ROSE HILL PLANNING DISTRICT

OVERVIEW

The Rose Hill Planning District is bounded on the north by the Richmond, Fredericksburg and Potomac (RF&P) Railroad right-of-way and the City of Alexandria boundary line; on the east by Telegraph Road, Florence Lane, the west edge of the Kings Garden Apartments, South Kings Highway, Harrison Lane and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of the park, the northern edge of Fort Belvoir, and Telegraph Road; and on the west by Beulah Street, Franconia Road, and the RF&P right-of-way (see Figure 1).

The planning district is substantially developed with stable residential neighborhoods. Most contain single-family detached dwellings at 2-4 dwelling units per acre. A relatively large portion of the district is public parkland, much of which is Huntley Meadows. Other major features in the district include a future Transit Station Area, located near the South Van Dorn Street/I-95 interchange, and Kingstowne, a large residential development with a mixed-use Community Business Center as its focal point. Kingstowne is planned for residential development with an overall density of 3-4 dwelling units per acre and contains a variety of housing types.

The population of Rose Hill increased from 21,800 persons in 1970 to 38,692 persons in 1995. Most of the population growth is attributable to new housing construction in the district.

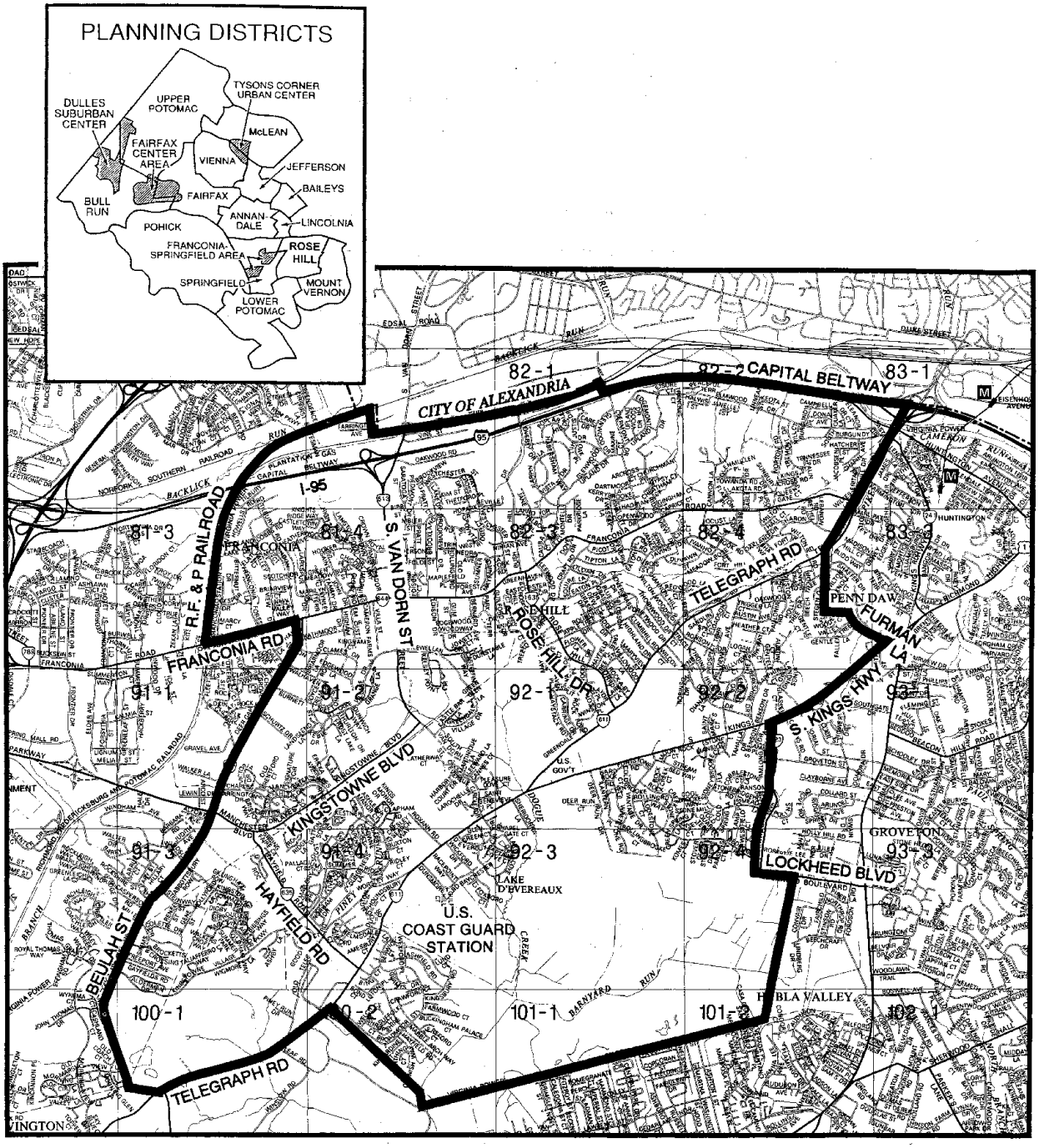
The Rose Hill Planning District, together with the Mount Vernon Planning District, borders the southern perimeter of the City of Alexandria. Some of the major land use decisions which will affect the Rose Hill Planning District will be made not by Fairfax County but by the City of Alexandria. For example, the City has approved projects which will substantially increase development densities in the Cameron Valley along the north side of the Beltway. Most of this area is planned and zoned for major development along Eisenhower Avenue.

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.

Most of the Rose Hill Planning District is recommended to develop as Suburban Neighborhoods under the Concept for Future Development. This recommendation highlights the need to protect the stable residential areas which predominate in the district, as well as strive for a mix of housing types and supporting commercial and institutional uses.

Two mixed-use centers are envisioned in the district: a Transit Station Area focused on the Van Dorn Metro station, and a Community Business Center (CBC) where the Town Center is planned in Kingstowne. Like other mixed-use centers in the County, these classifications are general descriptions of the predominant character of the areas, recognizing that each development area has its own individual set of characteristics. In the case of the Van Dorn Transit Station Area, access and environmental problems present constraints on the development opportunities normally associated with lands adjacent to Metrorail stations. Until adequate access is provided, the types of



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SCALE

ROSE HILL PLANNING DISTRICT **FIGURE 1**

densities recommended in the Concept for Future Development are not generally planned in the Van Dorn Transit Station Area.

The Kingstowne Town Center is planned to include a significant amount of office space which will make it a major employment center. Elements of the Community Business Center and guidelines in the Concept for Future Development, such as provision of streetscape, including a complementary mix of land uses, and providing a community focal point, apply to the Kingstowne Town Center.

Huntley Meadows, a 1,260-acre public park in the southeast portion of the planning district, is a regionally significant wildlife habitat area and wetlands preserve. Park development should be consistent with the management of ecologically sensitive wetland areas.

MAJOR OBJECTIVES

Planning objectives in the Rose Hill Planning District include the following:

- Preserve stable residential neighborhoods with appropriate and compatible infill development;
- Achieve appropriate development in the Van Dorn Transit Station Area given access and environmental constraints;
- Manage pressure for commercial expansion along Franconia Road and other arterials;
- Achieve development which is sensitive to environmental constraints and opportunities, especially the need to plan, design and construct uses recognizing the presence of marine clays and slope failure areas;
- Protect Huntley Meadows Park;
- Determine future uses of Federal properties if they are declared surplus, and of the Hilltop Landfill when it ceases operation;
- Identify and preserve significant heritage resources;
- Develop trails and mass transportation resources to provide access to the Van Dorn Metro Station and the Joe Alexander Transportation Center; and
- Protect wetlands and Environmental Quality Corridors in the district.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Rose Hill 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.

Housing

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

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

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

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

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

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

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

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

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

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

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

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

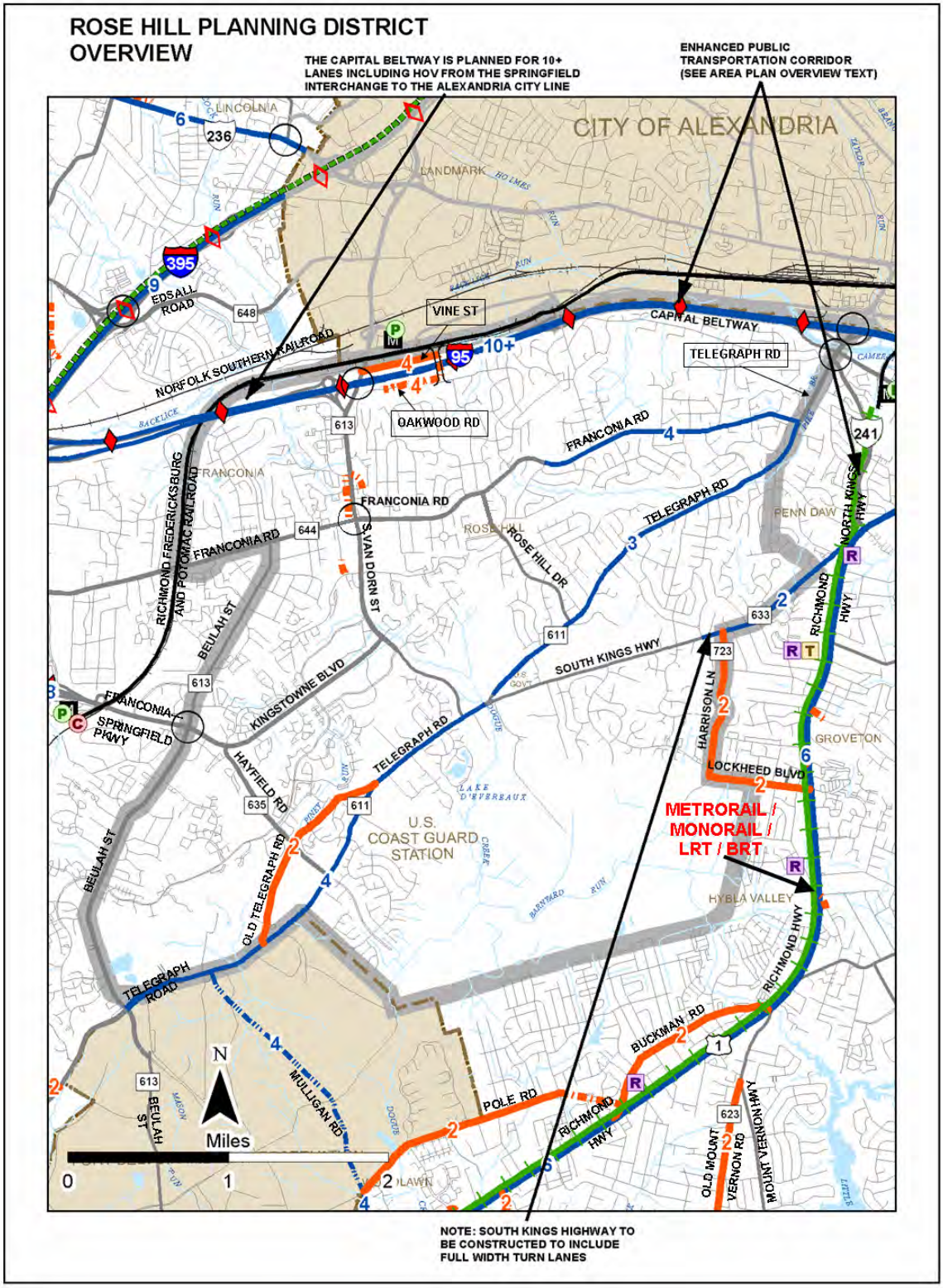
Environment

Environmental policies for Rose Hill should focus on reclamation and improvement.

