SPRINGFIELD PLANNING DISTRICT

OVERVIEW

The Springfield Planning District is generally bounded by the Southern Railroad right-of-way and the Capital Beltway on the north; the CSX Railroad right-of-way and Beulah Street on the east; Fort Belvoir, Accotink Creek on the south; and Rolling Road on the west. (See Figure 1).

There were 43,240 persons residing in the Springfield Planning District in 1995, an increase from 31,700 in 1980. This increase in population is partly attributable to new housing construction in the district.

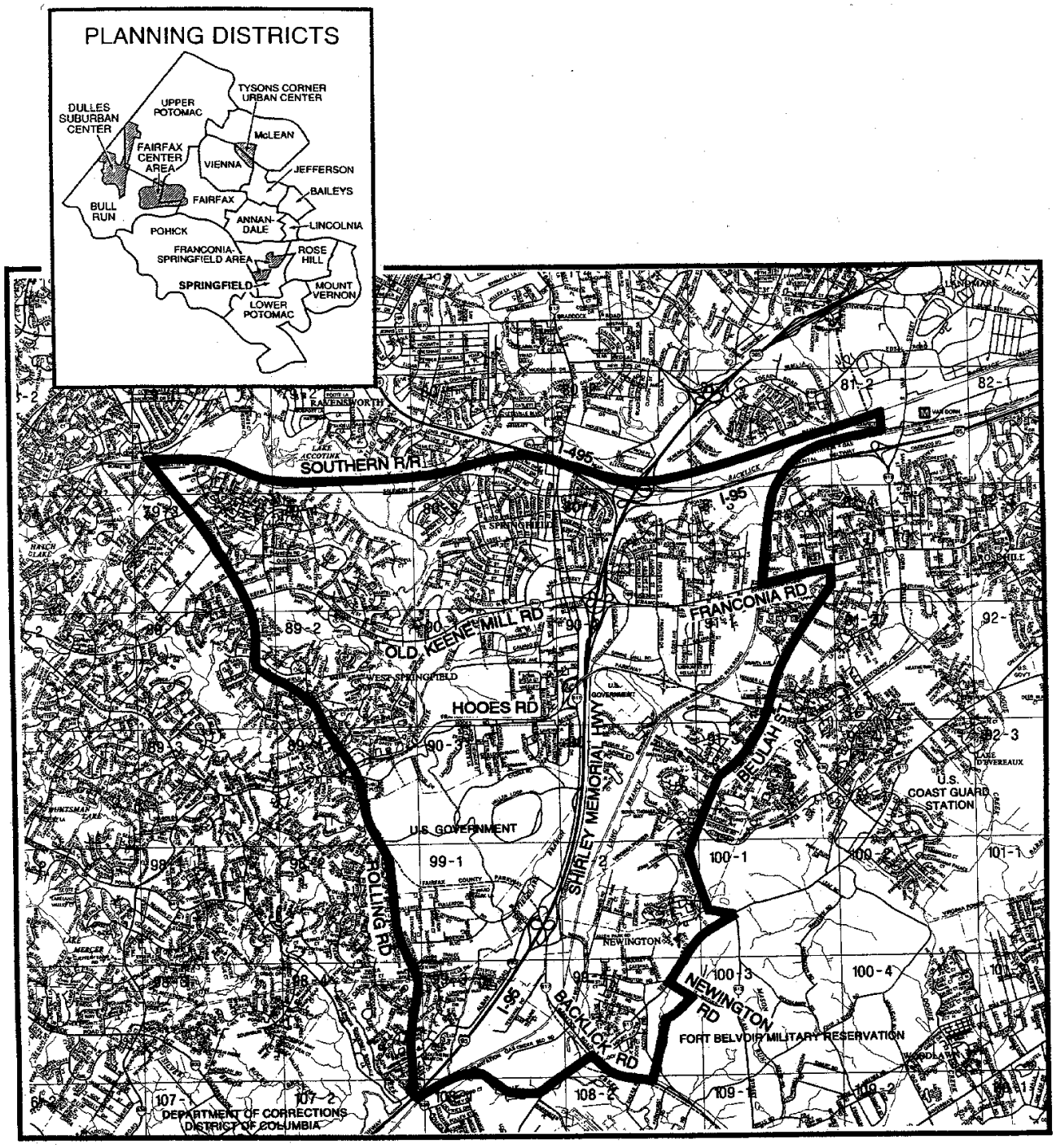
The Springfield Community Business Center commercial area and a regional shopping center, Springfield Mall, are located in the Planning District around the I-95/Old Keene Mill/Franconia Road interchange. These commercial areas contain a variety of retail and office activities. The Joe Alexander Transportation Center is located near the crossing of the Franconia-Springfield Parkway and the CSX Railroad, south and east of Springfield Mall. The Fort Belvoir Engineer Proving Ground, which has an optional recommendation for development as a major employment center, is located west of I-95 south of the Franconia-Springfield Parkway.

The Springfield Planning District contains several major transportation corridors: the Capital Beltway and the Southern Railroad form the northern boundaries of the district; I-95 bisects the district from north to south; and the CSX Railroad traverses the district from north to south. The alignment of the Franconia-Springfield Parkway runs west to east from the Rolling Road/Hooes Road intersection to the Beulah Street/Manchester Boulevard intersection. The Fairfax County Parkway is planned to traverse the Planning District from the Rolling Road/Hooes Road intersection to beyond the Backlick Road/Telegraph Road intersection and then to Route 1. Several minor arterial roads criss-cross the Springfield Planning District, and in four locations their intersections are nodes of commercial activity: Old Keene Mill Road/Rolling Road; Old Keene Mill/Backlick Road; Franconia Road/Loisdale Road; and Franconia Road/Beulah Street.

CONCEPT FOR FUTURE DEVELOPMENT

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

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


PLANNING DISTRICTS
DULLES SUBURBAN CENTER
UPPER POTOMAC
TYSONS CORNER URBAN CENTER
McLEAN
FAIRFAX CENTER AREA
VIENNA
JEFFERSON
BAILEYS
FAIRFAX
BULL RUN
ANNAN-DALE
LINCOLNIA
POHICK
FRANCONIA-SPRINGFIELD AREA
ROSE HILL
SPRINGFIELD
MOUNT VERNON
LOWER POTOMAC
SOUTHERN R/R
495
I-95
FRANCONIA RD
OLD KEENE MILL RD
HOOES RD
SHIRLEY MEMORIAL HWY
BEULAH ST
U.S. COAST GUARD STATION
U.S. GOVERNMENT
HOLLING RD
NEWINGTON RD
BACKLICK RD
FORT BELVOIR MILITARY RESERVATION
DEPARTMENT OF CORRECTIONS DISTRICT OF COLUMBIA
0
6000 FT
SCALE

Several special development areas within the boundaries of the Springfield Planning District are also recommended in the Concept. These areas include the Springfield Community Business Center, the Franconia-Springfield Transit Station Area, the Fort Belvoir Engineer Proving Ground Area, and the I-95 Corridor Industrial Area.

The Springfield Community Business Center, the Franconia-Springfield Transit Station Area, and the Engineer Proving Ground Area are included in the Comprehensive Plan under the designation Franconia-Springfield Area to reflect the functional and future planned transit interrelationship of these areas.

The Springfield Community Business Center (CBC) is one of several mixed-use centers in the County designated by the Concept for Future Development to be the focus of revitalization efforts and to maintain a community-serving commercial role. The Springfield CBC is located in the northern portion of the district, and generally in the vicinity of the intersection of I-95 and Old Keene Mill Road.

The Franconia-Springfield Transit Station Area (TSA) is located to the east, adjacent to the Springfield CBC. This is the planned location of a future Transportation Center. The Transportation Center will include the Virginia Railway Express (commuter rail) Springfield Station and the Franconia-Springfield Metrorail Station. The addition of an automated fixed-guideway transit system station linking the Engineer Proving Ground, Springfield Mall and the Springfield Community Business Center will also be considered. Recommendations for the development of this area are intended to take advantage of these transportation opportunities while maintaining the viability of nearby land uses.

The Fort Belvoir Engineer Proving Ground (EPG) is an 820-acre site located between I-95 and Rolling Road, south of the Franconia-Springfield Parkway. The EPG is one of several significant land holdings in the County owned by governmental agencies. However, under special congressional legislation, the Army is pursuing a joint public-private development of the site under which a private developer would construct office for the Army in exchange for land upon which to build additional office, retail, hotel and residential space. It is important to ensure that potential development of this property supports overall County goals and policies.

Finally, the I-95 Corridor Industrial Area is located along both sides of I-95 near the Engineer Proving Ground. This Industrial Area is recommended to retain an overall industrial orientation for future development. It is one of several Industrial Areas in the County designated by the Concept for Future Development to be reserved primarily for industrially oriented activities, which may be incompatible in other locations.

MAJOR OBJECTIVES

The primary planning objectives in the Springfield Planning District are the following:

- Encourage revitalization and redevelopment of the Springfield Community Business Center to create a more attractive, commercially viable, and functionally efficient business center and community focal point;

- Develop the Franconia-Springfield Transit Station Area given existing access and environmental constraints;

- Ensure that any future development of the Fort Belvoir Engineer Proving Ground does not result in adverse impacts on surrounding neighborhoods and transportation service;

- Establish land use and urban patterns in the Springfield Area that support mass transit and ridership;

- In the Springfield Area, incorporate and give priority to mass transit in the design of all major public and private projects;

- Develop trails and mass transit resources to provide access to the Van Dorn Metrorail Station and the Joseph Alexander Transportation Center;

- Improve circulation in and around the community by the management of existing transportation facilities and by promoting alternatives to single-occupant vehicle use;

- Protect stable residential neighborhoods from any adverse impacts associated with adjacent non-residential development;

- Protect wetlands and Environmental Quality Corridors; and

- Provide opportunities for affordable housing near mass transit facilities and transportation corridors in the vicinity of the Springfield CBC, the I-95 Corridor Industrial Area, the Franconia-Springfield Transit Station Area, and the Engineer Proving Ground, for persons with low and moderate incomes.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

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

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

Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineer Proving Ground (EPG) should be studied, particularly in conjunction with any replanning of the EPG site. The area subject to the Metro rail extension should be designated as

an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

Housing

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

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

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

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

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

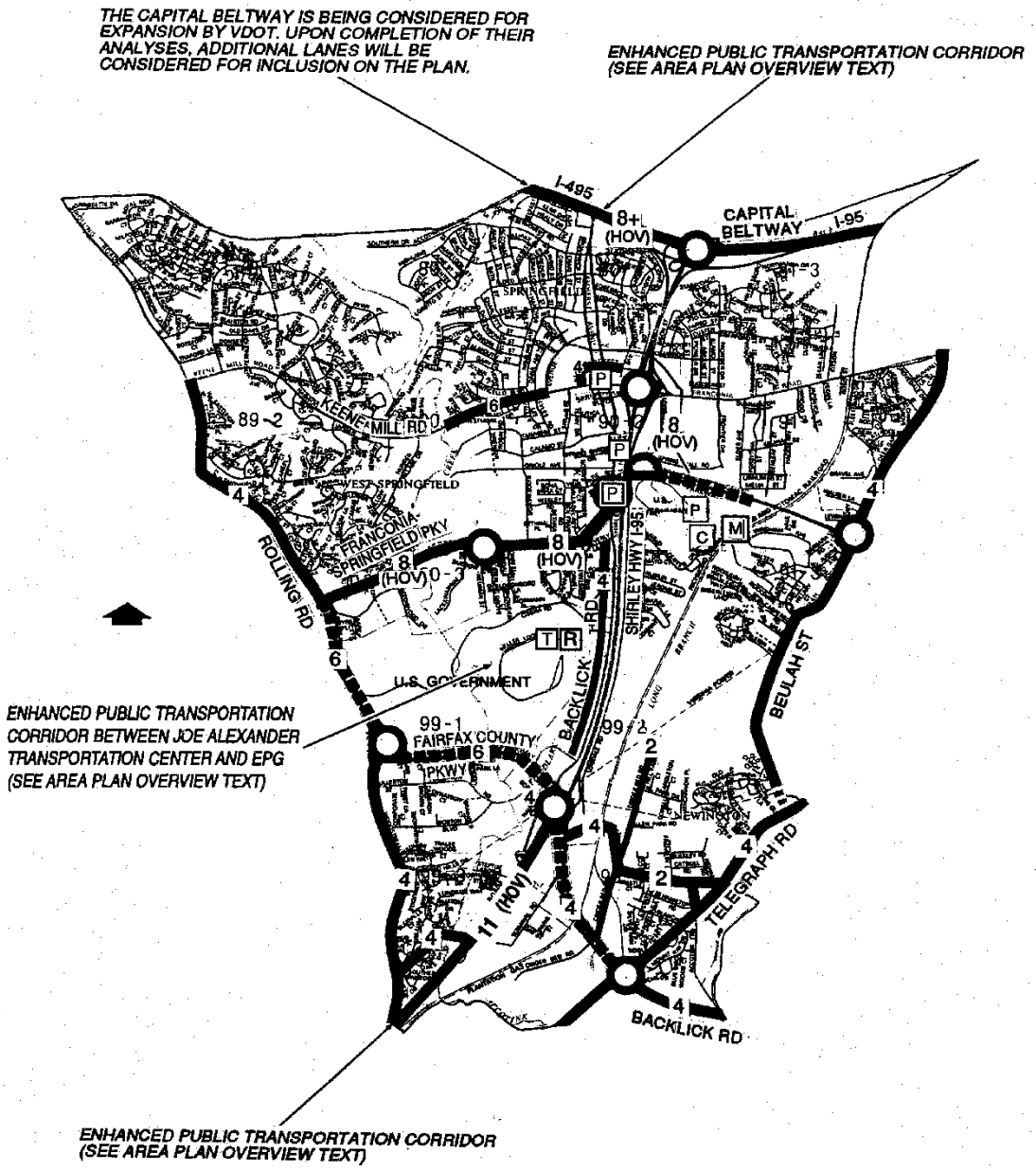
- Units subsidized under Federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

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

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

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

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



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

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
SPRINGFIELD PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

[T] TRANSIT TRANSFER CENTER (NO PARKING)

[R] RAIL STATION

[P] COMMUTER PARKING LOT

[C] COMMUTER RAIL STATION

[M] METRO STATION

TRANSPORTATION RECOMMENDATIONS LEGEND **FIGURE 2**

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

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Springfield Green Spring Garden Drive	S4	19*	14 Fairfax County Rental 5 Public Housing
Greene Hills Estates Creedmoor Drive	S5	100	Private/Section 8
Island Creek Haynes Point Way	S6	8	Fairfax County Rental
Greenwood II/Japonica Racetec Place, Demme Place	S7	3*	Public Housing
The Park Burwell Street	S8	24	Public Housing

* Scattered Units

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is that only where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low- and/or moderate-income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Springfield Planning District typifies the environmental constraints and opportunities of older suburban sections of Fairfax County. While additional development is possible around the Franconia-Springfield Metro Station, this area is heavily constrained by geotechnical problems and the presence of freshwater wetlands. Environmental policies for Springfield should recognize these constraints and on the need for environmental improvement in the developed areas.

The Springfield Planning District also faces some environmental reclamation challenges. Prior land uses such as gravel mining operations in other locations, and natural constraints such as slippage-prone soils, rendered some areas infeasible to develop economically. As land with development potential has become scarce in this planning district, these environmentally constrained lands become subject to increasing development pressures. Plan environmental policies provide guidance for development in these areas.

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Older suburban areas such as Springfield do not have the benefit of state-of-the-art water quality control practices. They are a particular challenge in the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Preservation Act. In addition to surface water, a portion of the Springfield Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those characterized by high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

Slippage-prone, shrink-swell clays and unstable slopes are also environmental constraints in the district. Stream valleys and their associated tributaries make up a significant amount of the habitat that sustains urban wildlife. In the Springfield Planning District, the Accotink Creek Stream Valley is a destination for many forms of wildlife that travel along the tributary stream valley corridors. Maintaining or restoring corridor connections in and around the Accotink Stream Valley Park is important.

A comprehensive evaluation of existing environmental conditions at the EPG site revealed petroleum hydrocarbon contamination at some locations, as well as PCB concentrations in three transformers that exceed federal guidelines. Clean-up of any contaminated sites at the EPG is required prior to any dedication or development of the Engineer Proving Ground site.

Heritage Resources

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

Potentially important prehistoric archaeological sites have been located throughout the Accotink Creek and Long Branch Stream Valleys. Some of these sites may be buried in stream terraces and are thus well preserved. There are indications that some of these sites may also be among the oldest in the County. Historic resources are located throughout the district, and additional resources may yet remain in undeveloped areas and some may exist within developed areas.

The major heritage resource preservation guidelines for the Springfield Planning District are:

- Consider heritage resources at the earliest planning stages of development;
- Investigate sensitive areas for heritage resources; and
- Preserve significant heritage resources.

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

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

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

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

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

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

Name	Address	Parcel Number	Date
Mount Air* site and outbuildings	8600 Accotink Road, Lorton	99-4((1))47	c.1830
Newington Railroad Station*	8200 Cinder Bed Road, Newington	99-4((1))4A,B,C	1903
Oak Grove	6541 Franconia Road, Springfield	90-2((1))85	c.1820
Olivet Episcopal Church	6107 Franconia Road, Alexandria	81-3((5))22	1898

* Indicates demolition: potential remains for archaeological site.
H Historic Overlay District

Public Facilities

Existing public facilities located within the Springfield Planning District are included on Figure 5. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this planning district. These 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 Springfield Planning District:

1. Implement the Regional Stormwater Management Plan by providing necessary storm water detention ponds in the district.

2. Provide a maintenance/fueling facility (preferably in Newington) for the Human Services Transportation Branch, which supplies para-transit services for eligible disabled, elderly, and low-income County residents. (I-95 Corridor Industrial Area Land Unit I)

3. Provide a Springfield Alcohol and Drug Outpatient Center in the Springfield Planning District, to be located in a non-residential area.

4. Locate a residential facility for adults with mental illness who also need substance abuse services. This facility is needed in Planning Area IV.

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

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

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

8. Expand the Richard Byrd Community Library in Sector S2 consistent with the Policy Plan standards for community libraries.

FIGURE 5
SPRINGFIELD PLANNING DISTRICT
EXISTING PUBLIC FACILTIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
S1	Cardinal Forest, Keene Mill Elem., Washington Irving Middle			Mt. Vernon Center for Community Mental Health – Springfield Office		
S2	Crestwood, Lynbrook Elem.	Richard Byrd Community		Health Department Springfield District Office	Sewage Pumping Station	
S3	West Springfield Elem.					
S4	Garfield Elem., Elem. School Site		Springfield Fire Station Co. 22			*Springfield P.O.
S5			DVS Alban Maintenance Facility		Virginia Power Franconia Substation	
S6		Kingstowne Community	DVS Newington Maintenance Facility, Fairfax Connector Garage		FCWA Storage Yard/Maintenance Facility, FCWA Telegraph Road Pumping Station, Sewage Pumping Station, Refuse Collection Facility	Newington P.O.
S7	Forestdale Elem.					
S8	Springfield Estates Elem., Key Middle, Lee High					Sewage Pumping Station
S9			Franconia Police Station, Franconia Fire Station Co. 5, Franconia Government Center			*Div. Of Motor Vehicles

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

Parks and Recreation

Public Parks located within the Springfield Planning District are listed on Figure 6. Additional recreational facilities are available at County public school sites.

Although the Springfield Planning District is generally well served by existing parklands and facilities, anticipated changes in land use will generate increased needs for both active recreation opportunities and preservation of open space. Fortunately, the potential exists to enhance both the quality and quantity of park and recreation resources in this planning district.

With the exception of the S5, S7 and S9 Sectors, Neighborhood and Community Parks are well distributed. Neighborhood Park facilities should be provided in conjunction with new residential development, and Urban Parks should be included in the revitalization of the Springfield Community Business Center and development within the Franconia-Springfield Transit Station Area.

Expansion of five parks -- Amberleigh, Loisdale, Newington, Springfield Forest, and Franconia -- and the acquisition and development of two new Community Park sites are recommended to address current and future recreation needs. Upgrading of athletic fields at existing school and park sites is also recommended.

Franconia Park is located in Sector S8. The approved master plan for this 63-acre site includes a complex of seven athletic fields, a small community center, tennis courts, natural areas, and adequate parking to support these facilities. The scheduling of activities at these facilities is, and will continue to be, determined by the level of development, regardless of how the park is classified. Therefore, any opportunity to provide improved access to the park in conjunction with the planning of adjacent properties should be pursued as a top priority.

The Accotink Stream Valley, which traverses the planning district north to south, is the primary ecological and open space resource of the area. Special attention should be given to restricting the intrusion and mitigating the impacts of industrial development currently adjacent to the EQC.

Completion of the Accotink Stream Valley trail to Hooes Road from Lake Accotink will provide area residents with a major recreational resource in the form of a hiking and biking corridor, over seven miles in length, affording non-vehicular access to a rich diversity of outdoor and indoor recreation facilities to the north. If the current use of the Fort Belvoir Engineer Proving Ground is redeveloped to alternative uses, the trail should be extended southward from Hooes Road.

Major park and recreation objectives for the Springfield Planning District include:

- Protect the Accotink Stream Valley;
- Expand existing parks and upgrade existing facilities;
- Provide revenue generating recreational facilities at the Engineer Proving Ground; and
- Dedicate land delineated as EQC to the Fairfax County Park Authority for expansion of Franconia Park.

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

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
S1	Carrleigh Park	Royal Ridge Cardinal Forest		Accotink Stream Valley	
S2	Lynbrook	Byron Avenue Brookfield		Accotink Stream Valley	
S3	Rolling Forest West Springfield	Hunter Village		Accotink Stream Valley	
S4		Hooes Road Springvale		Accotink Stream Valley	
S5				Accotink Stream Valley	
S6		Amberleigh Newington		Accotink Stream Valley	
S7	Loisdale Springfield Forest			Accotink Stream Valley	
S8		Lee High Trailside Monticello Woods Franconia		Backlick Stream Valley	

I-95 CORRIDOR INDUSTRIAL AREA

CHARACTER

The I-95 Corridor Industrial Area is located along the east and west sides of I-95 in the Newington area near Accotink Creek. The area is characterized by a predominance of industrial, warehouse, fuel storage, vehicle repair, wholesale and commercial retail, "flex-space," and office uses.

Sensitive environmental areas, such as the Long Branch of Accotink Creek are in proximity to or within industrial sites. This area is located in the Accotink Creek watershed and its fairly extensive floodplains; the stream valleys of this channel affect most of the area. Because of its location in the Coastal Plain geologic province, this area is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays. The sensitive environmental areas also contain known and potential historic and prehistoric archaeological sites.

