [Not shown]

6. The Center for Innovative Technology, a State-supported research and development consortium of State universities and colleges, is located north of the Dulles Airport Access Road and planned for institutional use.

7. The area east of the Loudoun/Fairfax County Line, north of the Dulles Airport Access Road (DAAR), west of the Reflection Lake community, and south of the Town of Herndon is planned to provide for land uses that will create a transition between the existing low density residential communities in Fairfax County, the Town of Herndon and the higher



FAIRFAX COUNTY

LAND UNITS FOR AREA IN THE VICINITY OF THE CENTER FOR INNOVATIVE TECHNOLOGY
LAND USE RECOMMENDATION #7

FIGURE 30

intensity Urban Center Community that is planned in Loudoun County. Planning for this area should also complement the Center for Innovative Technology and any future transit facilities that might be designated for this area. This "Dulles Transition Area" should achieve the following:

- Protect the integrity of nearby residential communities that make up Greater Herndon;
- Provide an effective transition to the Greater Herndon community, the Loudoun Urban Center and the CIT, avoiding a disparate and abrupt patchwork development on isolated parcels;
- Create a transition area that is both stable and cohesive; and
- Transportation improvements for all land units in this area should be provided as shown on Figures 33 and 34.

To meet these objectives, the Dulles Transition Area is planned for a mixture of interrelated residential and non-residential uses that will create a community where people can live, work and shop in a pedestrian-oriented environment. These uses include multi-family residential, office, research and development, as well as community-serving uses and hotel and conference center uses. This variety of uses will allow the flexibility to create an effective transition in density and intensity from higher intensity uses planned for Loudoun County and the CIT to the existing low density residential communities. In addition it will take advantage of the proximity of the CIT complex, Dulles Airport, the Dulles Access and Toll Road, existing and future employment opportunities in the vicinity of Route 28, and potential future transit services.

The CIT complex is located within the Route 28/CIT Transit Station Area. It is planned for institutional use. As an option, upon completion of the extension of Rock Hill Road across the Dulles Access and Toll Road, joint development between CIT and other projects may be appropriate for the area within ¼ mile of the transit station platform to develop as a mixed-use development up to a 1.0 FAR with residential and non-residential uses. Development under this option is subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- The mixed-use development should have a residential component that is at least 35% but no more than 50% of the total gross floor area of the development.
- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The non-residential component of the development should include office, hotel, and support retail uses. Institutional uses are also appropriate. Office uses should not exceed 50% of the total gross floor area and support retail uses, to be located in

office, hotel or residential buildings, should not exceed 15% of the total gross floor area. Hotel uses are encouraged.

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways and where appropriate, vehicular drives and/or streets.

- Pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit.

- The development should be in conformance with the Urban Design Guidelines located in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan, after the land unit recommendations.

Although the entire area is planned to create an integrated development, the area has been divided into separate land units for the purpose of organizing Plan recommendations. These land units are shown on Figure 30. Land Units A, B and C constitute the northern portion of the Route 28/CIT Transit Station Area (as shown in Figure 28). Areawide Recommendations for the four Transit Station Areas in Fairfax County located in the Dulles Corridor are shown in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan and apply to this Transit Station Area. In addition, the Urban Design guidelines in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan apply to Land Units A, B and C.

Area West of Rock Hill Road (Land Units A and B)

The portion of the Dulles Transition Area located west of Rock Hill Road, Land Units A and B, is planned for office and research and development use. Land Unit A (Parcels 15-2((1))4, 5, 16) is planned for a maximum intensity of .50 FAR to create a transition from higher intensities in Loudoun County. A hotel or conference center use up to .50 FAR which would complement the CIT is also appropriate in Land Unit A. In any development, community-serving retail use incorporated on the ground level of buildings is desirable and appropriate. Land Unit B (Parcels 15-2((1))1, 2, 3 and 16-1((1))4, 4A) is planned for office and research and development use at a maximum intensity of .25 FAR to create a transition to the planned residential areas east of Rock Hill Road and Loudoun County. Community-serving retail use on the ground level of office structures is desirable and appropriate. Development of these land units should address the following conditions:

- Only a portion of the parcels that make up Land Units A and B are located in Fairfax County. Consolidation of land or parcels should occur such that development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development and is consistent with the recommendations of the Plan;

- Development of these land units should result in uses that are functionally and visually integrated into the residentially planned areas of Land Units C and D. Such integration would enhance the mixed-use character and the land use transition that is the Plan objective for this area;

- A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned Countywide Trails system;

- The Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area; and

- Provision of active recreation areas for employees is desirable.

As an option, mixed-use development at a higher intensity may be appropriate for Land Units A and B, subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.

- The proposed development is part of a project that incorporates a substantial and contiguous area in Loudoun County and is consistent with the uses and intensities planned by Loudoun County.

- The proposed development should be oriented toward the transit station area with additional vehicular access provided through Loudoun County.

- Appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and berming and other techniques as necessary.

- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

- The Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area.

Area East of Rock Hill Road (Land Units C and D)

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Units C and D, is planned for multi-family residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for each land unit.

Land Unit C

Land Unit C is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These non-residential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned Countywide Trails system.

The southern portion of Land Unit C has been identified as the location for the commuter park-and-ride facility that would support bus and/or rail transit in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for a park-and-ride facility. In order to preserve the option for transit facilities in this location, development of Land Unit C should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.

Once a site for a park-and-ride facility has been dedicated to the County, opportunities for joint public-private development of the site for transit parking and support retail uses should be explored. Pedestrian walkways should be provided to facilitate circulation from the transit station area and parking facility to adjacent uses and should connect to existing or planned walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. The development should be in conformance with the Urban Design Guidelines for the Transit Station Areas in the Dulles Corridor, located in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan, after the land unit recommendations.

Site-specific development conditions for Land Unit C include the following:

- All parcels within the land unit are consolidated and developed as part of a unified development plan. However, it is recognized that the development of a possible transit facility is consistent with this condition;

- Development of this land unit should result in well-designed, high quality uses and should be integrated with the adjacent land units;

- Visual impacts on existing low-density residential neighborhoods are minimized through height control, building setback, and transitional screening. Garden apartment structures should be located adjacent to the Reflection Lakes community and heights of these structures should not exceed 40 feet. Any mid-rise structures should not exceed 65 feet in height and should be located to front on Rock Hill Road and will not be adjacent to the Reflection Lake community. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single family homes;

- A substantial buffer, 75 feet wide as far as practicable but 50 feet wide at a minimum, is provided next to the Reflection Lake community. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single family detached houses. If a commuter parking facility is developed on the southern portion of the site, a 75-foot buffer to the Reflection Lake community must be provided and the height of the structure should not exceed the height of any adjacent residence. Noise barrier measures should be incorporated into the garage design;

- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;

- Active recreation uses should be provided to adequately serve the residents of the development;

- Preservation and protection of the Environmental Quality Corridors;

- All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and

- To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue only, as shown on Figure 33. No connection from Rock Hill Road shall be made to Farougi Court, Maleady Drive or Parcher Avenue. A vehicle turn-around should be provided at the terminus of Parcher Avenue and elsewhere as appropriate.

Upon completion of the extension of Rock Hill Road across the Dulles Airport Access and Toll Road, mixed-use development up to a 1.0 FAR may be appropriate for the area within ¼ mile of the transit station platform, subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.

- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

- The mixed-use development should have a residential component that is at least 35% but no more than 50% of the total gross floor area of the development.

- In the non-residential component of the development, office uses should not exceed 50% of the total gross floor area and support retail uses, to be located in office, hotel or residential buildings, should not exceed 15% of the total gross floor area. Hotel uses are encouraged.

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways and where appropriate, vehicular drives and/or streets.

- Pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit.

- The development should be in conformance with the Urban Design located in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan, after the land unit recommendations.

Land Unit D

Land Unit D is planned for residential use at 12-16 dwelling units per acre for low-rise garden style structures or at 8-10 dwelling units per acre for single family attached structures. Residential units should be limited to low-rise garden style structures or single family attached structures. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with usable open space and promote pedestrian access to all uses and elements of the area and provide for connections to the planned Countywide Trails system.

Site-specific development conditions for Land Unit D include the following:

- Most parcels within the land unit are consolidated and developed as part of a unified development plan. All development proposals should demonstrate that any unconsolidated parcels within this land unit can be developed in a manner that is consistent with the recommendations of the Plan;

- Development of this land unit should result in well-designed, high quality uses and should be integrated with the adjacent land units;

- Visual impacts on existing low density residential neighborhoods are minimized through height control, building setbacks, and transitional screening. Heights of low-rise garden style residential structures should not exceed 40 feet. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single family homes;

- A substantial buffer, preferably 75 feet wide but at least 50 feet wide, should be provided for low-rise garden style structures next to existing low density residential communities to the north and east. For single family attached structures, the buffer may have an average width of 50 feet. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single family detached houses;

- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;

- Active recreation uses must be provided to adequately serve the residents of the development;

- Measures to preserve and protect the Environmental Quality Corridors should be taken;

- All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and

- To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue, as shown on Figure 33. No connection from Rock Hill Road shall be made to Bryce Court, Snowflake Court or Summerfield Drive. A vehicle turn around may be appropriate at the terminus of Bryce Court.

8. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

9. Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study. [Not shown] (See Figure 31 "Transportation Recommendations".)

10. Parcels 6-3 ((1))11 and 11A are planned for single family detached residential use at 3-4 dwelling units per acre. In order to protect this low density residential use from higher residential and non-residential uses planned in Loudoun County, a 25-foot evergreen buffer and barrier should be provided along the Loudoun County boundary.

    If housing for the elderly or an assisted living and acute care facility is proposed for this site, it should be subject to the following development conditions:

    - The project should achieve a residential appearance. Building height should not exceed 4 stories;

    - Hughes Branch, part of the environmentally sensitive Sugarland Run watershed, should be protected;

    - A large open space buffer of evergreen and deciduous trees, should be established adjacent to Dranesville Road;

    - Development of the property should include access to Woodson Drive via Westminster Place, west of the site in Loudoun County; and

    - A minimum 50-foot buffer should be provided adjacent to the Loudoun County boundary or the site should be developed in conjunction with the adjacent property in Loudoun County with uses that are compatible with housing for the elderly.

Transportation

Transportation recommendations for this sector are shown on Figures 31, 32, 33 and 34. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

1. The Dranesville Tavern Historic District regulations (Appendix 1, A1-700 of the Zoning Ordinance) specify residential development with the exception of commercial development appropriate to the tavern itself. Residential development should not exceed one dwelling unit per acre. The maximum building height is 35 feet and the limit for freestanding signs is 10 feet. Public facilities and private utilities, should be permitted only after Architectural Review Board and Board of Supervisors approval. All improvements, including public facilities, structures, signs, fences, street furniture and outdoor graphics should be designed, and installed to be compatible with the historic site in terms of mass, scale, height, color, type of material and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

2. Dranesville Methodist Church and Mayfield and Ivy Chimney should be protected. Development in the area should be sensitive to these resources.

3. The Cameron Parish Church ruin and adjacent cemetery (Tax Map 5-4((8))G) should be preserved.

4. The Central Herndon Historic District is on the National Register of Historic Places. It is protected by the Town of Herndon's historic preservation policy.

Public Facilities

1. Provide the necessary improvements to the Corbalis Water Treatment Plant on land currently owned at the Water Authority's plant site to meet current and future needs.

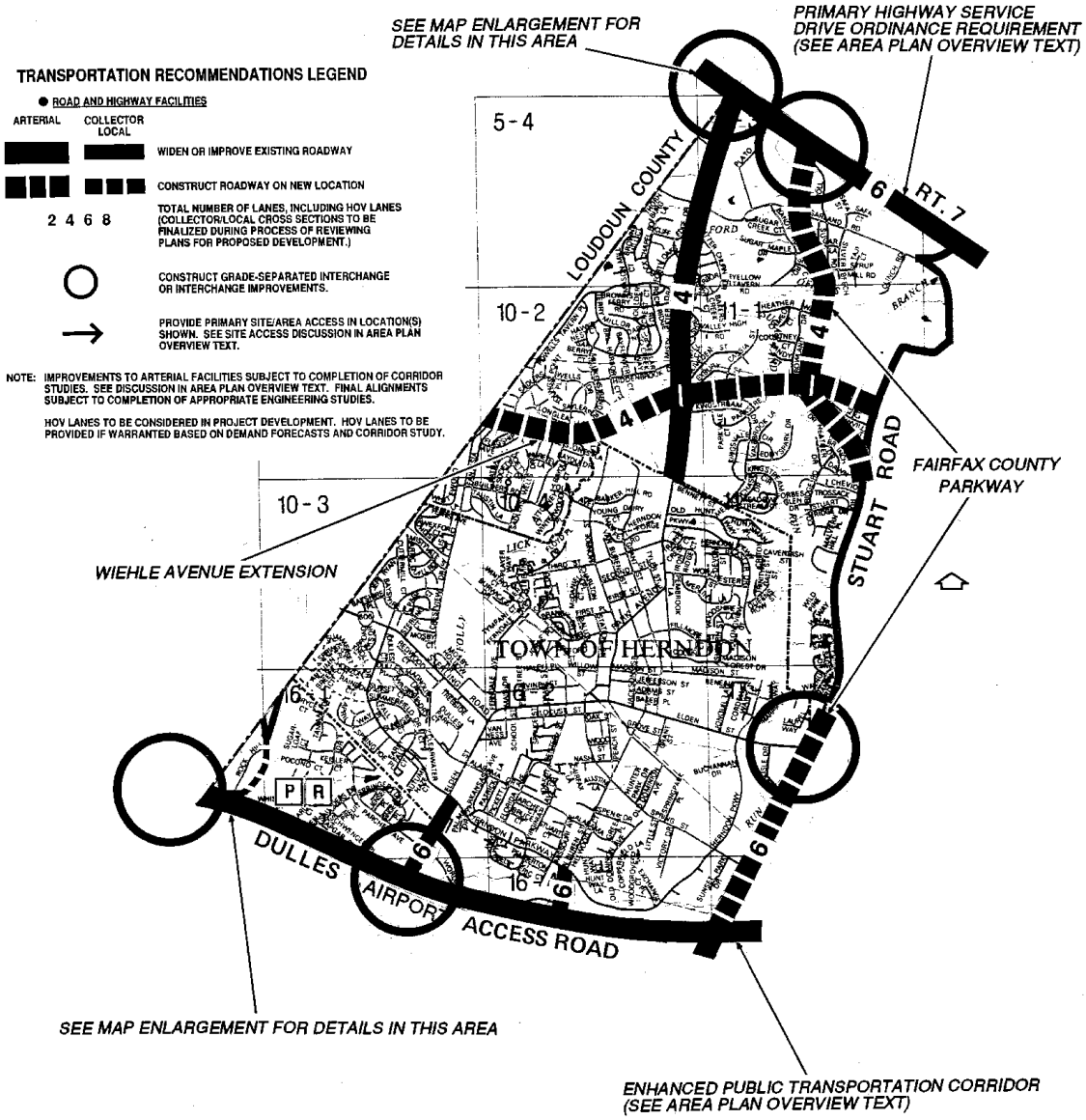
2. Fire facilities and equipment at the Herndon Fire Station should be kept adequate to meet increasing demand for fire and emergency protection.

Parks and Recreation

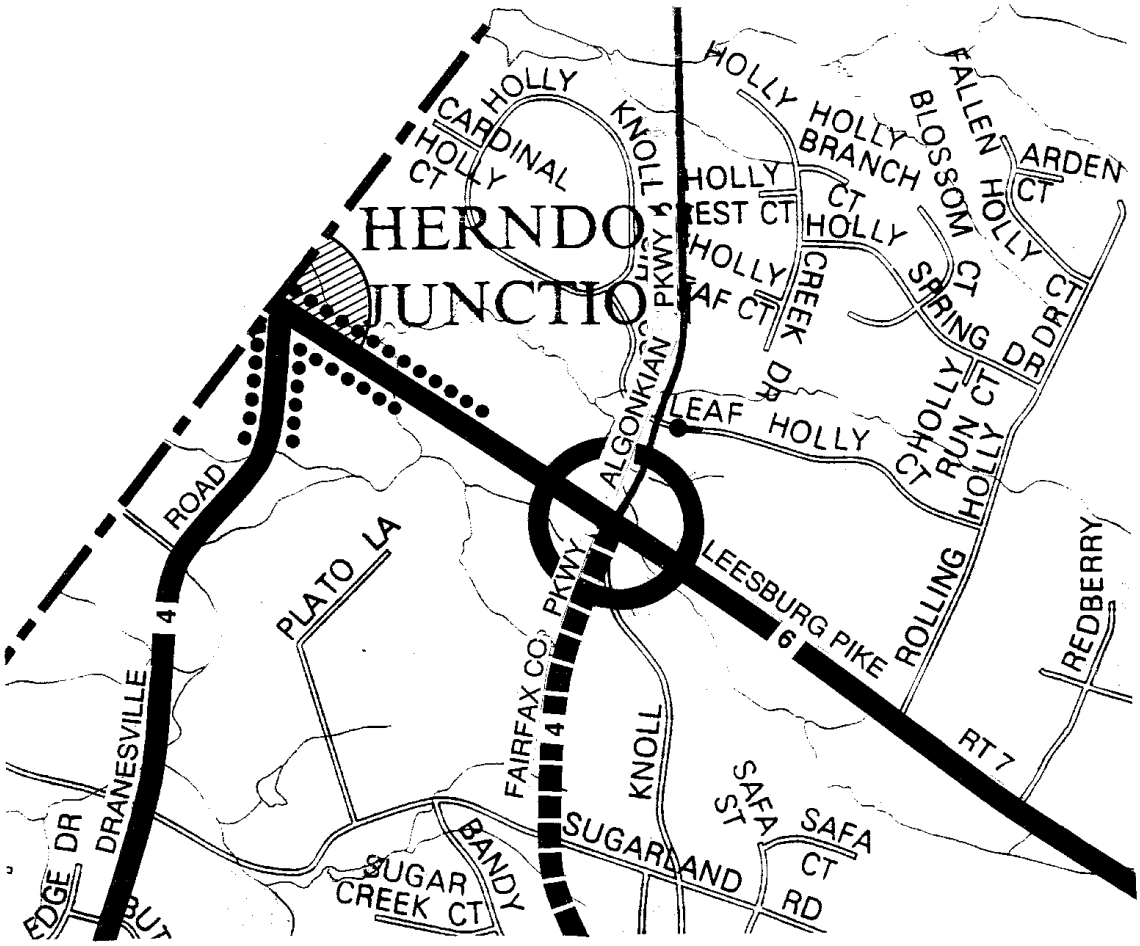
Park and recreation recommendations for this sector are shown on Figure 35. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