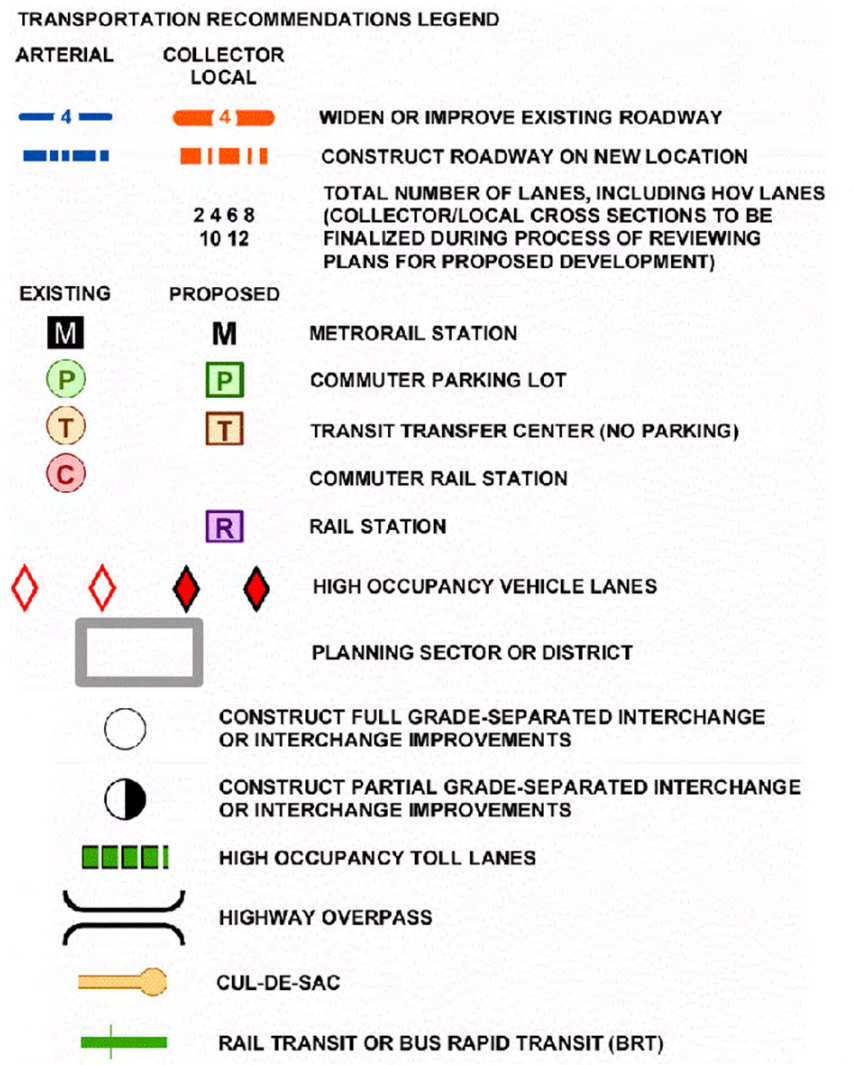
The outstanding environmental feature of the Rose Hill Planning District is Huntley Meadows Park. Special consideration for water quality and habitat preservation should be given to protect and enhance this unique environmental resource. The Rose Hill District also faces some environmental reclamation challenges. Prior land uses such as gravel mining operations, and natural constraints such as slippage-prone soils, previously rendered some areas economically unable to develop. As land has becomes scarce, these environmentally constrained lands are subject to increasing development pressures. Policy Plan environmental policies provide guidance in developing 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 Rose Hill 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 Act. In addition to surface water, a portion of the Rose Hill 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 Rose Hill District. Any development in areas with these conditions should be based on the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the County and affected property owners should be provided. The density of development of property in this area may be reduced by the extent of marine clay soils and other environmental constraints.



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



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 LEGEND **FIGURE 2**

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

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Jefferson at VanDorn Coverdale Way	RH1	23	Private/ADU Rental Program
Manchester Lakes Seniors Apartments, Beulah Street and Hayfield Road	RH4	136	Private/Tax Credit/VHDA
Morris Glen Schoonmaker Court	RH4	60	Fairfax County Rental (Elderly)/ Tax Credit
Homeownership			
		131*	MIDS, First Time Home Buyers, or Affordable Housing

*Scattered Units

PROPOSED ASSISTED HOUSING
(As of October 2004)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Glenwood Mews Belleau Woods Court	91-4((1))34-37, 39	RH4	9	tbd

Stream valleys and their associated tributaries make up a significant amount of the habitat that sustains urban wildlife. In the Rose Hill Planning District, Huntley Meadows Park is a destination for many forms of wildlife that travel along the stream valley corridors. Maintaining corridor connections in and around the Park is important.

Heritage Resources

The Rose Hill 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.

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 Landmark's 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.

Public Facilities

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

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

Name	Address	Parcel Number	Date
Ashland	6000 Wallhaven Drive, Alexandria	91-2((1))1B	c.1820 + 1850
Belvale	5300 Glen Green Court, Alexandria	91-4((7))7	c.1765
Evergreen	5719 Cannon Lane, Alexandria	82-2((5))D-1	c.1850
Huntley N,V,H	6918 Harrison Lane, Alexandria	92-2((1))8C	c.1820
Mount Erin	6403 Hillview Avenue, Alexandria	82-4((1))9	c.1800
Stoneybrook	6709 Stoneybrooke Lane, Alexandria	92-2((22))A	c.1785 + 1945

N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

FIGURE 5
ROSE HILL PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
RH1				Alcohol and Drug Services Youth Assessment Center	Va. Power Van Dorn Substation	
RH2	Bush Hill, Clermont Elem., Twain Middle				Sewage Pumping Station	
RH3	Cameron Elem.			Burgundy Community Center		
RH4	Franconia, Lane Elem., Hayfield, Edison High	Regional Library site	Kingstowne Fire Station Co. 37	Parent and Child Center, Crossroads Alcohol and Drug Residential Treatment Center	Va. Power Hayfield Station	
RH5	Rose Hill Elem., Wilton Woods Admin. Center	John Marshall Community			Va. Power Virginia Hills Substation	
RH6	Virginia Hills Admin. Center				Sewage Pumping Station	
RH7	Groveton, Hayfield Elem.				Va. Power Fort Belvoir Substation	*U.S. Coast Guard Station, *Lieber U.S. Army Reserve Center

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

A number of public facilities have been identified as future needs in this planning district. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the County Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector recommendations and may be considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. The following public facilities are identified as future needs in the Rose Hill Planning District:

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

2. 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.

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

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

5. To serve the needs of the growing senior adult population, locate a senior center with elderly housing on the north side of Manchester Lakes Boulevard, between the Festival at Manchester Lakes shopping center and the power easement to its east which runs generally north-south (RH4).

6. Consider public acquisition of the Lieber Army Reserve Center and the U.S. Coast Guard Station as described in the land use recommendations in Sector RH7.

7. Expand the John Marshall Community Library in Sector RH5 consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Public parks located within the Rose Hill Planning District are listed on Figure 6. Additional recreational facilities are provided at County public school sites. Public parkland is a significant amenity and integral component of the Planning District, comprising 20 percent of the land base. Major parks include:

- Huntley Meadows - a regionally significant natural area which provides habitats for possibly the greatest diversity of wildlife found in the County. It is the largest park in the County system and attracts visitors from the entire metropolitan area;

- Huntley Mansion - an historic property and cultural landscape with vistas overlooking Huntley Meadows; and

- Greendale Golf Course.

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

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
RH1	Franconia Forest				
RH2	Bush Hill	Mark Twain			
RH3	Burgundy Heritage Hill	Clermont School Site Loftridge			
RH4	Tara Village	Beulah Manchester Lakes		Greendale Golf Course	
RH5	Wilton Woods School Site	Ridgeview			
RH6			Lee District		
RH7	Hayfield South Kings Forest Wickford	Stoneybrooke		Huntley Meadows Huntley Mansion Dogue Creek Stream Valley	

These Countywide Parks contain significant natural, cultural and recreational resources which are environmentally sensitive. Intrusion of non-recreational development should therefore be restricted or prohibited and off-site environmental and visual impacts should be mitigated. The Dogue Creek Stream Valley on the western boundary of Huntley Meadows Park is also a sensitive area due to flooding and unconsolidated soils. Any development, including trails, should therefore be excluded in this portion of the EQC.

The Rose Hill Planning District is moderately well served at this time by active recreation facilities at Lee District Park and other smaller park and school sites. However, the projected growth for the Kingstowne development will impact the long term needs of the entire Planning District. It is therefore important that adequate parklands and facilities be provided as part of and to serve the Kingstowne community.

An additional Community Park should be provided in the RH1 sector and Urban Parks should be included in the redevelopment of the Van Dorn Transit Station Area where possible. If Federal land holdings in this Planning District are declared surplus, consideration should be given to acquiring at least a portion of these sites for active and passive recreation uses and for protection of the sensitive environmental areas of Dogue Creek and Huntley Meadows Park. Elsewhere in the district, priority should be placed on expanding and/or upgrading existing park and recreation facilities.

VAN DORN TRANSIT STATION AREA

CHARACTER

The Van Dorn Transit Station Area (TSA) lies to the south of the Van Dorn Metro Station. The station is located adjacent to the CSX Railroad and Metrorail rights-of-way (see Figure 7), and east of the South Van Dorn/I-95/495 interchange. The TSA is mainly sub-divided by east-west transportation corridors: the CSX and Metrorail tracks extend along the area's northern edge with the Capital Beltway (I-95/495) dividing the area into two east-west strips. South Van Dorn Street is the only through north-south road.

The Transit Station Area contains a variety of predominantly industrial uses such as vehicle and material storage for paving, towing, fuel, and iron works companies. Some residential structures that are located along portions of Vine Street and Oakwood Road have been converted to offices. Smaller parcels (approximately one-half acre) are located along Vine Street with larger parcels along Oakwood Road.

Existing transportation facilities constrain both the present use and future development in the area. The Capital Beltway (I-95/495), the CSX and Metrorail tracks, and the South Van Dorn/I-95/495 interchange physically separate portions of the area from the Metro Station site. All local vehicular and pedestrian traffic is channeled through the area via South Van Dorn Street resulting in traffic congestion north and south of the interchange. This congestion and lane constraints on South Van Dorn Street and the Beltway limit access to the Metro Station.

The Transit Station Area is located in the Cameron Run watershed and contains tributary streams of Backlick Run. The stream valleys of these tributary streams affect the entire area and contain steep slopes. The area is characterized by considerable variations in terrain; some portions of the western land units are higher in elevation than the Capital Beltway, while the eastern area (Land Unit E) is generally at an elevation similar to the Beltway. Because of its location in the Coastal Plain geologic province, the area is in a zone of slippage-prone swelling clays (the eastern segment contains the most extensive deposits) and sensitive aquifer recharge (the western section is in the critical zone).