CONCEPT FOR FUTURE DEVELOPMENT

The I-95 Corridor Industrial Area is recommended in the Concept for Future Development to retain an overall industrial orientation. Industrial Areas are intended primarily to provide suitable locations for industrially-related uses. Office and other commercial uses should be limited in these areas for the most part.

MAJOR OBJECTIVES

Planning objectives for the I-95 Corridor Industrial Area include:

- Retain suitable locations for industrial uses;
- Redevelop the blighted industrial areas along Cinder Bed Road and the Long Branch of Accotink Creek north of Backlick Road; and
- Protect environmental quality corridors and provide public trail access.

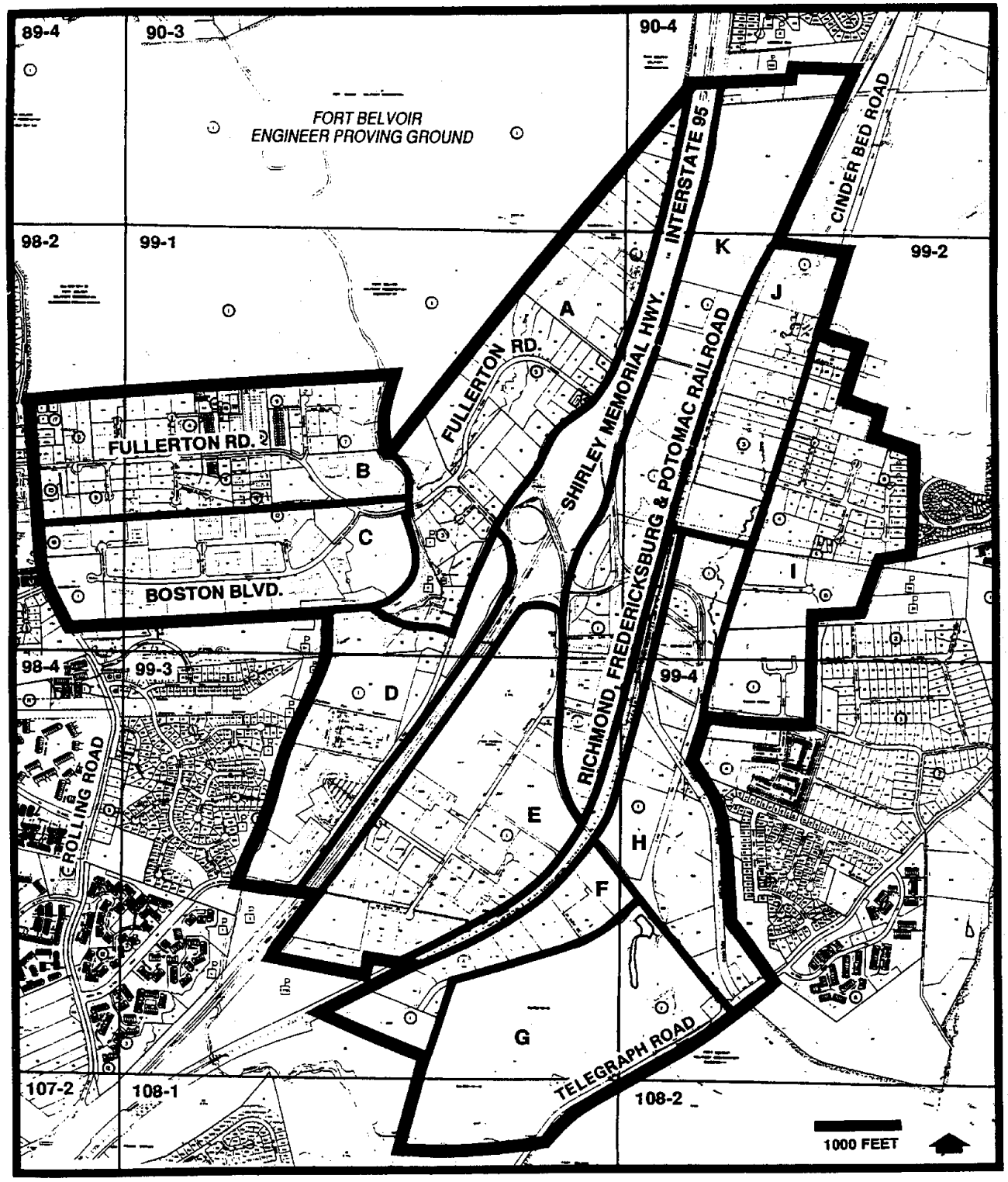
RECOMMENDATIONS

The I-95 Corridor Industrial Area is adjacent to the S5, S6, and S7 Community Planning Sectors. Figure 7 shows the I-95 Corridor Industrial Area divided into land units for the purpose of organizing land use recommendations. These land units will be referred to in the remainder of this section.

Land Use

Land Unit A

This land unit includes the area located west of Backlick Road and east of the Engineer Proving Ground (EPG). Several industrial parcels fronting Backlick Road are blighted or



I-95 CORRIDOR INDUSTRIAL AREA **FIGURE 7**
BOUNDARY AND LAND UNITS

in marginal use. Uses along Backlick Road include auto repair shops, auto towing and storage lots, warehouses, self-storage compounds, a lumber yard, and an auto dealership. Industrial uses up to .35 FAR are planned for this land unit. Development should be sensitive to the Accotink Creek EQC.

An auto dealership may be an appropriate use for Tax Map 99-1((1))22 and, on a case-by-case basis, auto dealerships could be considered for other portions of the land unit located north of Fullerton Road, provided that the intensity does not exceed .20 FAR and that the use is compatible with existing industrial uses. In addition, interparcel access within this portion of Land Unit A and coordinated access to Backlick Road should be encouraged to reduce the number of access points, in conformance with the approved VDOT plans for the improvement of Backlick Road. Consolidated access to Tax Map 99-1((1))22 should be encouraged with the parcel to the north in order to permit left-turn access at an approved median crossover.

Parcels 90-4((1))5B and 5F currently are developed with automobile-related uses. In any redevelopment, consolidation with Parcels 5A and 5D is encouraged. Development of an auto-related commercial use may be appropriate if coordinated access to Backlick Road and effective landscaping along Backlick Road are provided.

Land Unit B

This land unit includes an area of extensive and intensive industrial uses off Fullerton Road west of Accotink Creek. Continued industrial use up to .50 FAR is planned for this area. Infill development should be of similar character and intensity to existing development.

Industrial development on any of the parcels north of Fullerton Road, between Fullerton Industrial Park and Rolling Road, should not have direct access to Rolling Road, and should provide effective buffering and an adequate transition to Rolling Road.

Retail and commercial development adjacent to residential areas may be appropriate on the parcels between the Fullerton Industrial Park and Rolling Road (Tax Map 98-2((5))109A, 115, 120, 132A; ((15))G, H, I and ((17))D, E, F) off Fullerton Street immediately east of Rolling Road provided that such development:

- Is well designed;
- Has coordinated internal traffic circulation and coordinated access; and
- Provides an attractive landscaping buffer adjacent to Rolling Road.

The Fullerton Road access to Rolling Road shall be permanently opened upon the following conditions being satisfied:

- The intersection of Rolling and Fullerton Roads (or other permanent access) must be reviewed, planned, designed and constructed using all relevant and traditional procedures, codes, and standards, as mandated by appropriate County and State agencies;

- Access to the Fullerton Industrial Park from Rolling Road must be legally denied to trucks weighing five tons or more, subject to VDOT approval;

- To address current and future traffic needs, permanent signalization, turn lanes, etc., must be provided, as appropriate;

- All project planning design, and construction costs for the projects should be funded with a combination of private or public funds. Any public funds should not be relocated from higher priority transportation projects. Moreover, the project should be added to the six-year plan;

- All applicable federal, state, and local laws and regulations governing the environment, historical preservation, architecture, and all other applicable rules must be followed; and

- The current gate on Fullerton Road shall remain closed, except for emergency access, until funding is provided to improve the intersection to VDOT standards.

Land Unit C

This land unit, located west of Accotink Creek along both sides of Boston Boulevard, is planned for industrial use up to .50 FAR. The Virginia 95 Business Park occupies much of the land with low-rise buildings. Infill development should be of a compatible use and design with existing uses, and provide buffering to adjacent uses.

The 15-acre Parcel 99-1((12))C, located south and east of the junction of Boston Boulevard with Fullerton Road, is planned for industrial uses up to .50 FAR. As an option, community-serving retail uses may be appropriate if Fullerton Road between Boston Boulevard and Boudinot Drive is designated as a six-lane facility and Boston Boulevard is designated as a four-lane facility from the entrance to the subject property east to Fullerton Road, Boston Boulevard is not connected through to Rolling Road to the west, and the following conditions are met:

- The development is designed as a single integrated center and does not appear as a strip commercial center; architectural materials are utilized that are similar to existing buildings within the Virginia 95 Business Park; the development is effectively screened and buffered from adjacent uses and consideration is given to berming around the periphery of the site;

- Building height is limited to a maximum height of 40 feet with an FAR not to exceed .25;

- Landscaping, lighting, and other features are provided along Fullerton Road and Boston Boulevard to continue the existing streetscape; interior parking lot landscaping is provided on-site in accord with Fairfax County guidelines;

- Water quality protection measures to protect the Accotink Creek Environmental Quality Corridor are incorporated into the development of the subject property, with emphasis given in these measures to preventing hydrocarbon runoff;

- The slopes of the Accotink Creek outside the property limits are to remain undisturbed. Land disturbing activities along the slopes within the property limits should be minimized. Consideration will also be given to providing supplemental plantings on the slopes to the Accotink Creek within the property;

- Access to the property is located on Boston Boulevard via a common entrance with the adjacent property to the west (Tax Map 99-1((12))24);

- Sufficient right-of-way is provided and specific frontage improvements along both Fullerton Road and Boston Boulevard are constructed as determined appropriate by Fairfax County as development and/or redevelopment occurs;

- The existing bridge over Accotink Creek is reconstructed as determined appropriate by Fairfax County;

- The environmental impacts on the Accotink Creek of any bridge construction should be minimized; and

- Prior to occupancy, interchange improvements constructed as part of the I-95 HOV project are available for use by traffic.

Land Unit D

This land unit is located along Alban Road between Accotink Creek and I-95 and south of Boudinot Drive. The land unit is planned for industrial use up to .35 FAR. In this area, any development should provide substantial buffering between potentially incompatible residential and industrial uses to eliminate visual, noise or other impacts and be designed to preserve natural contours and vegetation.

As an option, retail development may be appropriate on the parcels between Alban Road and Shirley Highway (Tax Map 99-1((17))1-6) provided that such development meets the following conditions:

- A well-designed project up to .20 FAR that includes substantial landscaping along Alban Road. Existing quality vegetation should be retained wherever possible;

- Dedication of right-of-way and construction along Alban Road, including any necessary access improvements;

- Access to the site should be consolidated and meet applicable standards regarding crossover spacing. Driveway entrances should be aligned with existing and future opposing entrances on the west side of Alban Road. No more than two entrances from Alban Road into the subject site should be provided. An interparcel travelway should be provided within the subject site;

- Incorporation into development proposals plans for the I-95 and Fairfax County Parkway interchange and providing necessary dedication; and

- Development of no more than two free-standing drive-through facilities, only one of which shall be a restaurant.

Land Unit E

This land unit is located between I-95 and the CSX Railroad tracks south and west of Backlick Road off Terminal Road. It is the site of a large fuel storage tank farm and a variety of industrial and warehouse uses. This land unit is planned for industrial uses up to .50 FAR. In order to retain existing businesses of an industrial nature and as an option, higher intensity industrial development up to .60 FAR may be appropriate for consideration to allow for minor additions to existing facilities if such development provides for public benefits commensurate with the request being considered, such as improvements to vehicular and pedestrian safety, traffic circulation, and/or the appearance of the area through landscaping and tree cover.

As an option to the baseline recommendation for Land Unit E, a multi-story self-storage facility may be appropriate on Parcel 99-3((1))26 if the following conditions are met:

- the overall intensity does not exceed .90 FAR;
- the access to the individual storage units is internalized within the building; and
- the appearance of the industrial area and along the Fairfax County Parkway is enhanced through building design and landscaping.

Land Unit F

This land unit is located south of Backlick Road, west of Cinder Bed Road, and east of the CSX Railroad tracks and is planned for industrial uses up to .50 FAR. Current development includes low-rise buildings of the Gateway 95 Industrial Park. Infill development of flex-space type uses may be appropriate in this land unit in order to be compatible with existing uses. Additionally, building design should be of a compatible scale and appearance with existing development.

Land Unit G

This land unit is located south of Backlick Road, west of Telegraph Road, and east of Cinder Bed Road. A portion is currently used as a top-soil processing site while another portion was formerly used as a landfill. The land unit also contains extensive EQC land. The area formerly used as a landfill is planned for future use as private recreation use. Development of industrial uses up to .35 FAR on the top soil processing site may be appropriate. However, sufficient documentation will need to be provided to verify that the top soil processing site is suitable and safe for building and an environmental study must be performed. If found not to be suitable and safe for building, or if environmental issues cannot be resolved, this site should be planned for private recreation use. Land should be dedicated for public park use adjacent to existing parkland along Accotink Creek.

Land Unit H

This land unit is located north of Backlick Road, east of the CSX Railroad tracks, west of Cinder Bed Road, and south and west of the Fort Belvoir Military Railroad, and south of the Virginia Power easement. Current development includes a VDOT road maintenance compound, industrial, storage, warehouse, and retail uses. The area is planned for

industrial uses up to .50 FAR, except for Tax Map Parcel 99-4((1))10C, which is planned for private open space. Development should be sensitive to environmental constraints.

Land Unit I

This land unit is located north of the Fort Belvoir Military Railroad and east of Cinder Bed Road. Existing uses including County school bus and Connector bus parking facilities and garage, a new industrial park, vacant land, and industrial uses exist next to older single-family residences. A single family residential attached and detached subdivision has been recently approved on Tax Map 99-2((1))24 which is adjacent to the land unit.

Industrial uses up to .35 FAR are planned for the area south of parcels 28 and 29.

The area along Long Branch next to Cinder Bed Road north of the Newington Garage is appropriate for industrial use, with substantial buffering and transitional open space required next to any remaining detached single-family residential units. The environmental constraints of the area associated with steep slopes, poor soil, and floodplains require strict conformance with environmental policies. The eastward boundary should generally follow the base of these slopes at an elevation of 165 feet to preserve the integrity of these highly erodible areas.

Tax Map 99-2((1)) parcels 17, 20-23 and 25-29 include areas with environmental constraints and opportunities, including slopes, poor soils and a tributary. These parcels are also planned for industrial use up to .35 FAR subject to the following:

- Substantial vegetated buffers and screening should be provided adjacent to parcels planned or developed for residential use or public park use;

- Outdoor storage and heavy industrial uses are prohibited; and

- Access should occur only to Cinder Bed Road.

Land Unit J

This land unit is located north of the Virginia Power easement between Cinder Bed Road and the CSX Railroad tracks. Blighted industrial parcels are present in this area. This land unit is planned for industrial uses up to .35 FAR. All development proposals should give priority to environmental reclamation and protection. Needed transportation improvements to Cinder Bed Road (see Figure 34 in Sector S6) should be provided by a redevelopment project.

Land Unit K

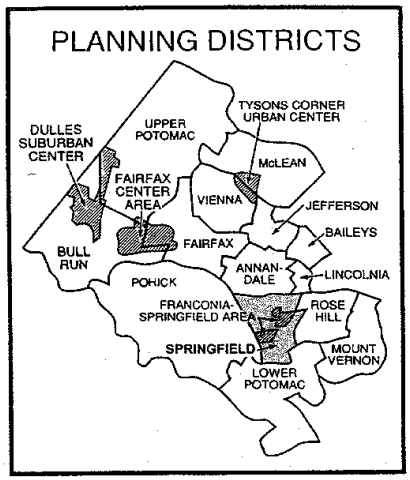
The majority of this land unit, located west of the CSX Railroad tracks, east of Loisdale Road, north and east of Backlick Road, and south of Loisdale Park, is planned for industrial uses up to .35 FAR. Parcels located north and south of Newington Road (Tax Map 99-1((1))4, 5A, 5C, 5D and 6) are planned for local-serving retail uses up to .25 FAR (access recommendations are shown on Figure 34 in Sector S6).

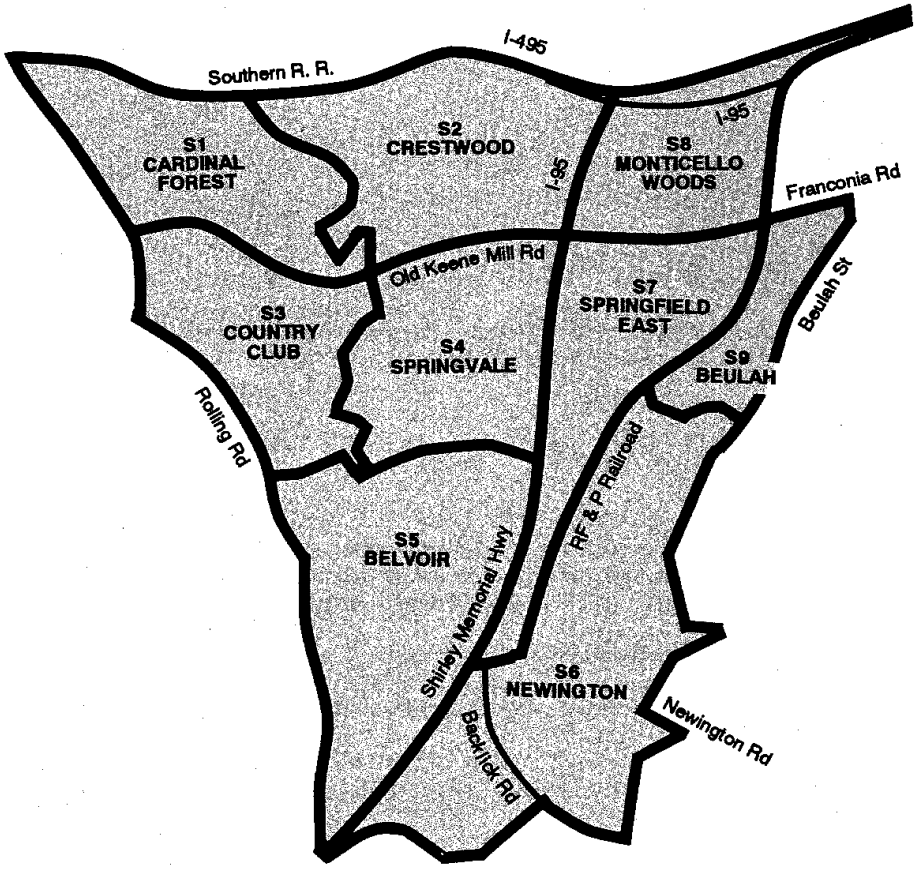
As an option, to complement existing uses in the vicinity and due to a change in access, Tax Map 99-1(1))5C may be appropriate for industrial use up to .35 FAR. To minimize noise and visual impacts, all business activities should be accommodated indoors. Outdoor storage is not appropriate. In addition, development should be compatible with the adjacent buildings to the south in terms of height, building materials and scale to foster high quality and attractive development, particularly facing the Fairfax County Parkway. A vegetated buffer of evergreen trees along the Parkway is desirable.

The presence and limits of a landfill south of Loisdale Park between Loisdale Road and the CSX Railroad tracks should be established and development constraints identified before any development occurs in this area. Development of industrial uses up to .35 FAR may be appropriate after sufficient documentation is provided to verify that the landfill site is suitable and safe for building. If found not to be suitable and safe for building, this site should be planned for private recreation use. The landfill site is identified for possible acquisition for public recreational use as shown on Figure 39 in Sector S7.

Public Facilities

1. Provide a maintenance/fueling facility (preferably in Newington) for the Human Services Transportation Branch, which supplies para-transit services for eligible disabled, elderly, and low-income County residents.





0 6000 FT
SCALE

COMMUNITY PLANNING SECTORS **FIGURE 8**
SPRINGFIELD PLANNING DISTRICT

S1 CARDINAL FOREST COMMUNITY PLANNING SECTOR

CHARACTER

The Cardinal Forest Community Planning Sector is primarily developed with residential uses. Commercial development is located in the southwest corner. The Cardinal Forest subdivision, which occupies a large portion of the sector, is developed under the Planned Residential Community (PRC) zoning district. This development contains a mix of residential types and densities (single-family, townhouse, and garden apartments) as well as neighborhood-serving commercial development. South and east of Cardinal Forest, development is predominantly detached single-family houses, with some townhouse development in the southeast corner of the sector. A number of institutional uses, and several commercial office buildings are located along the north side of Old Keene Mill Road. A small industrial park is located along the Southern Railroad tracks, off Rolling Road and Morrissette Drive.

Neighborhood shopping is provided by the Cardinal Forest Plaza shopping center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads. In addition, there are several community-serving shopping centers located just outside the sector, to the west of Rolling Road.

Potentially significant heritage resources have been recorded in Cardinal Forest Park and can be expected along Rolling and Old Keene Mill Roads and Accotink Creek and its tributaries. Upland areas have been largely disturbed by recent residential development.