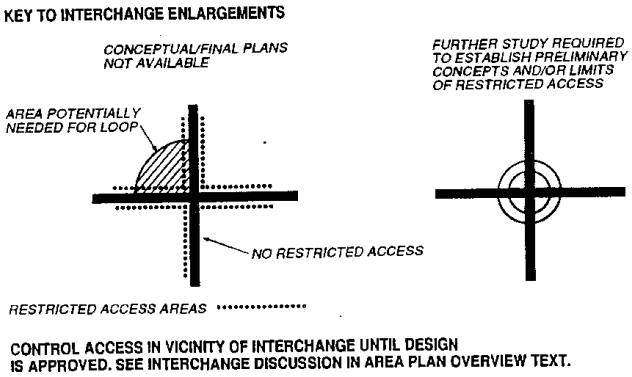
Trails

Trails planned for this sector are delineated on Figure 36 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

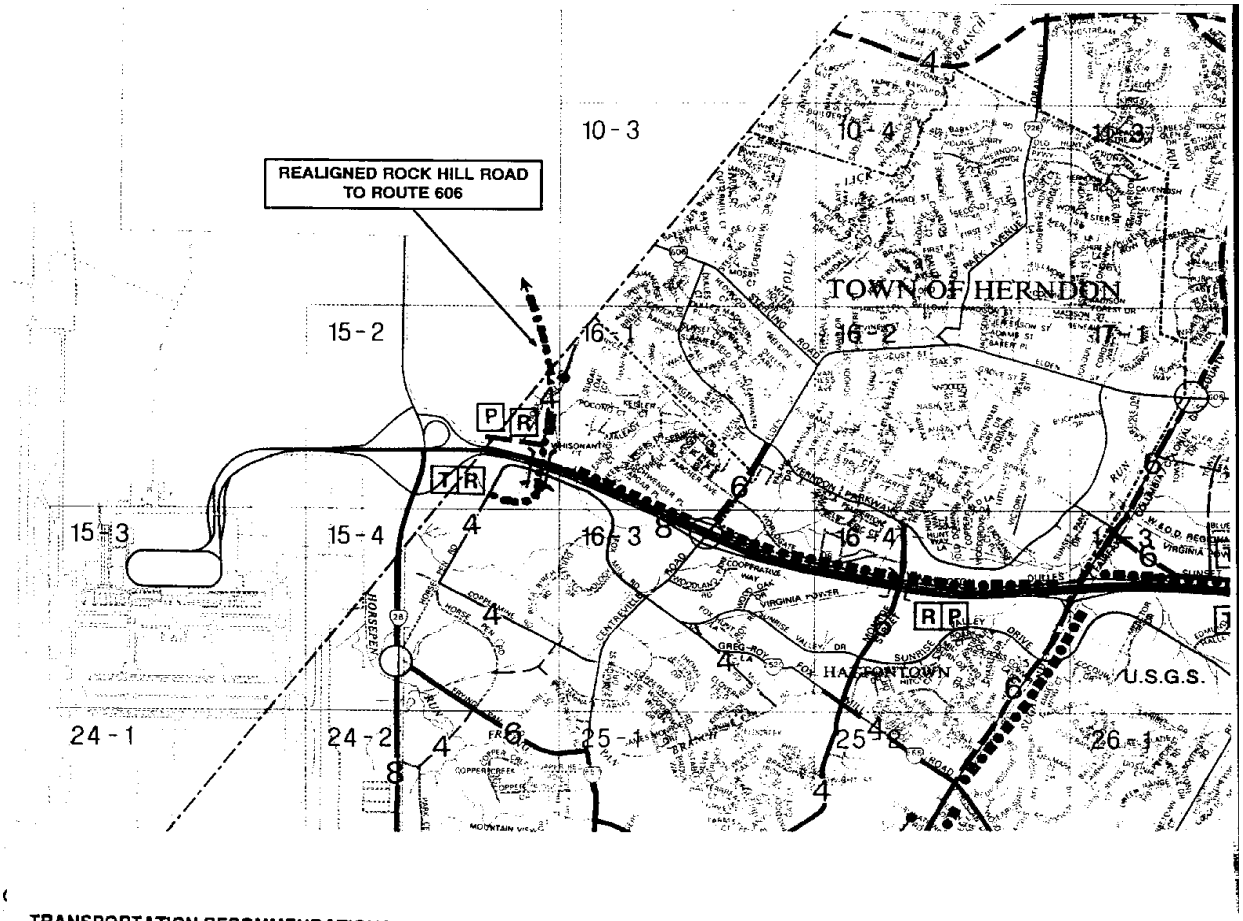


TRANSPORTATION RECOMMENDATIONS **FIGURE 31**





INTERCHANGE RECOMMENDATIONS **FIGURE 32**
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

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.)

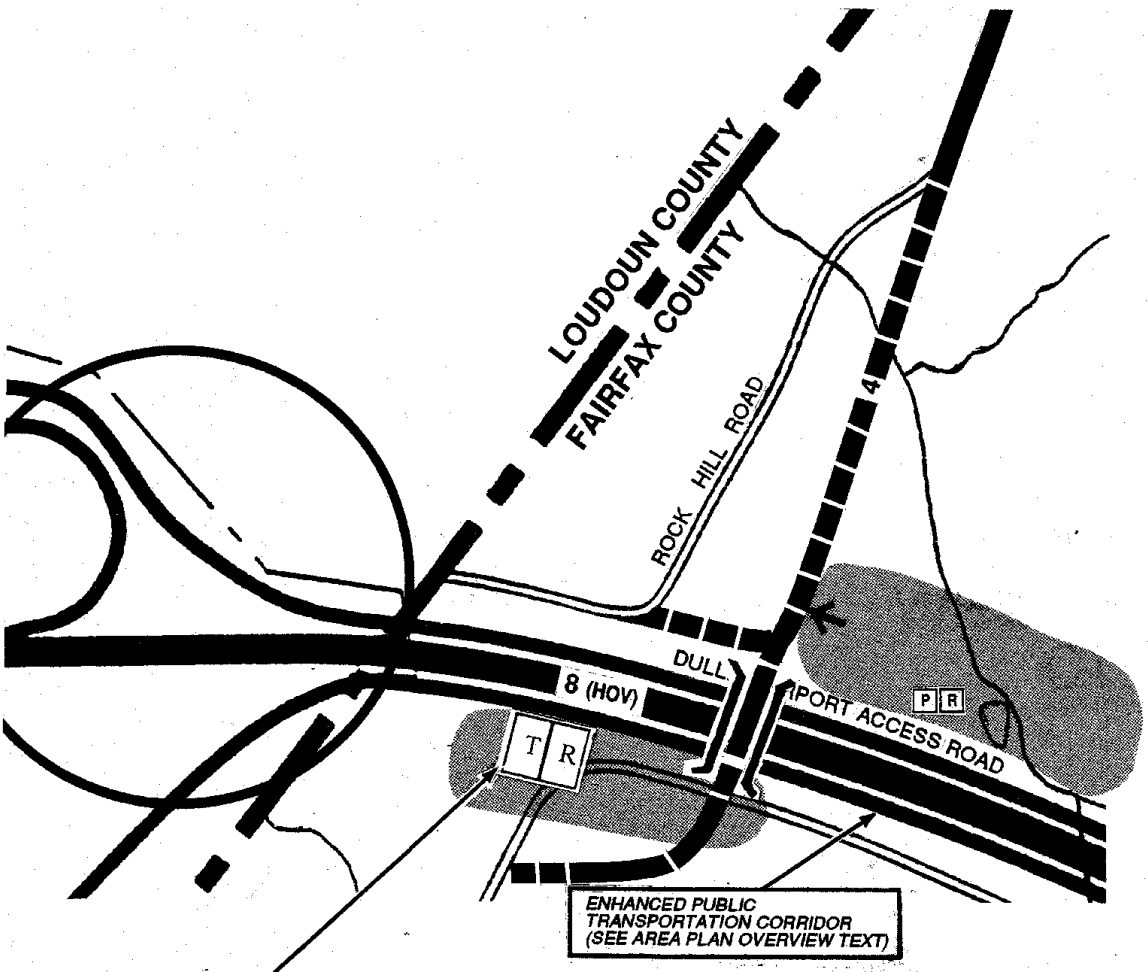
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ 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.

ROAD REALIGNMENT AND ACCESS RECOMMENDATIONS **FIGURE 33**
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

- 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.

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 34**
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

FIGURE 35
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Additional Neighborhood Park facilities should be provided in conjunction with new residential development in Suburban Neighborhoods.
COMMUNITY PARKS:	
Grand Hamptons	
Hutchison School Site	Initiate a master planning process and develop in accordance with an approved plan for an athletic field complex under interim use agreement with the School Board.
	Seek a lease agreement with Fairfax County Water Authority to develop active recreation facilities on identified site adjacent to Offuts Branch.
DISTRICT PARKS:	
	This sector lies within the service areas of Baron Cameron and Great Falls Nike District Parks.
COUNTYWIDE PARKS:	
Dranesville Tavern (Heritage Resources)	Pursue development of commercial use consistent with historic character of the tavern.
Folly Lick Stream Valley Sugarland Run Stream Valley	Consider expansion of EQCs south of Runnymede Park to encompass upland hardwoods adjacent to floodplain. Resource protection should be achieved through a combination of dedication, donation of easements or purchase and/or other land preservation techniques.
	Develop the countywide trail to connect Sugarland Run and Folly Lick Stream Valley.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 36**

UP5 RESTON COMMUNITY PLANNING SECTOR

CHARACTER

Reston has its own Master Plan because the community was planned and developed as one of the nation's landmark new towns, beginning in the 1960s. It is located between Tysons Corner and the Washington Dulles International Airport along the Dulles Airport Access Road and extends as far north as Route 7 and as far south as Stuart Mill Road. With its planned development almost complete, Reston is comprised of 7,100 acres and may ultimately be the home of more than 60,000 people. This new town is designed around the concept of clustering the community into five "villages," each with its own village center. These centers provide for neighborhood-serving retail, office, and social needs.

The community is focused around the Town Center, an urban concentration of high-density housing, offices and cultural facilities. Substantial office development has occurred in recent years along the Dulles Airport Access Road, increasing development pressure both within and adjacent to the community. (This area is further addressed in the Reston-Herndon Suburban Center.) An integral part of the Reston Plan is the lower density residential development located on Reston's periphery, buffering adjacent areas from the higher density development in Reston.

Reston offers a wide range of housing, including high-rise apartments, garden apartments, townhouses, and single-family detached and semi-detached homes. The majority of dwellings in this sector were built after 1975. There are approximately 1,300 low- and moderate-income units in Reston. This housing includes units for the elderly which are found mostly in the village centers. There is scattered new and older residential development outside Reston. Generally these areas are planned to maintain a low density residential character, including areas along Route 7.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Reston Community Planning Sector be designated as primarily Suburban Neighborhoods. A portion of the Reston-Herndon Suburban Center is located in the sector and is discussed in a separate section of the Upper Potomac Planning District portion of the Area III Plan.

RECOMMENDATIONS

Land Use

The Reston Community 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-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

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

Land Within the Planned Community of Reston

1. Incorporate the Reston Master Plans (Land Use Plan, Community Facilities Plan and Transportation Plan)*, adopted on July 18, 1962, and as subsequently amended, by reference in the Area Plan and on the composite map. (See Figures 38, 39 and 40). On the periphery where development is not committed by zoning, land should be developed at a density no greater than one dwelling unit per acre. Density should be tiered so that it decreases from the center toward the boundary (within Reston). [Not shown]

*NOTE: The Reston Master Plan has its own program of time-phased development, which shall be the guide for development in Reston.

2. In the northern section of Reston the following policies should apply:

   a. The land located between the planned EQC [Environmental Quality Corridor], Reston Parkway, Wiehle Avenue and the Reston boundary is planned for medium density residential use, as shown on the Reston Master Plan Land Use Plan, with the condition that a vegetated buffer be provided adjacent to low density single family detached residential uses along Reston Avenue.

   b. It may be appropriate for Tax Map 11-2((1))46, in the northeast quadrant of Wiehle Avenue and Reston Avenue, to be incorporated into the residential planned community of Reston if the following conditions are met:

      - development on this parcel should be limited to single family detached units at a density range of three to four units per acre;

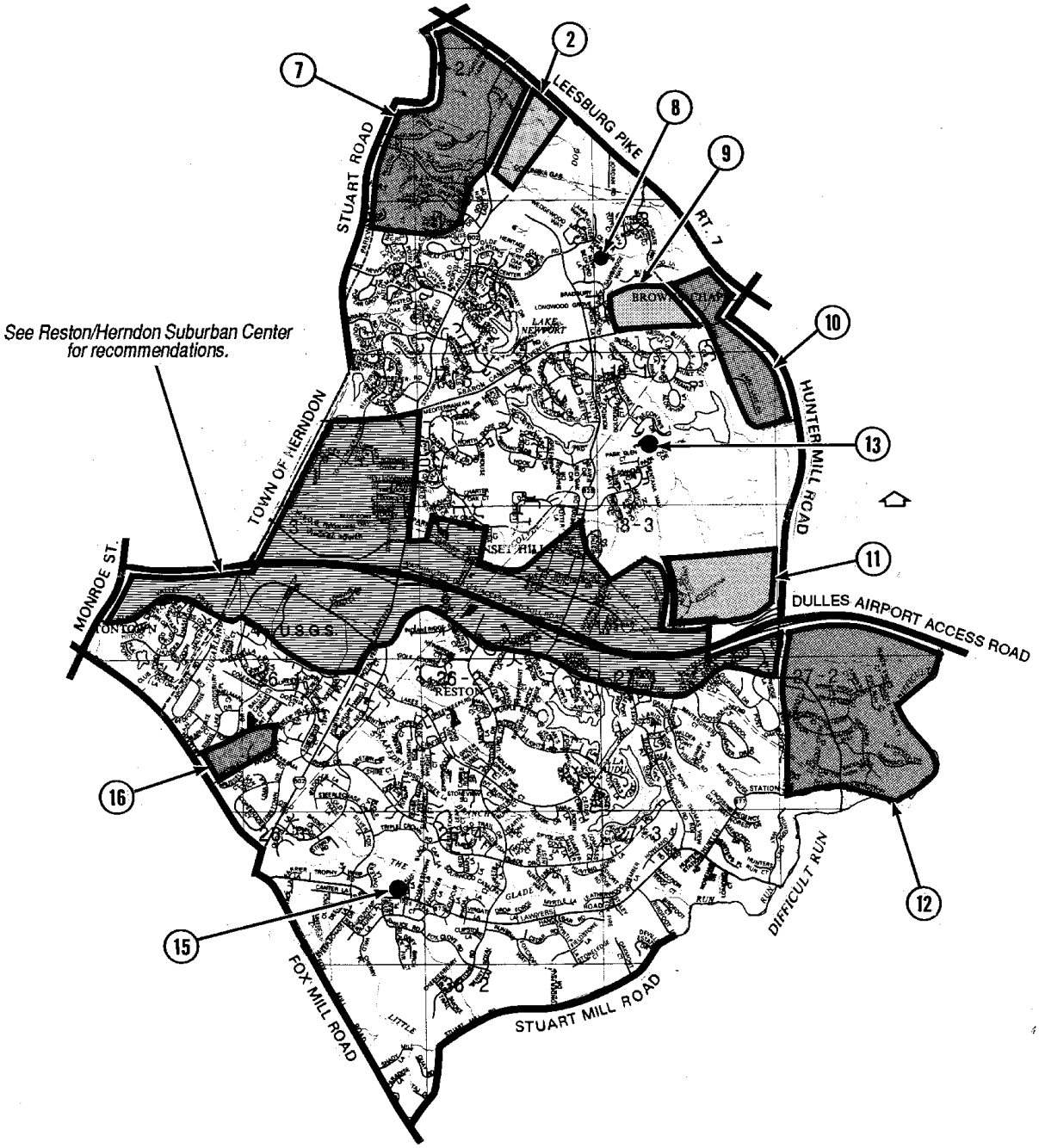
      - existing mature trees on the site should be preserved to the maximum extent possible;

      - the vegetated buffer called for in (a.) above should remain between the development located on parcel 46 and the medium density residential development to the east; and

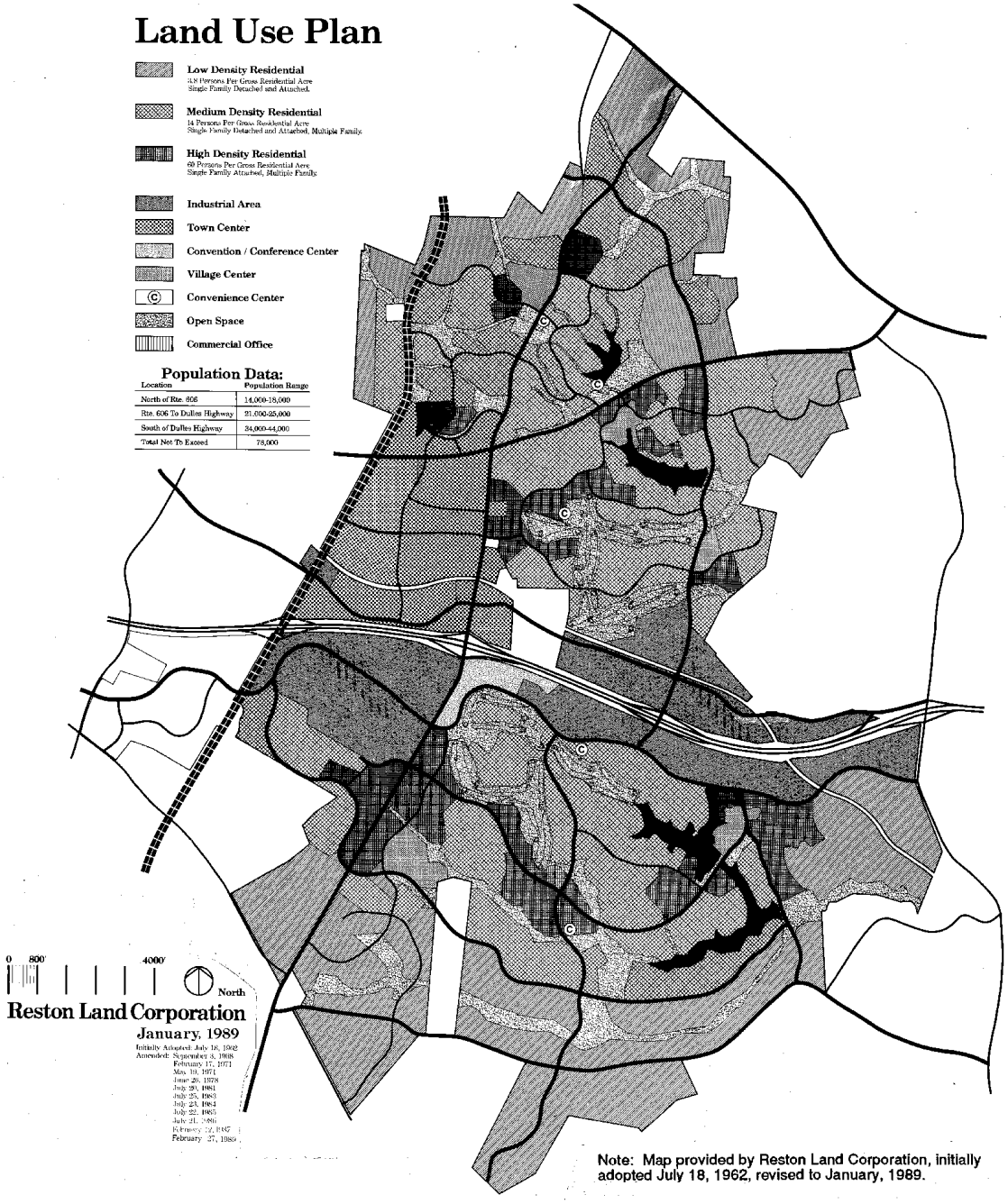
      - the utility easement that abuts parcel 46 to the north should serve as the line of demarcation between Reston and the adjacent low density development.