The Van Dorn Transit Station Area has a potential for new heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

Since the creation of the Transit Station Area, no major development or redevelopment has taken place except for transportation improvements to the western portion of Oakwood Road, the addition of a ramp from South Van Dorn Street to I-95/495 east, and the development of a portion of Land Unit E for residential use. Limited road capacity, traffic congestion, and access constraints continue to be of concern. An improved South Van Dorn Street/I-95/495 interchange design was approved in concept by the Board of Supervisors but has not proceeded beyond this stage. There are also proposals for future widening of the Capital Beltway in this area, although no study has been initiated to date. Either improvement could reduce the developable area. In addition to the possible

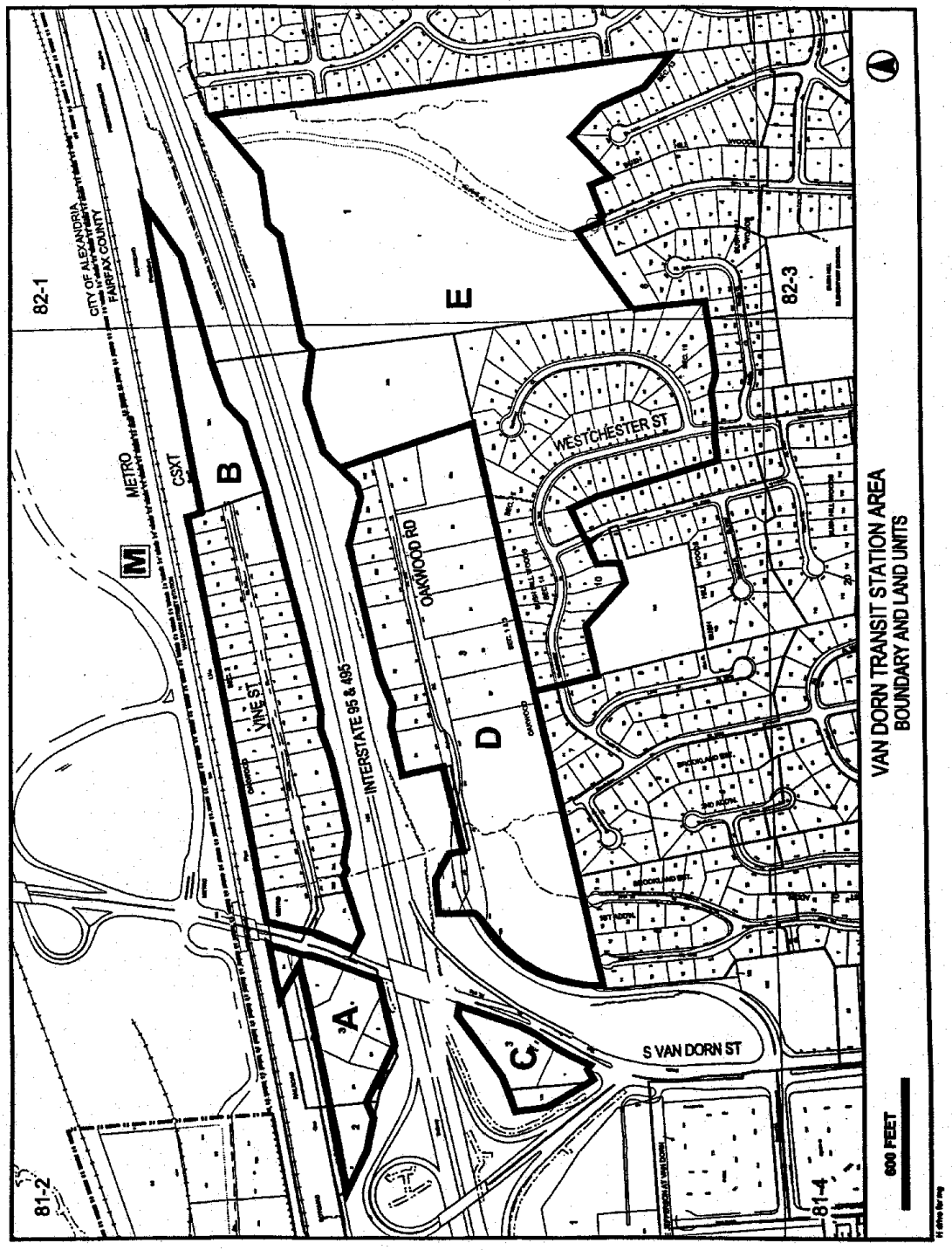

VAN DORN TRANSIT STATION AREA
BOUNDARY AND LAND UNITS
600 FEET
A
B
C
D
E
82-1
82-3
81-2
81-4
CITY OF ALEXANDRIA
FAIRFAX COUNTY
METRO
CSXT
VINE ST
INTERSTATE 95 & 495
OAKWOOD RD
WESTCHESTER ST
S VAN DORN ST

FIGURE 7

transportation improvements, environmental constraints such as poor soils (marine clay), steep slopes, and highway noise further limit development potential. In view of these constraints, it may be appropriate to consider density transfer to the extent possible as a way to avoid development in areas of environmental sensitivity.

The overall goal in the Van Dorn Transit Station Area is to provide opportunities for appropriate transit-oriented development given access and environmental constraints, while ensuring the continued stability of the existing residential areas which border it to the south and east. In order to achieve this objective, a more urban and pedestrian-oriented development pattern is encouraged. A mix of uses with intensity up to 1.0 FAR is recommended for a large portion of the Transit Station Areas with the Vine Street area identified as the focal point. As further incentive to development in the Vine Street area, an intensity above 1.0 FAR is offered if it maximizes transit use and provides a bridge connection to Oakwood Road. Low- to medium-intensity office use is encouraged in the eastern area of Oakwood Road due to environmental challenges.

In order to achieve the vision for development of the Transit Station Area, the following guidance is recommended in addition to site specific land use recommendations specified in each land unit:

- Provision is made for adequate access in view of impacts of planned transportation improvements in and adjacent to the Transit Station Area. Pedestrian, bicycle, and vehicular traffic should be safely accommodated and encouraged;

- Development should generate a traffic Level-of-Service no worse than "E" (LOS E), at signalized or other access points including a component of Transportation Demand Management which attempts to optimize use of Metrorail to and from the station area;

- Development should be sensitive to environmental characteristics such as steep slopes, stream valleys, eroded areas, marine clays, and noise; and

- Development should provide a compatible transition to the adjacent residential areas.

Design Concept

An overall image or an architectural "sense of place" should be created in this highly visible area in order to promote the use of mass transit and to create an attractive gateway to the County. Design measures that unify land units and provide functional and aesthetic connections in the area should be employed. The area along Vine Street with the greatest visibility and accessibility to Metrorail should function as the focal point for the Transit Station Area.

The following guidelines are intended to facilitate accomplishment of the above:

- New development should be clustered in order to accommodate environmental characteristics and to promote a sense of place. The location of buildings and parking should take advantage of unique site-specific attributes. Building height, topography, appropriate architectural style, and open space should be utilized to reduce the impact of new development on existing residential areas as well as create an identity for the Transit Station Area;

- A landmark building or buildings may highlight the land unit. On the south side of the Beltway, density and building height should taper down with the greatest intensity and concentration of buildings centered on Oakwood Road south of the Metro station itself;

- A coordinated circulation system should provide internal connections, as well as ingress and egress to the area. An integrated bicycle and pedestrian system with landscaped open spaces, parks and plazas should provide connections between buildings, streets and different clusters of development, as well as non-motorized access from adjacent residential neighborhoods. In order to increase pedestrian access to and from nearby residential areas, a bridge over the Beltway should be provided in addition to South Van Dorn Street pedestrian routes;

- A continuous street wall of buildings is envisioned along Vine Street (Land Unit B). Along Oakwood Road, clusters of buildings, connected by pedestrian and open spaces, should provide an appropriate transition to the residential development to the south. Structured parking, rather than large surface lots, is desirable in the Transit Station Area in order to promote environmental protection and help create an urban fabric;

- Development in the Transit Station Area should include preservation of existing vegetation and retention of natural topography where possible; and

- An urban park should be developed in conjunction with increased density in the Transit Station Area. Consideration should also be given to incorporating small urban spaces and/or plazas into project designs.

RECOMMENDATIONS

Land Use

Environmental factors, limited road capacity, and limited access opportunities constrain the development potential of the Van Dorn Transit Station Area. With the possible improvement of the South Van Dorn Street/I-95/495 interchange, the current situation will improve south of I-95. The land use recommendations provided are closely tied to the provision of adequate access to each land unit. Where mixed-use development is planned, a residential component may be considered, assuming fulfillment of all applicable County policies and conditions, in order to balance transportation capacity demands. The design concepts outlined above should also be incorporated into future development of each land unit.

Land Unit A

Much of the 6+ acres west of South Van Dorn Street between the CSX tracks and the Beltway is needed for future interchange improvements. If these parcels develop prior to construction of the northern portion of the interchange, development should be a low intensity (up to .25 FAR) use such as light industrial which can be compatible with the ultimate design of the interchange and not exacerbate the access problems currently associated with the land unit.

An option for development up to 1.0 FAR may be considered if the following conditions are met:

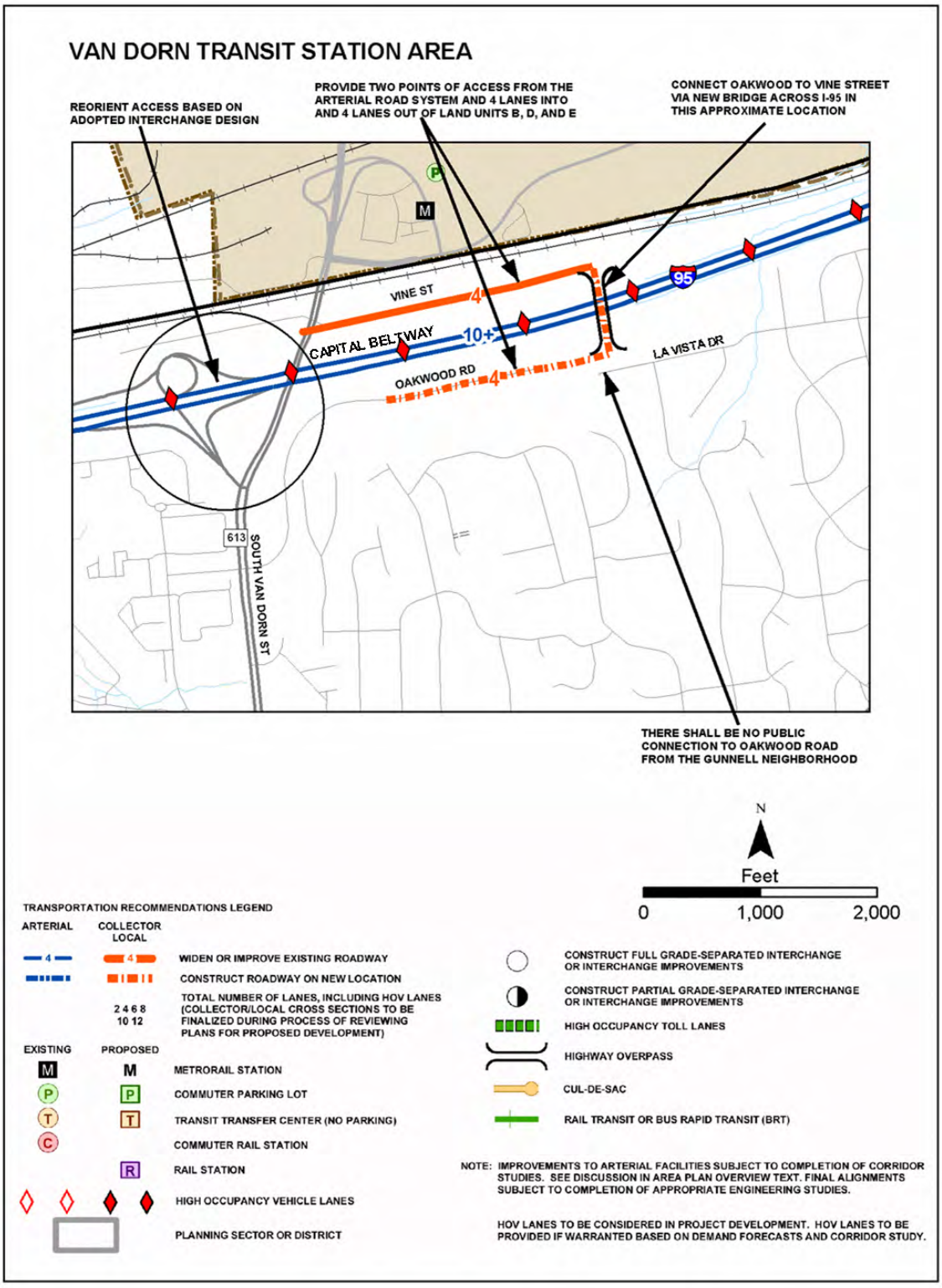
- Planned improvements to the I-95/495/South Van Dorn Street interchange are not precluded;
- Transit is used as the primary access to the site by employing methods such as limited parking and alternative (non-automobile) access to the Metro station;
- Satisfactory access to the site which does not interfere with through traffic movements is provided; and
- Construction of or substantial contributions to future interchange improvements is provided.