CONCEPT FOR FUTURE DEVELOPMENT

The Cardinal Forest Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

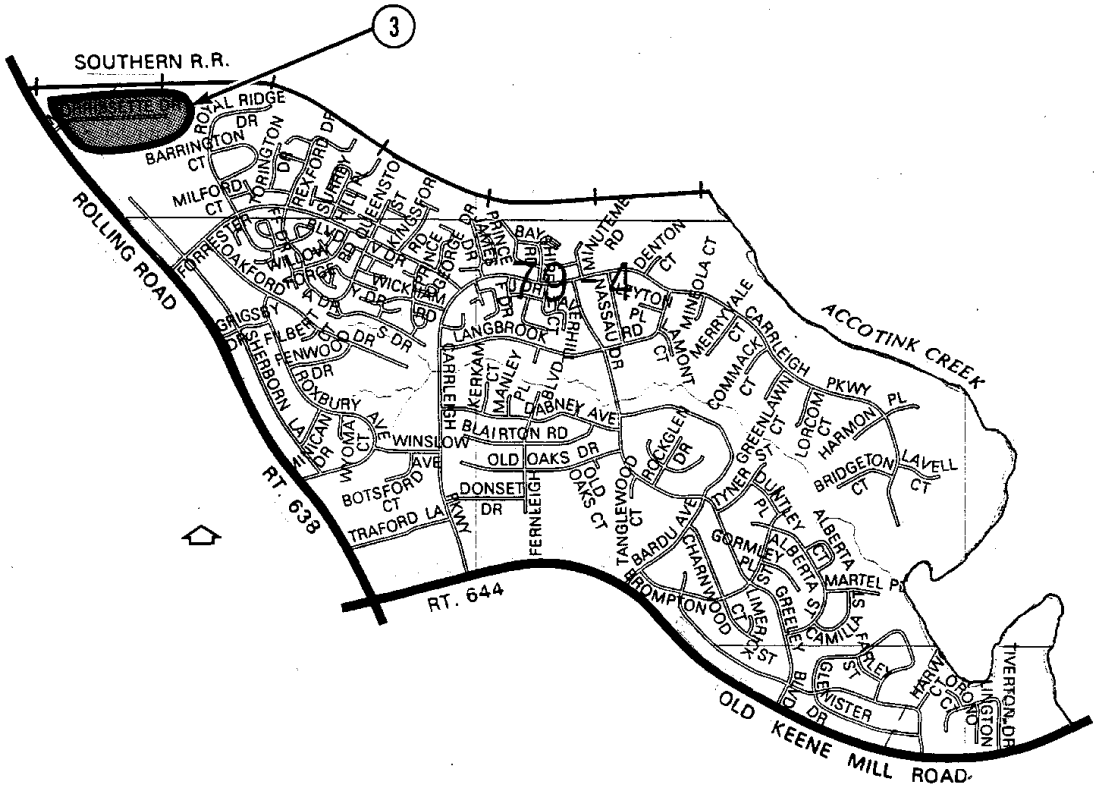
Land Use

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

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

Figure 9 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The current pattern of land uses in the sector should be maintained, and infill development should be compatible with existing residential densities and types. Additional commercial development should not occur along Old Keene Mill Road. [Not shown]



LAND USE RECOMMENDATIONS **FIGURE 9**
GENERAL LOCATOR MAP

2. The Cardinal Forest master plan, which is incorporated in the Comprehensive Plan, indicates the extent and type of development in Cardinal Forest. Development in the Cardinal Forest Residential Planned Community (RPC) should be in accordance with the adopted Cardinal Forest Plan map as shown on Figure 10.

3. The Morrissette Drive industrial area (West Springfield Corporate Centre), located along the south side of the Southern Railroad tracks off Rolling Road and Morrissette Drive, is planned for industrial use up to .40 FAR. Infill development on vacant land should be compatible in use and intensity with existing industrial uses. Such development should provide for screening and buffering to adjacent parkland and residential development. Should this area (Morrissette Drive industrial area) redevelop, it should be considered as a commuter rail station site.

Transportation

Transportation recommendations for this sector are shown on Figure 11. 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.

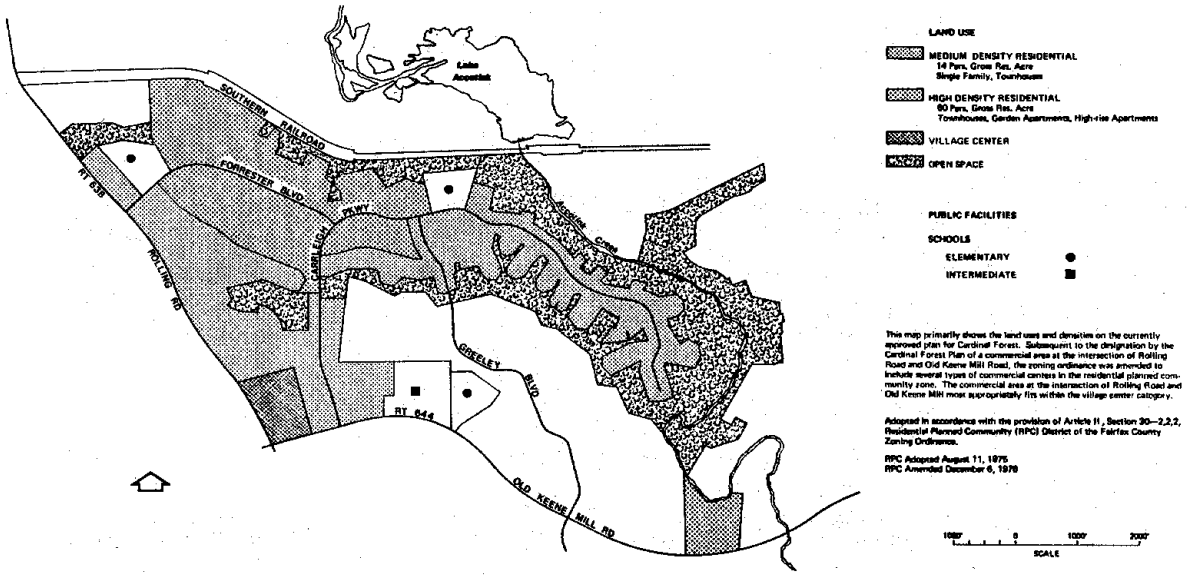
Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the best way to increase corridor capacity and to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

Parks and Recreation

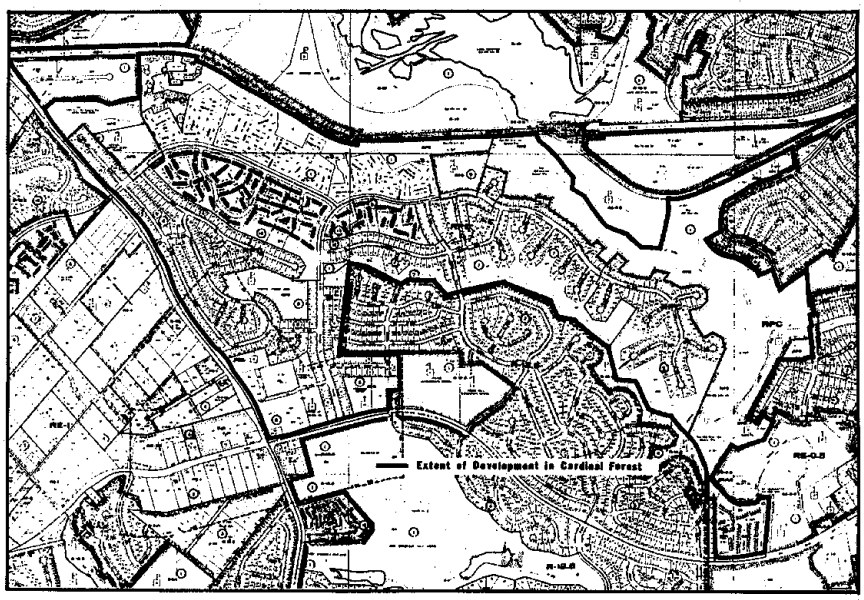
Parks and recreation recommendations for this sector are shown on Figure 12. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 13 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.

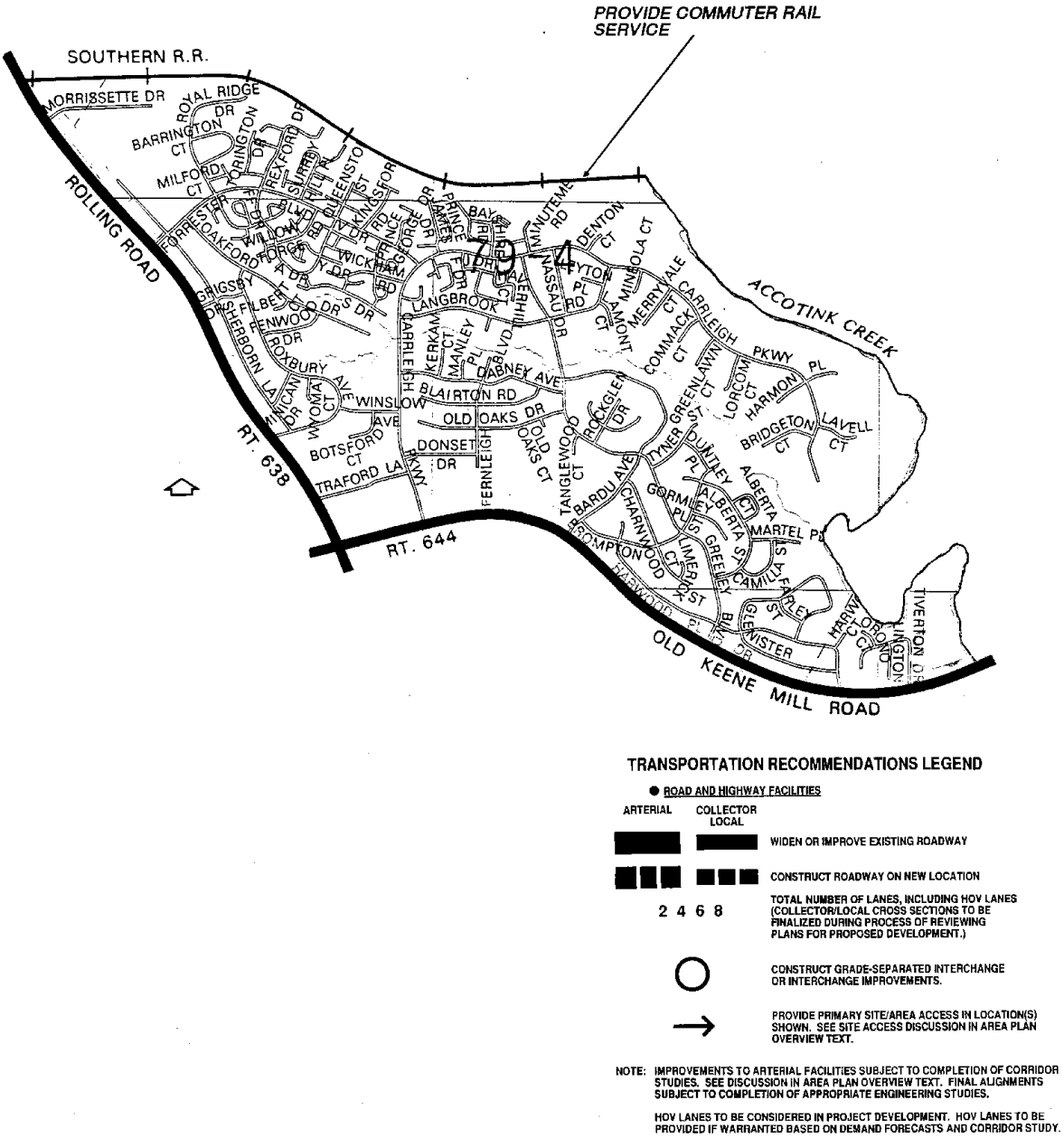


(1) CARDINAL FOREST COMPREHENSIVE PLAN - The Cardinal Forest Master Plan, shown here in a composite land use, transportation, and public facilities map. is displayed according to the use and intensity categories as required by the Residential Planned Community (RPC) zone in the zoning ordinance. This plan is an adopted part of the comprehensive plan of the County.



(2) EXTENT OF DEVELOPMENT IN CARDINAL FOREST - This map portrays the arrangement of building unit types and intensities in the portions of the Cardinal Forest Residential Planned Community (RPC) for which development plans have been approved. Development of the various portions of acreage which comprise the RPC requires County approval of specific development plans.

(1) CARDINAL FOREST COMPREHENSIVE PLAN **FIGURE 10**
(2) EXTENT OF DEVELOPMENT IN CARDINAL FOREST



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 11**

FIGURE 12
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Carrleigh Park	Initiate a master planning process and develop in accordance with approved plan.
COMMUNITY PARKS:	
Royal Ridge	Upgrade existing facilities to address active recreation needs.
Cardinal Forest	
DISTRICT PARKS:	
	This sector is not currently served by a District Park. Water-oriented recreational resources are available at Lake Accotink Park, immediately north of this sector.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley park. Complete development of countywide stream valley trail in this sector.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 13**

S2 CRESTWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Crestwood Community Planning Sector is located adjacent to the Springfield Community Business Center (CBC). The Crestwood sector is located on the north side of Old Keene Mill Road between Accotink Creek on the west, the CBC on the south, and I-95 on the east. The area is primarily developed in residential uses with nonresidential uses occurring in the vicinity of Accotink Creek and the Southern Railroad right-of-way. The garden apartments on Cumberland Avenue within the Springfield Community Business Center provide an appropriate transitional use between the stable single-family residential uses and the commercial uses in central Springfield. Housing in the sector is predominantly single-family detached units, with some townhouses and garden apartments.

The sector has community- and neighborhood-serving shopping facilities available in the Community Business Center in central Springfield. Industrial uses are located on the land north of Highland Street and west of Hanover Avenue to Accotink Creek, adjacent to residential uses. Shirley Highway (I-95), Old Keene Mill Road, Backlick Road, and Amherst Avenue are the major roadways in this sector.

Open space areas along Accotink Creek and its tributaries offer the highest potential in this sector for surviving heritage resources. Accotink Creek and its tributaries are also the major environmental features in the sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Crestwood Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

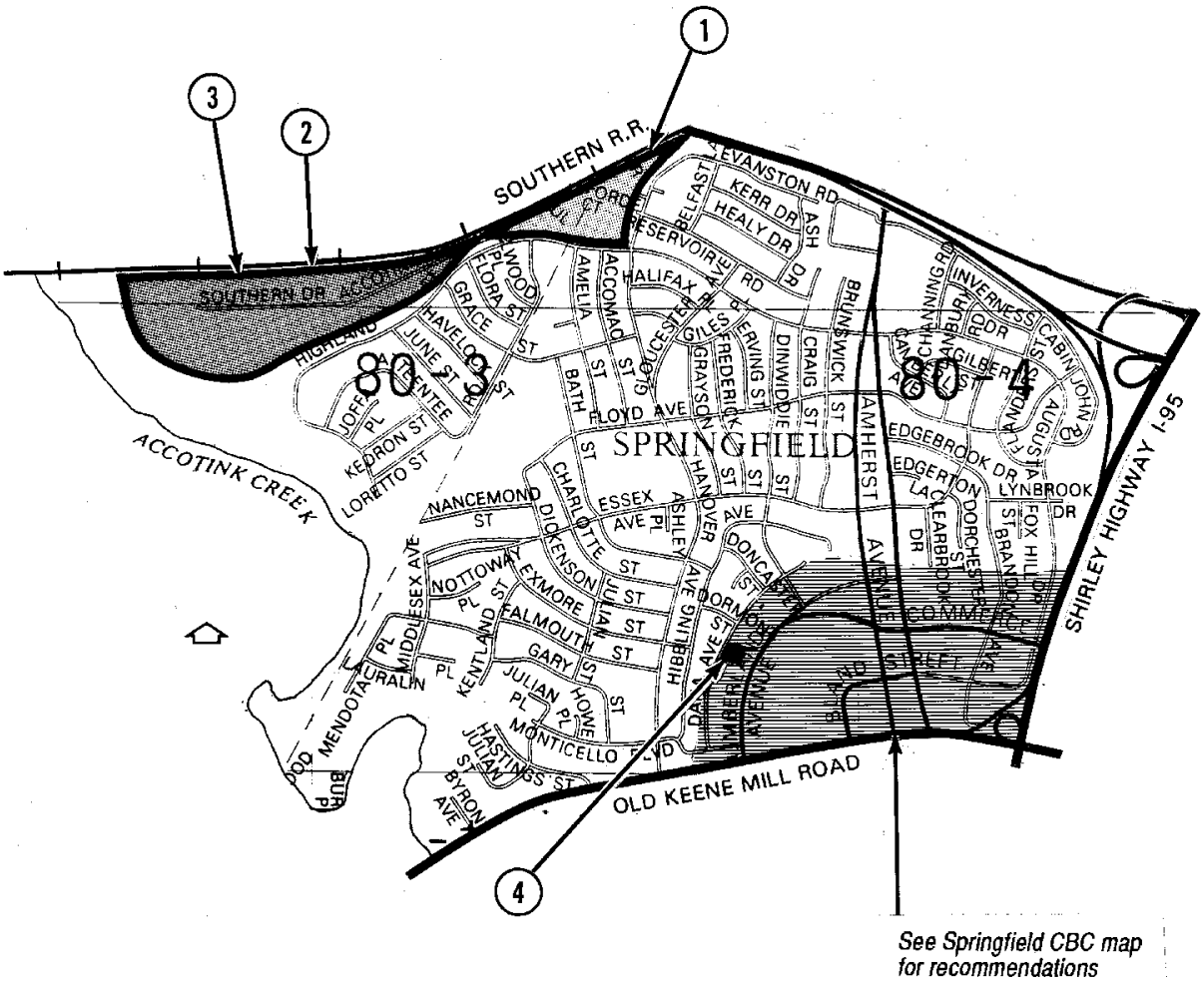
Land Use

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

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

Figure 14 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The area north and east of the Springfield Swim Club is planned for residential use at 5-8 dwelling units per acre. This development should be well-screened from adjacent, single-family detached dwelllings. In addition, this development should reflect good site



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

design and architectural elements, and include pedestrian features. Acoustical barriers and noise mitigation measures in new homes will be necessary to protect residents from railroad noise. Until the property redevelops in this manner, any modifications to the existing industrial use should incorporate the following:

- A minimum 60-foot wide buffer and solid barrier around the entire property;
- Lighting that will minimize adverse impacts upon adjacent residential areas;
- Light industrial development up to .25 FAR and a maximum building height of 40 feet; and
- Undergrounding electrical utility distribution lines.

In order for the above mentioned area to achieve the .25 FAR, a detailed transportation analysis should be performed to show that adverse transportation impacts on adjoining residential neighborhoods can be mitigated. Measures to mitigate such impacts should be implemented to the satisfaction of Fairfax County before such development occurs.

2. To minimize the impact of industrial operations in the Highland Street/Southern Drive area on adjacent residential areas, use of the industrially-zoned area west of the Springfield Swim Club should provide for:

   - A minimum 40-foot wide conservation easement along the southern and western edges of the property;
   - A conservation easement along the stream valley;
   - Substantial landscaping along roadways and site entry areas;
   - Lighting which will minimize adverse impact upon adjacent residential areas; and
   - Underground electrical utility distribution lines.

3. The Accotink Creek Environmental Quality Corridor should be protected through public acquisition of the vacant tracts of land north of Highland Street and northeast of Accotink Creek. The industrially zoned area along Southern Drive south of the Southern Railroad tracks (Springbelt Center Industrial Park) is planned for industrial use up to .40 FAR. Infill development should be of a compatible use and intensity with existing development. A minimum 200-foot open space buffer should be dedicated to the Fairfax County Park Authority with any redevelopment.

4. The Springfield Garden Apartments, located along Cumberland Avenue and Commerce Street, are planned for residential use at 16-20 dwelling units per acre and should be preserved as a transitional use between the single-family residential area and the Springfield CBC.

5. In order to retain a distinct "edge" between the residential and commercial uses, and to prevent commercial encroachment, nonresidential use of existing single-family structures near or adjacent to the Springfield CBC should be discouraged. [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.

Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

Public Facilities

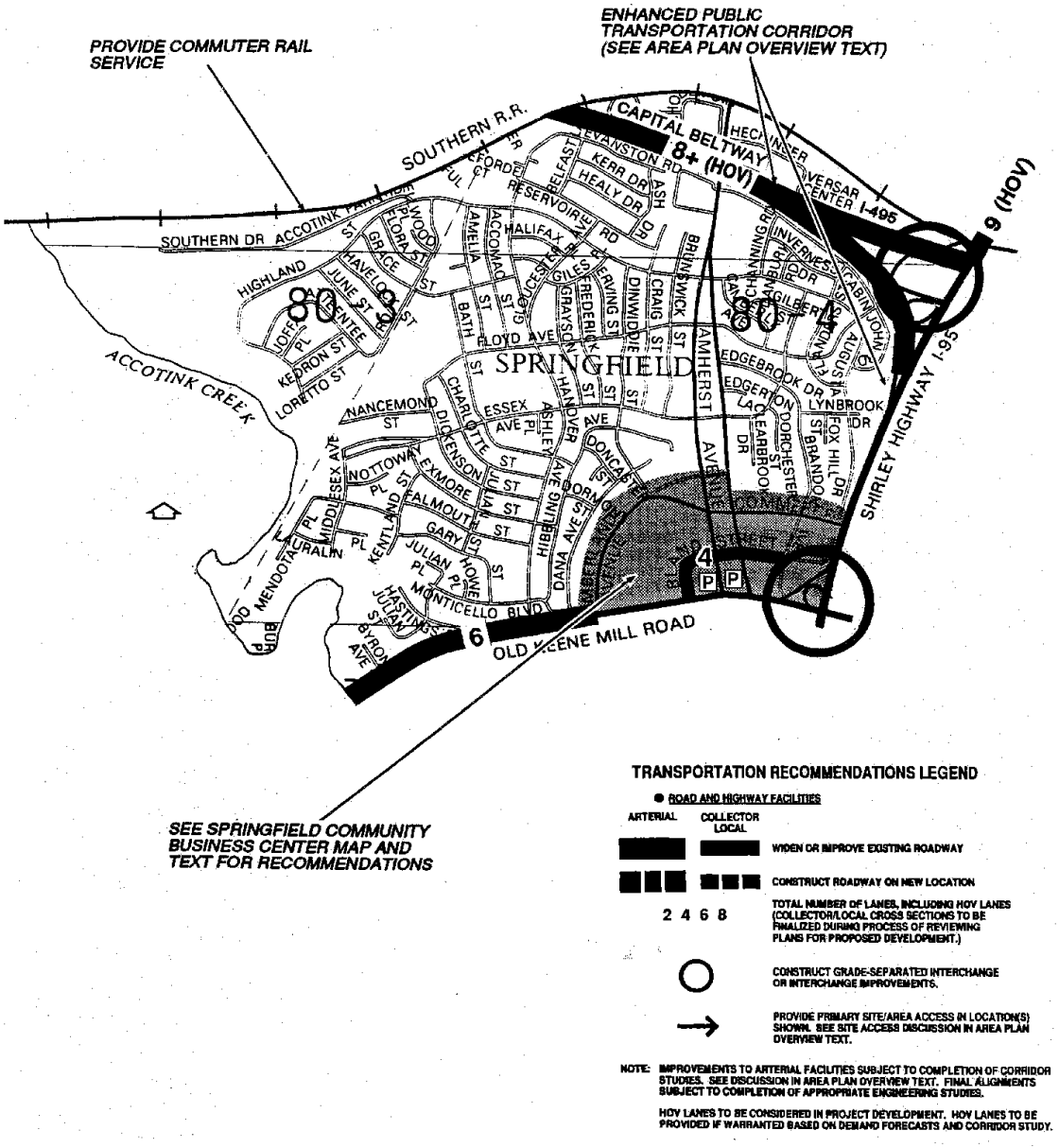
Expand the Richard Byrd Community Library consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Parks 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.

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.