      Finally, if this parcel is not incorporated into Reston, it remains planned for .5 to 1 dwelling unit per acre.

   c. On the periphery of North Reston within the areas currently shown on the Reston Land Use Plan for low density residential use, development should occur as single family detached units at an overall density of one dwelling unit per acre.

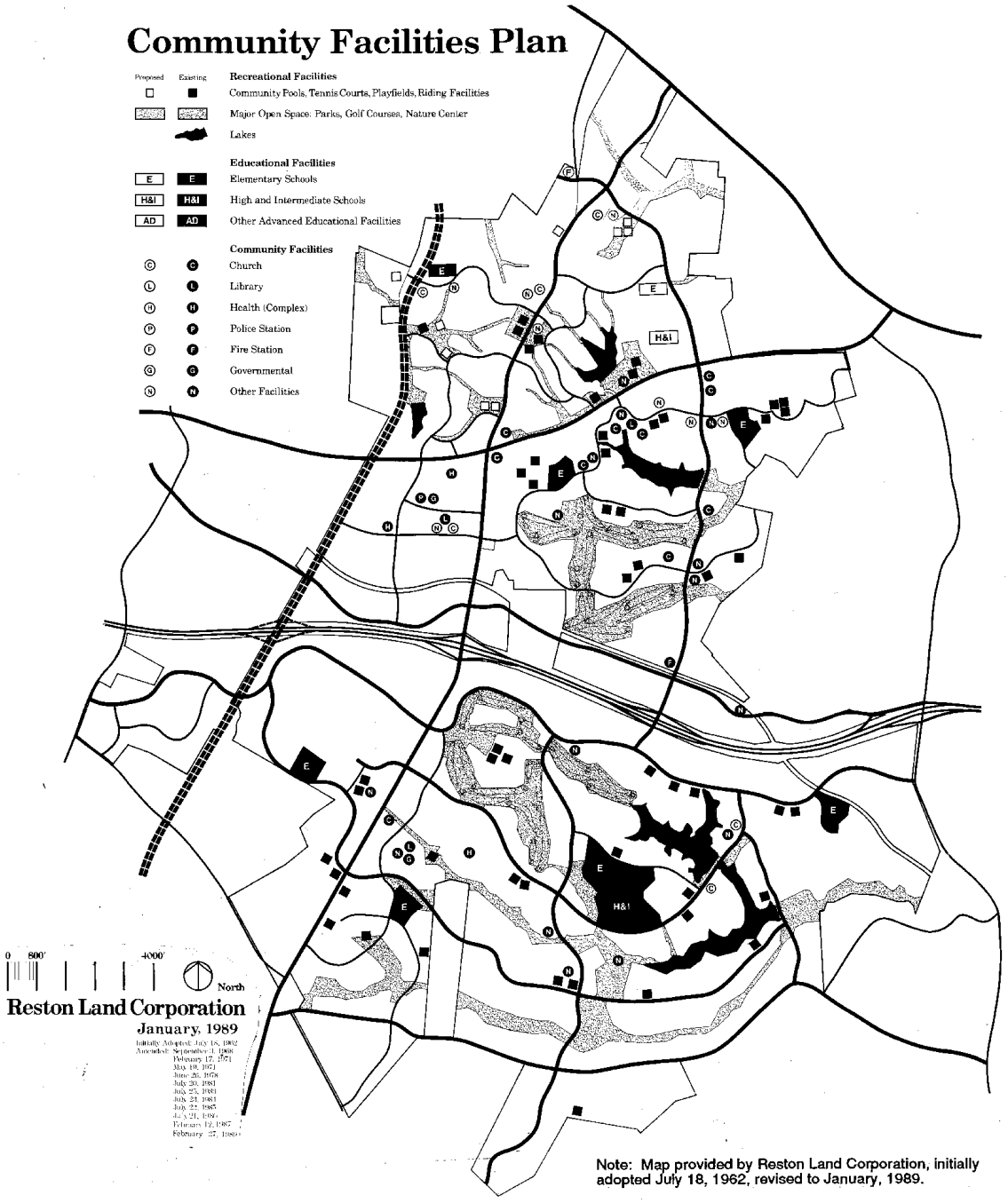


LAND USE RECOMMENDATIONS **FIGURE 37**
GENERAL LOCATOR MAP



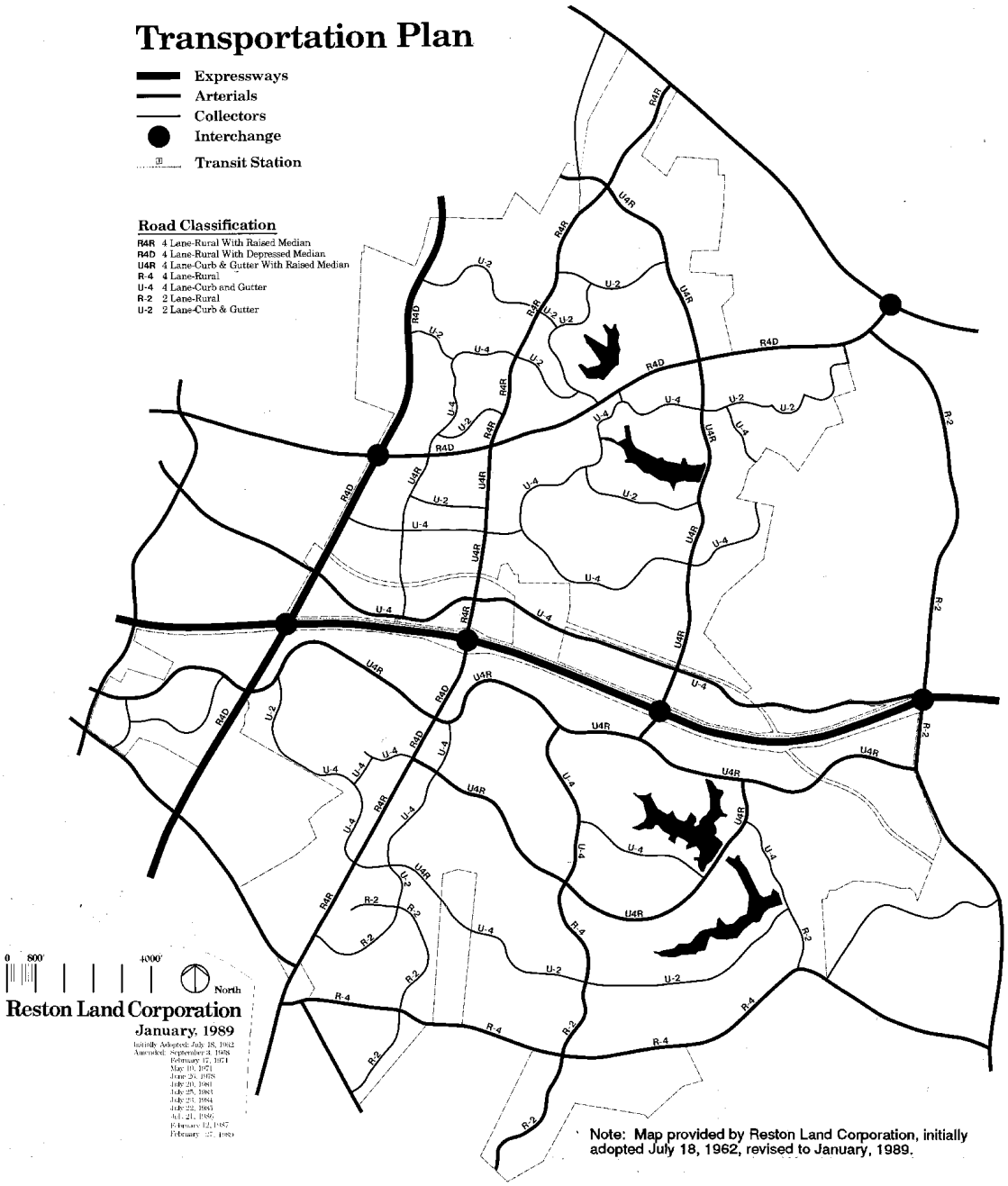
Note: Map provided by Reston Land Corporation, initially adopted July 18, 1962, revised to January, 1989.

RESTON MASTER PLAN **FIGURE 38**
LAND USE PLAN



Note: Map provided by Reston Land Corporation, initially adopted July 18, 1962, revised to January, 1989.

RESTON MASTER PLAN **FIGURE 39**
COMMUNITY FACILITIES PLAN



RESTON MASTER PLAN **FIGURE 40**
TRANSPORTATION PLAN

3. The Village Centers in Reston should be planned and developed for neighborhood retail use up to .25 FAR, integrated with accessory office uses, community services, and residential development. [Not shown]

4. Well-defined stable residential neighborhoods exist throughout Reston. However, because of nearby commercial and other non-residential uses, these neighborhoods can be threatened by development or redevelopment, and therefore are particularly in need of protection. The design of all new infill projects or redevelopment projects should be compatible with existing and planned residential neighborhoods. [Not shown]

5. Land within the immediate vicinity of future rail station sites may be suitable for joint development in a phased manner, coordinated with plans for transit development. [Not shown]

6. Recognizing the unique nature of the Reston Association in the development of natural and open areas and recreation amenities within the boundaries of the Reston Master Plan, the County and the Reston Association should work together in a public/private partnership in attaining the goals and objectives outlined in the Comprehensive Plan under Land Use, Goals 14 and 15; Parks and Recreation; Public Facilities; Environment, and Transportation. [Not shown]

Land on the Periphery of Reston

7. Land between Stuart Road, Route 7, and Reston should be planned for residential use at .5-1 dwelling unit per acre as shown on the Plan map. As an option, Tax Map 11-2((1))47A may be developed at a density of 1-2 dwelling units per acre to provide an appropriate transition between the higher density residential development that exists and is planned for the area to the south and to the east and the low density development to the west. Buffering should be provided to the extent possible along the western boundary to ensure a suitable transition.

8. An area located adjacent to the Reston Planned Residential Community near Center Harbor Road is planned for residential use at 1-2 dwelling units per acre as shown on the Plan map. Development at this density should occur if the land is developed as a functionally integral part of Reston.

9. The area north of Baron Cameron Avenue and east of the Reston boundary (including Tax Map 12-3((1))part of 21, 21D, 22, 23 and 24) is planned for 2-3 dwelling units per acre as shown on the Plan map. Development in this area should provide substantial buffers to existing residential development and along Baron Cameron Avenue. (See Land Use Recommendation #10 for additional Plan guidance.)

10. The area south of Leesburg Pike (Route 7) and north of Baron Cameron Avenue is planned for residential use at .5-1 and 2-3 dwelling units per acre. This includes the area south of the Ascot subdivision. Residential development in this area should help to maintain a low density buffer around Reston. This area is identified in Figure 41 as Land Unit A (Tax Map 12-3((1))18A , 19A, and part of 21).

    Due to the different Plan density ranges assigned to this area, coordinated development under a unified development plan is encouraged as a way to provide effective transitions between the area planned 2-3 and the area planned .5-1 dwelling

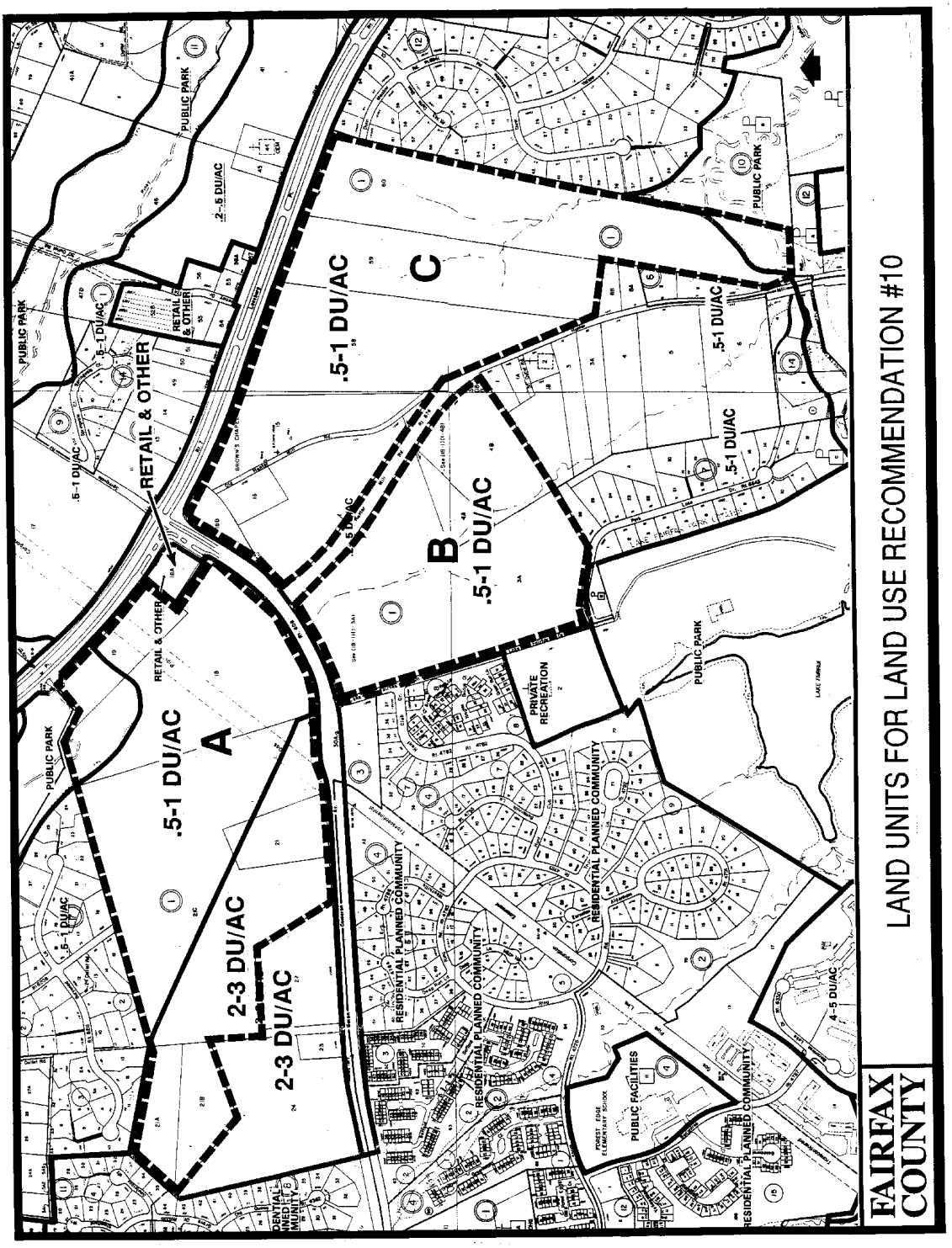

A
B
C
.5-1 DU/AC
2-3 DU/AC
RETAIL & OTHER
PUBLIC PARK
PRIVATE RECREATION
RESIDENTIAL PLANNED COMMUNITY
PUBLIC FACILITIES
4-5 DU/AC
FAIRFAX COUNTY
LAND UNITS FOR LAND USE RECOMMENDATION #10

FIGURE 41

units per acre. The overall density will be determined by averaging the Plan ranges, by land area, over the entire site. The high end of the density range can be achieved only if the following conditions are met:

- Complete consolidation of all parcels within Land Unit A and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;
- No roadway connects with Bishopsgate Way;
- The development incorporates substantial open space and facilities for active recreation;
- No commercial development should occur. The Reston Farm Market located on Baron Cameron Avenue is a non-conforming use;
- Substantial buffers are provided along the frontages of Route 7 and Baron Cameron Avenue;
- Lots abutting the Ascot subdivision and the Reston PRC should be developed in a similar size (a minimum of 36,000 square feet) to foster compatibility with these existing communities; and
- Satisfactory transportation improvements as determined by the County.

The area south of Leesburg Pike (Route 7) and south of Baron Cameron Avenue is planned for residential use at .5-1 dwelling unit per acre. This includes the area east of the Reston boundary and Lake Fairfax Park and north of Colvin Run. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. A portion of this area is identified in Figure 41 as Land Unit B (Tax Map 18-1((1))B1 and B2) and Land Unit C (Tax Map 12-3((1))15, 16, 18B, 31; and 12-4((1))58, 59 and 60). Additional Plan guidance is included under Land Use Recommendation #10 for the Hickory Community Planning Sector (UP3).

Development within Land Unit B and Land Unit C is appropriate at the high end of the density range only if the following conditions are met:

- Substantial, if not complete, consolidation of all parcels within each land unit as noted above and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;
- Substantial buffers are provided along the frontages of Route 7, Baron Cameron Avenue, and Hunter Mill Road;
- To maintain the low density residential character of Hunter Mill Road and Route 7, larger lots should be located near these roadway frontages;
- No commercial development should occur;
- Substantial buffers are provided along Lake Fairfax Drive and Lake Fairfax subdivision, and lots abutting Lake Fairfax Drive and Lake Fairfax subdivision

should be at least 25,000 square feet in size to foster compatibility with the surrounding community;

- The approximately 30 acres of the area known as the Reston Pet Farm is an area amenity that should be preserved and incorporated into the development or else maintained as perpetual open space or public parkland, should Pet Farm operations cease; and

- Satisfactory transportation improvements as determined by the County.

11. The area bounded by Hunter Mill Road, Lake Fairfax Park, Sunset Hills Road, and Lake Fairfax Business Park is planned for residential development at .2-.5 dwelling units per acre as shown on the Plan map. As an option, the southeastern portion of the area may also be appropriate for institutional or public uses if all adverse impacts are satisfactorily mitigated.

    Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses of this type. The expansion of existing special permit and special exception uses should be considered on a case-by-case basis to determine if expanding the existing use will be in keeping with the low density residential character of the area.

    Any improvement to Sunset Hills Road must be designed so as to not adversely impact the ability of the private school located on Tax Map 18-3((2))5 (formerly the Tara Reston Christian School) to operate at its authorized capacity (February 1988). Safe and convenient access for ingress and egress should be provided. Noise engineering studies should also accompany the corridor study which will have to be conducted for Sunset Hills Road in accordance with Transportation Policy 1b.

12. Tax Map 27-2((1))2, 18-4((1))25 and 29B and 18-4((13))inclusive (approximately 167 acres) are planned for residential use at no more than .5-1 dwelling unit per acre. The site is located in the Difficult Run watershed and is bisected by several small tributaries. These tributaries and their associated Environmental Quality Corridors should be left as open space.

13. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run is planned for residential use at 4-5 dwelling units per acre.

14. It is appropriate that land in this planning sector associated with the Difficult Run watershed be planned as public and private open space and residential use at densities of .1-.2, .2-.5, and .5-1 dwelling unit per acre as shown on the Plan map. Residential development at these densities will serve to maintain the large lot residential character of the area that has been established and afford protection of this environmentally sensitive area.

    The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this area, especially the guideline that no cluster development should be considered when the primary purpose of clustering is to maximize density on the site.

Because of the configuration of several planned density categories on the Plan map for this area, many properties have more than one category assigned. When a site has more than one planned density range assigned, the appropriate overall density and average lot size should be determined by placing a strong emphasis on achieving compatibility with existing development in the vicinity. See the Area Overview in the Area II or Area III Plan for further guidance regarding the Difficult Run watershed. [Not shown]

15. The area north of Lawyers Road and south of the Glade Stream Valley that is not zoned as part of Reston is planned for residential use at .1-.2 dwelling unit per acre as shown on the Plan map. It is developed as an institutional use. Any future changes or redevelopment proposed for this area should provide or maintain a substantial buffer to protect the adjacent residential communities and should be sensitive to the environmental constraints of the property.

16. The area west of the Reston Planned Residential Community in the vicinity of Pinecrest Road is mostly planned for residential use at 1-2 dwelling units per acre as shown on the Plan map. As an option, Parcels 25-2((5))53, 55, 56, 57, 58, and 59 may be appropriate for residential townhouse or patio-style development at 4-5 dwelling units per acre under the following conditions:

    - Building heights should not exceed 35 feet;
    - Effective visual screening and a substantial buffer is provided to protect adjacent single-family residential uses; and
    - Access should be provided from both Pinecrest and Fox Mill Roads, as far from the intersection as possible.

    Parcels 26-1((1))5A, 5B, 5C, and 6 are planned for low intensity light industrial/R&D use at a maximum of .25 FAR. This use should be limited to these parcels, designed to minimize visual impacts on adjacent residential parcels, and provide substantial screening and buffering. As an option, if consolidated, parcels 5A and 5C may also be considered for residential use at 4-5 dwelling units per acre provided that:

    - Building heights do not exceed 35 feet;
    - Effective visual screening and a substantial buffer is provided to protect adjacent existing and planned single-family residential uses; and
    - Access is provided through the residentially planned and zoned area to the south and west. Access through the adjacent industrial/R&D use is not appropriate.

17. For the Sector UP5 area outside Reston, ample local-serving commercial facilities are either available or planned within Reston, at the Village Centers and Town Center, leaving no need for commercial development along either Route 606 or Hunter Mill Road. [Not shown]

18. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted

only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figures 42, 43, 44, 45, 46, 47, 48 and 49. 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.

Development and redevelopment applicants shall be encouraged to establish or participate in transportation management programs to promote alternatives to single occupant vehicle use, particularly during peak commutation hours. Transportation management programs include, but are not limited to: flexible and alternative work schedules, telecommuting, transit pass programs, dedicated bus/van shuttles to designated transit centers, parking management arrangements, promotion of ridesharing, bicycling and walking. Applicants will be encouraged to coordinate with and make appropriate contributions to a Transportation Management Association (TMA) where such a TMA has been established. In addition, applicants will be encouraged to require lessee cooperation with an existing TMA or one established in the future.

Sunset Hills Road as it terminates at Hunter Mill Road provides for the primary access to the Dulles Toll Road for the residential areas and commercial office areas within the eastern periphery of Reston. This access can be provided for by either option A or B below. Option A is the preferred option:

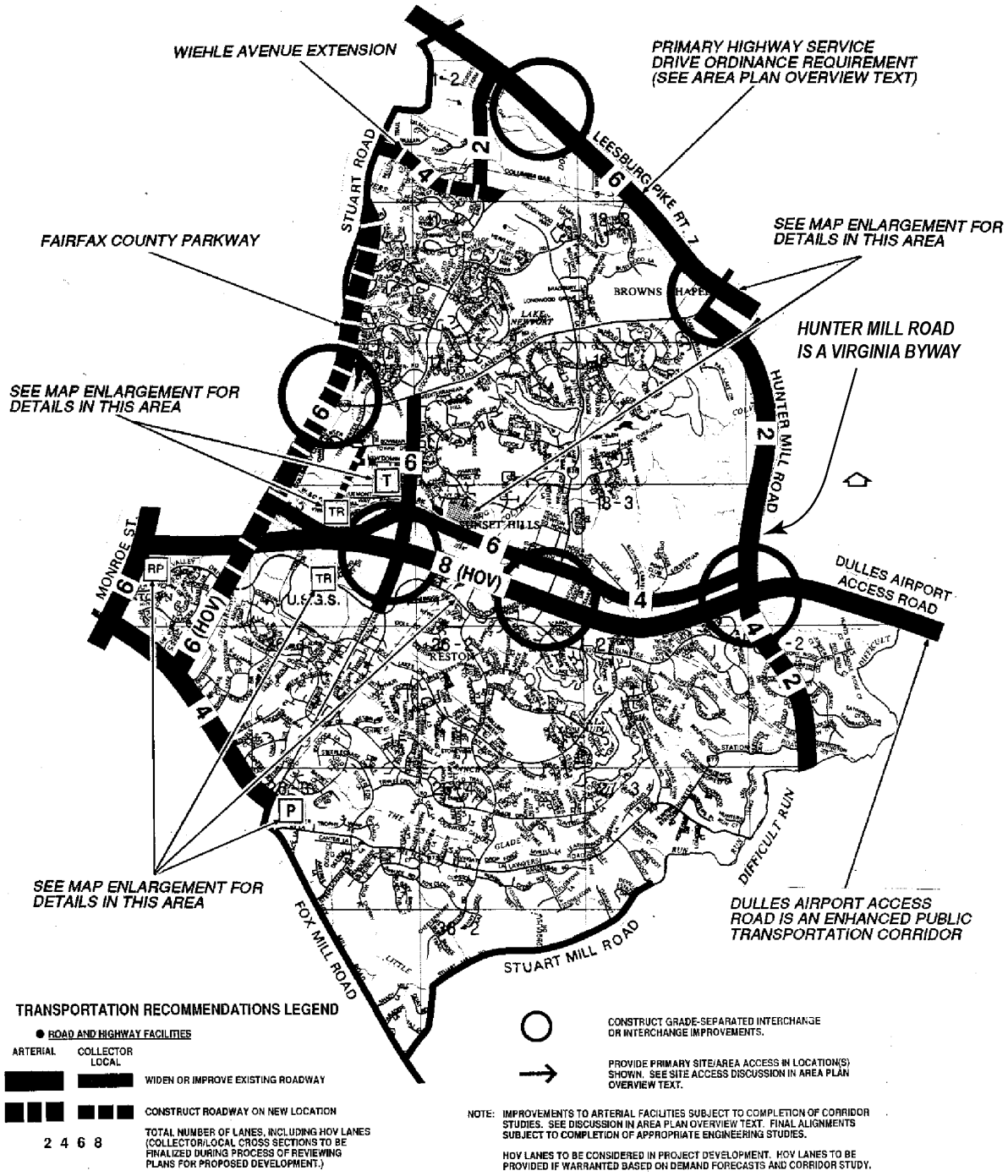
- The preferred option A is to slightly modify the current Sunset Hills Road intersection by moving it opposite the Dulles Toll Road westbound off-ramp and relocate the Toll Road westbound on-ramp to begin at Sunset Hills Road west of Hunter Mill Road and east of the existing VDOT maintenance facility.

- A secondary option B, if option A is not accepted by VDOT, would be to relocate Sunset Hills Road in a configuration that brings the intersection of Sunset Hills Road and Hunter Mill Road as close as possible to the Reston Presbyterian Church (Tax Map 18-3((1))6).

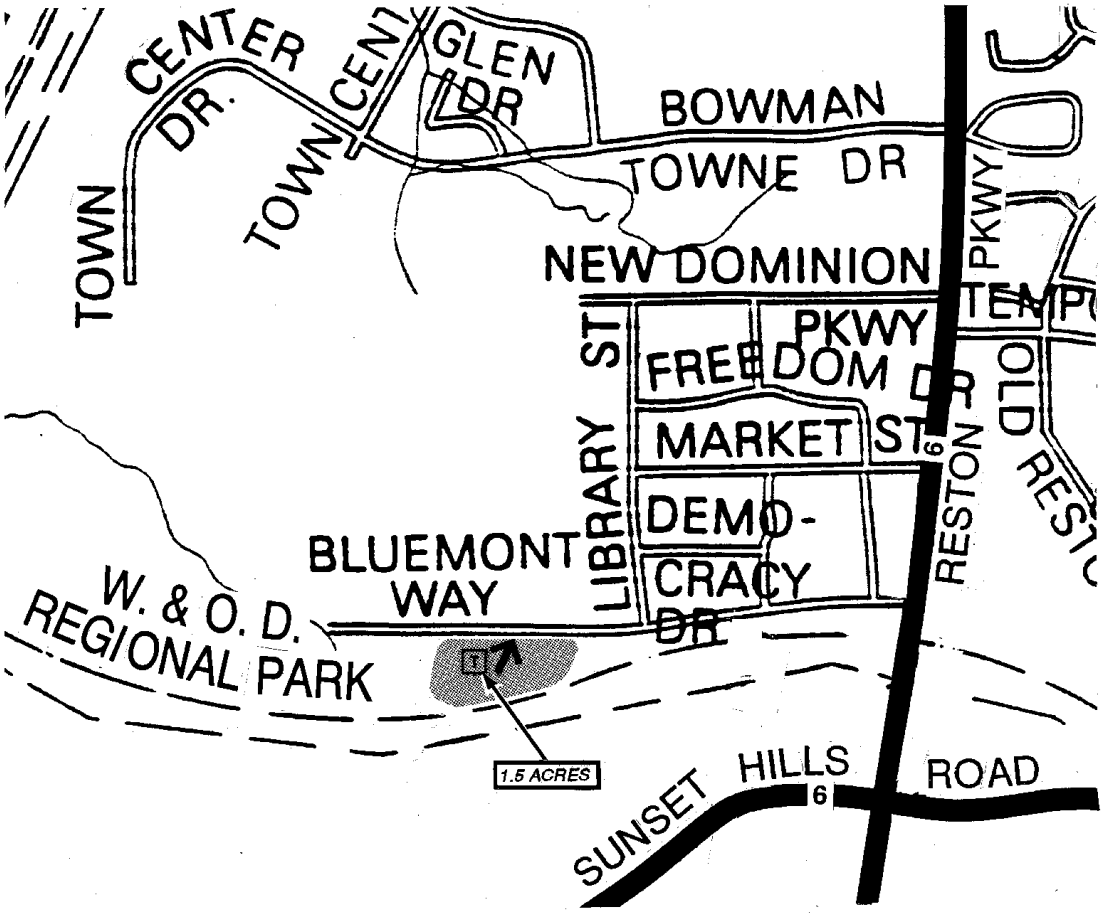
Heritage Resources

The Lake Anne Village Center Historic District regulations are found in Appendix 1, A1-1100 of the Zoning Ordinance. The intent is that the original mixture of residential and commercial space be maintained and that the pattern of commercial frontage on the lake and restrictions to pedestrian access be strictly followed. All improvements and alterations should be reviewed by the Architectural Review Board.

Development in the area of the site of the Battle of Dranesville (in the vicinity of Reston Avenue and Route 7) should be sensitive to any heritage resources associated with that event.



TRANSPORTATION RECOMMENDATIONS **FIGURE 42**



TRANSPORTATION RECOMMENDATIONS LEGEND

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

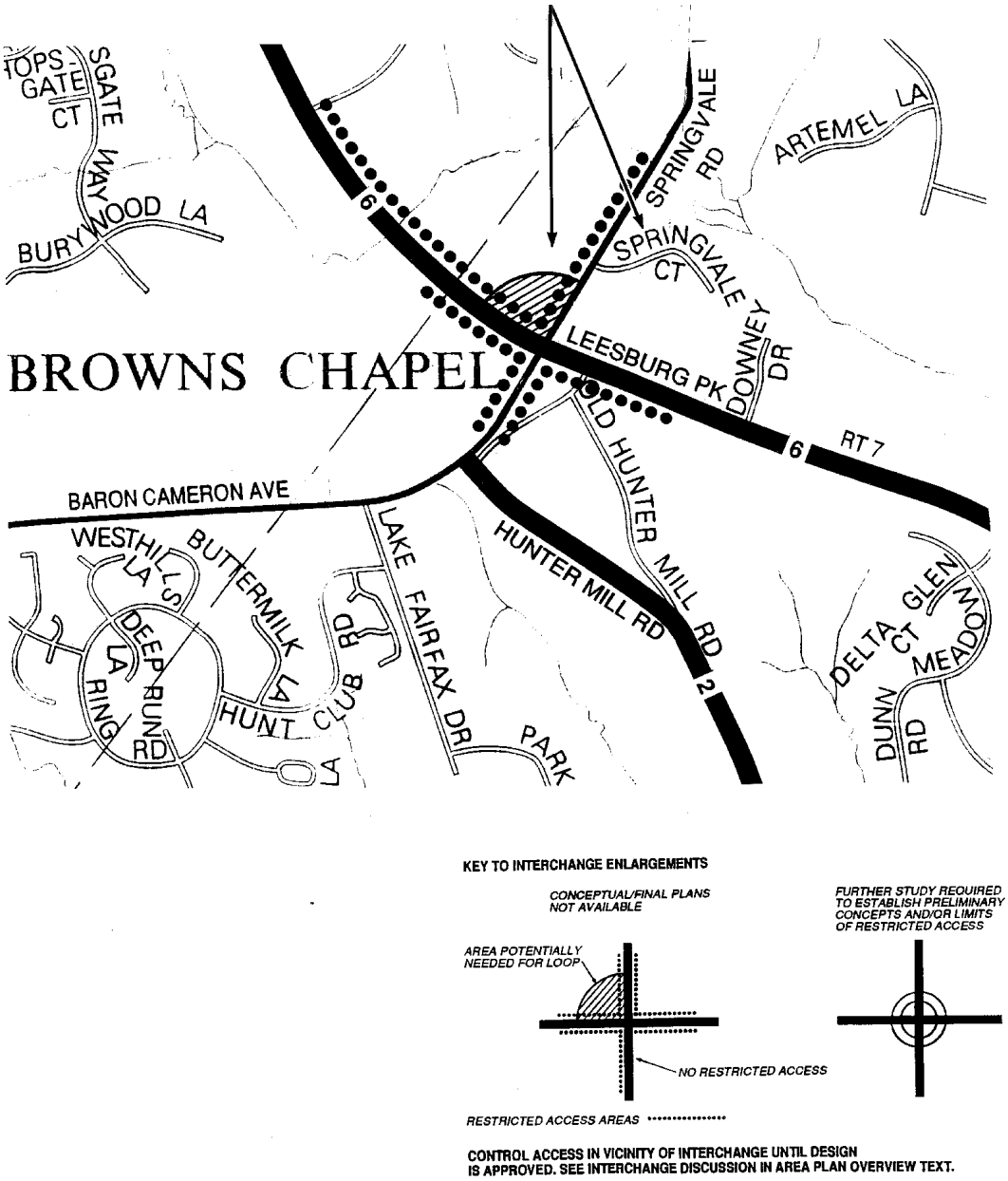
- ROAD AND HIGHWAY FACILITIES

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.

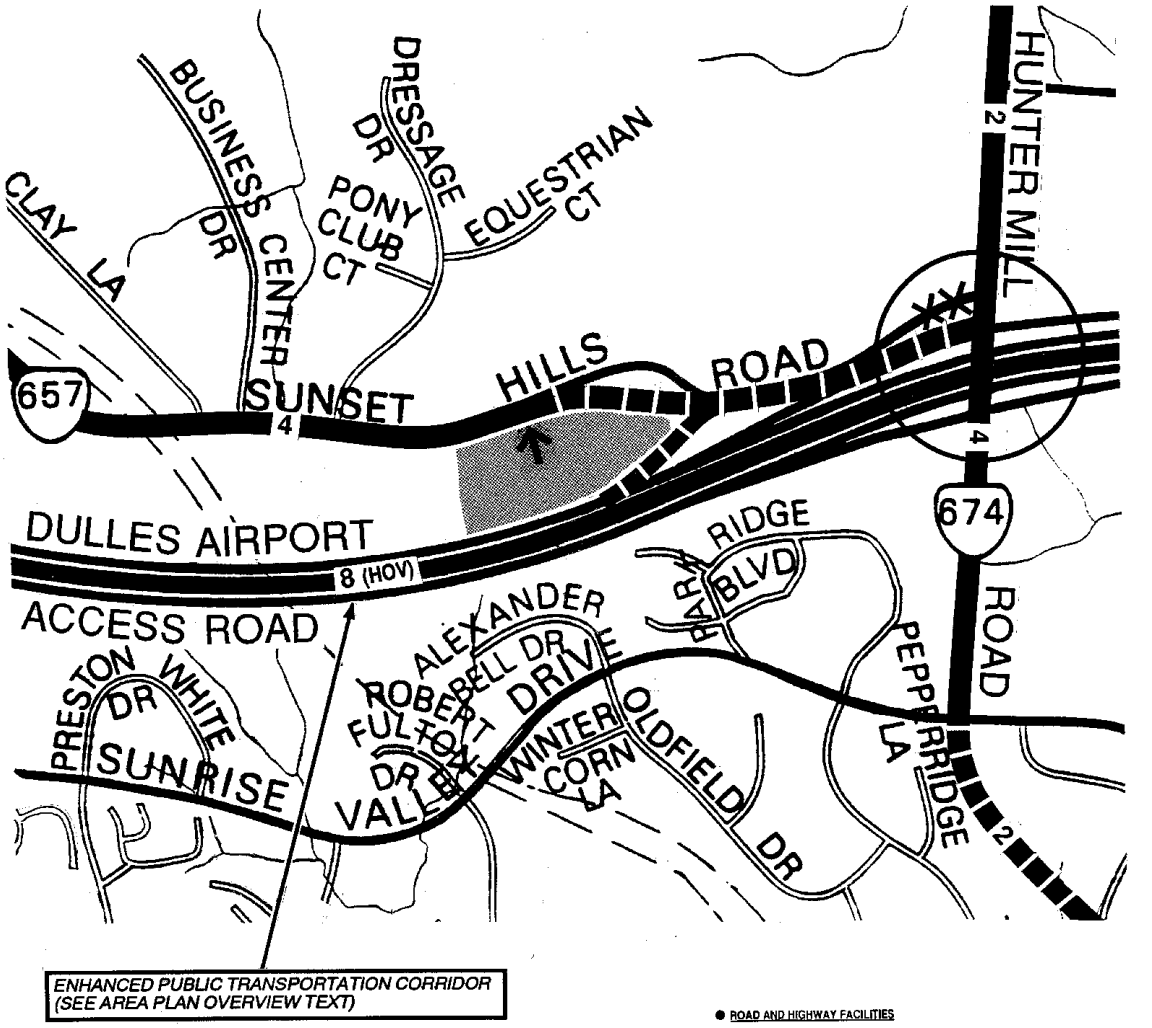
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 43**
UP5 RESTON COMMUNITY PLANNING SECTOR



INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 44**
UP5 RESTON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

- 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.)