Land Unit B

The parcels along Vine Street are either vacant or utilized for a variety of industrial and office uses. Some of the land at the western end of Vine Street will be needed for interchange improvements that may sever the connection of Vine Street and South Van Dorn Street. Design of any development should allow for construction of the interchange. Much of the narrow eastern portion of the land unit may also be taken for I-95/495 improvements. Infill development of industrial uses up to .50 FAR is planned for the land unit.

As an option, office or mixed-use development with uses such as hotel, office, and residential with support retail at an intensity up to 1.0 FAR may be considered for this land unit if the following conditions are met:

- Adequate access from the arterial road system and Metro is provided, including contribution towards the design and construction of a new bridge connection to Oakwood Road, to supplement or replace the current connection of Vine and South Van Dorn Streets (see Figure 8);
- Dedication for interchange improvements is provided;
- A transportation study is provided which demonstrates that access and road capacity is adequate to support a change from industrial uses to office and/or mixed-use development no worse than Level of Service “E”;
- Extensive consolidation of the land unit is achieved, including possible relocation of part or all of Vine Street so developable land is mainly or totally consolidated on one side of Vine Street and significant terrain variations along Vine Street can be better addressed;
- Development provides high quality site and architectural design, landscaping,and development amenities with a strong pedestrian focus. Amenities including usable open space in the form of urban plazas with benches and other outdoor furniture are encouraged;



TRANSPORTATION RECOMMENDATIONS **FIGURE 8**

- Pedestrian access to the Metro station is provided, including use of the knock-out panel to the station; and

- Appropriate parking structure(s) is provided.

Intensity greater than 1.0 FAR may be considered if the following additional conditions are met:

- The proposed use or uses minimizes the need for vehicular access and parking and encourages the use of Metro;

- Substantial contribution towards the construction of the bridge connection to Oakwood Road is provided; and

- Support for transit services and/or transportation demand management strategies, which include transit service sufficient to mitigate adverse impacts on the adjacent roadway network is provided.

Land Unit C

The area located west of South Van Dorn Street, which is bounded by the I-95/495/South Van Dorn Street interchange on the south and west and by I-95/495 on the north, is planned and developed for hotel use. There should be only one point of access for the entire area.

Land Unit D

Traffic capacity in Land Unit D is limited, thus constraining the extent and character of development until suitable road improvements are made. Until this limitation is resolved, parcels in this land unit should continue in their current uses. Infill development of low intensity industrial or office uses up to .25 FAR on the north side of Oakwood Road, and office use up to .50 FAR on the south side is planned.

Contingent upon provision of adequate roadway and transit access and (dependent primarily on non-automobile forms of transportation), a mix of office/hotel/retail uses at overall intensities up to 1.0 FAR, consistent with the guidelines for Transit Station Areas in the Concept for Future Development, may be considered for this land unit. Residential development may be considered as a component of mixed-use development, subject to adequate noise mitigation. The design concepts outlined above should be incorporated into development of the land unit, and the following conditions are met:

- It is important that mixed-use projects that include residential use be phased to ensure development of both the residential and non-residential components occurs. This phasing requires that the residential and non-residential components be developed at the same time or that a substantial portion of the non-residential development be in place prior to residential development.

- Development promotes transit utilization in the land unit through design and Transportation Demand Management (TDM) techniques. A transportation study demonstrating that access and road capacity are adequate to support office or mixed-use development at an acceptable level of service must be provided in conjunction with implementation of enforceable TDM measures based on demonstrated success in other areas should be encouraged;

- Substantial parcel consolidation of the land unit is achieved, especially of the small parcels with terrain variations in the eastern portion of the land unit;

- Development provides high quality site and architectural design, landscaping, and development amenities with a strong pedestrian focus. Amenities including usable open space in the form of urban plazas with benches and other outdoor furniture are encouraged;

- Screening and buffering to protect nearby residential areas to the south is provided;

- Building heights taper down toward adjacent lower density residential areas and form a compatible transition; and

- Attenuation measures to reduce noise impacts from I-95/495 traffic and other sources are provided.

Land Unit E

The portions of Land Unit E which are on similar elevations (usually above approximately 225-230 feet) as the existing neighborhoods along Westchester Street and Barbmor Court are planned for, and developed with single-family houses at 2-3 dwelling units per acre, which is compatible with existing residential areas to the south, southeast, and west.

The remaining approximately 50-acre undeveloped tract is traversed by three stream tributaries near and along the eastern boundary of the land unit adjacent to existing residential development and has considerable terrain variation. Elevations range from 150-200 feet along the Beltway rising to elevations of 200-240 feet adjacent to Land Unit D and on the southern portions of the land unit adjacent to residential development to the south. Streams and terrain constrain the eastern area to passive open space. Remaining developable land is planned for office in the northern portion with possible residential development adjacent to and compatible to residential development to the south and east. Preservation of natural features, such as streams, terrain, and vegetation should be used in determining the amount, location, and character of the residential and office components as well as in buffering residential from office development. Therefore, some boundary shifts between the two uses as shown on the Comprehensive Plan Map may be required.

Low to medium intensity office use up to .30 FAR is planned for the approximately northern two-thirds of this area. Building heights should not exceed 40 feet, and effective screening and buffering as well as design measures to protect existing and proposed residential areas should be provided. A higher intensity, up to .50 FAR, may only be considered only if land is consolidated or enabling legislation to allow use of transfer development rights be enacted to allow development from Land Unit D to be shifted to the northern portion of this land unit, and

all other Plan policies and requirements are met. The internal circulation system should connect to Oakwood Road with no public vehicular access to the southern portion of the land unit. Residential development at 2-3 dwelling units per acre is planned for the area south of the planned low-rise office use. Access to this portion of the land unit is to be via a public vehicular connection to Bush Hill Drive and possibly Overly Drive or La Vista Drive with access to the northern portion of the land unit restricted to residents and emergency vehicles. Adequate buffering to provide a transition should be provided between the residences and office uses.

The design of new development for the entire land unit should be sensitive to environmental constraints and opportunities. Special attention, including possible remediation, should be given to extensive erosion of stream beds, erosion of slopes due to logging, and the possibility of flooding due to the blockage of stormwater management pipes from adjacent developments. Buffering between higher intensity uses and existing single family communities through clustering of development, preservation of existing vegetation, and retention of natural topography where possible, are necessary. In order to reduce noise from the Beltway and other sources, attenuation and/or other measures such as sound walls, tree save, and tree replacement should be provided in areas where removal has been excessive.

Pedestrian and bicycle trails with connections to adjacent residential areas (to the south and east) should be provided. A trail extension of Bush Hill Drive and along the water main easement on Tax Map 81-2((10))18 to Oakwood Road and hence to the Metro station should be integrated into the development scheme to provide for safe movement of bicycle and pedestrian traffic.

Transportation

Transportation recommendations for the area are shown on Figure 8. Details of planned interchange improvements affecting access to the land units may be obtained from the Fairfax County Department of Transportation. Additional recommendations follow:

1. Ultimately four lanes into and four lanes out of the Land Units B, D, and E should be provided with access from both Oakwood Road and Vine Street to the arterial system. Vehicular and pedestrian access between Oakwood Road and Vine Street should be provided with construction of a bridge over I-95/495.

2. The exact alignments of Oakwood Road and Vine Street should be determined during the process of reviewing plans for a proposed development.

3. New development in the Transit Station Area should be designed to promote use of transit (bus, rail, etc.) facilities as the primary mode of access. Transportation Demand Management (TDM) measures and provision of pedestrian and/or other (non-direct automobile) access to the Metro station will be necessary. To minimize traffic generation, TDM techniques, including transit pass programs, preferential parking for car and van pools, provision of loaner vehicles to employees during the day, alternative parking arrangements, and pay parking, as well as rideshare coordination services, should be used. The developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short term.

Until additional capacity is determined and approved, only one-half the total development potential allowed in Land Units B, D, and E may be constructed. Monitoring to the satisfaction of the Department of Transportation may be required of the developer toward demonstrating that system capacity is in balance with the development program. Trip generation rates used in transportation studies for the area may be considered for reduction if predicated upon implementation of an enforceable Transportation Management Program based on demonstrated success in other areas.

Environment

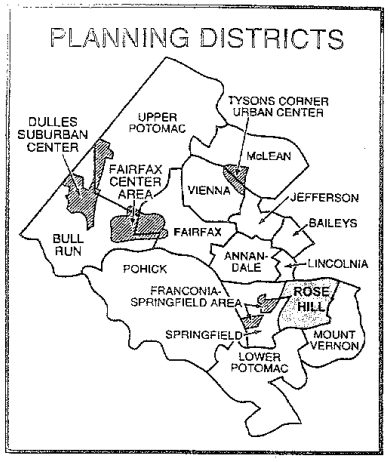
1. Noise impacts from transportation and business should be mitigated according to County policies for existing adjacent neighborhoods and all new development in the Transit Station Area.

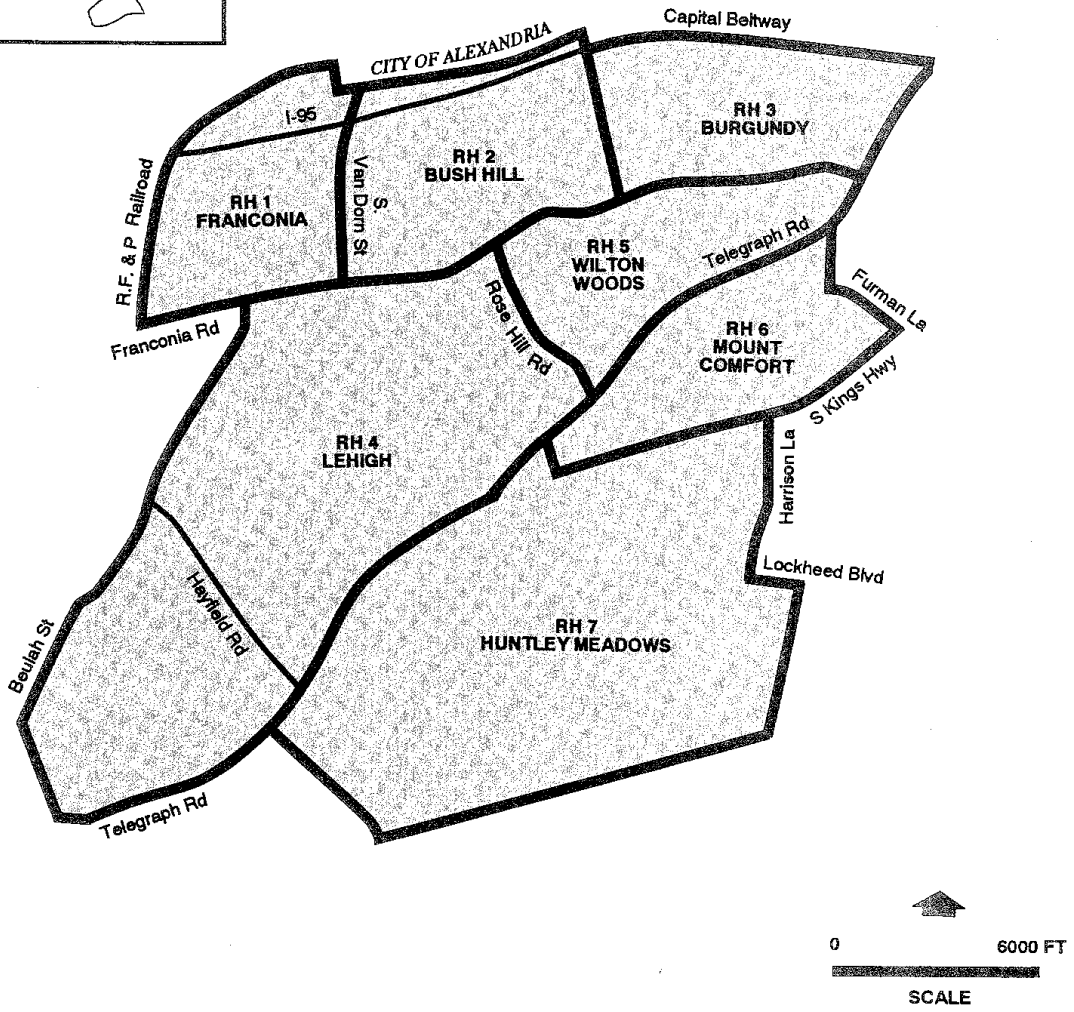
2. The streams in the Cameron Run watershed should be protected. These streams and their associated steep slopes should be incorporated into environmental quality corridors.