TRANSPORTATION RECOMMENDATIONS **FIGURE 15**

FIGURE 16
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lynbrook	No development is planned for this park.
COMMUNITY PARKS:	
Brookfield Byron Avenue	Upgrade existing facilities at school and park sites to address active recreation needs.
DISTRICT PARKS:	
	This sector is not currently served by a District Park. Water-oriented recreational resources are available at Lake Accotink Park, immediately north of this sector.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley through acquisition of land and/or donation/dedication of open space easements to the Fairfax County Park Authority. Complete development of the countywide stream valley trail. Expand open space easements on western boundary of Highland Street industrial area and Springbelt Center Industrial Park. If infill development occurs on remaining vacant land in the Springbelt Center Industrial Park, a minimum 200-foot open space buffer should be dedicated to the Fairfax County Park Authority. (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 17**

S3 COUNTRY CLUB COMMUNITY PLANNING SECTOR

CHARACTER

Single-family detached residential use is the predominant development in Sector S3, with some townhouse and commercial development in the northwest portion of the sector. The completion of the Hunter Village (Daventry) development will add townhouse residential units and substantial Accotink Creek Stream Valley parkland to the developed land uses in the Country Club sector. Old Keene Mill Road, Rolling Road, the Franconia-Springfield Parkway and Hunter Village Drive are the major roadways in this sector. Neighborhood- and community-serving shopping facilities are available at the retail center cluster at the intersection of Old Keene Mill and Rolling Roads.

Surveys along Accotink Creek have located potentially significant heritage resources, especially along Hunter Village Drive and Hooes Road. Other resources have been found along smaller tributaries in the interior. The Springfield Golf and Country Club has potential for heritage resources, particularly from the prehistoric period.

CONCEPT FOR FUTURE DEVELOPMENT

The Country Club Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

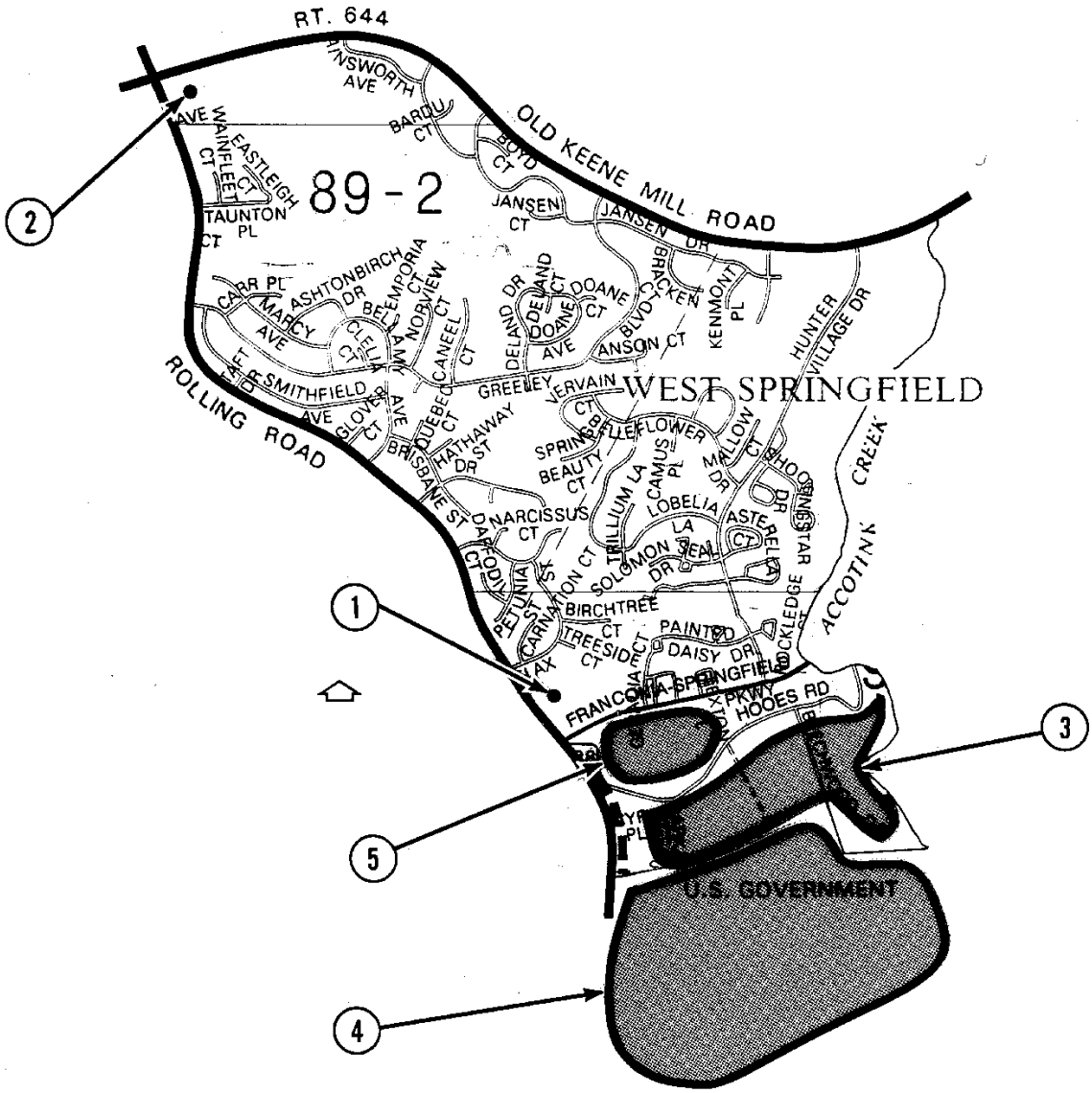
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

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

1. Residential development at 4-5 dwelling units per acre is planned for the parcel fronting on Rolling Road, off Wentworth Place.

2. The neighborhood shopping center and adjacent retail uses located at the southeast quadrant of the intersection of Old Keene Mill and Rolling Roads are planned for neighborhood-serving retail uses up to .25 FAR. Revitalization of existing uses is desirable in order to improve the land use relationships and their rundown appearance.

3. The character of the stable lower density development south of Hooes Road, east of the corner properties at Rolling Road, and west of Accotink Creek, should be strengthened



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

through single-family residential infill of vacant parcels at densities compatible with existing development.

4. The Engineer Proving Ground is designated on the Concept for Future Development as a Large Institutional Land Area. Development or redevelopment plans should be supported only if they are consistent with the County Goals and Comprehensive Plan. Any development of the Engineer Proving Ground to the south of the sector should be accomplished such that existing residential neighborhoods are adequately protected from visual, noise, and any other adverse impacts of new development.

5. The parcel south and east of the intersection of Rolling Road and the Franconia-Springfield Parkway (Tax Map 89-4((15))30H) is planned for park use. A portion of the parcel will be affected by the design of the Rolling Road/Fairfax County Parkway interchange. Development of park uses on the parcel should await the completion of all appropriate design studies.

Transportation

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

Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the best way to increase corridor capacity and to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

Parks and Recreation

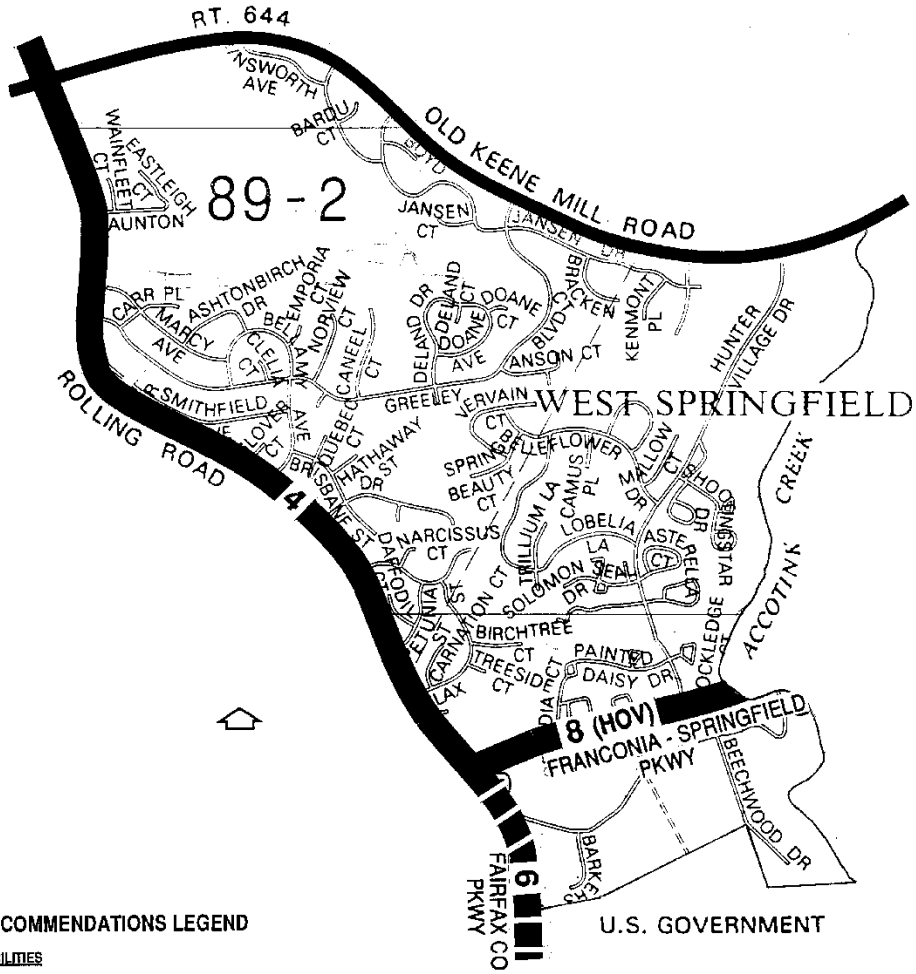
Parks and recreation recommendations for this sector are shown on Figure 20. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates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

Trails

Trails planned for this sector are delineated on Figure 21 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired

ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Add a trail (over or under) the Franconia-Springfield Parkway. A trail along the stream, under the bridge, would be best.



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 20
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Rolling Forest West Springfield	Initiate a master planning process and develop these parks in accordance with approved plans.
COMMUNITY PARKS:	
Hunter Village	Initiate a master planning process and develop in accordance with approved plans. The residue of Parcel 89-4((15)30H not required for road improvements should be conveyed to the Fairfax County Park Authority (FCPA). Initiate a master planning process for this site and develop a trail head facility with hiking and biking trail connections to the Fairfax Parkway, Franconia-Springfield Parkway, and Accotink Stream Valley Park. Since this entire 24.8 acre parcel was originally dedicated to the FCPA, a parcel of land equivalent to the acreage taken for right-of-way should be identified in the same general vicinity and transferred to the Fairfax County Park Authority.
DISTRICT PARKS:	
	The western part of this sector is served by South Run District Park. The eastern part of this sector is currently unserved by a District Park.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley through acquisition of land and/or donation/dedication of open space easements to the Fairfax County Park Authority. Complete development of the countywide stream valley trail.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 21**

S4 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located south of Old Keene Mill Road and west of the Springfield Community Business Center. Development in the sector is predominantly single-family residential, with some townhouse and garden apartment development. Community- and neighborhood-serving shopping facilities are available at the Community Business Center in central Springfield. Freestanding retail commercial uses found in the S4 Sector are located south of Old Keene Mill Road, opposite its intersection with Hanover Avenue.

There are tracts of vacant land along Old Keene Mill Road, the Franconia-Springfield Parkway, and Hooes Road. The approximately 140-acre Hunter Tract is bounded on the west by Accotink Creek, on the north and east by the rear lot lines of single-family residential developments along Oriole Avenue and Ridgeway Drive, respectively, and on the south by the Franconia-Springfield Parkway.

The Hunter Tract is located in the Accotink Creek watershed and contains the main channel and lateral streams of Accotink Creek, with floodplains bordering the western half. High soil-erodibility potential exists near Accotink Creek in the western half, whereas the eastern half, because of its location in the Coastal Plain geologic province, is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays.

The Accotink Creek Environmental Quality Corridor (EQC) runs through the western portion of the Springvale Sector. It consists of the floodplains and stream influence zones of Accotink Creek as well as the stream valley parks that follow the water course. The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.

Much of the western half of the sector is particularly sensitive for heritage resources. Prehistoric resources can be expected on dry terraces along Accotink Creek and its tributaries as well as on upland Coastal Plain deposits. Historic period sites can be expected along Accotink Creek, Old Keene Mill Road and Hooes Road.

Beverly Forest Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Beverly Forest Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb, and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Backlick Road on the east, Hooes Road on the north, the Beverly Park subdivision on the west, and the Fort Belvoir Engineer Proving Ground on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Springvale Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

Figure 22 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The Hunter Tract, comprised of Tax Map 90-1((1))55, 55A, 57, 58, 59, 60, 60A and 61, is planned for residential use at 1-2 and 2-3 dwelling units per acre. The areas planned for 1-2 dwelling units per acre are located south of the Franconia-Springfield Parkway and north of the Accotink Creek tributary that traverses the site from northwest to southeast as shown on the Plan map. The area south of this same Accotink Creek tributary and north of the Franconia-Springfield Parkway is planned for residential use at 2-3 dwelling units per acre. A carefully sited and well-planned development should provide for the protection of Accotink Creek and help achieve the Countywide objectives for environmental quality corridors.

   As an option, that portion of the Hunter Tract located to the south of the above-referenced Accotink Creek tributary and north of the Franconia-Springfield Parkway is planned for elderly development. Subject to the approval of the Board of Supervisors, such a development could have up to 1,420 units of housing for the elderly and accessory uses to serve the residents, to include assisted living and acute care facilities.

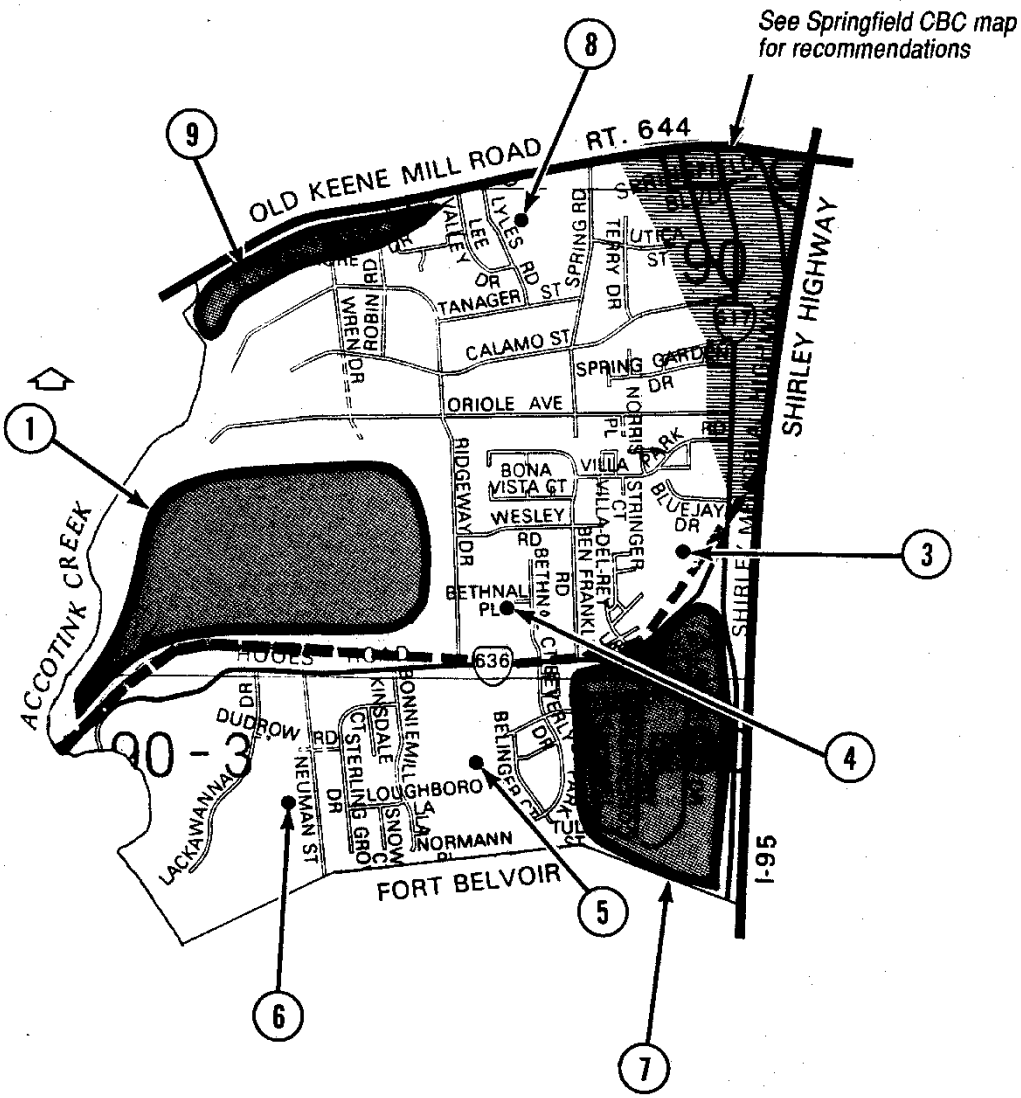
   Any development proposed above the low end of the planned density ranges should meet all of the following conditions:

   - Planned and/or clustered development should be used, with maximum attention paid to siting of structures and minimal tree removal;

   - A mix of housing types may be provided in the area planned for 2-3 dwelling units per acre, with building heights not to exceed 40 feet. However, building heights up to 50 feet may be permitted if housing for the elderly is developed on the site. Only single-family detached units should be developed in the areas planned 1-2 dwelling units per acre;

   - No new residential structures should be built with Franconia-Springfield Parkway frontage;

   - Access should be oriented to the Franconia-Springfield Parkway, with no access to the single-family communities to the north and east;



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

- Residential lots abutting the existing subdivisions located to the north and east of the Hunter Tract should be similar in size, width and depth to typical lots located in these subdivisions;

- A substantial open space buffer should be provided to abutting residences on the north and east from the rear lot lines of new residences and on the portion of the property adjacent to Franconia-Springfield Parkway;

- If not developed as a school, Parcel 62 should be developed as public service uses such as a park-and-ride lot, child care and/or elderly care facilities, or additional playing fields;

- At least 10 acres of parkland developed with active recreational facilities and adjacent to the school site should be provided; additional acreage to protect the Accotink Creek and other small stream floodplains should be preserved to provide a high degree of protection of the EQC, associated lateral streams, and steep slopes;

- The Accotink Creek Environmental Quality Corridor should be protected through dedication, easements, and land use controls. Portions of the Accotink Creek EQC should be dedicated to the Fairfax County Park Authority as part of the Accotink Stream Valley Park;

- Trails should be provided through the tract, particularly along the lateral stream and Accotink Creek EQC, to connect homes, parkland, and the elementary school site; and

- Consolidation of the properties is necessary to ensure sound design, appropriate internal circulation, the preservation of environmental amenities and integrated open space buffers.

2. Commercial development along the Franconia-Springfield Parkway is not appropriate. [Not shown]

3. The vacant parcels north of the Franconia-Springfield Parkway should be developed in residential uses in accordance with the Plan map. The Franconia-Springfield Parkway and associated interchanges and facilities are planned for this area and should be accommodated in any proposed development plans.

4. The tract between Ridgeway Drive and Bethnal Court is planned for residential development at 2-3 dwelling units per acre (Tax Map 90-1((4))1 and 2); access points should be minimized.

5. Residential uses at 3-4 dwelling units per acre are planned for the vacant land (Tax Map 90-3((1))26) west of the existing Beverly Park subdivision, with provision of adequate buffering and screening and mitigation of environmental constraints.

6. The area along and west of Neuman Street is planned for residential use at 1-2 dwelling units per acre. Infill development of vacant parcels should be of a compatible use, type, and density with the existing residential development. Access to the Engineer Proving Ground should not be provided via Neuman Street.

7. Development in the Beverly Forest subdivision should be in accordance with the recommendations cited in the Beverly Forest Community Improvement Plan.

8. The area south of Old Keene Mill Road along Lyles Road north of Tanager Street (Tax Map 90-1((1))38-42, 45, 46, 48-50) is planned for public park and incorporation into Springvale Park. As an option, residential use at 2-3 dwelling units per acre may be appropriate if consolidation of all parcels is achieved and buffering and screening to Old Keene Mill Road is provided, with provision for access to the area via Tanager Street.

9. The area along the south side of Old Keene Mill Road between Hanover Avenue and Wren Drive is planned for residential use at 5-8 dwelling units per acre. Noise attenuation measures, including noise barriers should be provided. As part of any new residential development, new development should be compatible with and adequately buffered from the Springvale and Monticello Forest subdivisions. Commercial development should be restricted to areas planned for commercial uses, as shown on the Plan map, to prevent commercial encroachment on residential areas.

   The area between Accotink Creek and Wren Drive is planned for residential use at 5-8 dwelling units per acre, provided the following conditions are met:

   - Proposed development should accomplish substantial consolidation of contiguous parcels between the area opposite Hanover and Byron Avenues. A coordinated and attractive development should be achieved. Such development should avoid the location of dwelling units or parking areas which create a redundant or monotonous design. The density permitted should transition from low density to the east proximate to the Accotink Creek to a higher density to the west proximate to the existing garden apartments and commercial development;

   - Landscaped buffer areas preserving existing tree cover should be provided from the project boundary proximate to Springvale. In the areas of steeper slopes, an undisturbed buffer of at least 70 feet should be provided between Springvale and any proposed lots. In the areas of flat topography, a combination berm and wooded buffer of at least 50 feet should be provided. Except for the location of utilities and berms, existing mature hardwood trees should be retained. Also, landscaping and/or a landscaped berm treatment, not less than 25 feet in width, should screen the proposed development from the Monticello Forest neighborhood located across Old Keene Mill Road. Particular attention should be paid to protect those dwelling units located between Hanover Avenue and Hastings Street;

   - The existing trees within the area of the Accotink floodplain should be preserved;

   - Neighborhood park facilities should be provided. The Accotink Creek area should remain substantially in its natural state and be used for passive recreational purposes, and a countywide stream valley trail should be provided; and

   - Site development should provide for the reduction of site runoff into Calamo Run.

Transportation

Transportation recommendations for this sector are shown on Figures 23 and 24. 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.

Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the sector.