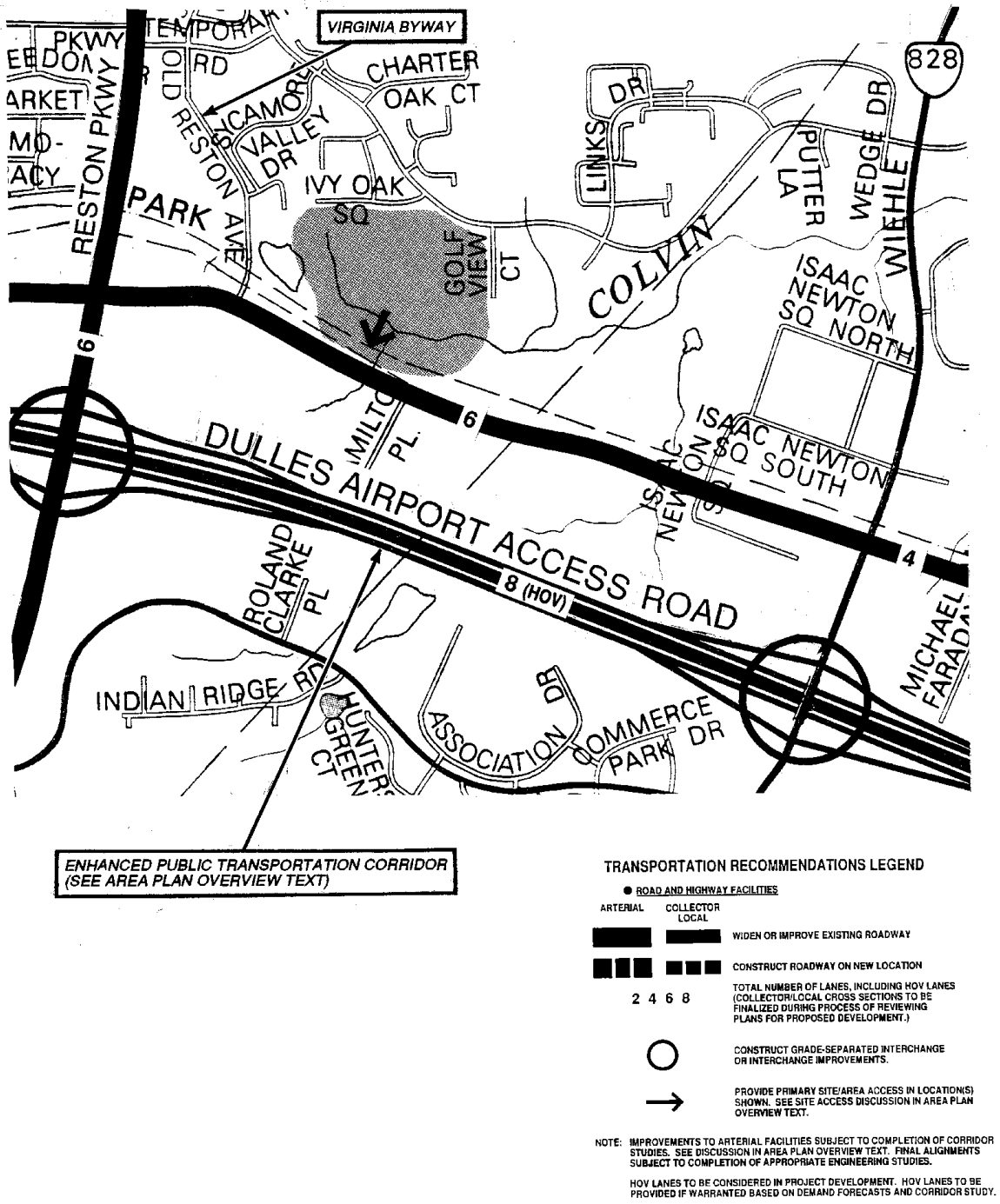
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

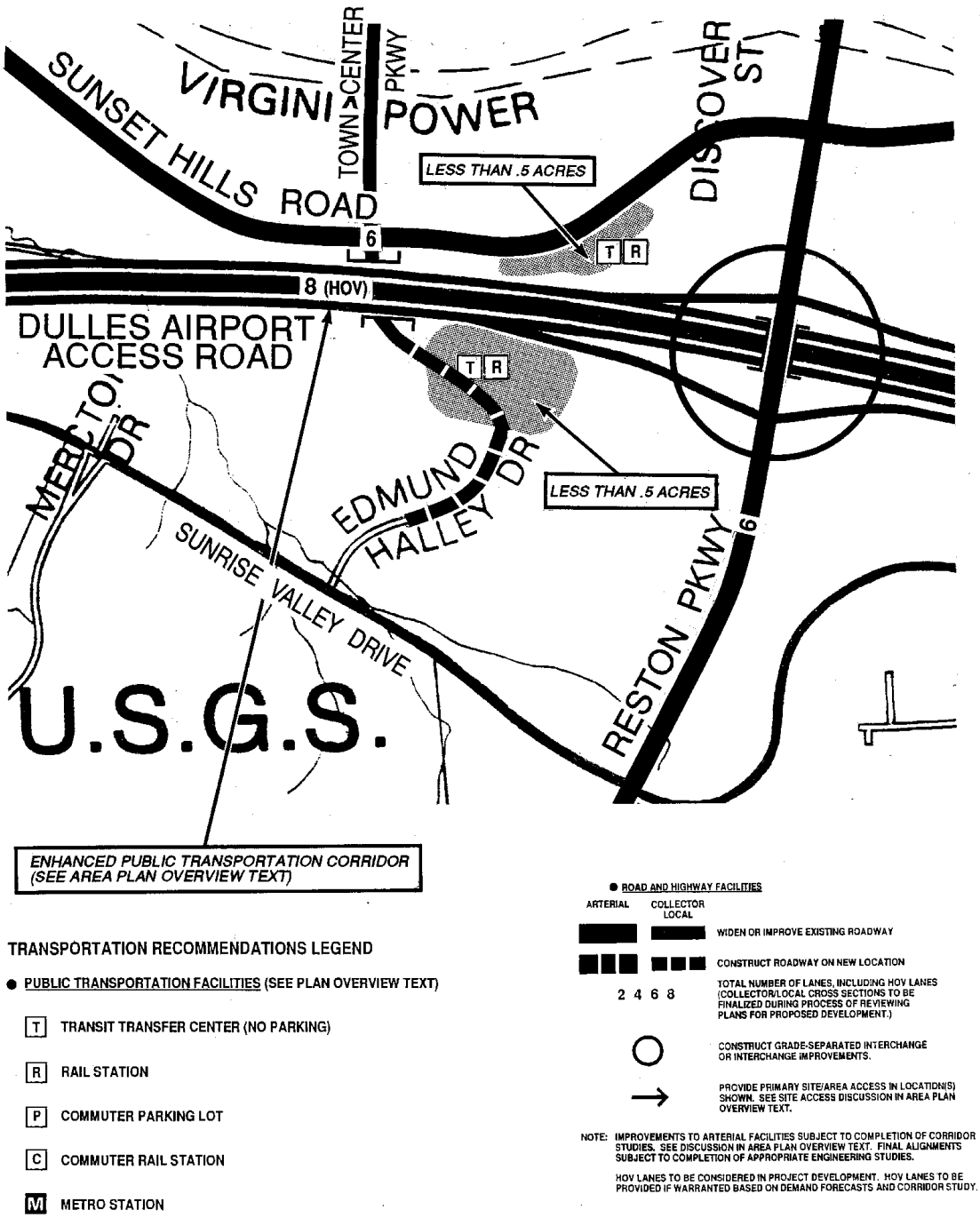
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

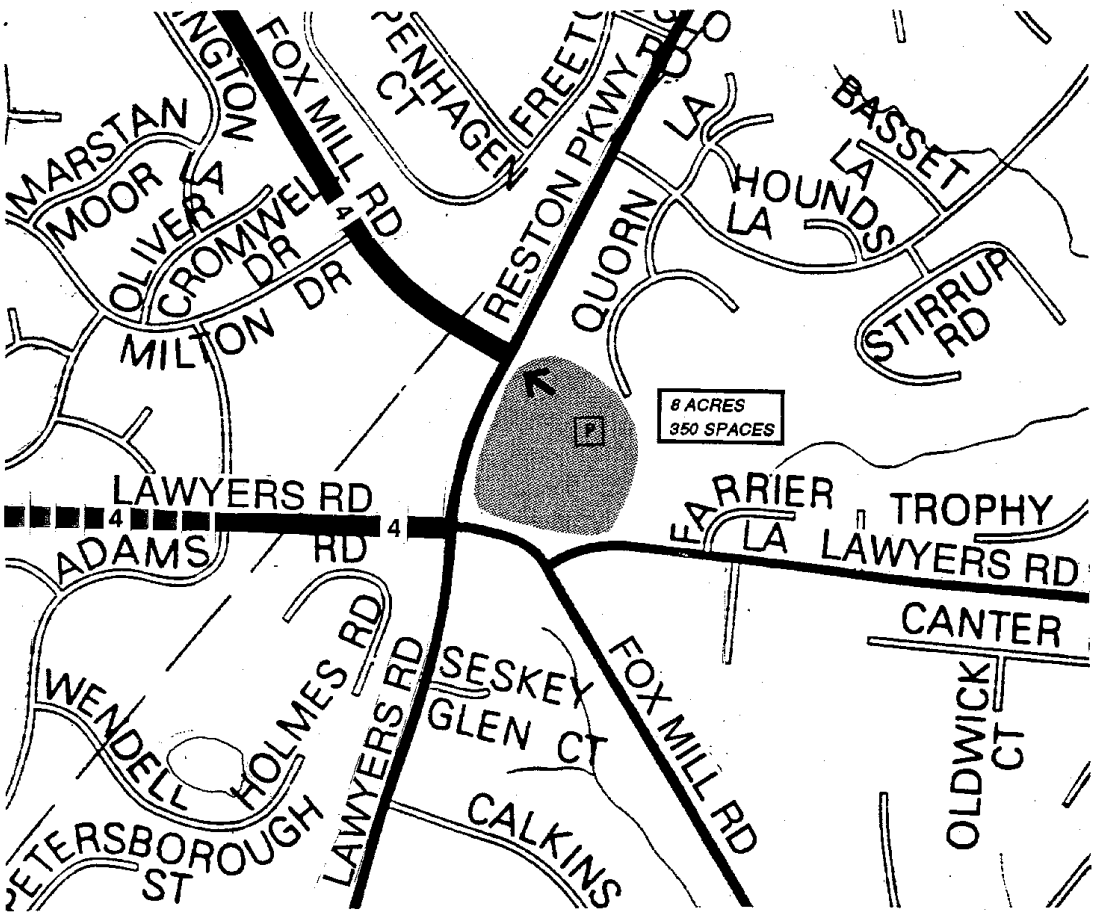
ROAD ALIGNMENT AND TRANSIT FACILITY RECOMMENDATIONS FIGURE 45
UP5 RESTON COMMUNITY PLANNING SECTOR



ACCESS RECOMMENDATIONS **FIGURE 46**
UP5 RESTON COMMUNITY PLANNING SECTOR



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 47**
UP5 RESTON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

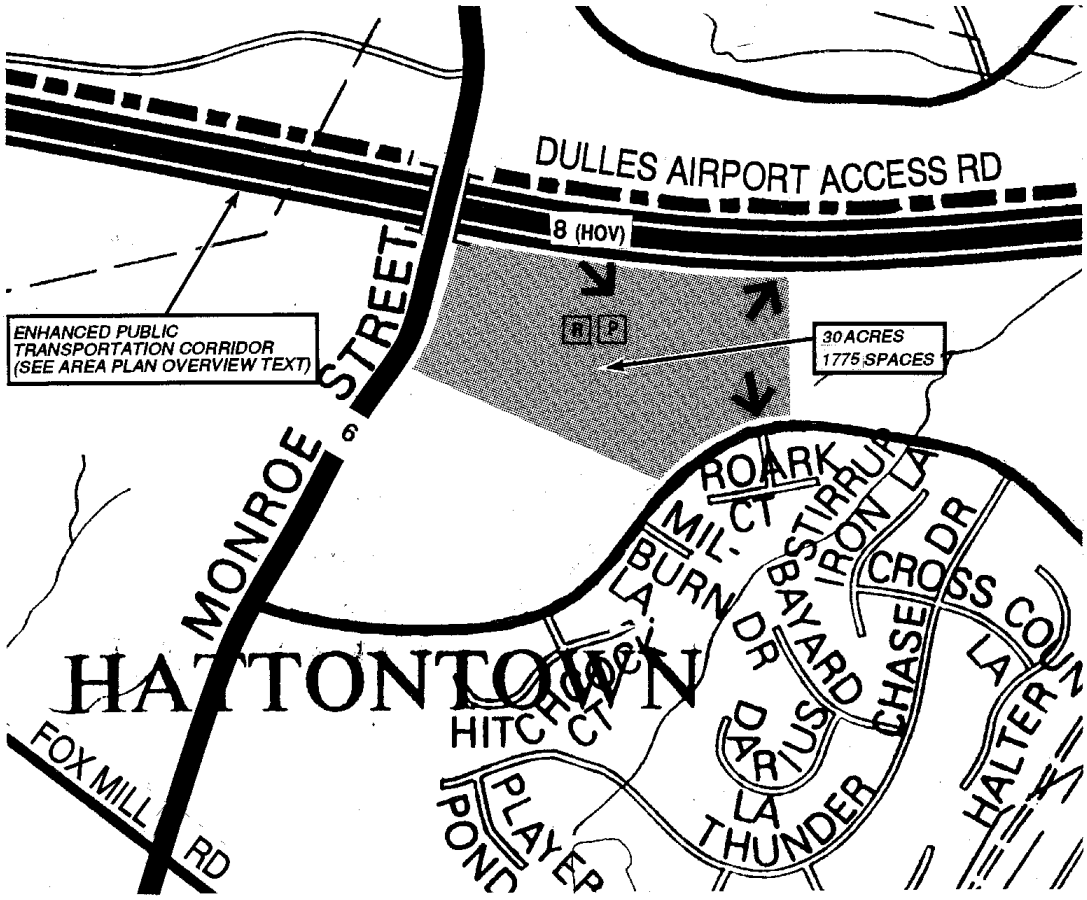
- ROAD AND HIGHWAY FACILITIES

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.

TRANSIT FACILITY **FIGURE 48**
UP5 RESTON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

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

- 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.

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 49**
UP5 RESTON COMMUNITY PLANNING SECTOR

Public Facilities

1. Construct a fire and rescue station at the Leesburg Pike/Reston Avenue intersection.

2. Construct a commuter park-and-ride facility at Lawyers Road and Reston Parkway. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).

3. Expand the Reston Regional Library consistent with the Policy Plan standards for regional libraries.

4. Provide additional finished water transmission facilities along Fox Mill Road south of Lawyers Road.

5. Provide additional finished water transmission facilities along the Fairfax County Parkway, south of New Dominion Parkway.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 50. 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 51 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 50
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Stuart Road	
(Reston) Town Green	Develop in accordance with the master plan prepared cooperatively by Reston Community Association and the Fairfax County Park Authority.
COMMUNITY PARKS:	
Reston North	Complete development in accordance with approved plan.
Shaker Woods	Initiate a master planning process and develop in accordance with approved plan.
Tamarack	
Stratton Woods	Initiate a master planning process and develop in accordance with an approved plan for active recreation including an athletic field complex to serve projected population for this sector.
	Acquire an additional Community Park site in the Reston area for development of active recreation facilities.
DISTRICT PARKS:	
Baron Cameron School Site	Convert interim use agreement to permanent acquisition if this school site is declared surplus.
Fox Mill District	Complete development in accordance with approved plan.
COUNTYWIDE PARKS:	
Lake Fairfax (Multiple Resources)	Upgrade and expand facilities at Lake Fairfax Park.
Colvin Run Stream Valley	Acquire land as necessary to complete development of countywide trail.
Difficult Run Stream Valley Little Difficult Run Stream Valley	Difficult Run and Little Difficult Run contain environmentally sensitive natural and cultural resources. Protection of the EQCs should be achieved through dedication, donation and/or acquisition of land and open space easements to the Fairfax County Park Authority. Intrusion of non-recreational development should be restricted and off-site impacts mitigated. Complete development of countywide trails.
REGIONAL PARKS:	
W&OD Trail	

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 51**

UP6 SULLY COMMUNITY PLANNING SECTOR*
(Formerly Sector UP7)

The Sully Community Planning Sector is located entirely within the Dulles Suburban Center. Plan guidance for this area is in the Dulles Suburban Center portion of the Area III Plan**.**

UP7 WEST OX COMMUNITY PLANNING SECTOR
(Formerly Sector UP8)

CHARACTER

The West Ox Community Planning Sector is located south of Reston (UP5) and Herndon and east of Centreville Road. Its specific boundaries are as follows: a) northern boundary - Dulles Airport Access Road, Monroe Street, Fox Mill Road and Stuart Mill Road; b) eastern boundary - Vale Road and Difficult Run; c) southern boundary - Lees Corner Road, Thompson Road, Oxon Road and West Ox Road; and d) western boundary - Centreville Road.

A pattern of moderate density residential use (1-4 dwelling units per acre) has been established in southern and western portions of the sector in the vicinity of Chantilly (Centreville Road and Route 50). This is characterized by a mixture of older dwellings and new subdivision development. In the eastern portion of this sector, which includes the environmentally sensitive Difficult Run area, low density residential use is the dominant pattern of development. Text concerning the Difficult Run watershed is presented in the Area III Plan Overview. Frying Pan Model Farm (Kidwell Farm) at Frying Pan Park is a model farm in this vicinity. It is important to maintain a medium and low density residential development pattern in this sector to preserve the existing development and to prevent encroachment of higher density development from Reston or Chantilly.

In the western portion of the sector along Centreville Road are undeveloped areas. However, a mixed-use development is located at McNair Farms (near the intersection of Frying Pan Road and Centreville Road) and a large planned residential community is located at Franklin Farm (between Centreville Road and West Ox Road along Franklin Farm Road).

Local-serving commercial uses are located in or outside the sector in Chantilly, Fairfax Center, Fairfax, Reston, Franklin Farm, Oakton, and at the intersection of Fox Mill Road, Lawyers Road and Reston Avenue.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of the West Ox Community Planning Sector develop as either Suburban Neighborhoods or Low Density Residential Areas except for the area north of Fox Mill Road which is in the Reston-Herndon Suburban Center. The Suburban Neighborhood area is located in the western portion of the sector, generally west of Lawyers Road. The Low Density Residential Area is located in the eastern portion of the sector, generally east of Lawyers Road and east and south of Reston.