3. Preservation and replanting of trees, particularly on steep slopes, should be provided as a buffer to expected intense development of the Oakwood Road area.

Heritage Resources

New heritage resources found in these land units should be preserved or recovered and recorded.





COMMUNITY PLANNING SECTORS **FIGURE 9**
ROSE HILL PLANNING DISTRICT

RH1 FRANCONIA COMMUNITY PLANNING SECTOR

CHARACTER

Residential uses occupy most of the developed area in this sector. With a few exceptions, the western portion generally consists of single-family detached houses in the 2-3 dwelling units per acre density range, and the eastern portion consists predominantly of townhouse development at approximately 8 dwelling units per acre. Commercial uses, usually in the form of strip development or small shopping centers such as Franconia Center, occur along portions of Franconia Road. An area in the northeast section of the sector, formerly known as the McGuin Tract, is affected by severe environmental constraints on development and is addressed in a special section of the land use recommendations for this sector. Two small areas in the extreme northeast portion of the sector are included in the Van Dorn Transit Station Area (for recommendations, see section on Van Dorn Transit Station Area).

The Capital Beltway, South Van Dorn Street, and Franconia Road provide access to the sector and each carries heavy volumes of nonlocal peak-hour traffic. Congestion at major intersections on the edges of the sector affects local movement to and from the sector. Intersection and interchange improvements designed to alleviate these problems are planned or under construction.

The northeast section of the sector and the undeveloped watershed west of Valley View Drive are the two most sensitive areas for significant heritage resources. There is also a moderate probability for heritage resources between the Beltway and the RF&P railroad. Surveys in adjacent sectors have demonstrated the potential for heritage resources in any undisturbed portion of this sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that most of the Franconia Planning Sector be developed as Suburban Neighborhoods. Although not located within the Transit Station Area for the Van Dorn Metro Station, the northeast corner of the sector may be impacted by proximity to significant transportation corridors and the Transit Station Area.

RECOMMENDATIONS

<u>Northeast Section (formerly known as the McGuin Tract).</u>

This area is generally bounded by the Capital Beltway on the north, South Van Dorn Street on the east, the Cameron Crossing townhouse project on the south, and residential development along Tilbury Road on the west (see Figure 1). It consists of Parcels 81-2((8))1, 2, 3, 4, 5 and 8A; 81-2((1))12, 12A, 15, 15A, 16 and 81-4((25))6, 7 and 8B. It is an area with significant environmental constraints and a certain degree of visibility. Future development is constrained by access, road capacity and physical barriers such as the Beltway, South Van Dorn Street, and the slopes and stream valley to the west.

Environmental Characteristics

Portions of the area are subject to slope failure and building foundation failure. The Environmental Features map (Figure 10) shows the five different surface features found in this area. A list of constraints associated with these five features follows:

Zone 1 -- gravel cap. There are no constraints except near the contact (boundary) with Zone 2. At the boundary, landslides may occur, pushing back the boundary between Zones 2 and 1. Soils can be easily eroded during construction.

Zone 2 -- unstable slope zone. This is an area of steep slopes that occurs at the edge of the gravel cap. These slopes form the stream valley side slopes. Slope stability is of major concern in this zone, as is the high potential for rapid erosion. Preservation of the existing vegetation along these slopes is therefore a high priority. Zone 2 is not recommended for development.

Zone 3 -- landslide colluvium and terrace alluvium. Unconsolidated surface materials have been deposited by former landslides. Variable thickness, inadequate compaction and building strength make this a poor surface for development.

Marine clay is found at variable depths beneath this colluvium. Land disturbing activities in this zone will result in rapid erosion. Excessive soil wetness could pose foundation and wetness problems.

Zone 4 -- exposed marine clay. The marine clay has severe shrink swell and slippage problems and is not recommended for building sites.

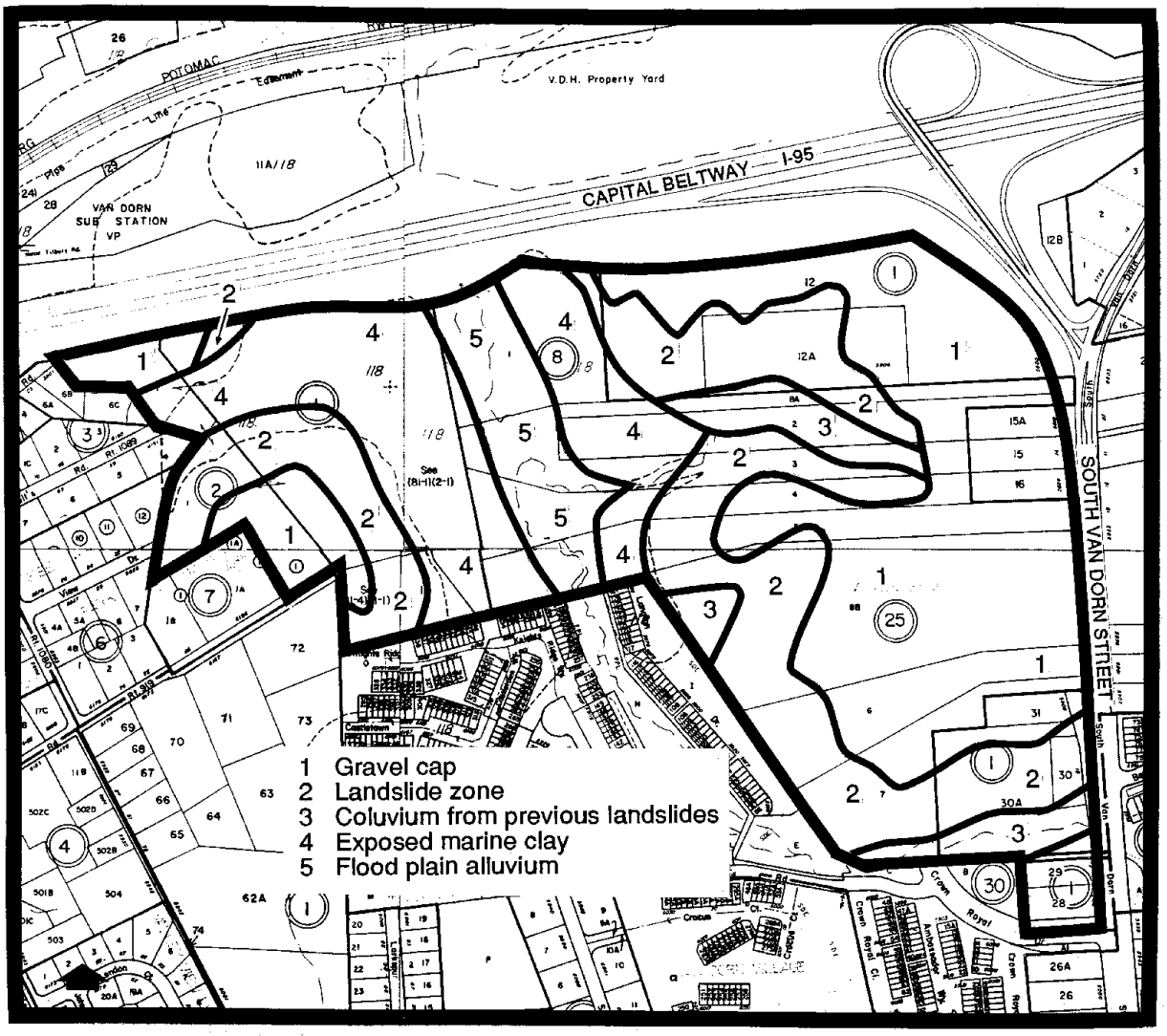
Zone 5 -- stream channel-floodplain alluvium. This zone is subject to flooding and wetness and is inappropriate for development. Construction activity in this zone would create adverse environmental impacts both on and off site.

Zone 5 and most of Zones 2, 3 and 4 are vital elements of the County's Environmental Quality Corridor system and as such, should be preserved as undisturbed, natural open space.

Environmental Recommendations

1. It is recommended that no development occur in Zones 2, 3, 4, and 5 of the northeast section of the sector. If any development in these zones is to occur, substantial grading, excavation and replacement of existing materials may be necessary and special soil stabilization techniques should be utilized. The buildable areas of this tract are in two sections. One is the plateau area adjacent to the west side of South Van Dorn Street. The other is adjacent to the Hebron Park subdivision, west of the stream valley and slopes which occupy a majority of the section. The stream valley and associated slopes (Zones 2 through 5) should be retained in a natural state and used for passive recreational purposes.

2. Highway noise from I-95 has been estimated to impact portions of the area. As addressed in County policies, setbacks, site design, acoustical treatment to structures and other noise attenuation measures are recommended to ensure adequate protection to residents.



ENVIRONMENTAL FEATURES **FIGURE 10**
NORTHEAST SECTION – RH1

Land Use Recommendations

3. The area between the Mount Hebron Park subdivision on the west and the tributary stream of Backlick Run on the east is planned for residential development at 2-3 dwelling units per acre to be compatible with the residential area to the west.

   Access to the development should be from the existing residential streets of the community to the west because of the presence of the stream valley and environmental constraints along the east side of these parcels. Undisturbed natural areas, such as the area at the end of Valley View Drive, should be incorporated into the site design and provide opportunities for passive recreation.

4. Tax Map 81-2((1))12 & 12A, 81-2((8))1& 8A, are planned for residential use at 8-12 dwelling units per acre and Tax Map 81-2((8))2A, 81-2((11)) all parcels, 81-4((25)) all parcels, 81-4((41)) all parcels and 81-4((42)) all parcels are planned for residential use at 12-16 dwelling units per acre. This area should be served by a coordinated circulation system. Sensitivity to environmental constraints and opportunities are required at this location and should be demonstrated in the development design.