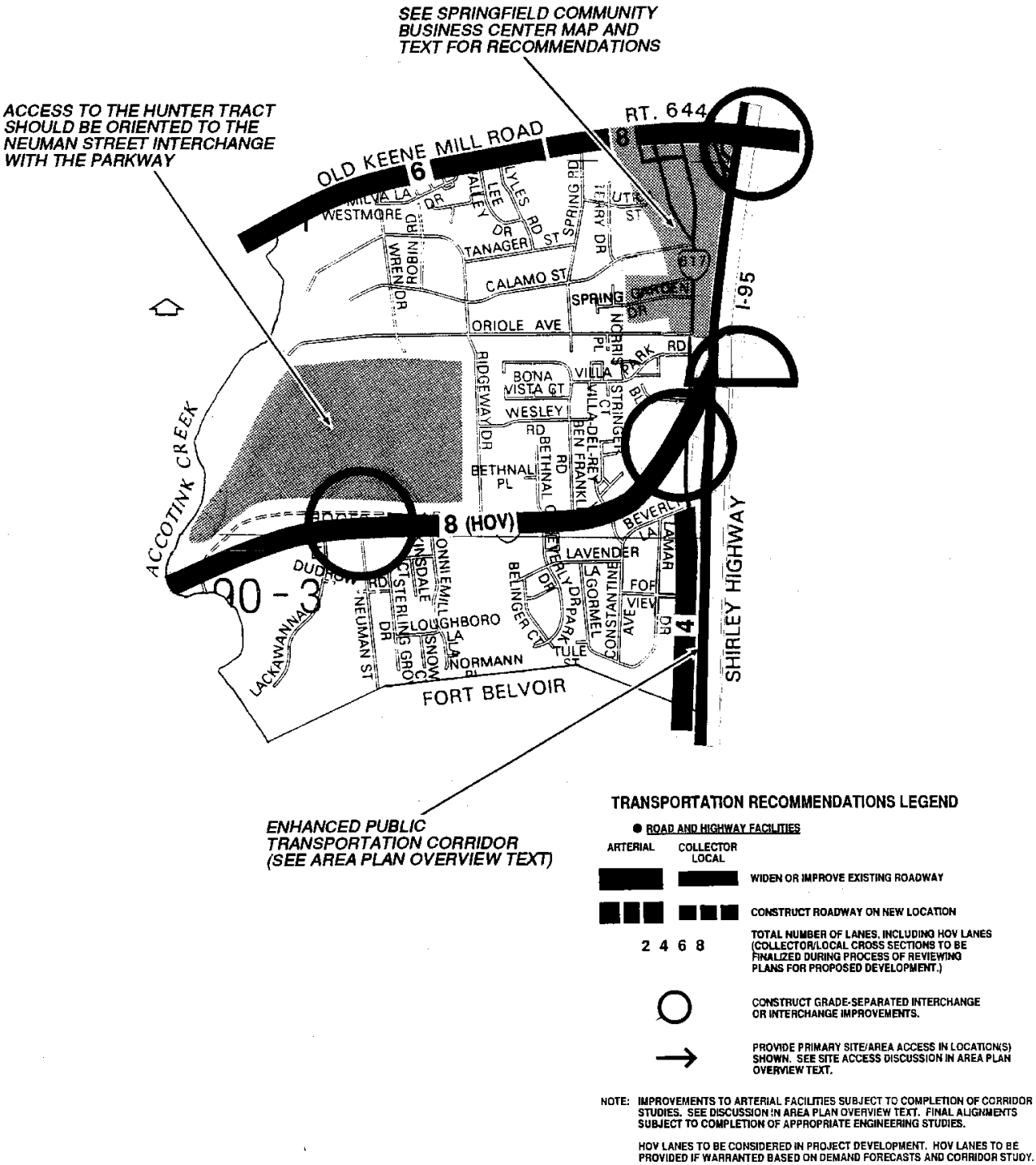
Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 25. 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.

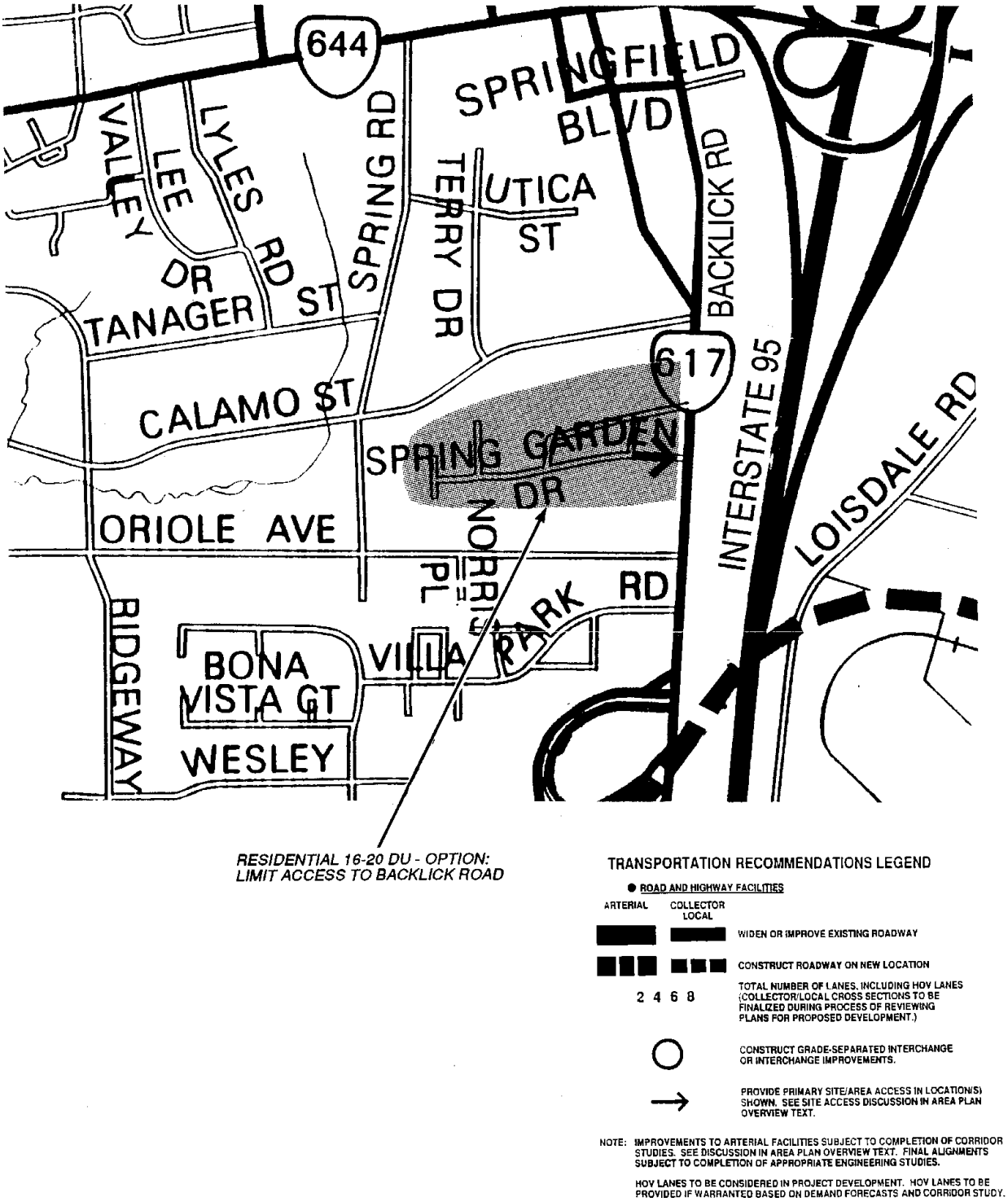
Trails

Trails planned for this sector are delineated on Figure 26 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. All trails should have the least possible impact on the environment and the Environmental Quality Corridor system.

An approximately 200-foot trail segment should be added along Lavender Lane to connect Beverly Forest subdivision with Hooes Road Park.



TRANSPORTATION RECOMMENDATIONS **FIGURE 23**



ACCESS RECOMMENDATIONS **FIGURE 24**
S4 SPRINGVALE COMMUNITY PLANNING SECTOR
LAND UNIT E SPRINGFIELD CBC

FIGURE 25
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Springvale	Consider acquisition of adjacent properties to expand park uses (Tax Map 90-1((1))38-42, 45, 46 and 48-50).
Hooes Road	Update master plan to reflect changed athletic field needs, and complete development accordingly.
	Seek dedication of parkland adjacent to school site in the Hunter Tract for development of active recreation facilities. (Also noted in Land Use Recommendations.)
	Upgrade existing athletic fields at school and park sites to address active recreation needs of the area.
DISTRICT PARKS:	
	This sector is not currently served by a District Park.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Ensure protection of EQC and public access to stream valley through acquisition of land and/or donation/dedication of open space easements to the Fairfax County Park Authority. Complete development of the countywide stream valley trail.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 26**

S5 BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

The Belvoir Community Planning Sector is located east of Rolling Road and west of Alban and Backlick Roads, south of the The Fort Belvoir Engineer Proving Ground (EPG). The southern portion within the Alban Road/I-95 area contains residential subdivisions. The sector contains significant and fragile environmental features.

Industrial development exists both east and west of Accotink Creek and various types of residential development occur west of this creek. A Virginia Power right-of-way and a gas pipeline right-of-way proceed easterly through the middle of the area.

CONCEPT FOR FUTURE DEVELOPMENT

The Belvoir Community Planning Sector is primarily recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

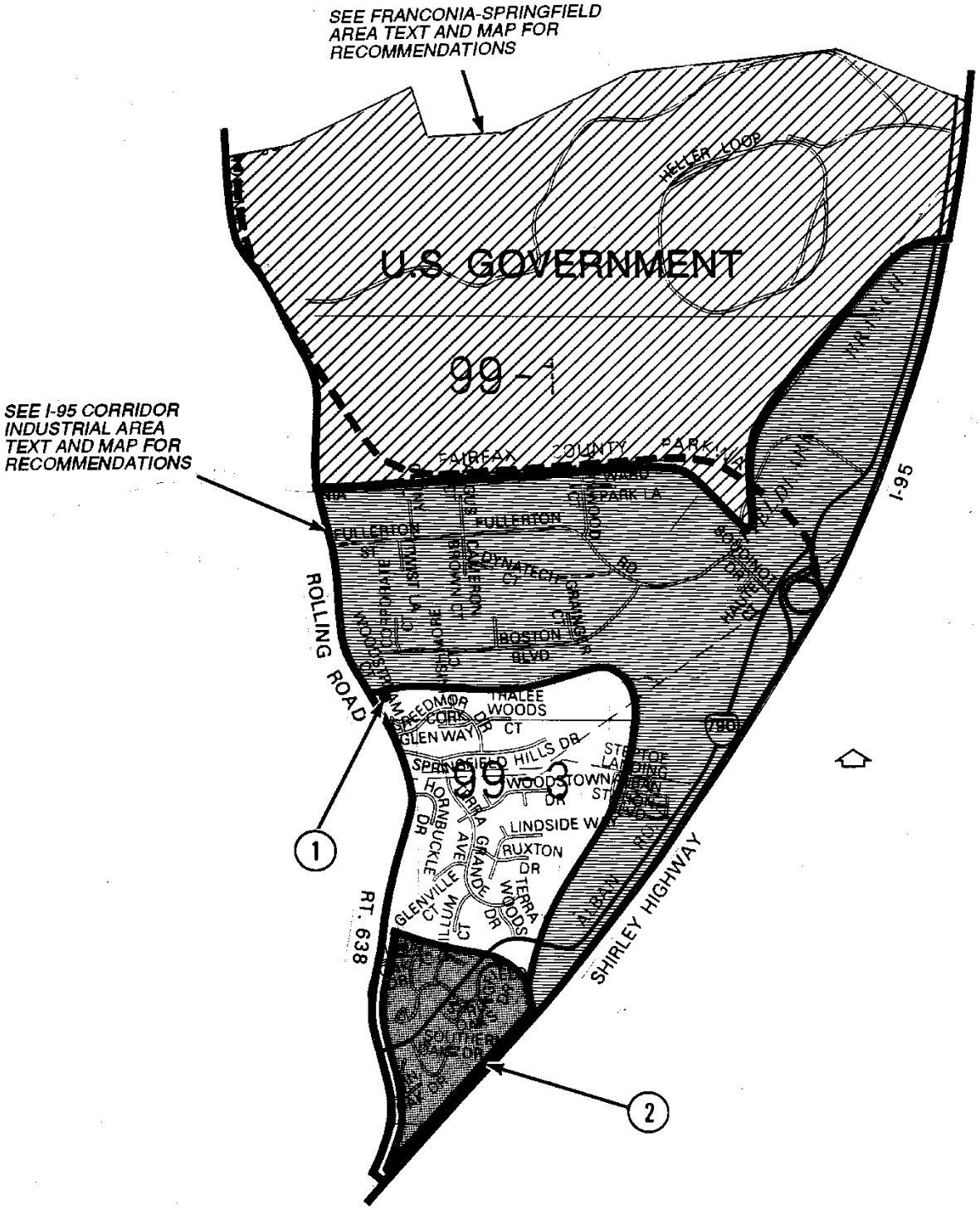
Figure 27 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Immediately south of the Virginia 95 Business Park on the east side of Rolling Road is Tax Map 98-2((1))9A, 10A. It is planned for 5-8 residential dwelling units per acre to serve as a transition between the industrial land and the adjoining Rolling Road Estates. To reach the high end of the planned density range, new development should:

   - Control the stormwater flow entering the site from the south in the vicinity or Creedmore Drive to possibly include intercepting the flow offsite;

   - Maximize the preservation of existing trees and vegetation. Supplemental plantings should be added at the eastern end of the site and in the vicinity of the Virginia 95 Business Park storm water outflow; and

   - Minimize the intrusion into the steep slope on the southern edge of the property south of the stormwater outflow from Rolling Road Estates.



LAND USE RECOMMENDATIONS **FIGURE 27**
GENERAL LOCATOR MAP

2. Residential use at 4-5 dwelling units per acre is planned for the Springfield Oaks subdivision in the southwest portion of the sector if the following conditions are met:

   - Substantial consolidation for the purpose of coordinated development's and
   - Development should be clustered;
   - An undisturbed buffer of approximately 100 feet should be provided next to existing, detached single-family residential developments; and
   - Highway improvements adjacent to the site should be provided to ensure that the site's traffic impacts on Alban Road and Rolling Road are mitigated and to ensure that the intersection and the site's access operate at an acceptable level of service as determined by the County.

3. Commercial development should be limited to the areas now developed in commercial uses to prevent commercial encroachment into residential areas. [Not shown]

Transportation

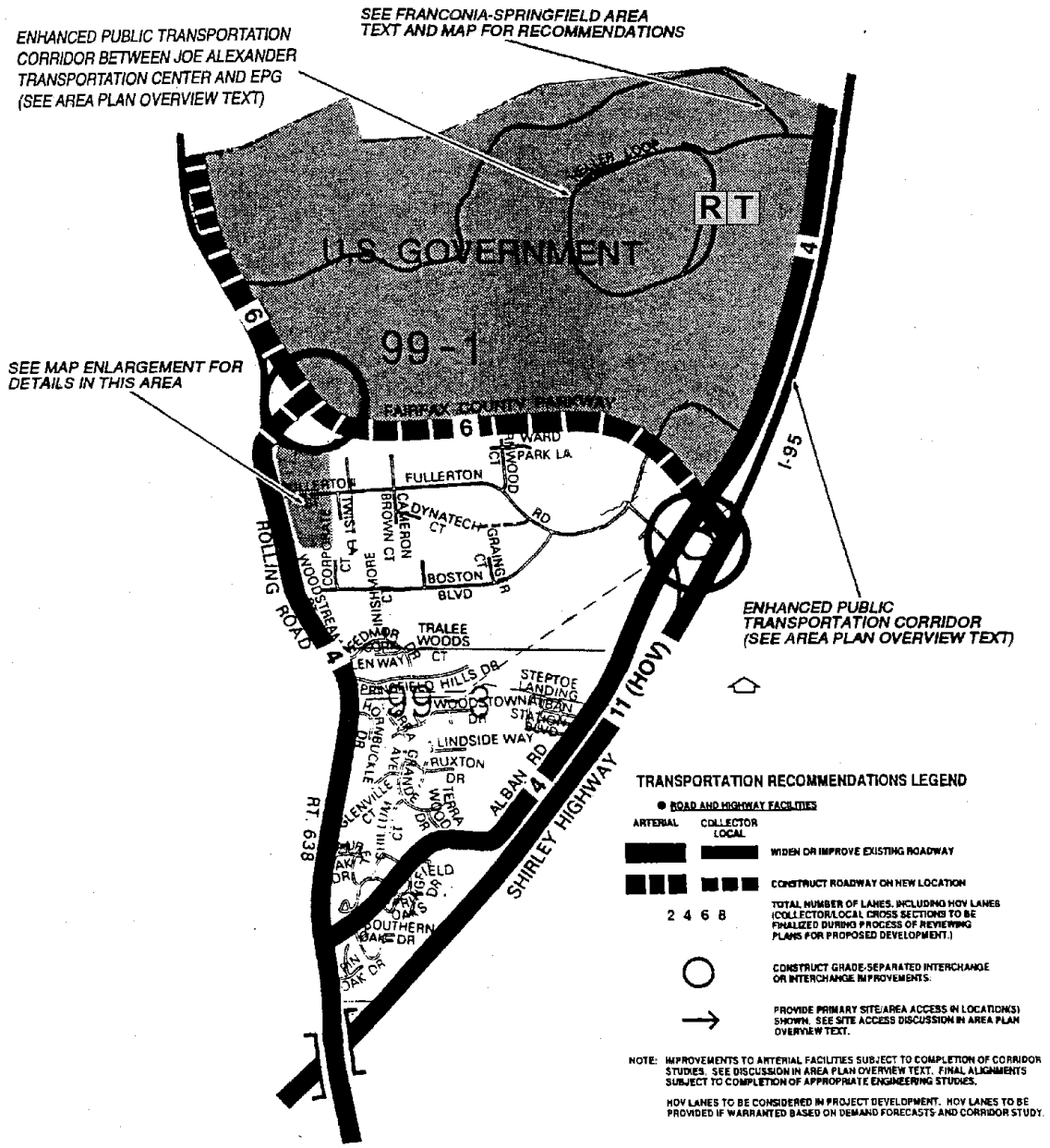
Transportation recommendations for this sector are shown on Figure 28. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed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

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 29. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

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



TRANSPORTATION RECOMMENDATIONS **FIGURE 28**

FIGURE 29
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	This sector is not served by any existing Community Parks. Provision of community parkland and facilities should be required if significant land use changes occur in this sector.
DISTRICT PARKS:	This sector is not served by an existing District Park. However, it would lie within the service area of the expanded Newington Heights Park proposed in the Pohick Plan in Area III.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Protect Accotink Stream Valley and Fieldlark Branch of the Accotink Stream Valley through land dedication and/or donation of open space easements to Fairfax County Park Authority.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 30**

S6 NEWINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Newington Community Planning Sector is located west of Telegraph Road and Beulah Street and east of the industrial areas served by Cinder Bed Road and Backlick Road. The sector contains predominantly single family and townhouse residential developments. There is some housing on large lots along Telegraph Road, Accotink Road, and Beulah Street. The Mount Air Historic District is located east of Telegraph Road and Accotink Road between the Fort Belvoir Military Railroad and Newington Road/Snyder Road.

Extensive floodplains run from north to south and the eastern portion of the area contains former gravel-extraction sites. Two Virginia Electric Power Company easements cross this area.

Shirley Highway (I-95), Backlick Road, Newington Road, Telegraph Road, and Beulah Street provide access to the sector. The CSX Railroad also travels through the area, with a military railroad spur to Fort Belvoir.

Mount Air, a Greek Revival house built about 1830 with an 1859 addition, is located in this sector. The structure shows the evolution of a residence that has been altered to meet the needs of its occupants over 100 years. The Mount Air Historic District protects the early nineteenth century structures and its landscaped environs by stressing the importance of careful site planning for all new construction.

This sector has produced numerous significant and potentially significant heritage resources. Most of the Long Branch and Accotink Creek floodplains and adjacent uplands are possible locations for prehistoric and early historic period resources.

CONCEPT FOR FUTURE DEVELOPMENT

The Newington Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

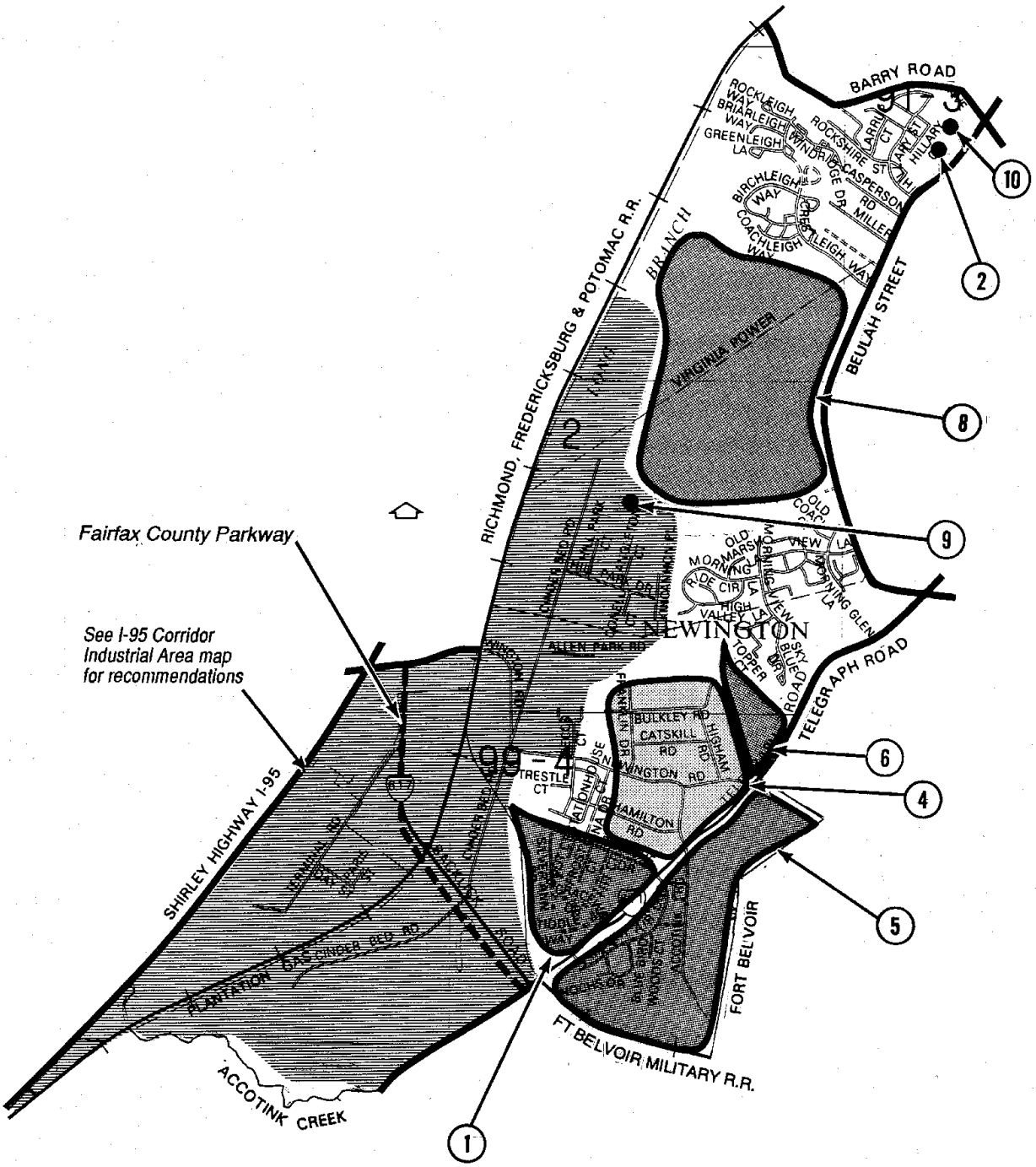
RECOMMENDATIONS

Land Use

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

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

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



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

1. Infill development of the parcels south of Hunter Estates subdivision west of Telegraph Road, and east of the Fort Belvoir Military Railroad (e.g., the Raceway Farms subdivision in the vicinity of Blanche Drive) is planned for single-family detached houses at a maximum of four dwelling units per acre.