RECOMMENDATIONS

Land Use

For the area north of Fox Mill Road, between Centreville Road and Monroe Street, refer to Plan text for the Reston-Herndon Suburban Center.

The West Ox Community Planning Sector is largely developed with 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-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 52 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.

The following land uses and densities are appropriate to provide for a low density transition between the higher densities planned in the Reston, Chantilly and Fairfax Center areas:

1. The area generally between Fox Mill Road, Lawyers Road, and West Ox Road and the Fairfax County Parkway is planned for residential use at 1-2 dwelling units per acre.

   The approximately 8-acre property on Lawyers Road (Tax Map 25-4((1))4) adjacent to the Fox Mill Estates subdivision is planned for 2-3 dwelling units per acre. In order to foster compatible residential development, the overall density should not exceed 2.5 dwelling units per acre. Lot sizes should be compatible to those of the adjacent Fox Mill Estates community (located north and south of the subject property) and the two segments of Wendell Holmes Road should not be connected.

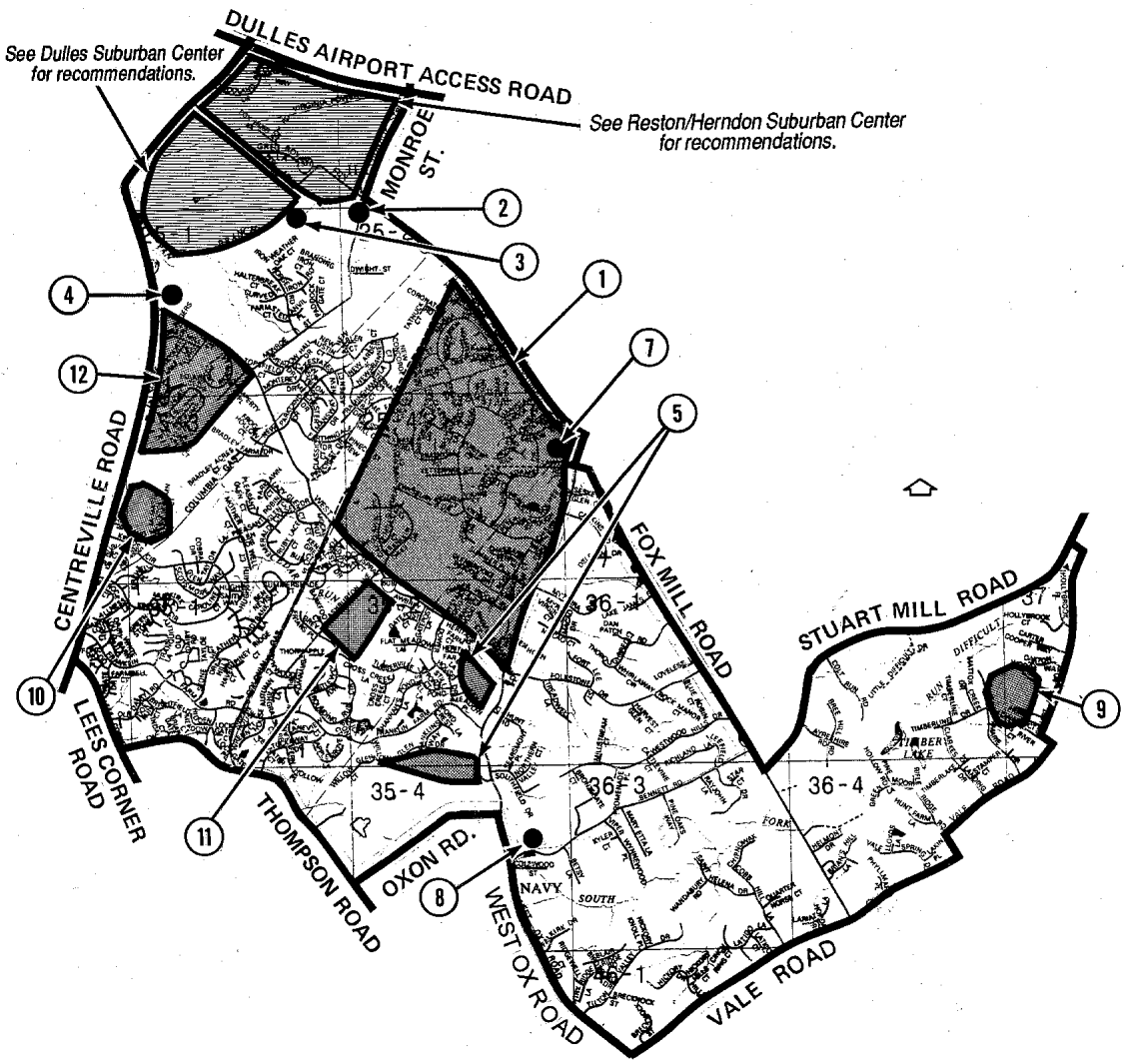
   As an option, this 8-acre property (Tax Map 25-4((1))4) and adjoining land along Lawyers Road west of Calkins Road (Tax Map 25-4((1))5, 6 and 7) may be appropriate for 2-3 dwelling units per acre provided that each of the following conditions are met:

   - All four parcels are consolidated and developed under a single development plan;
   - Lot sizes are compatible with those of the adjacent Fox Mill Estates community, located north, south, and west of the properties;
   - The two segments of Wendell Holmes Road are not connected; and
   - All access to Lawyers Road is consolidated and occurs only at the planned median break opposite Calkins Road.

   Parcels 5, 6 and 7 along the west side of Lawyers Road can be considered for up to 2 dwelling units per acre provided that such development, including lot sizes, is compatible with the adjacent Fox Mill Estates community and access to Lawyers Road is consolidated and occurs only at the planned median break opposite Calkins Road.

2. The area in the southwest quadrant of the intersection of Monroe Street and Frying Pan Road (Tax Map 16-4((1))10, 11, 12 and 13 and Tax Map 25-2((1))1) is planned for residential use at 2-3 dwelling units per acre, as shown on the Plan map. As an option, residential use at a density of 4-5 dwelling units per acre may be appropriate if the following conditions are met:

   - All five parcels are consolidated and developed with single family detached units under a unified development plan to facilitate high quality development;



LAND USE RECOMMENDATIONS **FIGURE 52**
GENERAL LOCATOR MAP

- Lot sizes are compatible with the single family detached development shown on the approved development plan for rezoning case RZ 92-C-009 for the abutting property to the south and west;

- Access should be provided from the south and west rather than from Monroe Street or Frying Pan Road, utilizing the interparcel access shown on the approved development plan for the rezoning case RZ 92-C-009 for the abutting property to the south and west. However, if development on the abutting property does not occur in a timely manner, consideration may be given to the provision of access from Monroe Street.

- Improvements to Monroe Street and/or Frying Pan Road should be made to mitigate the impact of this development, as determined during the development review process.

3. The property located on the south side of Frying Pan Road at the southern terminus of Fox Mill Road (Tax Map 25-1((1))5), is planned for residential use at 5-8 dwelling units per acre. Parcel 5 should be developed with townhouses to facilitate restoration of the Environmental Quality Corridor of the Frying Plan Branch Stream Valley that traverses the parcel. Development should address the following conditions:

   - The stockpile that exists on the property should be removed;

   - The boundaries of the EQC should be delineated based on Policy Plan guidelines and the topography that existed prior to the establishment of the stockpile. The topography restored to a more natural condition and the portion of the EQC outside the sewer easement should be revegetated; and

   - The restored EQC area should be dedicated to the Fairfax County Park Authority or preserved as homeowners open space.

4. The area north of West Ox Road and south of Frying Pan Park and the Frying Pan Meeting House (zoned C-5 and R-1) is planned for residential use at 1-2 dwelling units per acre. Any enhancement of retail uses in Floris north of West Ox Road should demonstrate that these changes will be beneficial to the community and not adversely impact adjacent, stable residential communities and existing heritage resources. As an option, this area may be appropriate for the following uses:

   - Frying Pan Park oriented-uses. Facilities not found on the park, but used by visitors such as eating establishments, overnight accommodations, retail focused upon the agricultural, equestrian and/or historic nature of the adjacent publicly-owned land should be considered. This would help elevate the use of the park and make it more of a draw. New uses could carry an equestrian theme and have direct access to the Park. This could be a tourism-oriented use. A small equestrian museum with meeting space, perhaps a visitor center would all be appropriate ancillary uses to lodging, food and appropriate retail. Design and architecture guidelines should be strictly adhered to with focus on quality architecture with a cohesive theme. The historic church should be retained and the new uses designed around it.

- Residential use with transition to higher density residential toward the four-lane, but eventual six-lane Centreville Road from Frying Pan Park. Densities could be in the 8-10 dwelling units per acre range. The design should create a small, enclosed community with the church as a centerpiece. The church should be retained and moved back from the road to facilitate its use as a historic centerpiece.

- Public Park use should the Fairfax County Park Authority expand Frying Pan Park. The historic church should be retained.

5. The area bounded by Fox Mill Road, Bennett Road, West Ox Road, Thompson Road, and Lawyers Road is planned for residential use at .5-1 dwelling unit per acre. As an option, up to 2 dwelling units per acre may be appropriate for the portion south and southeast of the Franklin Farm community and west of West Ox Road (Tax Map 35-2((1))38, 51, 52, 53, 54 and 54A; 35-2((12))inclusive (Franklin Corner) and 35-2((17))inclusive (Still Oaks); 35-4((1))4, 4A, 4B, 4C, 4D and 10) provided that:

   - Substantial parcel consolidation is achieved to ensure that the property is developed under the planned development concept;

   - The property is developed within a planned development concept, with substantial open space to foster compatibility. The higher density single-family lots should be concentrated internally to the development. Larger lots should be located along the peripheries to provide the transition between densities. It is anticipated that this option area will be developed in single-family detached dwelling units; and

   - Access to the northern portion of the option area south of Franklin Farm (Tax Map 35-2((12))inclusive) is provided via Pond Crest and Willow Glen Drive to Franklin Farm Road; access to the southern portion of that option area is provided from West Ox Road and Oxon Road. Access to the northernmost area adjacent to Franklin Farm (Tax Map 35-2((1))38 and 35-2((17))inclusive) is provided by an entrance at the northeast end of the property that does not interfere with traffic flow at the intersection of West Ox Road, Folkstone Road, and Lawyer's Road. (See Figure 54.)

6. It is appropriate that land in this planning sector associated with the Difficult Run watershed be planned as public and private open space and residential use at densities of .1-.2, .2-.5, and .5-1 dwelling unit per acre as shown on the Plan map. Residential development at these densities will serve to maintain the large lot residential character of the area that has been established and afford protection of this environmentally sensitive area.

   The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this area, especially the guideline that no cluster development should be considered when the primary purpose of clustering is to maximize density on the site. In addition, the clustering of residential lots should not be approved for subdivisions in which any lot would have direct vehicular access onto Fox Mill Road, Stuart Mill Road, Vale Road, West Ox Road, Bennett Road, Lawyers Road or Pinecrest Road. A natural buffer strip, not less than 25 feet in width, should be provided between all cluster lots and the right-of way for roads listed above with no direct vehicular access permitted.

   Because of the configuration of several planned density categories on the Plan map for this area, many properties have more than one category assigned. When a site has more than one planned density range assigned, the appropriate overall density and average lot size

should be determined by placing a strong emphasis on achieving compatibility with existing development in the vicinity. [Not shown]

7. Commercial use in the Fox Mill Road/Lawyers Road/Reston Parkway/Pinecrest Road vicinity should be confined to the Fox Mill Shopping Center and should not exceed a .25 FAR. Future neighborhood-serving commercial activity, if needed, should be located near or along Centreville Road and developed in conjunction with planned residential development. Isolated commercial uses are not appropriate within this sector.

8. The site of the old Navy-Vale Fire station is appropriate for non-commercial community-serving uses. The site has two Fairfax County public tennis courts, and the Chantilly Youth Association has a lease on the building. If the land is used for residential purposes, it is planned for residential use at .5-1 dwelling unit per acre to be compatible with adjacent properties.

9. The area bounded by Stuart Mill Road on the east, private open space and Oakton Woods on the north, Linda Marie Drive on the west and Clarkes Landing Park on the south is planned for residential use at .2-.5 dwelling unit per acre. It is preferable that this area be developed at the lower density level to be compatible with existing development.

10. It is recommended that the areas in the northeast and southeast quadrants of the intersection of Centreville Road and McLearen Road (Tax Map 25-3((1))14, 15, 15B, and 23B; Tax Map 25-3((10)) inclusive; Tax Map 25-3((13))4, 5 and 6; Tax Map 24-4((2))inclusive and Tax Map 24-4((5))1, 2 and 3) be comprehensively developed in a mix of employment, commercial, recreational and residential uses. Planned use of this area would include office/light industrial employment activity, related local-serving retail activity and recreation and residential uses. There should be adequate open space to provide a buffered transition to residential uses. Residential use should be at an overall density of 2-3 dwelling units per acre.

    Development of this property should be phased so that the construction of residential units, development of recreational areas and the provision of landscaped open space buffers precede commercial and/or office/light industrial development.

11. The land east of Ashburton Avenue and south of West Ox Road is planned for residential development at .5-1 dwelling unit per acre. As an option, development at 1-2 dwelling units per acre may be considered for this area which includes Parcels 35-1((1))2, 2A, 4 and 5; 35-2((1))3, 4, 5 and 31. This option may be appropriate if the following conditions are met:

    - Substantial consolidation is achieved to facilitate high quality development;
    - The site is developed with single-family detached units on lot sizes which are comparable with surrounding residential development;
    - The bridge on Ashburton Avenue is improved as soon as possible;
    - Necessary measures for EQC protection and preservation are taken;
    - Wetlands are protected in accordance with Federal policies under Section 404 of the Clean Water Act;

- Ashburton Avenue, including the bridge along the frontage of the property is improved to a two-lane collector status; and

- A regional stormwater detention facility is constructed on Parcel 31 if deemed necessary by the Department of Public Works.

12. The area generally bounded by Centreville Road, West Ox Road, Borneham Woods and Spring Lake Estates West is planned for residential use at 1-2 dwelling units per acre. For the area south of West Ox Road and north of the Floris Downs subdivision, new retail uses, or expansion of the area currently used for retail uses, is not recommended. Any enhancement of retail uses in Floris south of West Ox Road should demonstrate that these changes will be beneficial to the community and not adversely impact adjacent, stable residential communities.

Transportation

Transportation recommendations for this sector are shown on Figures 53 and 54. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Extend Lawyers Boulevard (west of Reston) as a four-lane facility from Reston Avenue to Centreville Road. The purpose of this recommendation is to provide for east-west arterial in the south Reston area, linking it with major circumferential routes and particularly the industrial development near Dulles Airport. Without this facility, these trips will be forced onto Fox Mill, West Ox, and Centreville Roads.

The design of Lawyers Boulevard between Reston Avenue and the Fairfax County Parkway shall be coordinated with residents of Fox Mill Estates and other communities.

Construct an interchange at Route 28 and Frying Pan Road. Actual staging of intersection/interchange construction is to be determined based on traffic volumes and the extent to which commitments to complete the interchange exist.

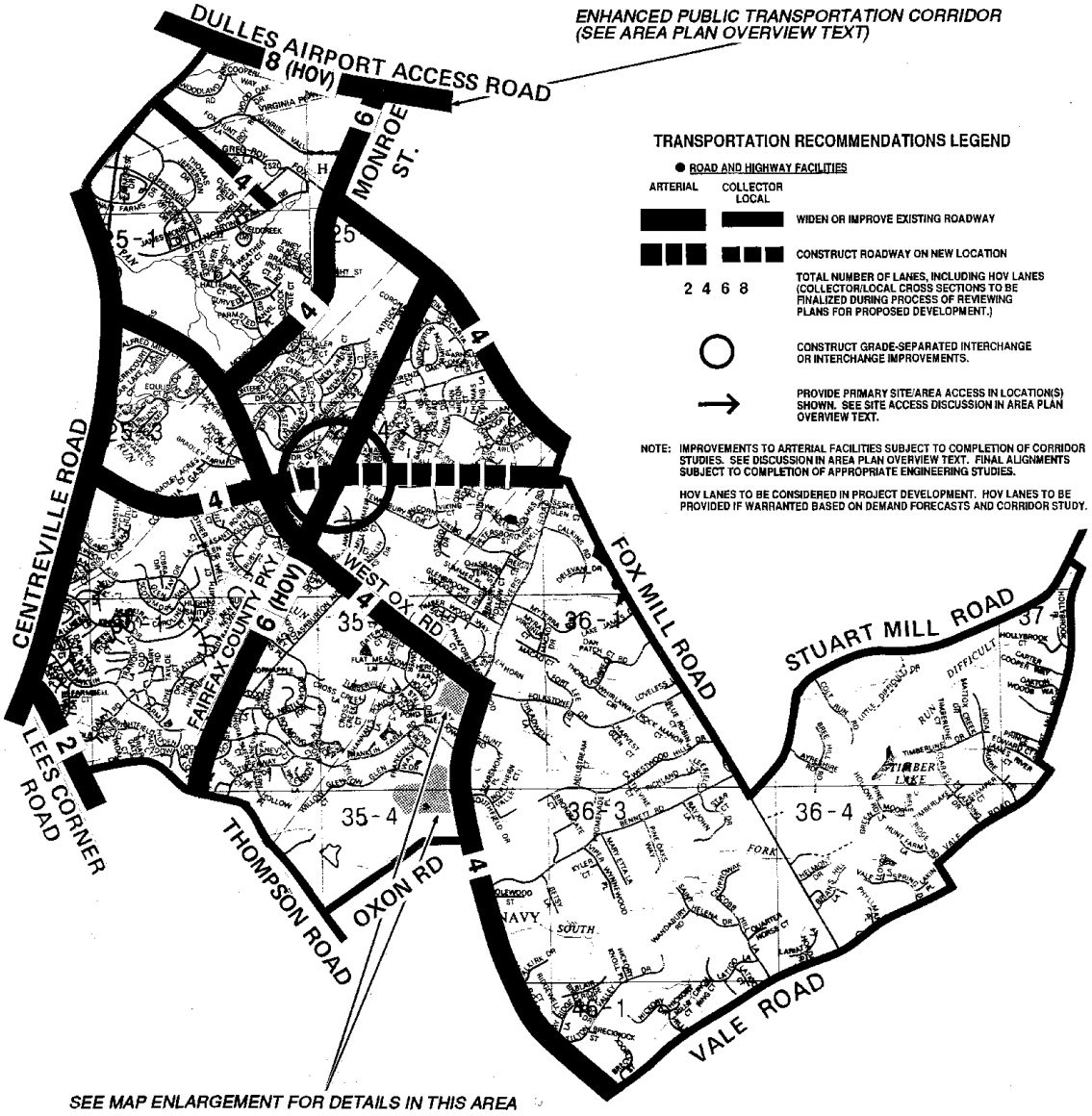
Improvements to Centreville Road should be provided as follows:

- The alignment of Centreville Road should be located to the west (undeveloped) side of the road as currently proposed by staff and VDOT;