   Development of this area should meet the following conditions:

   - Consolidation is achieved to the extent possible so that development can take place within existing natural constraints (e.g. highway access and noise impacts, slopes) and results in an integrated internal circulation system, both pedestrian and vehicular, and incorporation of environmental opportunities. In the event that consolidation is not accomplished, appropriate interparcel access should be provided;

   - Development is restricted to the most buildable portion of the area, which is on the plateau immediately west of South Van Dorn Street;

   - Building heights taper down towards adjacent lower density residential areas. At their highest, and provided that significant land assembly takes place, buildings should not exceed six stories. The highest buildings should be generally located near South Van Dorn Street. Heights should not exceed four stories where development takes place adjacent to townhouses;

   - The development is well screened and buffered from adjacent stable residential neighborhoods. Appropriate transitions to limit visual impacts of the development on adjacent residential uses are incorporated into the design. At least a 100-foot undisturbed buffer between the buildable area east of the Backlick Run tributary and Cameron Crossing is provided;

   - New development at this location provides Transportation Demand Management (TDM) programs in order to offset increased peak period demand for roadway capacity. A shuttle service to the Van Dorn Metro Station, possibly in conjunction with other developments in the area, is desirable with any development of this site;

- Pedestrian connections are provided for use by local residents. The branch of Backlick Run that flows through a portion of the sector could provide a spine for a portion of the trail system;

- Development contains an open space system that includes dedicated parkland and, subject to site constraints, facilities for active recreation for residents of the sector. Natural areas for passive recreation are also preserved;

- Development is coordinated to ensure that internal roadways on the various properties will interconnect as necessary to access the adjacent arterial at points most conducive to efficient traffic operations;

- Development takes place only if it will provide its fair share of an adequate internal circulation system for the entire area, will provide suitable off-site improvements, and will not interfere with or preclude improvements to the South Van Dorn Street/I-95/495 interchange;

- Development provides by dedication an acceptable right-of-way and appropriate contributions for improving the South Van Dorn Street/Beltway interchange;

- Significant constraints on development in this area, including the need for environmental protection and provision of satisfactory access are addressed. Without extensive off-site transportation improvements, the intensity of development on this site should be limited in order to minimize congestion at the access points and on the adjacent arterial;

- Parking structures rather than surface parking lots that would require increased land disturbance are provided;

- Easy access to bus transportation is incorporated into the project design, as well as pedestrian and bicycle access to the Van Dorn Metro Station; and

- Details as to exact access point locations, street cross-sections, and right-of-way widths are determined at the time of rezoning and site plan review.

5. North of Crown Royal Drive, there are several smaller parcels (Tax Map 81-4((1))28, 29, 30, 30B, 30C, 30D, 30E & 31) on the west side of South Van Dorn Street that are planned for 5-8 dwelling units per acre. Full consolidation of these parcels should be provided in order to provide for coordinated access and for development within existing environmental constraints. Due to the small size of the area and environmental constraints, if consolidation does not occur, a density of 2-3 dwelling units per acre is appropriate.

Rest of Sector

Land Use

The Franconia Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan 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.

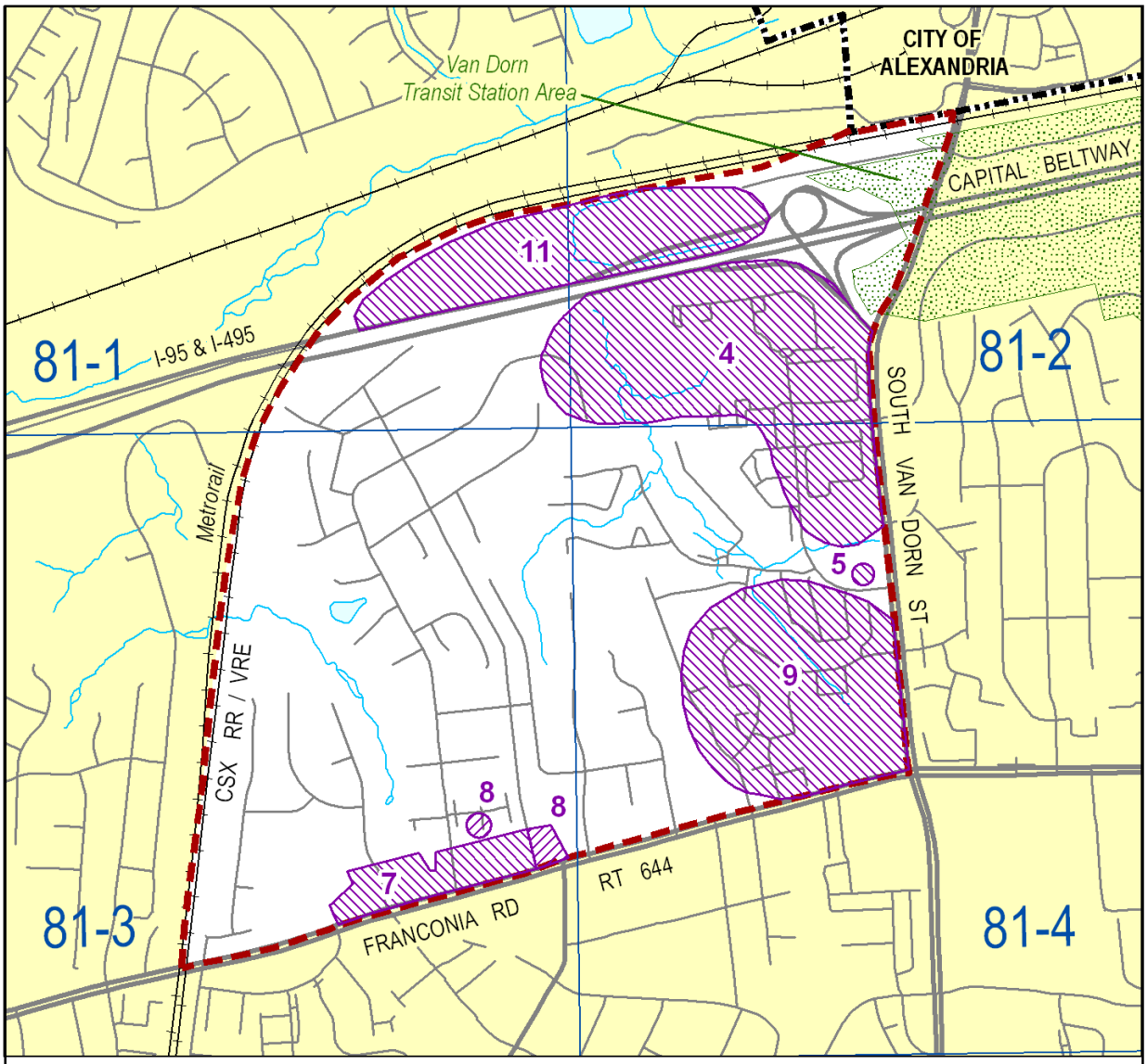
Figure 11 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

6. Western Portion of Sector: This area is bounded by the Beltway to the north, the RF&P railroad tracks to the west, Franconia Road to the south, and thence generally north parallel to Larkspur Drive to the Beltway. Development in this area should generally relate compatibly with the existing single-family detached residences in the central portion of the sector. Overall densities are planned at 2-3 dwelling units per acre with development clustered away from the RF&P railroad right-of-way and buffered from the railway. Single-family detached units near existing detached residences should be provided. Environmental constraints such as steep slopes and noise impacts (highway and railway) may restrict the development potential of some of the remaining land. Existing vegetation and topography should be preserved wherever possible. [Not shown]

7. Franconia Road Corridor: Commercial development within the sector should be limited to infill in the area already developed as retail uses along Franconia Road between the existing church to the west and the Oaktree Office Park on the east. Because it is physically separated from adjacent residential uses by a small stream valley, Parcel 81-3((4))5A is included in the area planned for commercial use. Screening and buffering should be provided to establish appropriate transitions to residential areas and prevent commercial encroachment. Future improvements within the commercial area should provide for integration of design for the commercial uses, including interparcel access, the consolidation of access points, and improved landscaping.

8. The Valleigh townhouse development and Oaktree Office Park serve as transitions between the commercial area along Franconia Road and residential neighborhoods. Any future modifications to or proposals for these developments should ensure that the existing low density residential neighborhoods surrounding them are protected through such measures as extensive screening and buffering and compatible architectural design.

9. Northwest Quadrant of Franconia Road/South Van Dorn Street: This area features a continuation of a geologic formation found on large parts of the Northeast Section of the sector and described in the Environmental Characteristics section above. Townhouses at 5-8 dwelling units per acre are planned for and now exist in much of the northwest quadrant of the intersection of South Van Dorn Street and Franconia Road. The low end of the density range is appropriate unless provision is made for substantial consolidation and for effective screening and buffering to adjacent stable residential uses.



RH1-Franconia Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

1400 FEET

MAP PREPARED BY DPZ

FIGURE 11

- Several parcels (Tax Map 81-4((1))19, 20, 21, 22, 23) have been acquired by the County for transportation improvements. Any unused portions of these properties should be retained as landscaped open space.

- The parcels fronting on South Van Dorn Street between Chrysanthemum Drive and Crown Royal Drive (Tax Map 81-4((40))1-20) are planned for 5-8 dwelling units per acre and should be consolidated into the adjacent townhouse development so that adequate design coordination and circulation may be accomplished. If consolidation is not provided, single-family attached dwellings which do not exceed the low end of the planned range are planned.

- Development should provide for an adequate circulation system and suitable out off-site improvements and take place in a sufficiently coordinated manner to ensure that the area at buildout will interconnect as necessary to access the adjacent arterials at points most conducive to efficient traffic operations. The major access should be planned to enter and exit on South Van Dorn Street. Access to Franconia Road, where necessary, should be restricted to right-in, right-only (see Figure 13).

10. The Van Dorn Metro Station provides both the opportunity for pedestrian access and potential problems such as non-local parking on residential streets and associated traffic. A residential parking permit system may be necessary to preclude parking problems. Pedestrian circulation to the Metro station is planned to enable safe access across South Van Dorn Street and other transportation corridors. [Not shown]

11. The publicly owned properties between the RF&P railroad right-of-way and the Beltway west of South Van Dorn Street currently contain public facilities and are planned to continue as such. Should the existing uses be discontinued, other public facility uses would be appropriate.