2. The small area (Tax Map 91-3((1))8A, 9A and ((4))1A, 1B, 2, 3) on the west side of Beulah Street, adjoined on two sides by the Windsor Park townhouses, is planned for residential development at 4-5 dwelling units per acre, with coordinated, safe access to Beulah Street and provision for widening and straightening Beulah Street as part of the development.

3. Commercial development in the sector should be limited to those parcels planned and zoned for such use. [Not shown]

4. The Hunter Estates subdivision is planned for residential use at 1 dwelling unit per acre. As an option, expansion of Newington Park may be appropriate through acquisition of land on the eastern boundary of the park (Tax Map 99-4((1))18; ((3))1, 2, 3, 4, 5, 6, 7, 8, 9) through purchase in fee simple, easements, dedication, donation and/or other appropriate means. Land should be consolidated and acquired in a manner to provide for the expansion of Newington Park and the development of any unconsolidated parcels in conformance with the Plan recommendation for the Hunter Estates subdivision. If Parcels 7, 8, and 9 are acquired for the Newington Park expansion, these properties should remain in their natural state. It is desirable that an evaluation be undertaken to determine whether the relocation and conversion of the house on Lot 18 to a community center is needed or feasible.

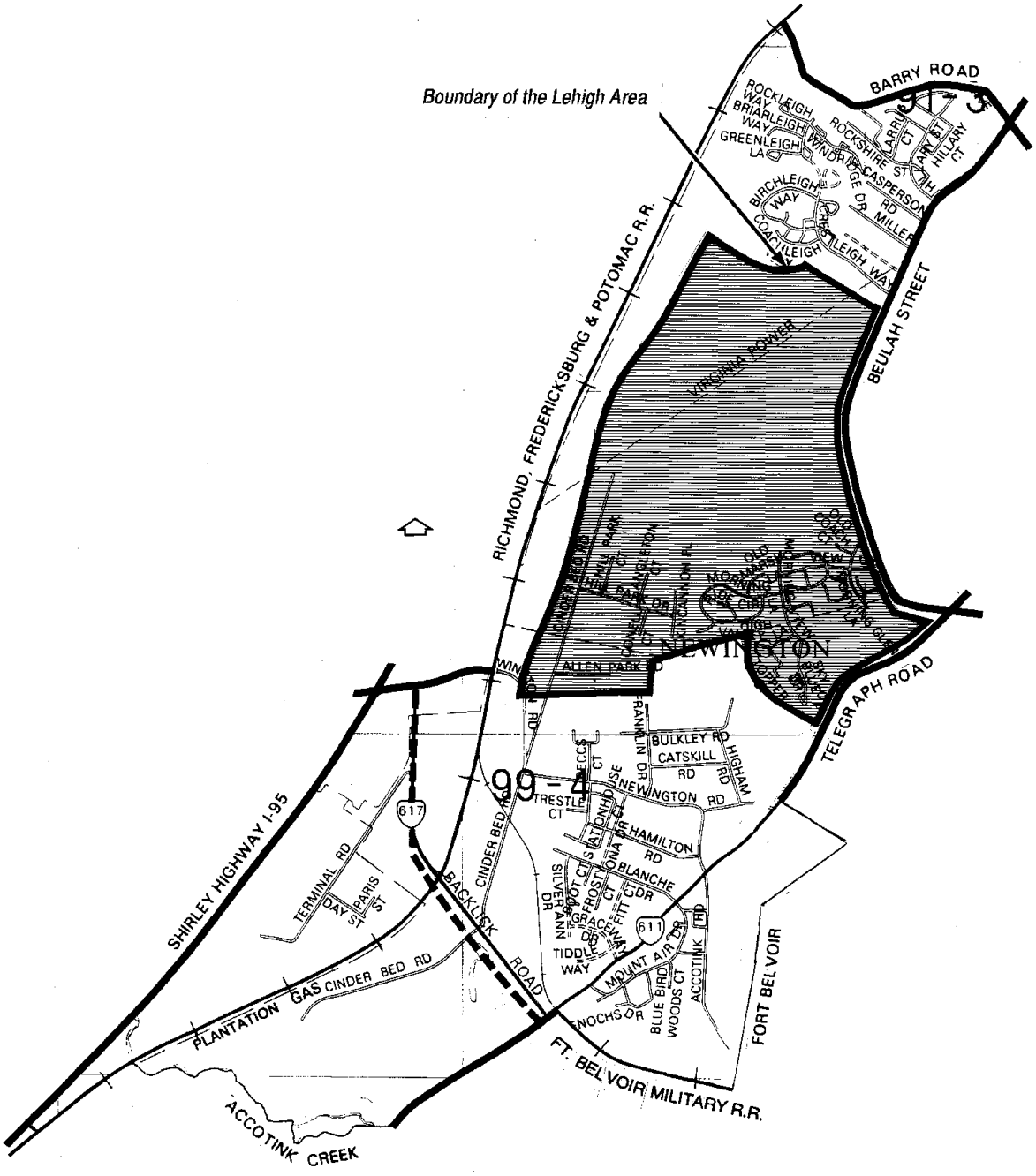
5. The area east of Telegraph Road is planned for residential use at 1-2 dwelling units per acre and private open space use; development should be sensitive to the historic and environmental constraints in the area.

6. The approximately 35-acre tract (Tax Map 99-2((1))36, 99-4((1))32, 33) west of Telegraph Road and south of the Landsdowne development is planned for clustered, single-family detached residential use at 1-2 dwelling units per acre. The marine clay located on the steep slopes of Parcel 36 should be avoided. Land for a public park, adjacent to existing parkland, should be provided.

7. The Lehigh Area is bounded by Beulah Street on the east, the Long Branch of Accotink Creek on the west, the Amberleigh subdivision on the north, and the Hunter Estates subdivision on the south (see Figure 32). The following general policies apply to development in the Lehigh Area which is north of and does not include the Hunter Estates subdivision:

   - Promote a balanced planned development community that will serve as a showcase community and future focal point of the County.

   - Plan residential densities within the planned development community to a maximum overall average of 3-4 dwelling units per acre with bonuses, as appropriate. A balanced mix of housing types is encouraged in order to promote diversity and avoid the excessive development of one type of dwelling unit. A broad range of affordable


Boundary of the Lehigh Area
BARRY ROAD
BEULAH STREET
RICHMOND, FREDERICKSBURG & POTOMAC R.R.
VIRGINIA POWER
S6 NEWINGTON
ALLEN PARK RD
TELEGRAPH ROAD
SHIRLEY HIGHWAY I-95
PLANTATION
GAS
CINDER BED RD
BACKLICK ROAD
FT. BELVOIR MILITARY R.R.
FORT BELVOIR
ACCOTINK CREEK
TERMINAL RD
DAY ST
PARIS ST
617
611
99-4
BULKLEY RD
CATSKILL RD
HIGHAM RD
NEWINGTON RD
HAMILTON RD
BLANCHE DR
TRESTLE CT
FRANKLIN DR
MOUNT AIR DR
ACCOTINK RD
NOCHS DR
BLUE BIRD WOODS CT
TIDDLE WAY
SILVER ANN DR
ROCKLEIGH WAY
BRIARLEIGH WAY
GREENLEIGH LA
ROCKSHIRE ST
WINDRIDGE DR
CASPERSON RD
MILLER
HILLARY CT
BIRCHLEIGH WAY
COACHLEIGH
CHESTLEIGH WAY

dwelling units that meets the needs of all ages, family sizes and income levels should be provided. At any given time the level of residential development should be related to the densities and character of adjoining properties, as well as transportation and environmental constraints.

- Compatible land use and streetscape design should occur throughout any development.

- Protect stable adjoining neighborhoods through use of compatible densities, unit type, design or natural features (e.g., trees, topography) which effectively screen or buffer incompatible or adverse uses. Developers should provide transitions using single-family houses.

- Encourage creation of neighborhood areas that exhibit a distinct character with clearly defined boundaries and setbacks to provide a unique sense of identity. Clustering of residential neighborhoods should be planned in order to accomplish this objective, as well as promote usable open space within a reasonable walking distance.

- Ensure that the necessary public facilities are in place prior to the completion of residential or commercial development. Public parkland dedication and parkland facilities should be provided in accordance with requirements and standards set by the County Park Authority.

- Any phased development techniques, if used, should plan the arrangement and relationship of uses, buildings, streets, and other permanent elements so as not to preclude future alternative development considerations to achieve an overall coherent design.

- Development must avoid areas of low stability, such as slopes composed of marine clay, unless thorough engineering and geotechnical reviews can overcome the severe conditions.

- Soil engineering studies are necessary to determine the uniformity of the material and the degree of compaction in areas of former gravel pits and fill soils.

- Retain forest cover to the greatest extent possible throughout the site, not only for visual buffers and wildlife habitat, but also to help prevent excessive stormwater runoff and erosion.

- Before development occurs, areas suspected of containing toxic substances should be thoroughly tested to determine the contents of the groundwater and soil. If contamination at potentially detrimental levels is found, exhaustive measures should be taken to eliminate the source(s) of the contamination or to prevent development within contaminated areas.

- Prevent development from increasing downstream drainage problems that may impact off-site locations. Adequate stormwater detention or retention facilities should be incorporated into development plans.

- Promote a complete network of hiking, biking, and riding trails to be incorporated into the development plan for the area. Facilities should be provided for safe and

convenient pedestrian access to and from residential neighborhoods and commercial areas. This network should also provide for access through EQCs and other open space areas and for exercise and recreational use.

- Encourage development to take into account the opportunities for energy-conscious design, such as proper solar orientation of buildings.

- Incorporate land use design techniques which effectively minimize noise and enhance vistas and other visual amenities. Development should consider the potential negative impacts of the high voltage transmission lines that pass through the area. Vegetative buffers and screening should be provided where aesthetically sensitive uses cannot avoid being located within sight of easements.

- Dedicate all rights-of-way necessary to accommodate planned transportation improvements.

- Construct improvements which are necessary to accommodate development-generated traffic, particularly at locations adjacent to the site where new or expanded access points are provided onto existing roads.

- Contributions toward resolving area road problems by performing construction or pre-construction activities on other roads in the area, or through financial contributions for such improvements, are needed to support higher intensity developments.

- Needed transportation facilities should exist prior to completion of each phase of development to satisfactorily accommodate the anticipated traffic of each phase.

- Provide plan designs that create safe and harmonious vehicular and pedestrian access, especially in areas where high vehicular traffic volumes may exist.

- Promote alternative transportation strategies, including more use of public transportation, ride-sharing, car/van pooling, shuttle service, and satellite parking, among others.

- Provide improvements for individual entrances to neighborhoods and major development areas, including appropriate deceleration and storage lanes.

- Provide the minimum number of controlled access points to the surrounding street system to sufficiently disperse site-generated traffic and provide multiple access routes where applicable.

- Design neighborhood road systems to accommodate bus feeder routes to Metro stations.

- Virginia Department of Transportation and Fairfax County design standards must be satisfied.

8. Tax Map 90-4((1))17 and the Island Creek subdivision (Tax Map parcels 90-4((11)) and 99-2((10))) are planned for residential use at 3-4 dwelling units per acre. Development should provide for extensive buffering between the industrial and residential areas as well as provide for the eventual reclamation of former gravel extraction sites in the area and adhere to the general policies for the Lehigh Area.

   Any development in this area should be carefully designed to be well-buffered from adjacent areas. Reclamation should increase its visual character and open space desirability through earth berming, runoff retention ponding, plantings, and other measures. Development should consist of a planned community with a variety of dwelling unit types, large open spaces, and amenities. Access to Beulah Street should align with the Kingstowne Village Parkway and connect to Morning View Lane in the Landsdowne subdivision. The Joseph Alexander Transportation Center and the completion of the Franconia-Springfield Parkway connecting to Beulah Street will make the area more accessible to mass transit.

9. Parcel 24 (Tax Map 99-2((1))24) contains severe environmental constraints including steep slopes, poor soils, and floodplain associated with a tributary. Single-family residential development at 3-4 dwelling units per acre may be appropriate provided the following conditions are met:

   - Vehicular access should only be via Morning View Lane;
   - Preservation of the Environmental Quality Corridor both on Tax Map 99-2((1))24 as well as in conjunction with access via Morning View Lane;
   - Maximization of tree save areas, especially on steep slopes;
   - Compatibility with the adjoining communities of Island Creek and Landsdowne;
   - Suitable buffering adjacent to the Landsdowne and Island Creek communities.

   Two adjacent parcels, Tax Map 99-2((1))18 and 19 may be developed for single family attached residential use at 3-4 dwelling units per acre if they are consolidated and subdivided such that their development can be integrated with the approved single family residential development on Tax Map 99-2((1))24, and if all vehicular access can be obtained through parcel 24 to Morning View Lane. Development at this density would be subject to all of the applicable development conditions outlined for residential use on Parcel 24.

   If residential development is not achieved, Tax Map 99-2((1))18 and 19 may be developed for industrial use up to .25 FAR. Vehicular access to Parcels 18 and 19 should be provided through Parcels 17 or 20. It is recommended that Parcels 18 and 19 consolidate with Parcel 17. The existing 50-foot access easement for Parcel 24 to Cinder Bed Road should not be utilized. Substantial vegetated buffers and screening should be provided adjacent to parcels planned or developed for residential use or public park use.

10. Parcels 91-3((1)) 2, 3, 4, 5, 6; ((3))29, 30 to the west of Beulah Street and south of Windsor Avenue are planned for residential use at 1-2 dwelling units per acre. As an option these parcels may be considered for residential use at 3-4 dwelling units an acre provided that parcels are consolidated and access is provided via Windsor Avenue.

Transportation

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

Heritage Resources

The Mount Air historic mansion was destroyed by fire in 1992. However, the site of the residence, related outbuildings, and surrounding site vegetation should be maintained and preserved to reflect the 19th century character of the site. In addition to the use of restrictive easements or revolving funds to help protect the Mount Air site and grounds, development on adjacent sites should be oriented to complement the historic site and grounds and provide the necessary landscape buffer zones to effectively reduce adjoining architectural and traffic impacts.

The house ruins, outbuildings, and gardens all form the site complex, and it is important that all elements be protected in any plans for alteration of the mansion house site. All alterations or development within the historic district should be reviewed by the Architectural Review Board.

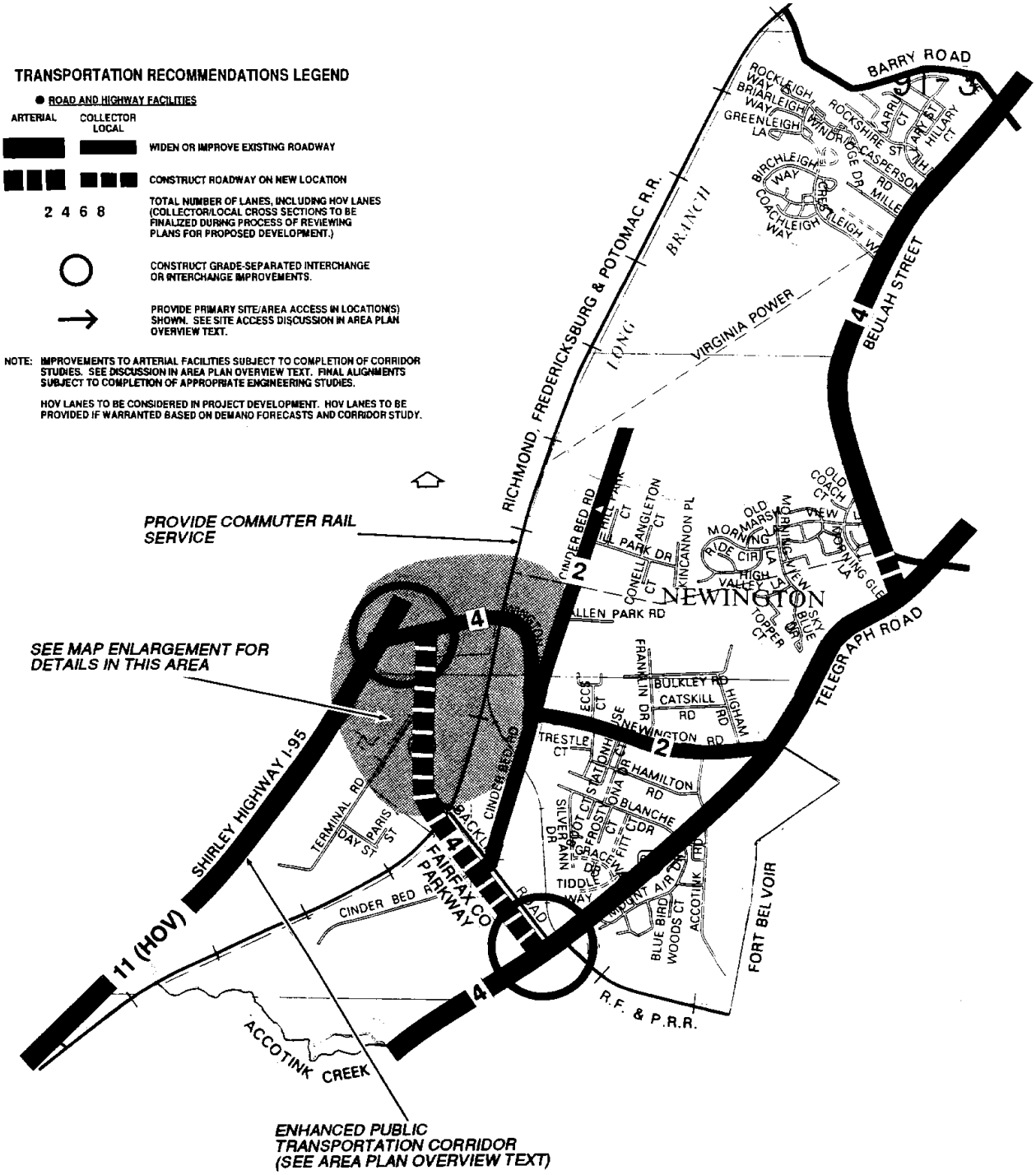
The Mount Air Historic Overlay District should be studied for possible expansion beyond its present boundaries.

Parks and Recreation

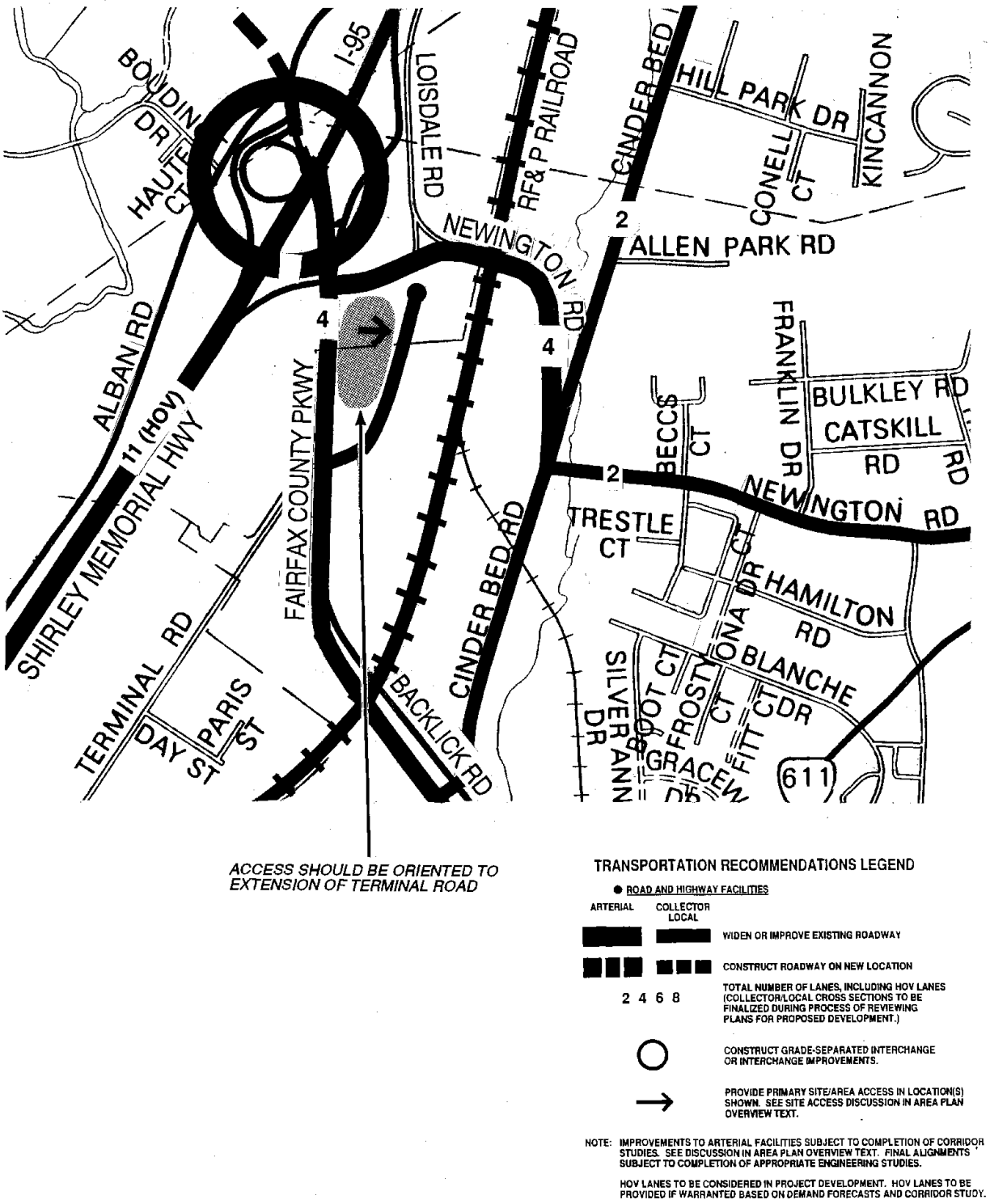
Parks and recreation recommendations for this sector are shown on Figure 35. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates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

Trails

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



TRANSPORTATION RECOMMENDATIONS **FIGURE 33**



ACCESS RECOMMENDATIONS **FIGURE 34**
S6 NEWINGTON COMMUNITY PLANNING SECTOR
I-95 CORRIDOR INDUSTRIAL AREA LAND UNIT K

FIGURE 35
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Amberleigh	Consider expanding of the park on the western boundary to protect environmentally sensitive areas of the Long Branch of Accotink Creek. Complete development in accordance with approved master plan.
Newington	Seek acquisition of land on the eastern boundary of the park (Tax Map 99-4((1))18; ((3))1,2,3,4,5,6,7,8,9) to expand recreational uses to meet the aggregate needs of the service area through purchase in fee simple, easements, dedication, donation, and/or other appropriate means; seek dedication of land on the eastern boundary of the park to expand recreational uses to meet the aggregate needs of service area. (Also noted in Land Use Recommendations.) Identify a Community Park site where land can be dedicated singularly, or in combination with other development, to meet the aggregate needs of the service area. (Also noted in Land Use Recommendations under the Lehigh Area.)
DISTRICT PARKS:	
	This sector is not served by an existing District Park. However, it would lie within the service area of the expanded Newington Heights Park proposed in the Pohick Plan in Area III.
COUNTYWIDE PARKS:	
Accotink Stream Valley	Protect EQC and provide trail access through dedication or acquisition of land and/or of open space easements on privately owned portions of Accotink Stream Valley in accordance with FCPA policy. Complete trail development. Protect the Long Branch EQC through open space easements on privately owned properties. Seek historic preservation easements on selected historic properties. In cooperation with the property owner, initiate the process to place an historic preservation easement on the Mount Air property and recommend nomination to the Virginia Landmarks Register with subsequent nomination to the National Register for Historic Places and that Mount Air be designated as a Heritage Resources Park.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 36**

S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR

CHARACTER

The Springfield East Sector is located between I-95 and the CSX Railroad, south of Franconia Road, and north of the portion of the I-95 Corridor Industrial Area along Loisdale Road. The sector encompasses Springfield Forest, New Charleston, and Loisdale Estate subdivisions and adjacent residential properties; and parcels bordering the CSX Railroad tracks. Housing in the sector is comprised primarily of single-family detached units.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that S7 Sector develop in Suburban Neighborhoods.