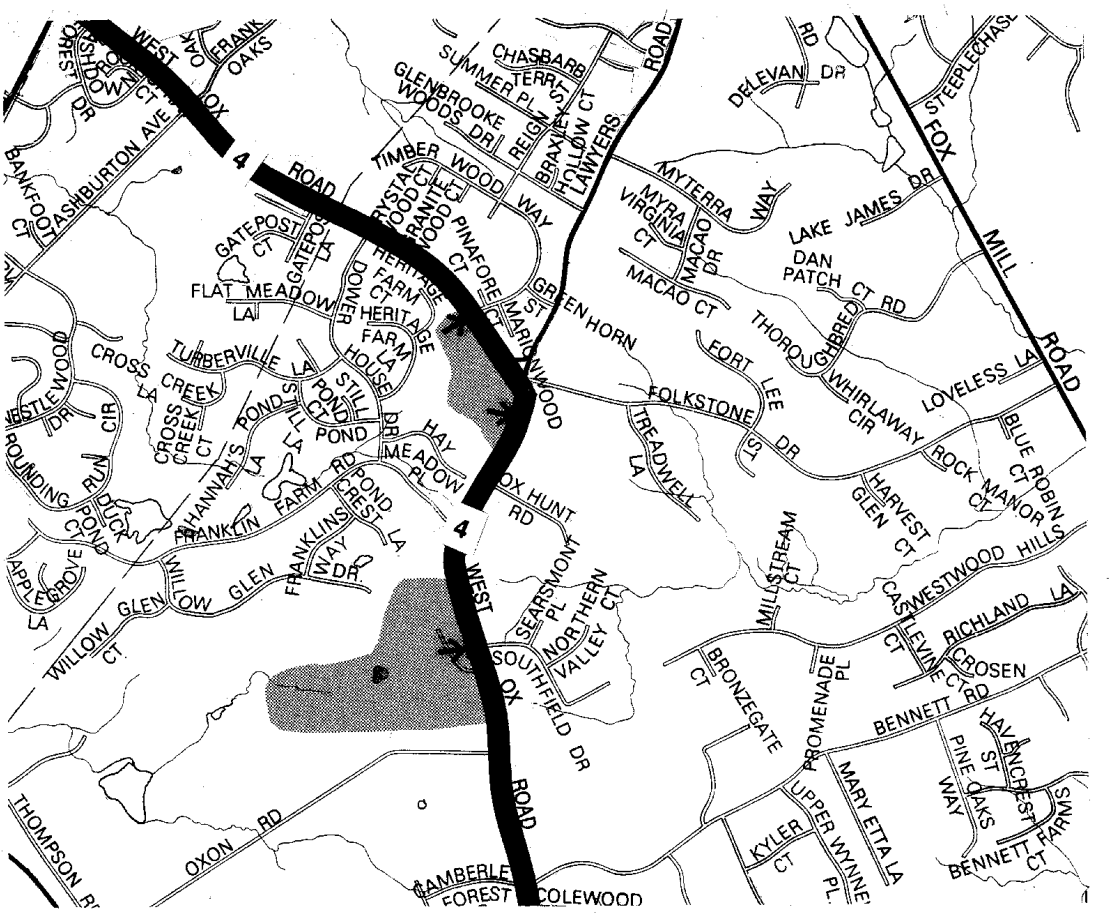
- Acquisition of right-of-way for six lanes should move forward;

- Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;

- Within the VDOT project from West Ox Road to Route 50, construction of the VDOT proposed alternative calling for four outside lanes (permanent construction with outside curb-and-gutter and permanent drainage structures) and a 42-foot wide, graded grass median should be implemented;



TRANSPORTATION RECOMMENDATIONS **FIGURE 53**



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

ACCESS RECOMMENDATIONS **FIGURE 54**
UP7 WEST OX COMMUNITY PLANNING SECTOR

- At intersections, provisions should be made consistent with the ultimate six-lane design. The need for dual left turn lanes into or out of major residential developments along Centreville Road, such as Franklin Farm Road, should be reevaluated at such time as funds become available for construction of the segment from McLearen Road to Route 50;

- The need for widening the entire Centreville Road mainline from four lanes to six lanes should be reevaluated after improvements to Route 28, the Fairfax County Parkway, and West Ox Road are completed. Furthermore, this decision should follow the completion of a transportation and traffic study conducted in accordance with accepted standards; and

- Priority should be given to the acquisition of right-of-way for the future six laning of Centreville Road, with a notation that at the time of rezonings, attempts will be made to acquire right-of-way through proffers.

Heritage Resources

A major part of this sector is open space and older or more dispersed neighborhoods. These areas offer a high potential for significant heritage resources, especially in the southeastern half of the sector along Fox Mill Road.

Development of these areas, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

Numerous heritage resources, both known and unknown, exist in UP7. The Horsepen Run drainage area in the western portion of the sector has been occupied almost continuously since 8000 B.C. In those areas where significant heritage resources have been recorded, an effort shall be made to preserve them. If preservation is not feasible, then, in accordance with County policy, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Additional unidentified resources may yet exist in both undeveloped and developed areas of the sector. Large portions of the UP7 sector have not been surveyed to determine the presence or absence of heritage resources. These areas should be examined before development is permitted and appropriate action taken to record, preserve or recover significant heritage resources.

An historic district should be studied for the area around Frying Pan Church, so that development in the immediate environs of the site will be subject to the review of the Architectural Review Board. In any event, development should be sensitive to the numerous recorded and unrecorded heritage resources associated with the community of Floris.

The South Fork and Little Difficult Run Stream Valley areas are vulnerable to public utility and recreation development. This should not occur without prior survey and appropriate mitigation.

Among the identified heritage resources in the sector are:

- The Vale School (Tax Map 36-4((1))8) which is maintained by the Vale Club;

- The Vale United Methodist Church;

- Appledore, 3000 Fox Mill Road (Tax Map 36-3((1))29). The original portion probably dates to 1806. It is privately owned;

- Frying Pan Church (Tax Map 25-1((1))11). Constructed in 1791, it is owned by the Fairfax County Park Authority; and

- Kidwell Farm, Frying Pan Park. Incorporating portions of the Kidwell Farm, this is a model farm owned and operated by the Fairfax County Park Authority.

Public Facilities

1. Provide an additional 2.5-million gallon ground water storage tank at the County Water Authority's Penderwood Water Storage Tanks II site on West Ox Road, near Waples Mill Road.

2. Construct an elementary school to serve the Herndon/Chantilly area.

3. Provide additional finished water transmission facilities along the Fairfax County Parkway, north of the FCWA Fox Mill Storage and Pumping Facilities.

4. Provide additional finished water transmission facilities along Fox Mill Road to Vale Road.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 55. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

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

FIGURE 55
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Franklin Oaks Garchayne Navy Vale	Initiate a master planning process and develop in accordance with the approved plan or complete development of existing Neighborhood Parks.
COMMUNITY PARKS:	
Franklin Farm	Complete development in accordance with approved plan.
Clarks Landing	Initiate a master planning process and develop in accordance with approved plan.
Floris Community	Complete development in accordance with approved plan.
	Identify a Community Park site in the northern part of the sector where land dedication may be achieved singularly, or in combination with other development or purchase by the County, to meet the aggregate needs of the service area.
	Identify another Community Park site in the vicinity of West Ox Road to serve the active recreation needs of the population in the southern part of this sector.
DISTRICT PARKS:	
	This sector lies within the service area of Fox Mill District Park.
COUNTYWIDE PARKS:	
Frying Pan Park and Kidwell Farm (Multiple Resources) Frying Pan Meeting House (Heritage Resource) Frying Pan Stream Valley	Protect EQCs through land dedication or donation of open space easements to the Fairfax County Park Authority. Complete development of the countywide trail in these stream valleys.
Difficult Run Stream Valley South Fork Stream Valley	Acquire land as necessary to complete development of countywide trails in South Fork and Little Difficult Run Stream Valley Parks.
Little Difficult Run Stream Valley	Acquire identified private recreation facility located adjacent to Little Difficult Run Stream Valley.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 56**

UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR
(Formerly Sector UP9)

CHARACTER

This sector lies along the north side of Route 50 generally between Pender and the Washington Dulles International Airport and is bounded by Centreville Road, Lees Corner Road, Thompson Road, Oxon Road, West Ox Road and Route 50.

The sector is primarily residential and it is largely developed. There are a handful of relatively small, older single-family detached residential subdivisions such as Murray Farms, Chantilly Estates and Ox Hill and land along West Ox Road and Avery Road. There are also numerous single-family detached subdivisions developed fairly recently at a density of 2-4 dwelling units per acre, including Armfield Farms, Franklin Glen, Saville Chase, Lees Crossing, Fair Oaks Farms and Foxfield located in the western portion of the sector. Fair Oaks Estates is a fairly recent single-family detached residential subdivision adjacent to the Fair Oaks Hospital developed at a density of 2-3 dwelling units per acre. Century Oaks is a new subdivision developed at a density of 1-2 dwelling units per acre between Thompson Road and Ox Trail (Rugby Road). Fair Woods is a fairly recent attached single-family planned unit residential development with a density of 6 dwelling units per acre located along Route 50 near the intersection of the Fairfax County Parkway. Recent office development, the Virginia Power administrative office and the County Public Safety Facility developed along Route 50 east of Fair Woods is located in the Fairfax Center Area. (See the Fairfax Center Area Plan.) The area north of Thompson Road between Oxon Road and West Ox Road, about 175 acres, is sparsely developed with older single-family houses on large lots. The Camberley East and Camberley West subdivisions are developed at a density of approximately one dwelling unit per acre. They are located near the intersection of Thompson Road and Oxon Road and on West Ox Road at Bennett Road, respectively.

The International Town and Country Club golf course is a major open space and recreation feature in the sector. It is 237 acres, privately owned, and located between Route 50 and Thompson Road. There are over 90 acres of land zoned for commercial retail use in the northeast quadrant of the intersection of Centreville Road and Route 50. Sully Plaza shopping center is located on part of this site. Sully Place shopping center, is located to the east and north of Sully Plaza, with frontage on both Route 50 and Centreville Road.

There are two substantial vacant areas in the sector: land north and east of the 90-acre commercial tract at the Centreville Road/Route 50 intersection; and land opposite the Greenbriar Shopping Center (Sector BR4) between the International Town and Country Club golf course, the Murray Farms subdivision and the Fairfax County Parkway.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the entire sector be developed as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

This sector is largely developed with 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 57 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 use at a density of .5-1 dwelling unit per acre is planned for the triangular area formed by Oxon Road, West Ox Road and Thompson Road. This density provides an appropriate transition between the large lot development and conservation areas in the Difficult Run headwaters east of West Ox Road and the residential use planned and existing at a density of 1-2 dwelling units per acre south of Thompson Road.

2. Tax map 34-4((1)) parcel 9 is planned for retail or office use with a maximum FAR of .25. Any non-residential use on this parcel should be designed to be compatible with adjacent residential development. Free standing, auto-oriented, retail uses should be discouraged in order to avoid undesirable visual and traffic impacts. To establish an effective transition to adjacent single family use, non-residential development should be no more than two stories in height and should be set back at least 250 feet from the northern property line;

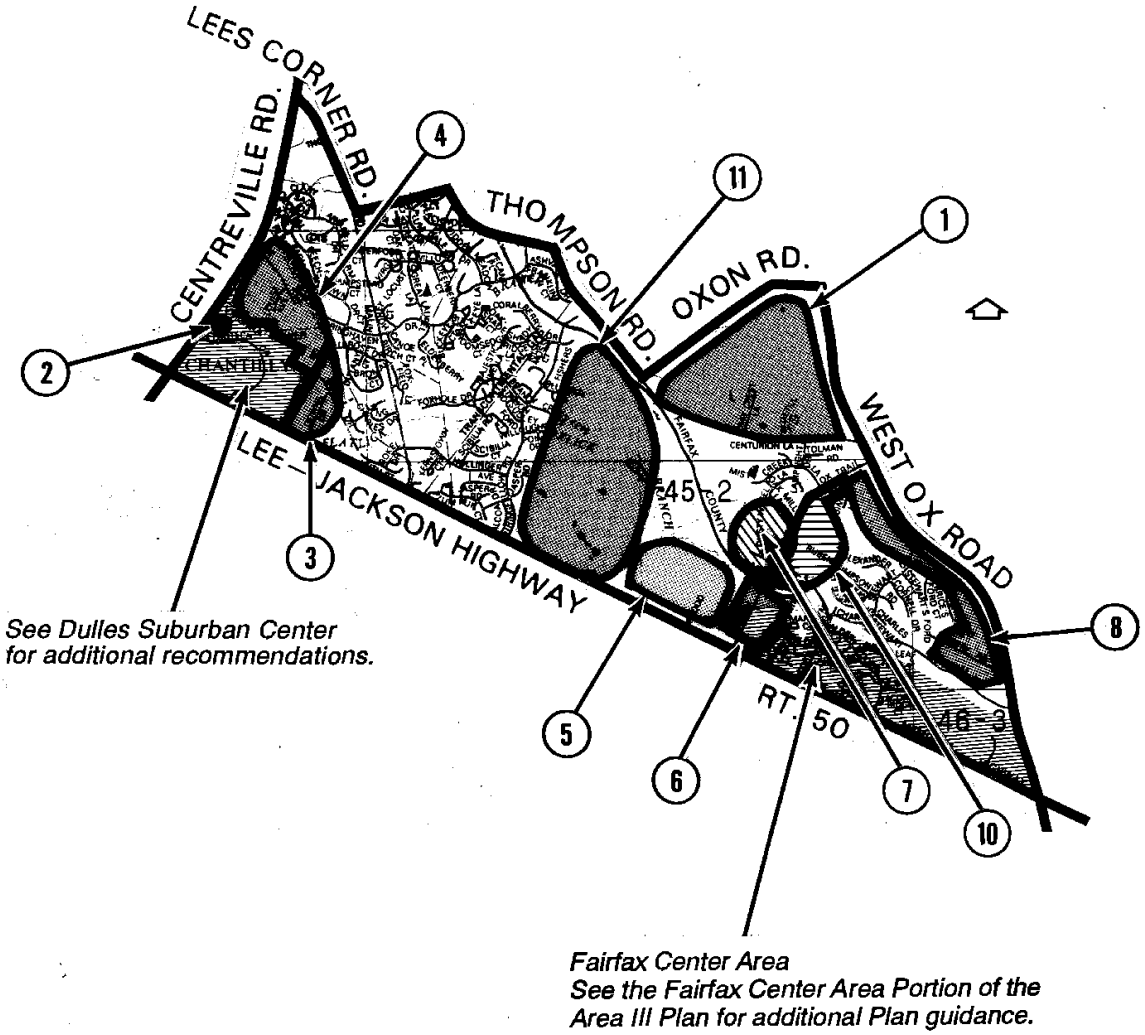
   This property may also be appropriate for multi-family residential use if designed to serve as a transition to the low density residential use to the north. A density of up to 20 dwelling units per acre may be considered if the following conditions are met:

   - The development plan should provide high quality site and architectural design, streetscaping, urban design and development amenities including on-site recreation. Structures should be articulated to minimize the appearance of bulk and mass;

   - To establish an effective transition to adjacent single family use, multi-family buildings should be no more than four stories in height and should be set back at least 250 feet from the northern property line. Land on the northeast side of Skyhawk Drive extended should be retained as open space. Existing vegetation should be supplemented with trees and shrubs to help create a visual barrier when the vegetation matures.

   - Parking should be provided primarily in structures and oriented toward the interior of the development;

   - In order to foster high quality development and to mitigate development impacts, any residential development proposed under this alternative should satisfy at least three-fourths of the density criteria as stated in Appendix 9 of the Land Use section of the



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

Policy Plan, including, Criterion 8, which, at a minimum, should be fulfilled consistent with development below the high end of the density range.

- A well-designed pedestrian circulation system with appropriate pedestrian links to adjacent development should be provided to enable residents and visitors to walk easily to adjacent and nearby commercial and employment facilities.

For either alternative land use, it is desirable for Skyhawk Drive to be extended through the site and connected to Metrotech Drive. The only access to the site should be from Skyhawk Drive extended and not Centreville Road.

3. Chantilly Estates is planned for residential use at 1-2 dwelling units per acre, the current density. Every effort should be made to protect this stable neighborhood. As an option, tax map parcel 34-4((5))B may be considered for a density of 2-3 dwelling units per acre if:

   - a solid fence adjacent to non-residential uses and Route 50 is provided, and

   - a 35 foot vegetated buffer adjacent to non-residential uses and substantial buffering to Route 50 is provided, and

   - a service drive is constructed along the Route 50 frontage of parcel 34-4((5))B to provide a connection between Chantilly Road and the gas station at Downs Drive and Route 50.

   However, if this stable neighborhood should be consolidated in the future, then it should be planned for residential use at a density of 3-4 dwelling units per acre.

   Re-development of Chantilly Estates, should not occur without substantial land consolidation and provision of a 35-foot landscaped buffer along the adjacent commercial land to protect the residential community.

4. The area between Armfield Farms and Chantilly Green, Tax Map; 34-4 ((1)) 4, 5, 6; 34-4 ((2)) 1-12; 34-4 ((3)) 1-12, is planned for residential use at 3-4 dwelling units per acre. As an option, residential use at 4-5 dwelling units per acre may be considered under the following conditions:

   - At a minimum, the land area found for Tax Map 34-2((1)) 18, 34-4((1)) 4, 5, 6, and 85% of the land area of the Ox Hill subdivision, Tax Map 34-4((2)) 1-12 and ((3)) 1-12) should be consolidated. Consolidation should occur in a manner that provides for the future development of any unconsolidated parcels, either to remain at 1 dwelling unit per acre as zoned, or up to the base level density of 3 dwelling units per acre;

   - Single family detached and/or other types of single-family units, such as patio or zero-lot-line, are appropriate. It should be demonstrated that units types other than single family detached can be effectively integrated into the community;

   - High quality design is a priority in order to foster compatibility with existing adjacent residential communities; and

- Consider removing the restrictions that allow only emergency vehicle access at the eastern end of Lowe Street, in order to improve traffic circulation. There should be no connection to Springhaven Drive.

5. The area between Route 50, Oxlick Branch, the Fairfax County Parkway, the International Town and Country Club and the Murray Farms subdivision (Tax Map 45-2((1))1A, 2 and 3) is planned for residential use at 2-3 dwelling units per acre. Consolidation of parcels is desirable; at a minimum, development on parcel 3 should provide interparcel access and should not preclude development on parcel 2 in conformance with the Plan.

   Development of Tax Map 45-2((1))3 should provide interparcel access to the portion of the Century Oak subdivision located south of the Fairfax County Parkway. Access should be sited to have minimal impact on the EQC.