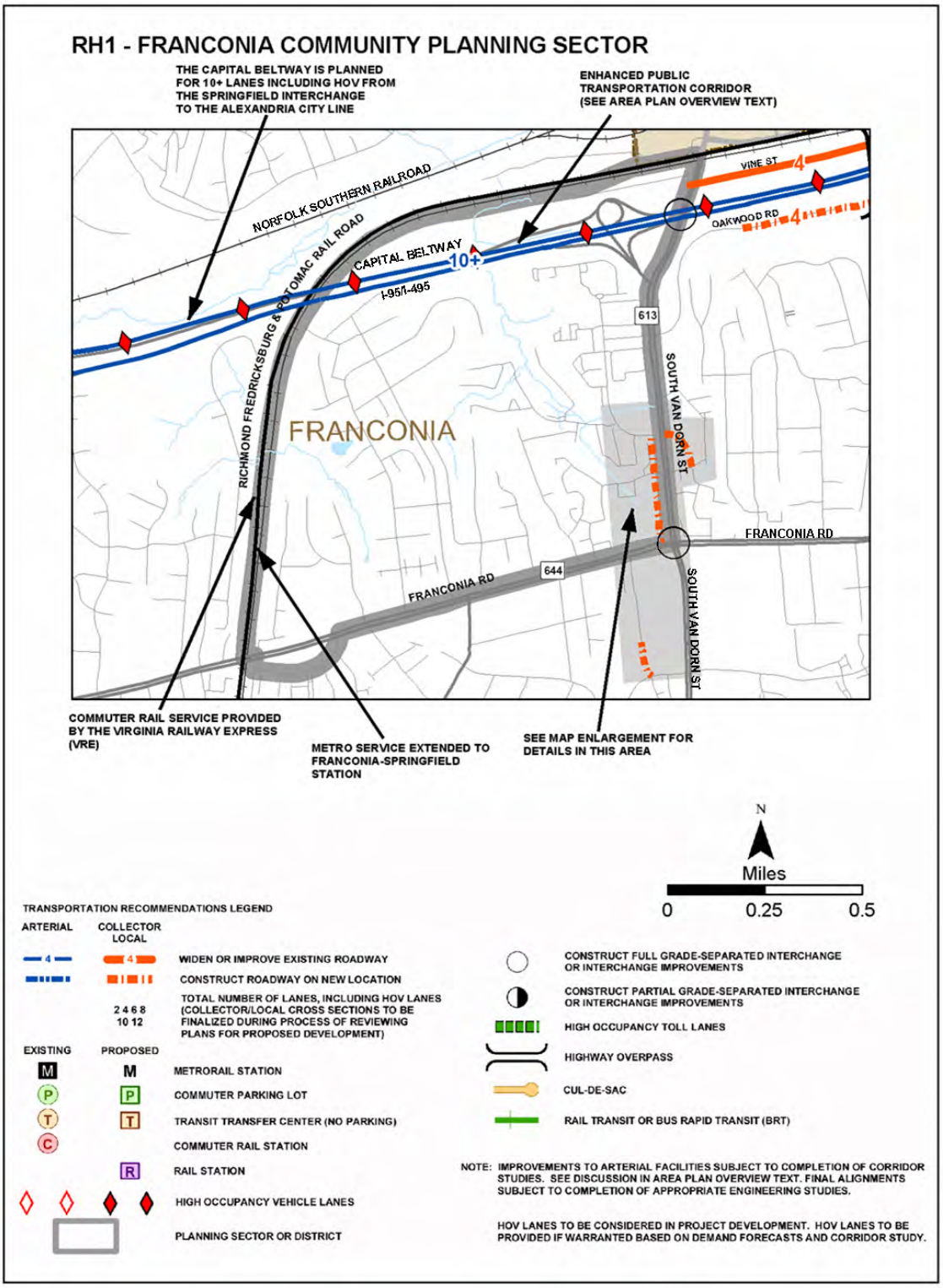
12. North of this planning sector, the portion of Farrington Industrial Park which is within Fairfax County is planned for continued industrial use up to .40 FAR (See Springfield Planning District, Community Planning Sector S8). [Not shown]

Transportation

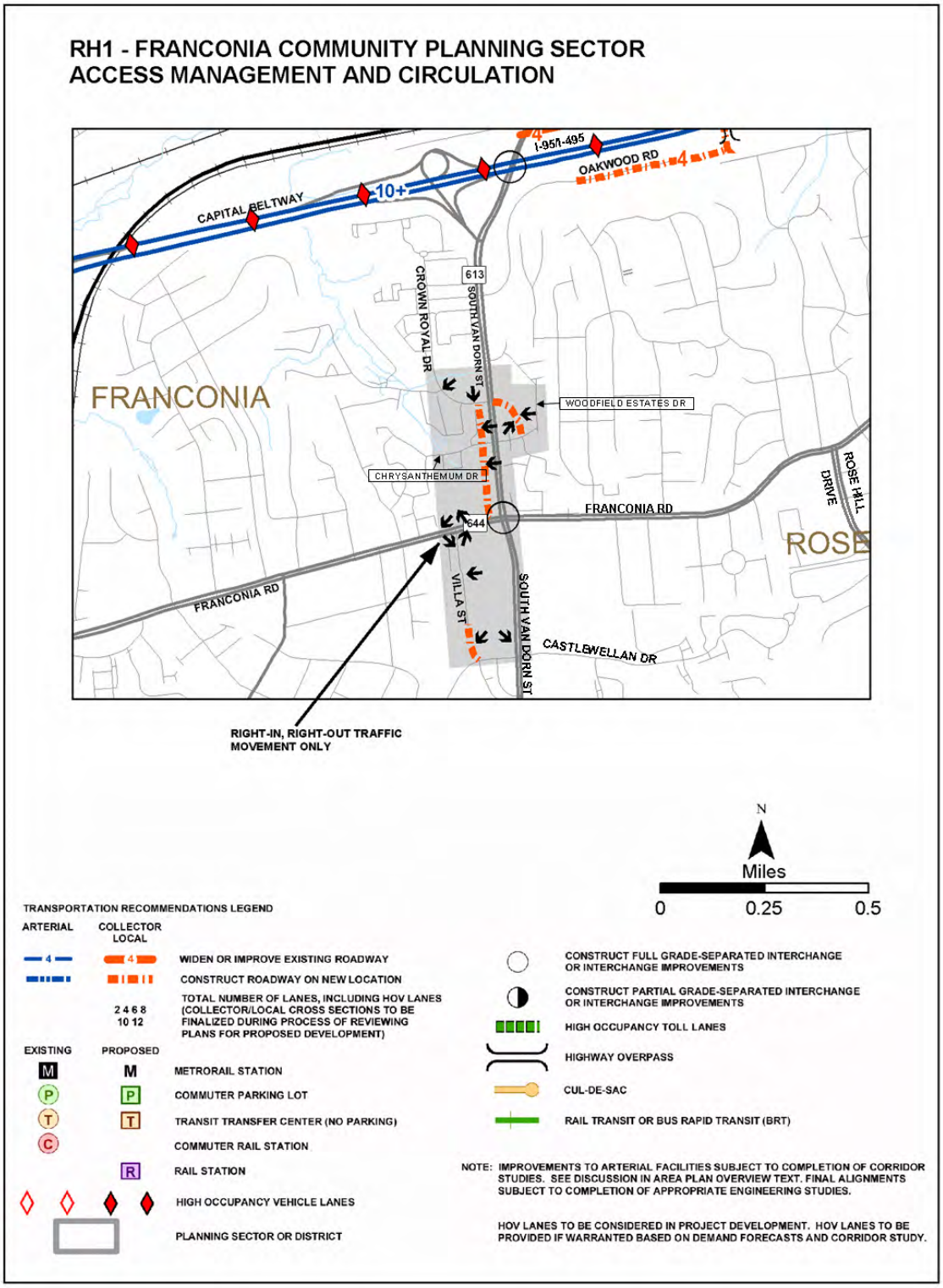
Transportation recommendations for this sector are shown on Figures 12 and 13. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations 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 present Piatti Restaurant, located on Tax Map 81-3((4))2A, was at one time the first Post Office for Franconia. A study should be done to determine if this building has historic significance worthy of designation in the County's Inventory of Historic Sites.



TRANSPORTATION RECOMMENDATIONS **FIGURE 12**



ACCESS MANAGEMENT AND CIRCULATION IN THE SOUTH VAN DORN STREET CORRIDOR **FIGURE 13**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 14. 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 15 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 14
PARKS AND RECREATION RECOMMENDATIONS
SECTOR RH1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Franconia Forest	No development is currently planned for this park.
COMMUNITY PARKS:	
	Land for a Community Park in the Northeast Section should be dedicated to the Fairfax County Park Authority to meet active and passive recreation needs. (Also noted in Land Use recommendations.)
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.
COUNTYWIDE PARKS:	
	Ensure protection of Backlick Run EQC and provide public access to the stream valley by incorporating environmentally sensitive areas of the Northeast Section into the stream valley park system through acquisition or dedication to the Fairfax County Park Authority and/or open space easement.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 15**

RH2 BUSH HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Van Dorn Street Transit Station Area is located in the northwestern portion of the sector. (For recommendations, see section on Van Dorn Transit Station Area.) Most of the sector is substantially developed in single-family detached residences. Much of the stable residential area in the western half of the sector, immediately south of the Transit Station Area, is included in the Brookland-Bush Hill Community Improvement Area. There is townhouse development located along South Van Dorn Street and near its intersection with Franconia Road. Some commercial development also occurs at the edge of the residential area, along Franconia Road between Brookland Road and Old Rolling Road.

The Bush Hill prehistoric site, which has been tentatively dated to between 2000 B.C. and A.D. 1000 provides a prime example of the potential for both upland and stream valley prehistoric sites. Significant historic period sites from as early as the early eighteenth century also can be expected in this sector.

Brookland-Bush Hill Community Improvement Area

On November 21, 1988, the Board of Supervisors adopted the Brookland-Bush Hill Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the western lot lines of properties along the west sides of Pratt, Piedmont and Saratoga Streets, the Van Dorn Transit Station Area, the eastern lot lines of parcels along the east side of Jane Way, and Franconia Road.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that most of the Bush Hill Planning Sector develop as Suburban Neighborhoods. The sector also contains most of the Van Dorn Transit Station Area.

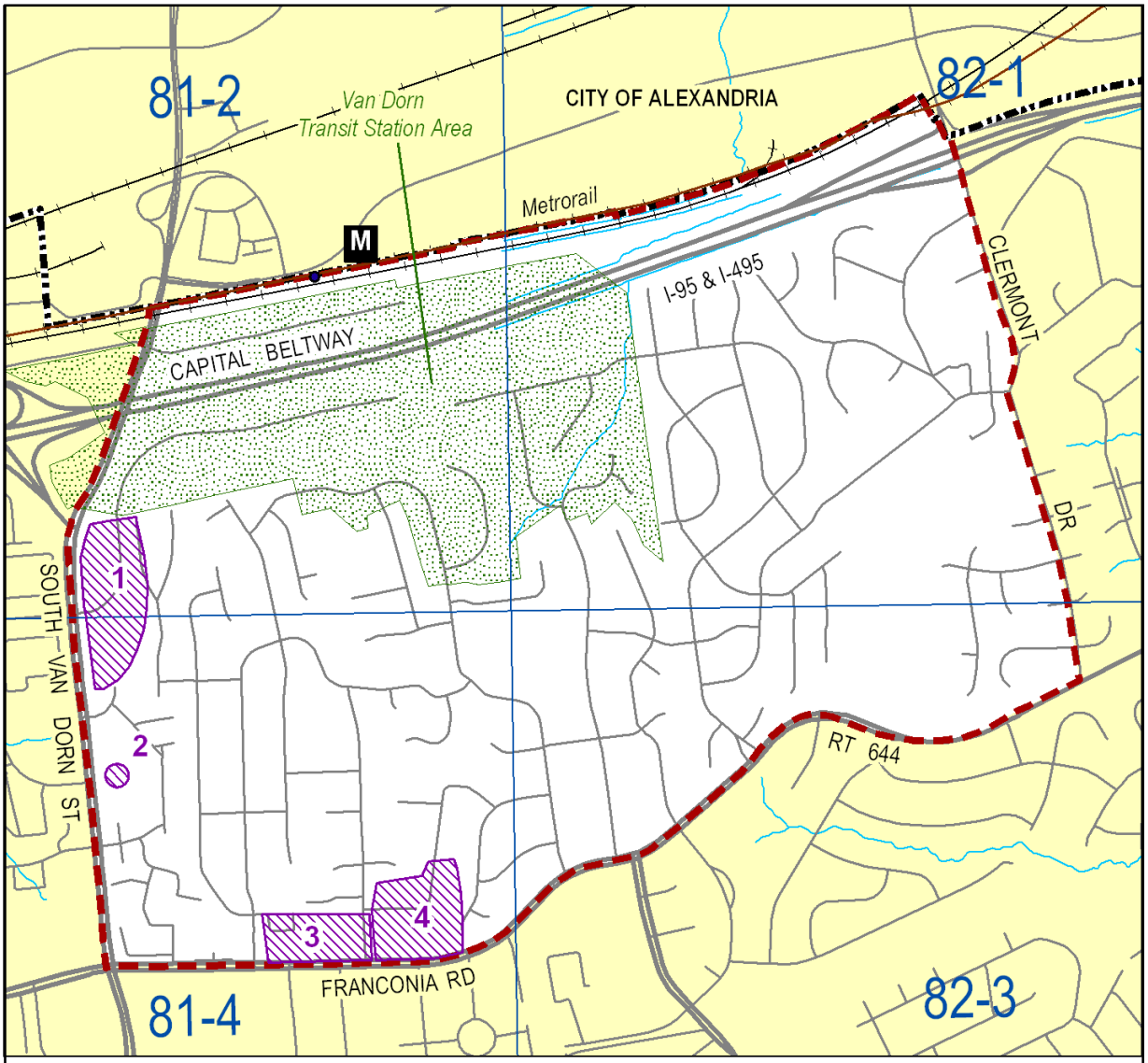
RECOMMENDATIONS

Land Use

The Bush Hill Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan 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 16 indicates the geographic location of land use recommendations for this sector.