Major objectives for the Springfield East Community Planning Sector include:

- Provide appropriate transitions between varying land uses to mitigate adverse impacts;
- Preserve the stable single-family detached residential character of Windsor Estates (located in Sector S9), Loisdale Estates, and the area east of Frontier Drive, including Springfield Forest and New Charleston, through appropriate screening and buffering at transition boundaries; and
- Complete the land acquisition and development of Springfield Forest Park.

RECOMMENDATIONS

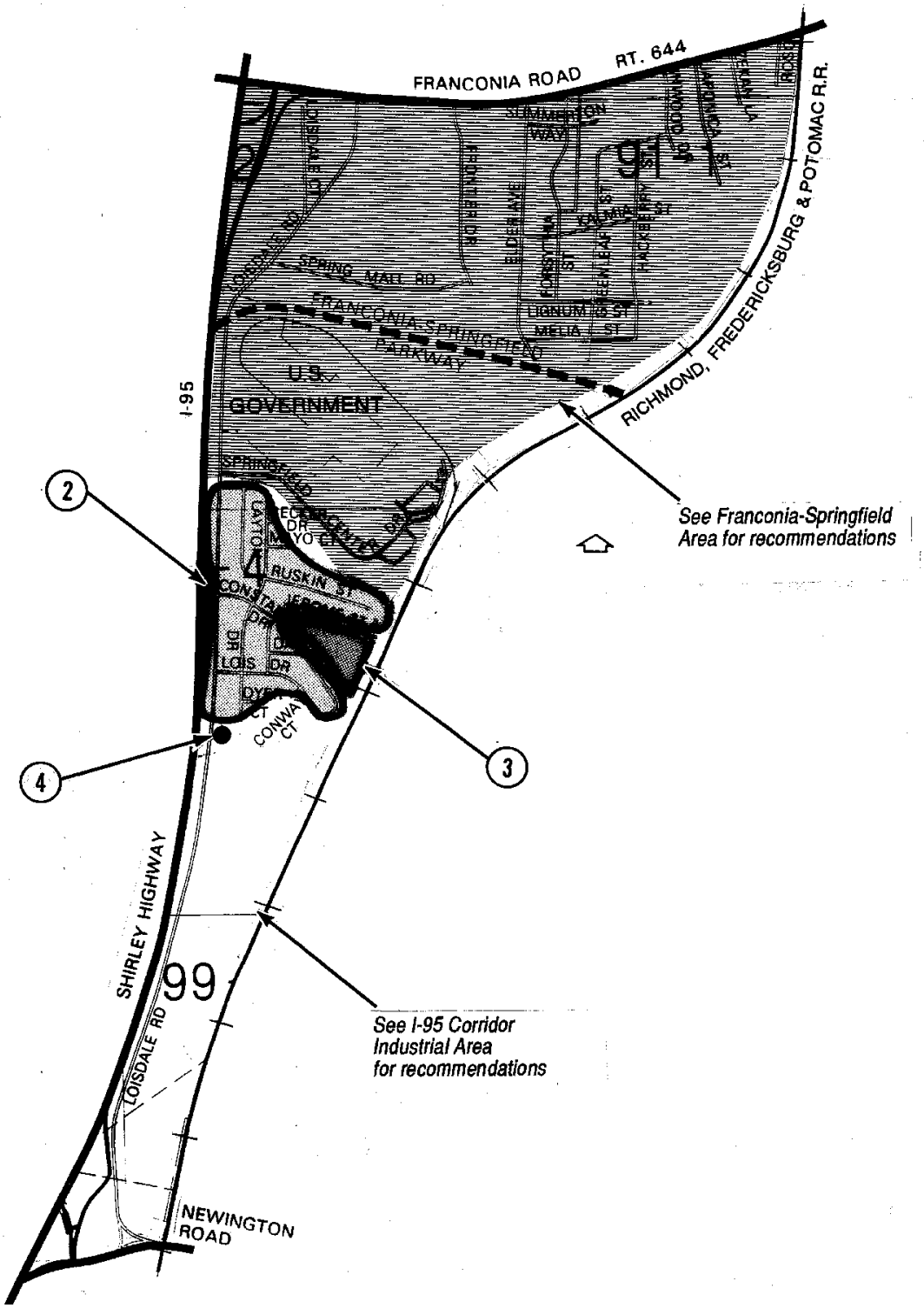
Land Use

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

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

1. Commercial development in the Franconia Road corridor should be limited to the area that is already commercially zoned and developed. Commercial encroachment into residential areas should be discouraged. [Not shown]

2. The Loisdale Estates subdivision is a stable residential area planned for 2-3 and 3-4 dwelling units per acre. Infill development should be of a compatible use, type, and density and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.



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

3. The vacant parcel within Loisdale Estates (Tax Map 90-4((1))10) should remain in open space use and is planned for private recreation use.

4. The planned use of Parcel 90-4((1))3 is public park. If the property is not acquired and develops at its underlying zoning for transitional low-rise office use, the following conditions should be met:

   - The provision of a substantial landscaped open space buffer which would mitigate the visual impact on nearby residences to the north;

   - The limitation of the low-rise office units to a height which is compatible with nearby existing and planned activity to the north and east; and

   - The provision of signs, whose size, character, and location are compatible with and result in no adverse visual impact on nearby residential units.

Transportation

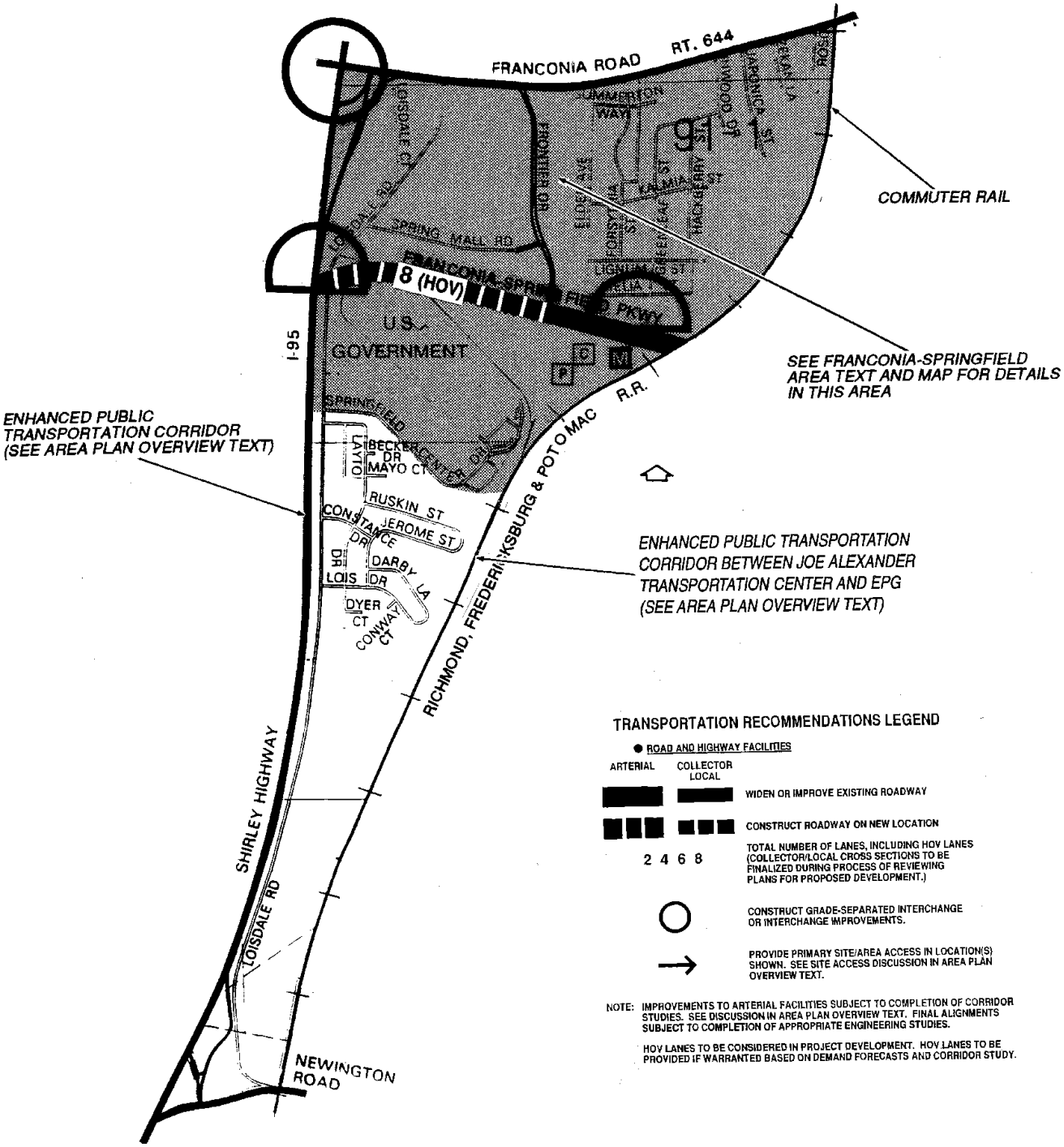
Transportation recommendations for this sector are shown on Figure 38. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed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

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 39. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

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



TRANSPORTATION RECOMMENDATIONS **FIGURE 38**

FIGURE 39
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Loisdale	Consider future acquisition of Parcel 90-4((1))6A to expand active recreation facilities contingent upon determination of landfill contents and safely.
Springfield Forest	Expedite dedication to complete assemblage of this park site. Initiate a master planning process and develop with a mix of Community and Urban Park amenities. Additional Neighborhood Park facilities should be provided in conjunction with new residential development in the Franconia-Springfield Transit Station Area. Urban Park should be provided in conjunction with commercial development in the TSA.
COMMUNITY PARKS:	If Loisdale Park is expanded and athletic fields developed in it, this park will be reclassified as a Community Park.
DISTRICT PARKS:	This sector is not currently served by a District Park.
COUNTYWIDE PARKS:	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 40**

S8 MONTICELLO WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Monticello Woods Community Planning Sector is located north of Franconia Road between I-95 on the west and the CSX Railroad tracks on the east. The sector is predominantly residential in character. There are commercial uses within the western portion of the sector, along Commerce Street. The former Beltway Metro Station site, located within this sector south of the Capital Beltway and adjacent to the CSX Railroad tracks, is vacant. Situated between the Capital Beltway and the Southern Railroad tracks and off Farrington Avenue is an industrial park. The rest of the sector consists primarily of single-family detached houses, a townhouse development, schools, vacant land, and parks.

There are several undeveloped tracts, including one east of Kitson Lane, and another with several inaccessible parcels in the Backlick Run floodplain north of the Capital Beltway and south of the Southern Railroad tracks. Access to the Monticello Woods sector is from Franconia Road and Commerce Street, except for the Farrington Avenue Industrial Park, which is reached from South Van Dorn Street via the City of Alexandria. There are areas within the sector with high potential for significant heritage resources. These areas occur between the Southern Railroad tracks and the Capital Beltway, and along the CSX Railroad tracks.

The S8 Community Planning Sector contains a large number of school sites and a large amount of parkland. The number of playing fields used for active recreation is great. These public facilities define the character of the neighborhood. Users are also drawn from outside the service area of these facilities; noise, overflow parking, and increased automobile traffic on local streets are concerns for residents.

CONCEPT FOR FUTURE DEVELOPMENT

The Monticello Woods Community Planning Sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

Figure 41 indicates the geographic location of land use recommendations for this sector.

1. Commercial development along Commerce Street and Franconia Road should be limited to existing commercially-zoned locations to prevent commercial encroachment into adjacent residential neighborhoods. The commercially developed area along Commerce Street and Franconia Road is planned for community-serving retail use up to .35 FAR. Buffering and screening and other measures should be provided from any new development to adjacent residential uses to create appropriate transitions and mitigate adverse impacts. Lighting on commercial sites should be designed to be non-intrusive to nearby residential areas.

2. North of Franconia Road between Kitson Lane and the CSX Railroad tracks is a vacant tract of about 33 acres (Tax Map 81-3((1))32, 33A). The site is planned for residential use at 2-3 dwelling units per acre. The tract is narrow, constrained by steep slopes and marine clays, and will require sensitive design to avoid impacting already established neighborhoods; access to the tract should be from Franconia Road.

3. The 35-acre former Beltway Metrorail Station site, Parcels 81-1((1))10F, 81-3((1))1, 40 located south of the Capital Beltway and west of the CSX Railroad tracks, is planned for public park use. The site is located in the Cameron Run watershed and contains part of the Backlick Run Environmental Quality Corridor. The site is wooded; contains floodplain and a critical aquifer recharge area; has slippage-prone marine clay soils and steep slopes and is located next to the CSX Railroad. Access to the site should be through Franconia Park. As an option, residential use at 2-3 dwelling units per acre is possible if the property is not acquired for public use and if the following is achieved:

   - The tract is consolidated with Parcels 81-3((1))32, 33A into a single development project;

   - Land is dedicated for the expansion of Franconia Park to protect environmentally sensitive land located adjacent to the park;

   - Effective buffering and screening to the Capital Beltway and the CSX Railroad is provided;

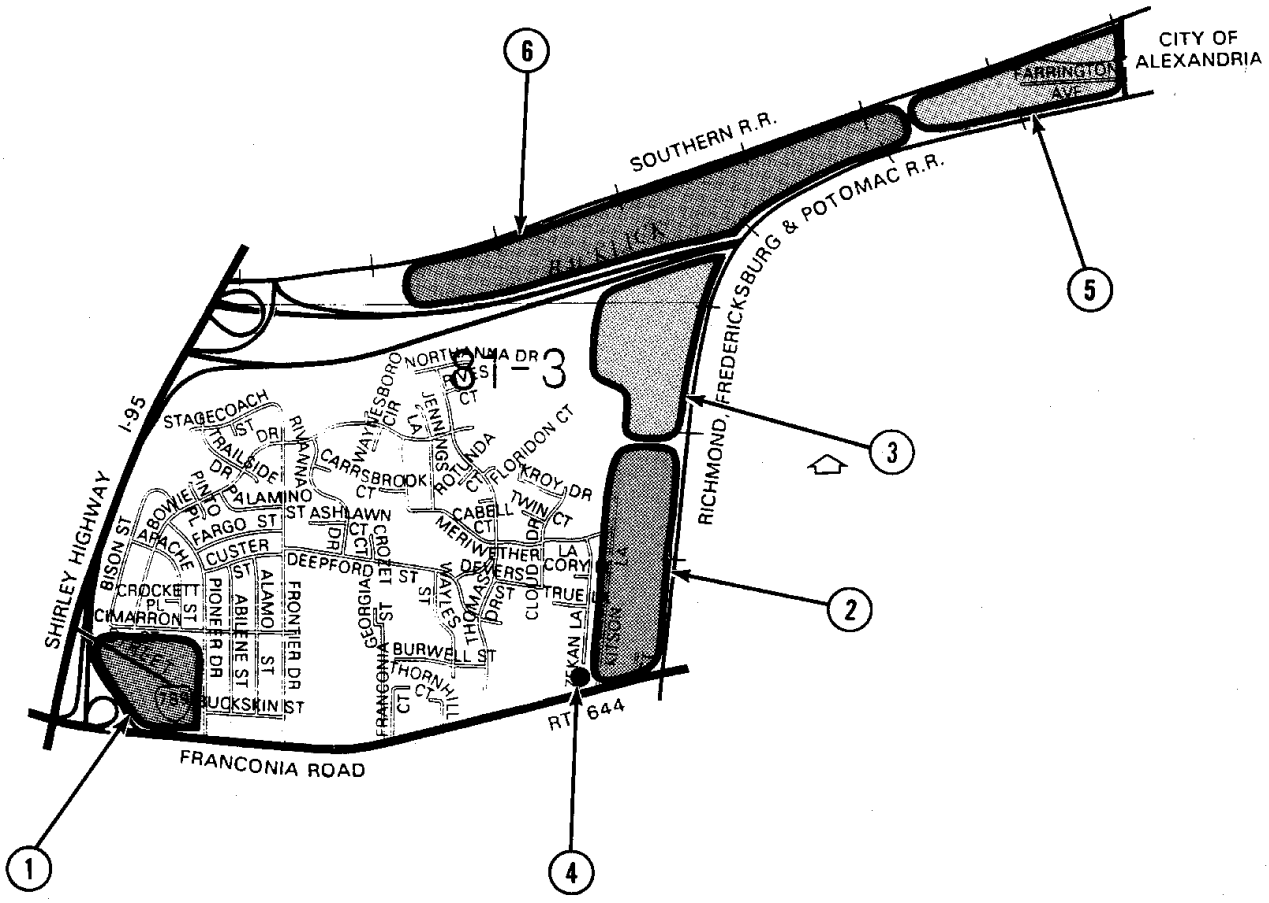
   - Safe bicycle and pedestrian access to Franconia Park is provided;

   - Vehicular access to new development is from Franconia Road only, and Kitson Lane access should be abandoned; and

   - Clustering of dwelling units is accomplished, with significant buffering and screening provided to adjacent existing single-family detached houses.

4. Vacant Parcel 81-3((18))A, about two acres, at the end of existing Zekan Lane should be developed for infill residential use at an overall density of 2-3 dwelling units per acre. To avoid cut-through traffic and reduced safety for existing residents, and to avoid additional accesses to Franconia Road, Zekan Lane should be terminated in a cul-de-sac and not be built through to Franconia Road.

5. Parcels 81-2((1))9, 9B, 9C, 10, 10A, 11, and 13 located within the Farrington Avenue Industrial Park between the Southern and CSX Railroads are planned for industrial uses up to .40 FAR. Street access should remain from Farrington Avenue.



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

6. Parcels 81-1((1))10C, 10D, 10E and 10G located between the Southern Railroad and the Capital Beltway and the CSX Railroad within the Backlick Run floodplain are planned for private recreation use. It would be desirable to secure an open space easement to these vacant parcels which are not accessible by road.

Transportation

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

Before Franconia Road is widened, a corridor study should be undertaken to determine the impacts on the adjacent single-family neighborhood. Land use impacts should be mitigated prior to any widening.