6. The Murray Farms subdivision south of the Fairfax County parkway is planned for residential use at 1-2 dwelling units per acre. As an option, development may be appropriate at 4-5 dwelling units per acre. Redevelopment of this area should strive to create a sense of community and coordinated and attractive residential development on both sides of Rugby Road. This optional density may be considered under the following conditions:

   - East of Rugby Road, full land consolidation is required, excluding church property or land approved for institutional use. In addition, the following conditions should be met:

     a) Development should be compatible with the Fair Woods subdivision to the east;
     b) Development should occur in a manner that permits future development of unconsolidated parcels in conformance with the Comprehensive Plan.
     c) Access and circulation should be coordinated in order to limit the number of access points to Rugby Road to the greatest extent possible; and
     d) Adverse impacts from adjacent institutional uses should be mitigated, incorporating such techniques as screening and buffering.

   - West of Rugby Road, an initial land consolidation of a minimum of 12 acres is required. This initial land consolidation may be satisfied by one or more rezoning applications that are coordinated, fully integrated in terms of design, and concurrently pursued with the County. In addition, the following conditions should be met:

     a) New development should mitigate impacts on any existing residential uses on unconsolidated parcels using techniques such as screening and buffering; and

     b) Development should occur in a manner that permits future development of unconsolidated parcels to be unified with the initial consolidation. Unconsolidated parcels may be considered for 4-5 dwelling units per acre if they are designed to be fully integrated with existing (or approved) adjacent development.

     c) Traffic circulation should be coordinated to the greatest extent possible, in an attempt to minimize the number of access points on Rugby Road.

7. Tax Map 45-2((1))1, located north of the Fairfax County Parkway and west of Murray Farms, is planned for residential use at 2-3 dwelling units per acre which is compatible with the single-family detached development in the immediate vicinity. The portion of Murray Farms west of Rugby Road and north of the Fairfax County Parkway is planned for residential use at a density of 1-2 dwelling units per acre with an option for 2-3 dwelling units per acre. In order for development to occur at a density of 2-3 dwelling units per acre, substantial land consolidation should be provided to ensure that the land use relationships, buffering, access and circulation patterns will be compatible with development in the surrounding area, especially residential areas to the north and west.

8. The land between the Fair Oaks Hospital and West Ox Road, land forming a narrow strip along West Ox Road south of the Fair Oaks Hospital and land in an older, 35-acre subdivision along Avery Road is planned for residential development at 1-2 dwelling units per acre with an option for 2-3 dwelling units per acre. Development under this option will provide an appropriate transition to the Difficult Run, where the predominant character is large lot residential and conservation/open space use. It is also a density compatible with that of existing adjacent residential development in Fair Oaks Estates.

   Substantial land consolidation should be provided for development under this option to ensure that the land use relationships, buffering, access and circulation patterns are compatible with development in the surrounding area. Access to West Ox Road should be minimized and coordinated with major points of access on the northern side of the road.

   To enhance the residential character of the portion of this area along West Ox Road, consolidation plans should include provision for planting trees and other suitable landscaping in the median of West Ox Road.

9. The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this sector. [Not shown]

10. The Fair Oaks Hospital site is approximately 72 acres, generally located north of the Fairfax County Parkway and east of Rugby Road. Tax Map parcels 45-2((1)) 25L, 41A, and 45-2((2)) 40A, 40B, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51A1 and 51B1 are planned for hospital and related low intensity ancillary medical office, service uses and clinics provided that:

    - A substantial vegetated wooded buffer is provided and maintained as undisturbed open space between such uses and the residential neighborhoods to the north and east;

    - The campus achieves high-quality architectural and landscape design, and the overall intensity on the site does not exceed .30 FAR;

    - Right-of-way is provided for the widening of Ox Trail and Rugby Road to a four lane section. Dedication of this right-of-way does not necessarily obligate the dedicator to construction of these improvements;

    - The buffer to be provided and maintained along Rugby Road and Ox Trail will be 115-120 feet in width with the exception of the existing child care center where a lesser buffer is provided. The buffer will consist of existing vegetation supplemented where necessary with evergreens and other landscaping. Unless deemed essential based on final engineering, no additional storm water management ponds (wet or dry)

shall be located in this buffer. Any utilities, to include stormwater pipes or channel improvements, that must be located within this buffer area shall be located and designed to minimize damage to existing vegetation and should be subject to landscaping to reduce any views into the campus. This buffer is to be measured from the eastern edge of the right-of-way of the anticipated four lane Rugby Road and Ox Trail;

- No additional point of vehicle access is provided from Rugby Road. In addition, no vehicle access is to be provided from West Ox Road;

- Building height for the main hospital buildings and additions thereto shall be limited to a maximum of 100 feet. All other buildings shall be limited to a maximum of 60 feet in height to minimize visual impacts on the residential community;

- Parking structures will be designed to minimize visual impacts on adjacent residential neighborhoods and the design and materials of the structures will be integrated with that of the buildings they serve. Landscaping will be provided on the parking structures and/or adjacent to them to make them more attractive and to soften their appearance;

- All rooftop mechanical equipment is screened. In addition, no antennae will be located on building rooftops other than the main hospital building and additions thereto, except as may be required for public safety purposes;

- Monopoles are excluded from the hospital campus;

- Visual impacts are further minimized through building setback and site design features such as berms, fences and landscaping treatments;

- No additional parking, including above or underground parking structures, other than what existed in September, 1994 shall be located between the medical campus and Fair Oaks Estates; and

- A detailed traffic impact analysis should be done to determine any additional improvements required to mitigate the impacts of additional development on the street network in the vicinity of the development.

The southern 7.5-acre portion (Tax Map 45-2((1))42) of this site is owned by the Fairfax County Park Authority and is planned for a public park. Tax Map 45-2((2))38, 39A and 39B and 45-2((6))A1, K2 and L1 are also planned for a public park and should be dedicated to the Fairfax County Park Authority.

Density credit is appropriate for any land dedicated for right-of-way or public park use, as provided for in the Fairfax County Zoning Ordinance.

11. The International Town and Country Club land is planned for private recreation use and should be maintained through tax incentives when development pressure reduces its economic viability. Public acquisition for park purpose should be considered as an alternative preservation measure.

Transportation

Transportation recommendations for this sector are shown on Figures 58, 59 and 60. 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. See text for Community Planning Sectors UP6 and UP7 for a description of transportation considerations for Centreville Road.

Heritage Resources

There are numerous prehistoric and historic archaeological sites in the western part of the sector. These sites date to as far back as 11,500 years ago when the first known humans entered the area. There are numerous prehistoric and historic archaeological sites in the vicinity of Upper Cub Run and of Route 50 which should be evaluated as to their need for protection. The following significant heritage resources have been identified in the sector and these should be preserved and protected:

- The Ayre House on the grounds of the International Town and Country Club (Tax Map 45-1((1))11) on Route 50. It is a well-maintained site which may become subject to redevelopment pressure. Its preservation should be insured.

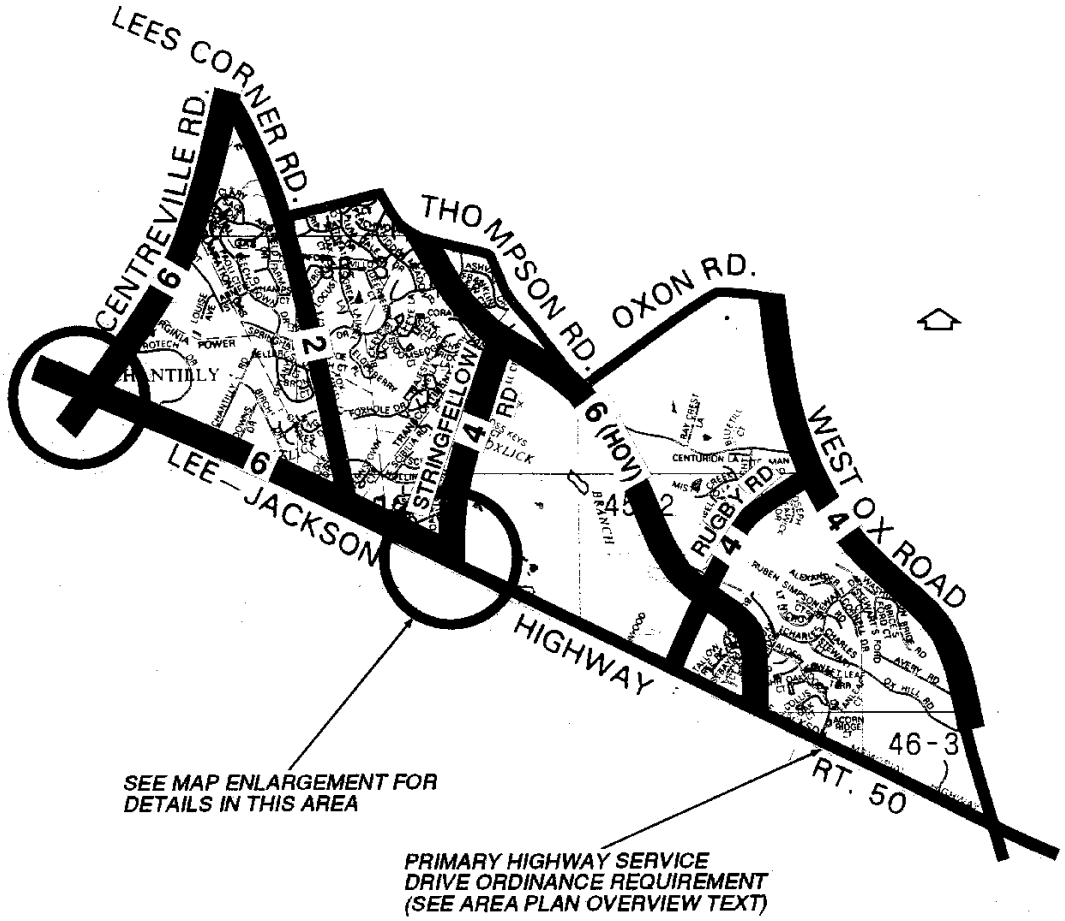
- The Dodd House and outbuildings (Tax Map 34-4((5))B). Additional research should be undertaken to determine whether the two small outbuildings on the property were slave dwellings. If so, appropriate restoration and preservation measures should be undertaken.

- The old Navy School (Tax Map 45-2((1))6) should be preserved or moved to another site. If this is not feasible, the site should be thoroughly documented for its historic value.

Public Facilities

1. An elementary school site, possibly in combination with an active recreation park site should be located in the area between Armfield Farms and the intersection of Route 50 and Centreville Road. The school site should have a minimum of 14 acres, and include ballfields or other facilities for active recreation use for the community.

2. Provide additional finished water transmission facilities along the Route 50 corridor between Rugby Road and Stringfellow Road.



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.)

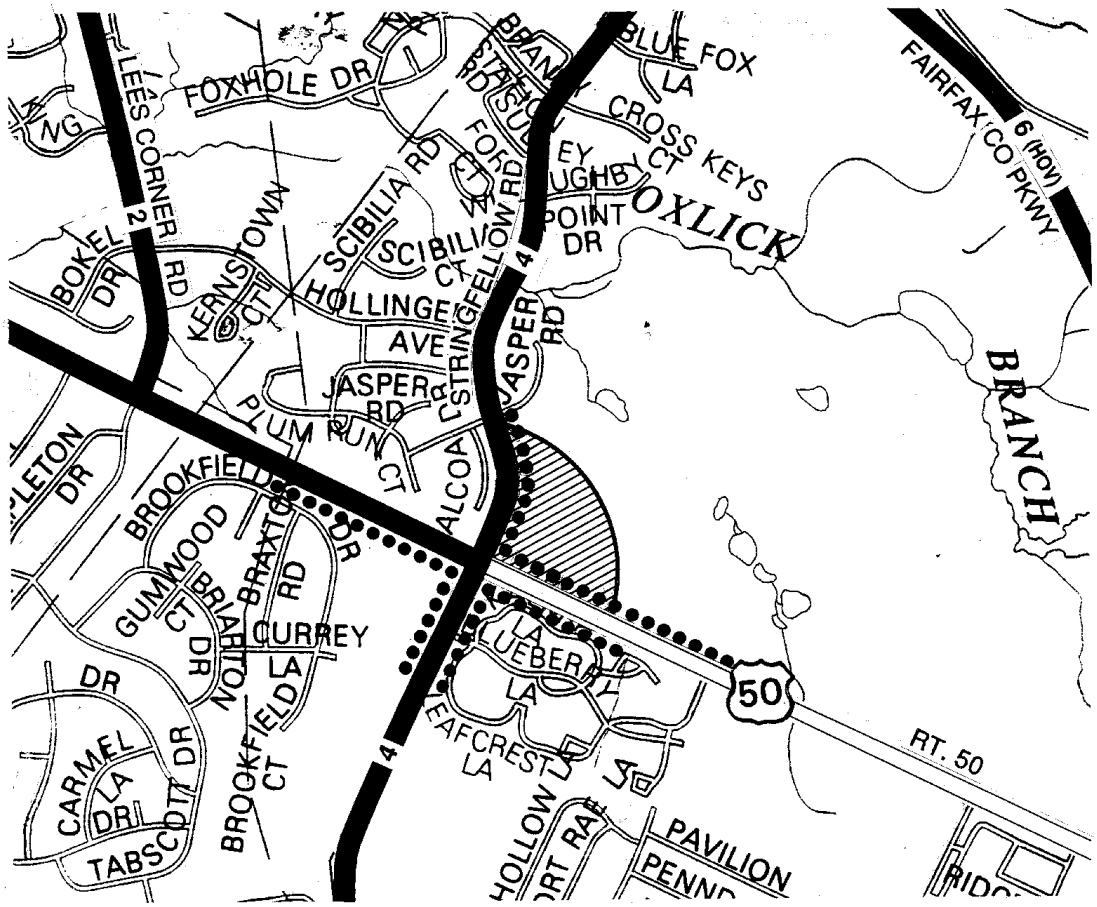
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

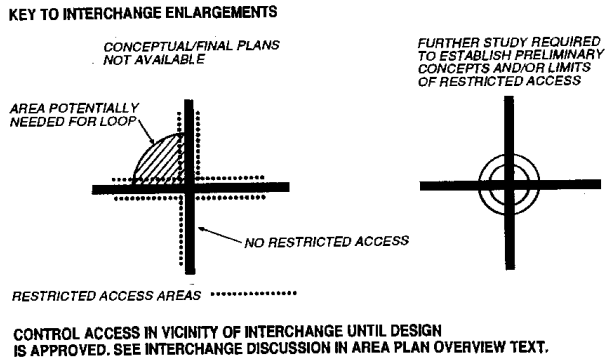
→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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.

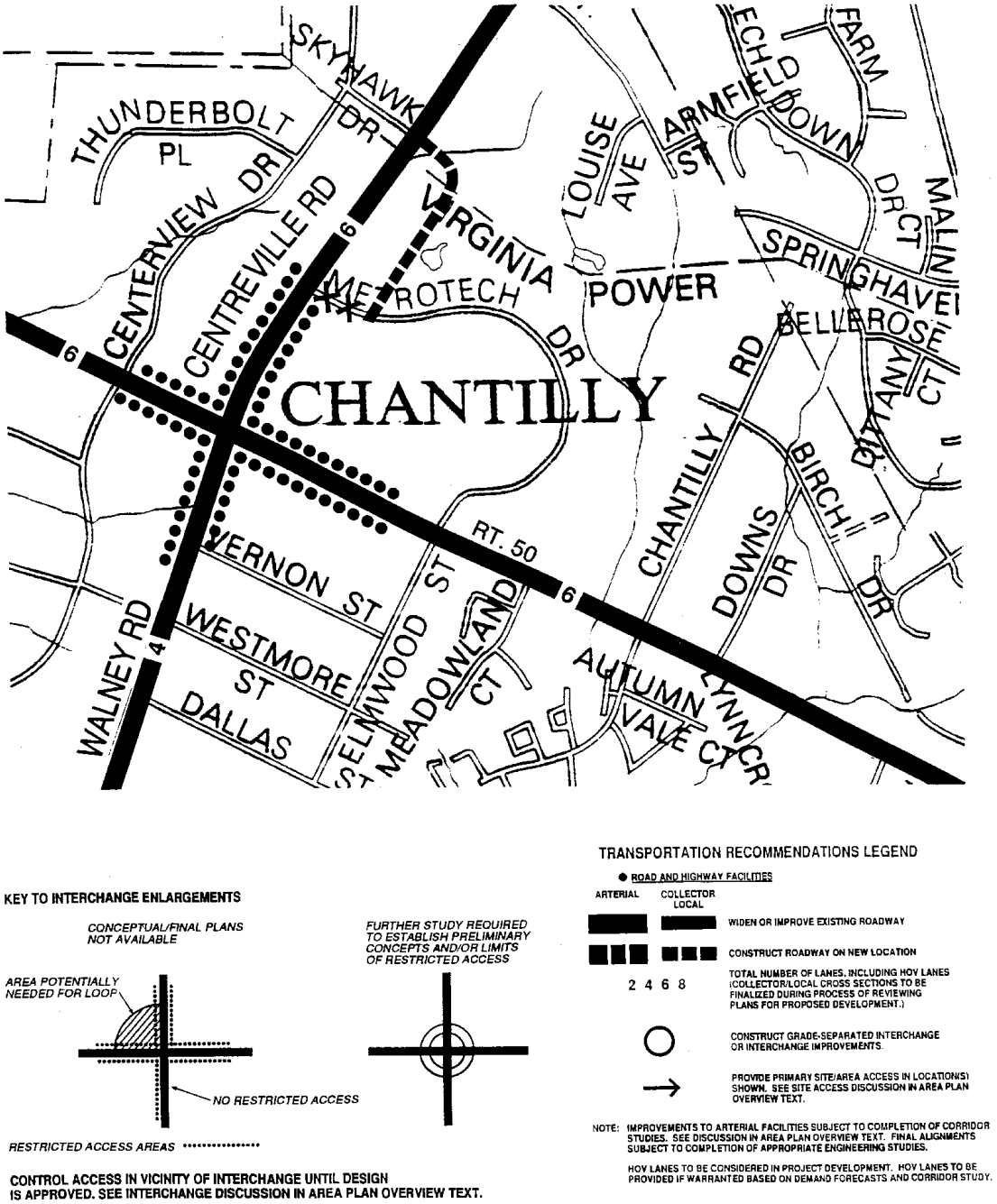
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS **FIGURE 58**





INTERCHANGE RECOMMENDATIONS **FIGURE 59**
UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR



INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 60**
UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 61. 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 62 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 61
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Fair Woods	Initiate a master planning process and develop in accordance with approved plan.
Franklin Glen	Complete and develop in accordance with approved master plan. Seek dedication of a Neighborhood Park of six to ten acres adjacent to the proposed school facility site to serve planned residential development in the western park of the sector.
COMMUNITY PARKS:	
Fox Valley	Initiate a master planning process for a school/park site and develop in accordance with approved plan. Acquire a Community Park west of Rugby Road and north of the Fairfax County Parkway to include Oxlick EQC and up to 10 acres of developable land. Land dedication should be provided singularly or in combination with other development or purchase by the County.
DISTRICT PARKS:	
	This sector lies within the service area of Fox Mill, Oak Marr and Poplar Tree District Parks.
OTHER:	
	Consider acquisition of the privately owned International Town and Country Club golf course for public use if private operations cease. (Also noted in Land Use Recommendations.)

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 62**