Heritage Resources

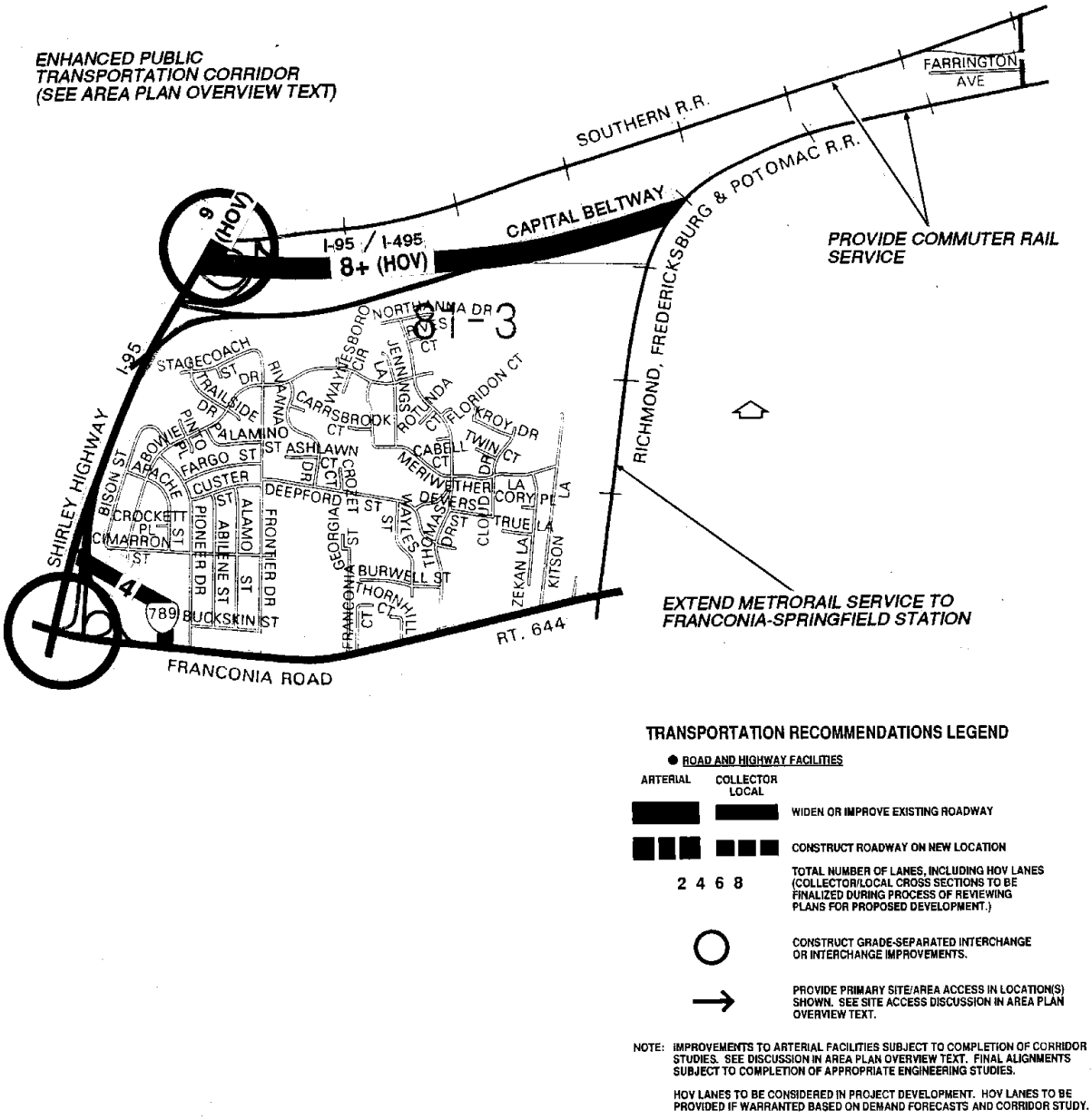
The Ogden House, an old farmhouse, located behind Key Intermediate School, should be evaluated for possible inclusion on Fairfax County's Inventory of Historic Sites.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 43. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

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



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 42**

FIGURE 43
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Park facilities should be provided in conjunction with new residential development.
COMMUNITY PARKS:	
Lee High	Complete development as per the approved 1965 master plan.
Trailside	Upgrade existing athletic fields.
Monticello Woods	No development is currently planned for this park.
Franconia	Complete development in accordance with approved master plan. See future dedication of land to the east of the park to expand park uses and protect environmentally sensitive natural resources.
COUNTYWIDE PARKS:	
Backlick Stream Valley	Protect EQC through acquisition and/or donation dedication of land or open space easements on privately owned portions of Backlick Stream Valley, including Parcels 81-1((1))10C, 10D, 10E, and 10G. Complete development of countywide stream valley trail.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 44**

S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector, located south of Franconia Road and between the CSX Railroad and Beulah Street, consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive. Franconia Road, Beulah Street, the Franconia-Springfield Parkway, and Fleet Drive are the major roadways in this sector.

This sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest is Parcel 91-1((1))11 and the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1898, is located at the intersection of Beulah Street and Franconia Road.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb, and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Fleet Drive on the west, and it is located between Old Franconia Road on the north and Yadkin Court on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Beulah Community Planning Sector is recommended to develop as Suburban Neighborhoods under the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

The area bounded by Franconia Road on the north, and Beulah Street and Grovedale Drive on the east and west, respectively, should develop as the community focal point for the greater Franconia area. A cluster of public facilities (including the Franconia Government Center), community-serving office and retail uses, and the historic Olivet Episcopal Church are located here. Compatible redevelopment along with an urban park will help establish this area as a community focal point and complement the function of this area as a location for community activities and interaction.

Figure 45 indicates the geographic location of land use recommendations for this sector.

1. The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit oriented development at this location. The area is divided into Land Units A, B, and C as depicted on Figure 46.

LAND UNIT A

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia Springfield Parkway should be dedicated to the County for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Development should provide well-designed interior circulation with no direct vehicular access through the Lewin Park community or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.

LAND UNIT B

The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may be appropriate if a buffer, at least 25 feet in width, and a 7-foot brick wall are provided to assist in creating a transition to the residential community to the south. The buffer should contain evergreen trees to provide year round screening.

OPTION FOR LAND UNITS A & B

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for office with an option for a child care center may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the office and child care uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street. In addition, the following conditions should be met:

Land Use/Design

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;

- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield Parkway trail;

- Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;

- Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;

- The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;

- Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;

- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;

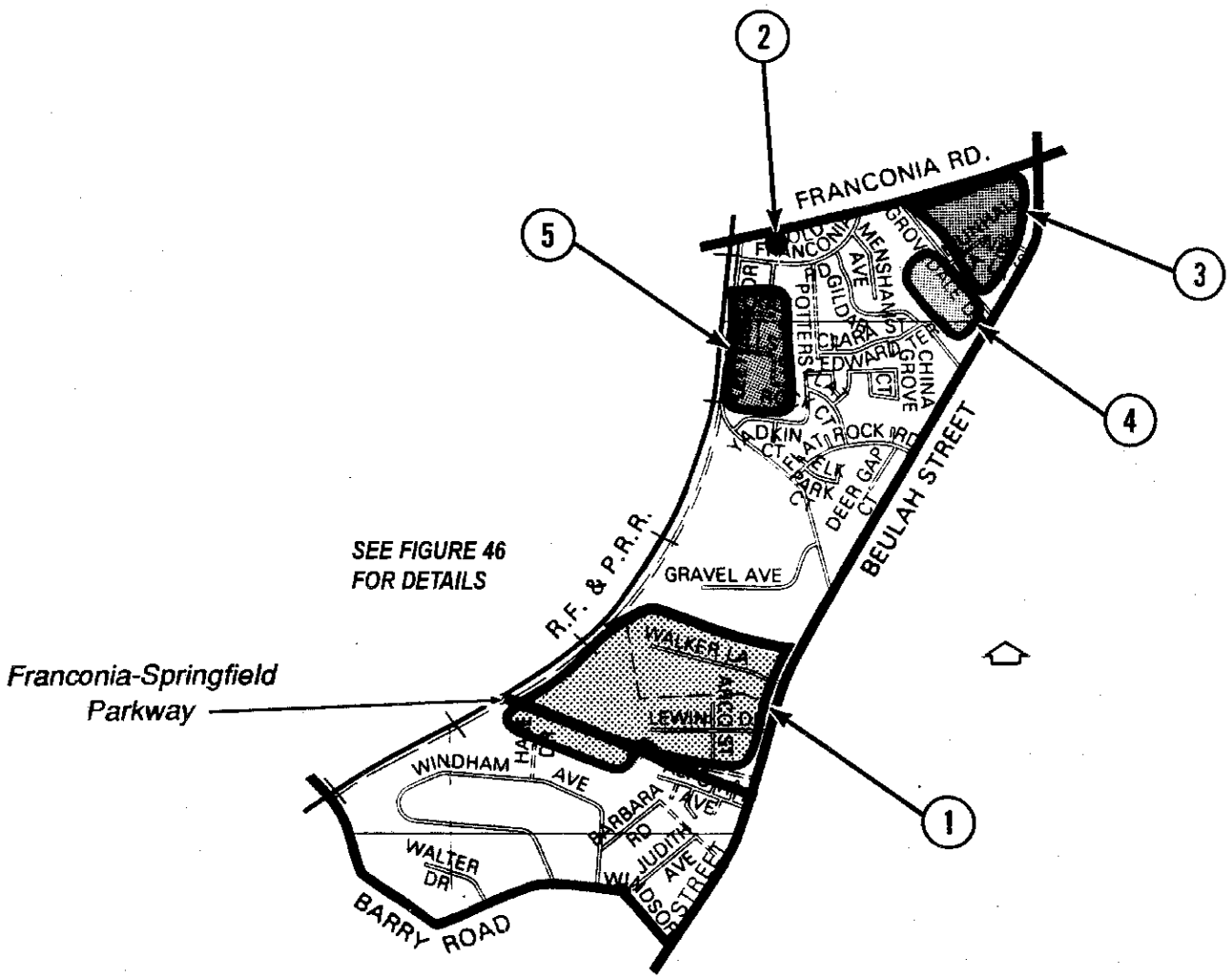
- The existing family cemetery should be preserved and access provided;

- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

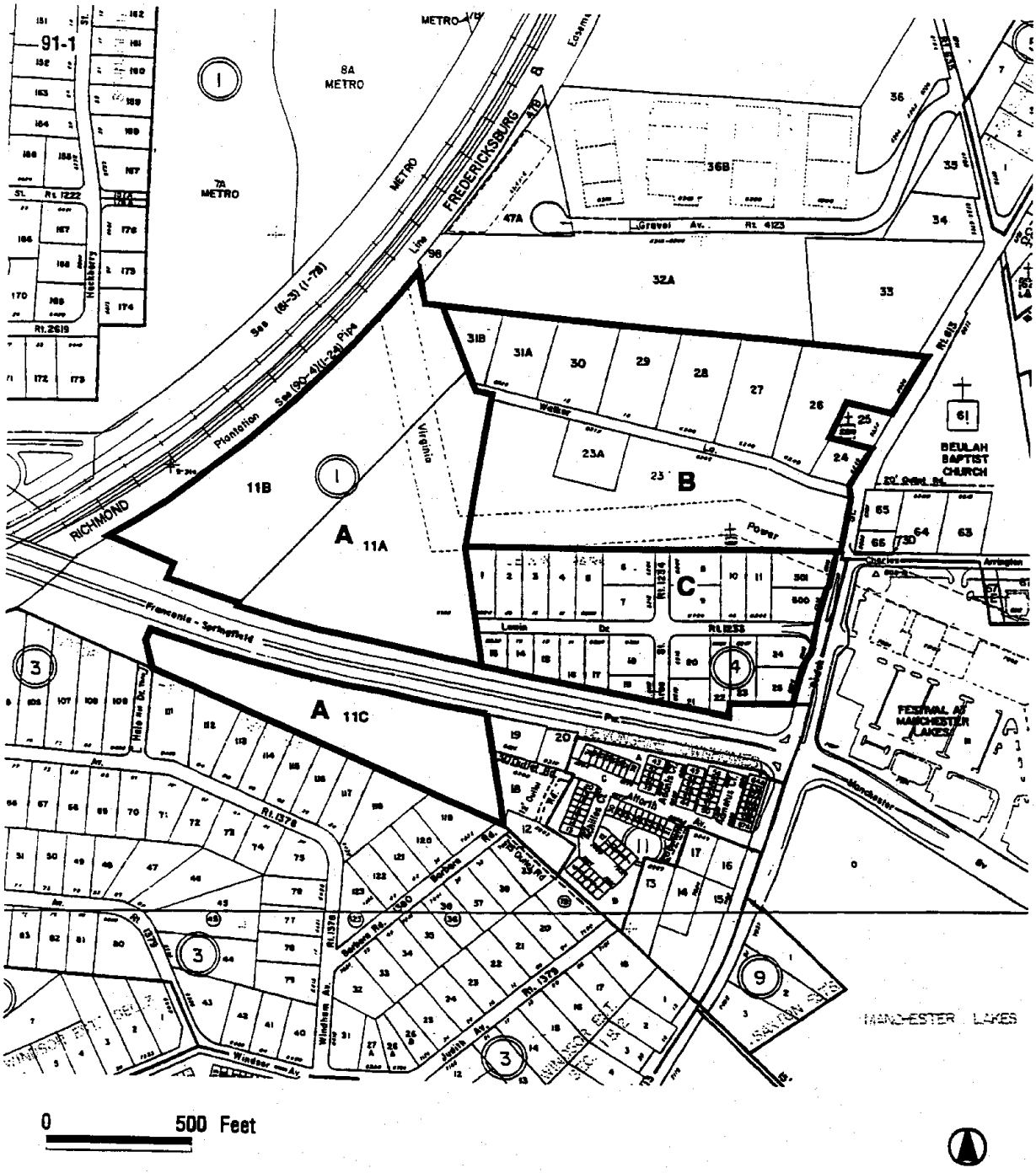
Transportation/Access

- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;

- Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;



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



WALKER LANE/LEWIN PARK AREA **FIGURE 46**
S9 BEULAH COMMUNITY PLANNING SECTOR

- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;

- To encourage transit use, the amount of parking should be minimized to the extent feasible;

- Access is provided from Land Unit C through Land Unit B to Beulah Street;

- If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved; and

- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

LAND UNIT C

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use with office uses as an option. If the optional uses for Land Unit B are approved through a rezoning, then office, hotel, and support retail uses at up to .55 FAR may be appropriate for Land Unit C if the following conditions are satisfied:

- The parcels in the land unit are substantially and logically consolidated;

- The Guidelines for Neighborhood Redevelopment as provided in the Policy Plan are met; and

- Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange.

2. Low-rise office development up to .35 FAR is planned for the vacant parcels between old and new Franconia Roads, immediately east of the CSX Railroad right-of-way, with buffering to the new roadway and access from Old Franconia Road.

3. Within the Franconia Road, Beulah Street, and Grovedale Drive triangle, the area located south and west of both the Franconia Fire Station and the Franconia Government Center is planned for low intensity office use. Neighborhood-serving retail use up to .25 FAR is planned along Franconia Road. In order to develop either office or retail uses in the area, the following conditions should be met:

   - Substantial parcel consolidation and a coordinated development plan that reflects a superior site layout and architectural design should be an element of any development proposal;

- The visual impact of any proposed development on the adjacent stable, low density residential neighborhood to the east should be screened by using substantial landscaping, berms, and other effective and aesthetic screening techniques. No commercial uses should directly front on Beulah Street;

- A field survey should be conducted prior to final design plans and, if significant historic resources are found, appropriate preservation measures should be incorporated into the design phase;

- Development should be designed to retain as many of the indigenous hardwood trees as possible. Pedestrian-oriented open space areas, such as an easily accessible urban park, should be incorporated as an element of the development plan; and

- Roadway improvements necessary to ensure an acceptable level of service within the area affected by the development should be provided. The design of the internal circulation pattern and the location of related access points should be planned to minimize the traffic impact on the adjacent residential area.

4. Transitional low-rise or townhouse-style office use up to .35 FAR is planned for Tax Map 81-3((05))9, 10, 10A, ((34)), and ((38)) along Grovedale Drive provided the following conditions are met:

   - Substantial consolidation of the parcels to effect a coordinated, attractive and well-designed development. Such development should be designed to be compatible with the surrounding residential community and no direct access should be provided to Beulah Street; and

   - Landscaped screening should be provided in the buffer zone for those properties surrounding the subject property. This includes the Georgetown Woods townhouse development on Gildar Street and the low density neighborhood across Beulah Street. The landscaped screening should contain an effective mixture of shrubs and trees together with a fence of at least six feet in height between the planned office and existing townhouse development. Such fence should be placed on the inside edge of the buffer zone.

5. Development in the Shirley Park neighborhood should be in accordance with the recommendations cited in the Shirley Park Community Improvement Plan.

   The portion of the Shirley Park neighborhood located between Wills Street and the Franconia Commons townhouses (Tax Map 91-1((1))41 and 41A) is planned for single-family, residential use at 3-4 dwelling units per acre. In order to develop above the low end of the density range, the following conditions should be met:

   - A coordinated development should be oriented toward the Shirley Park community;

   - To reduce additional access points along Fleet Drive, the roadway connecting to the site should be via Wills Street (see Figure 48);

   - Every effort should be made to preserve existing stands of trees. In particular, vegetative cover located in the vicinity of the adjacent Franconia Commons townhouses should be retained for buffer purposes; and

- Measures to mitigate traffic and railroad related noise should be implemented in conjunction with development of this site.

As an option to residential development, the heavily wooded southern portion of the Shirley Park Area planned for residential use at 3-4 dwelling units per acre (Tax Map 91-1((1))41 and 41A) is considered appropriate for passive recreation and private open space uses. If this option is implemented, the preservation of quality vegetative cover should be assured through the execution of an appropriate protective easement.

Transportation

Transportation recommendations for this sector are shown on Figures 47 and 48. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

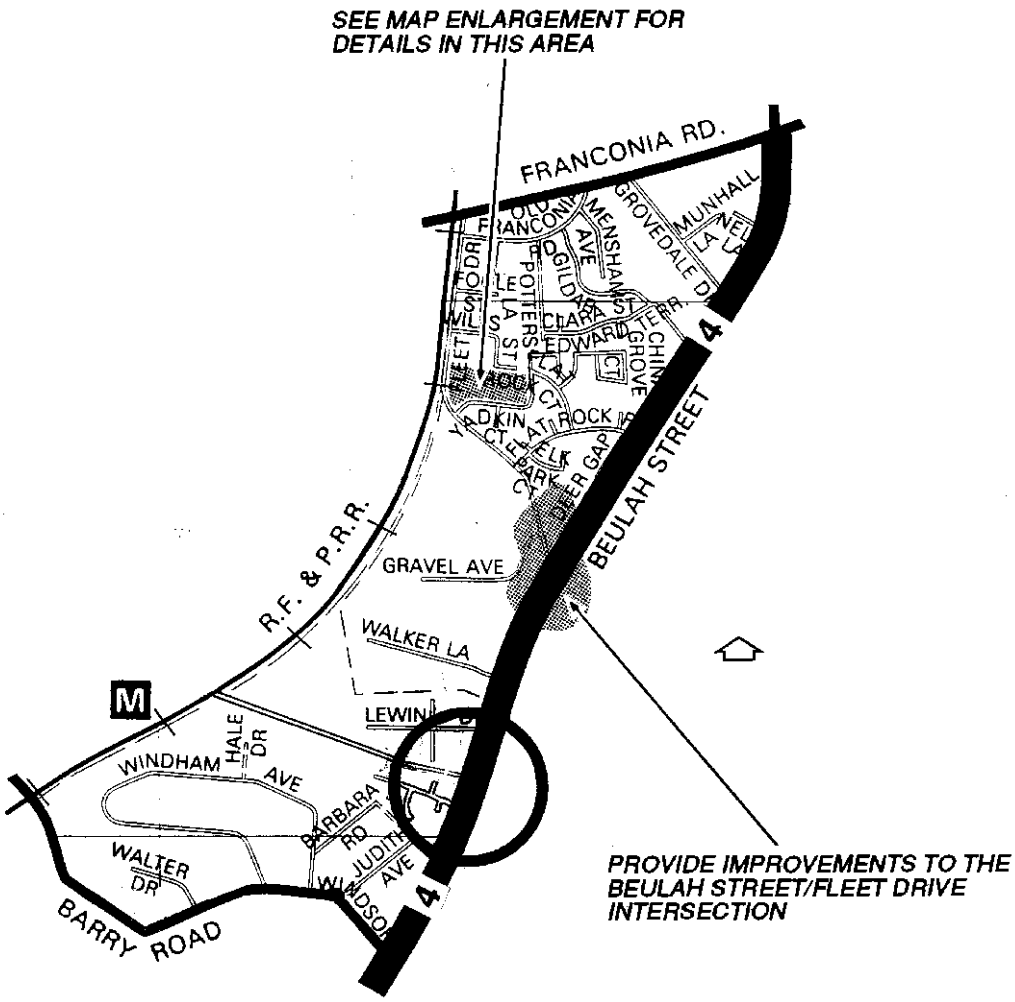
The Laurel Grove Baptist Church, located northwest of the junction of Walker Lane with Beulah Street, should be evaluated for possible inclusion on Fairfax County's Inventory of Historic Sites.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 49. 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 50 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRANSPORTATION RECOMMENDATIONS LEGEND

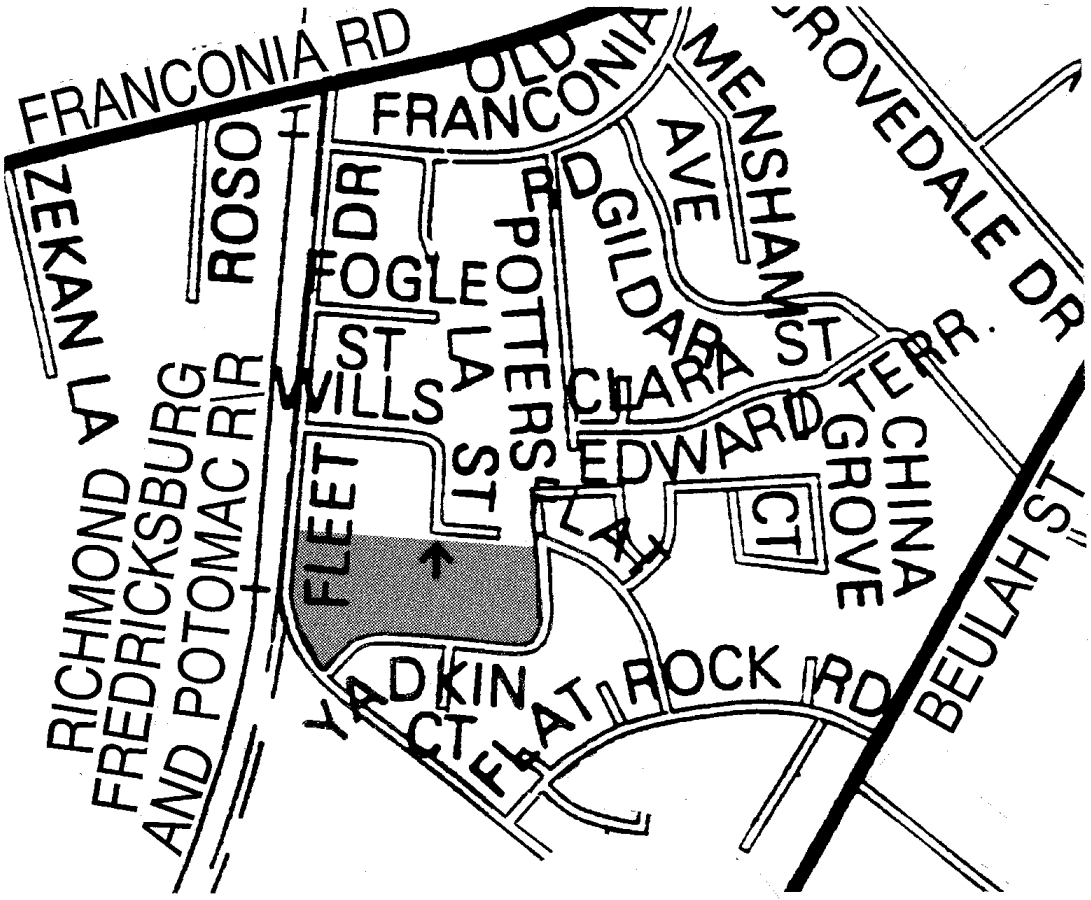
● ROAD AND HIGHWAY FACILITIES

ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
○		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
→		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 47**



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 48**
S9 BEULAH COMMUNITY PLANNING SECTOR

FIGURE 49
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S9

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential development. An Urban Park should be provided in conjunction with commercial development in the area of the Franconia Government Center.
COMMUNITY PARKS:	This sector lies within the service area of Beulah Community Park.
DISTRICT PARKS:	This sector is currently not served by a District Park.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 50**