RH2-Bush Hill Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

1400 FEET

MAP PREPARED BY DPZ

FIGURE 16

1. On the east side of South Van Dorn Street, north of Bent Willow Drive, are a series of publicly-owned parcels which were acquired to construct transportation improvements. Any unused portions of these properties should be retained as landscaped open space.

2. The parcels fronting on South Van Dorn Street between the Woodfield Estates and Willow Creek townhouse developments (Tax Map 81-4((1))37, 38, and 39) should be consolidated into the adjacent townhouse development so that adequate design coordination and circulation may be accomplished. With consolidation, development of townhouses of 5-8 dwelling units per acre is planned. If consolidation is not achieved, single-family attached dwellings of compatible design may be considered at a density not to exceed 3 dwelling units per acre. Access to South Van Dorn Street should be provided by means of a roadway connection from the intersection of Crown Royal Drive to the stub street at Woodfield Estates Drive in the lower eastern corner of Parcel 39. (See Figure 18.)

3. Commercial development in the sector should be limited to the area planned for retail use on the north side of Franconia Road, between Brookland Road and Old Rolling Road, south of the townhouse development along Maplefield Place. Redevelopment of these parcels (Tax Map 81-4((1))67, 67A, 70, 71A, 71C, 71G, and 71H) should improve the overall character and function of the area in neighborhood commercial uses while ensuring the protection and preservation of the adjacent residential community. Parcel consolidation is strongly recommended to provide an improved opportunity for effective buffering, attractive landscaping and coordinated circulation and access. Access onto Franconia Road should be consolidated opposite Edison Drive and Gum Street. (See Figure 19.)

   To help ensure neighborhood preservation, any commercial development on Tax Map 81-4((1))71H should be effectively buffered and screened and nuisance impacts on the surrounding residential area should be effectively mitigated. If a drive-thru window is proposed, mitigation measures should include acoustical barriers (internal and peripheral to the site); loudspeaker volume control; landscaping; and limits on the hours of drive-through window operation.

   Medium density residential development at 8-12 dwelling units per acre is appropriate as a transition zone for Tax Map 81-4((39))A and 1-24. Any development, even at the low end of the recommended range, should provide a site design that achieves the following:

   - Sensitivity to the adjacent commercial uses through the use of open space and building setbacks;

   - Effective buffering and screening for the single-family houses to the north; and

   - Access from Brookland Road. (See Figure 19)

4. Residential use at 3-4 dwelling units per acre is planned for Parcels 81-4((5))61-69, 69A and 81-4((1))63-65 at Franconia and Old Rolling Roads. To provide for compatible infill with existing development to the north and east, detached houses are appropriate. Development above the low end of the range will only be considered with substantial consolidation. Access should be provided from Forest Avenue and/or Sumner Road, rather than directly to Franconia Road.

Transportation

Transportation recommendations for this sector are shown on Figures 17, 18, 19 and 20. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Pedestrian and bicycle access from the surrounding communities to South Van Dorn Street and the Van Dorn Metro Station should be incorporated into the design of the circulation pattern in the Transit Station Area and into any improvements necessary to the Bush Hill Bridge.

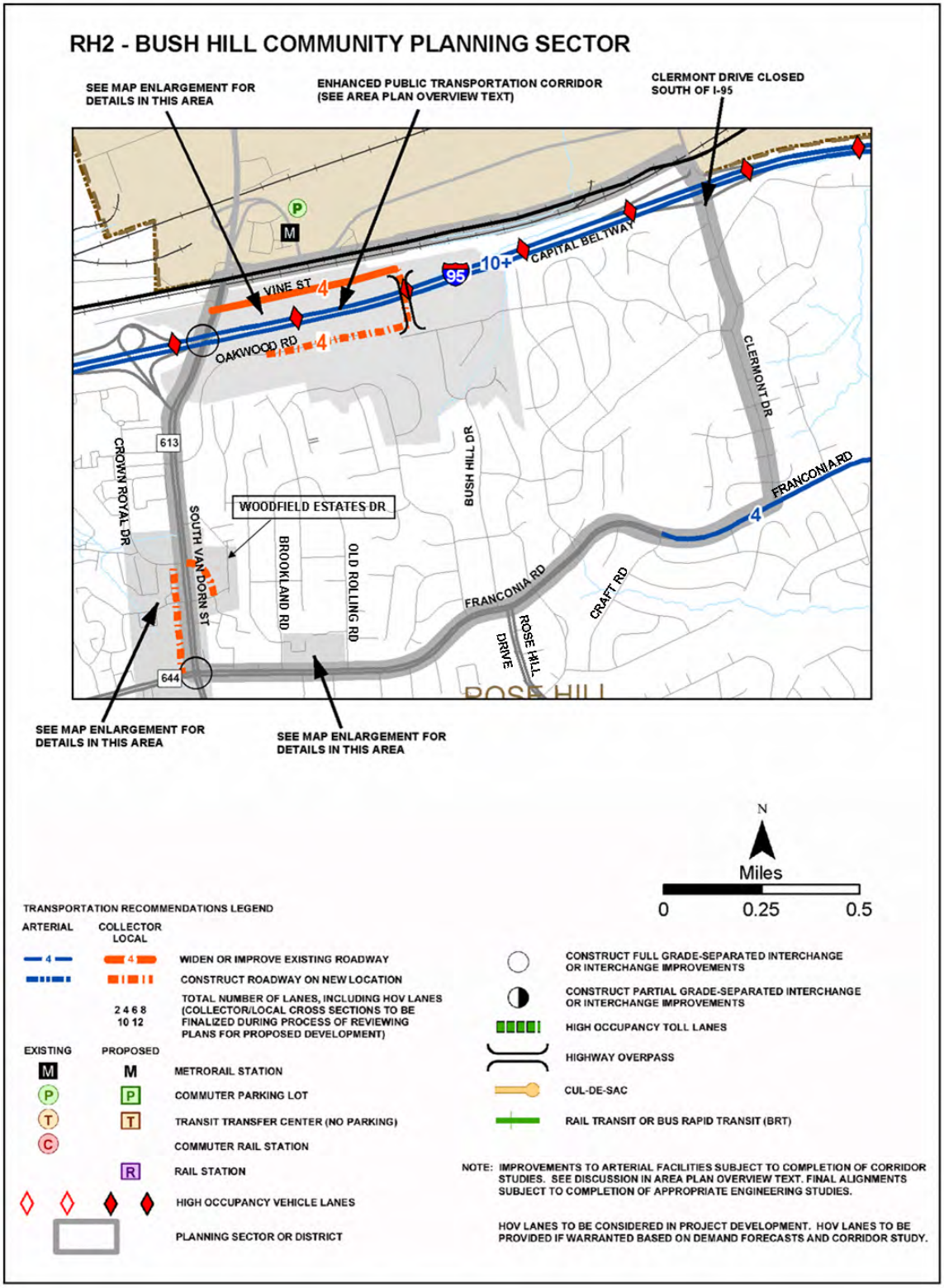
As shown on Figure 17, Clermont Drive is to remain closed at the Capital Beltway. No southbound traffic should be permitted from the City of Alexandria's Clermont interchange into the County or onto Clermont Drive in Fairfax County. Pedestrian and bicycle access should be preserved to the City of Alexandria and Eisenhower Avenue.

Parks and Recreation

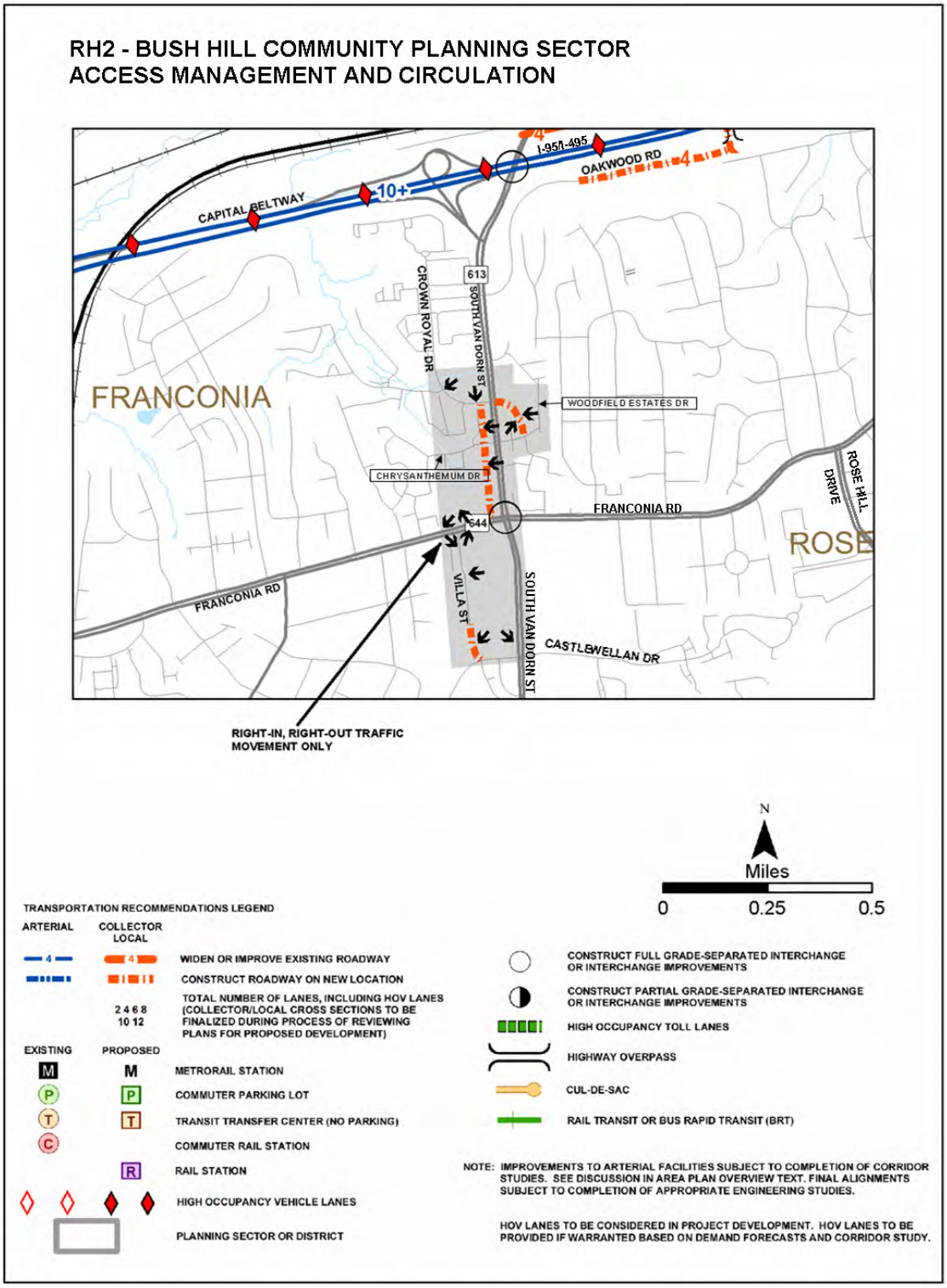
Park and recreation recommendations for this sector are shown on Figure 21. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

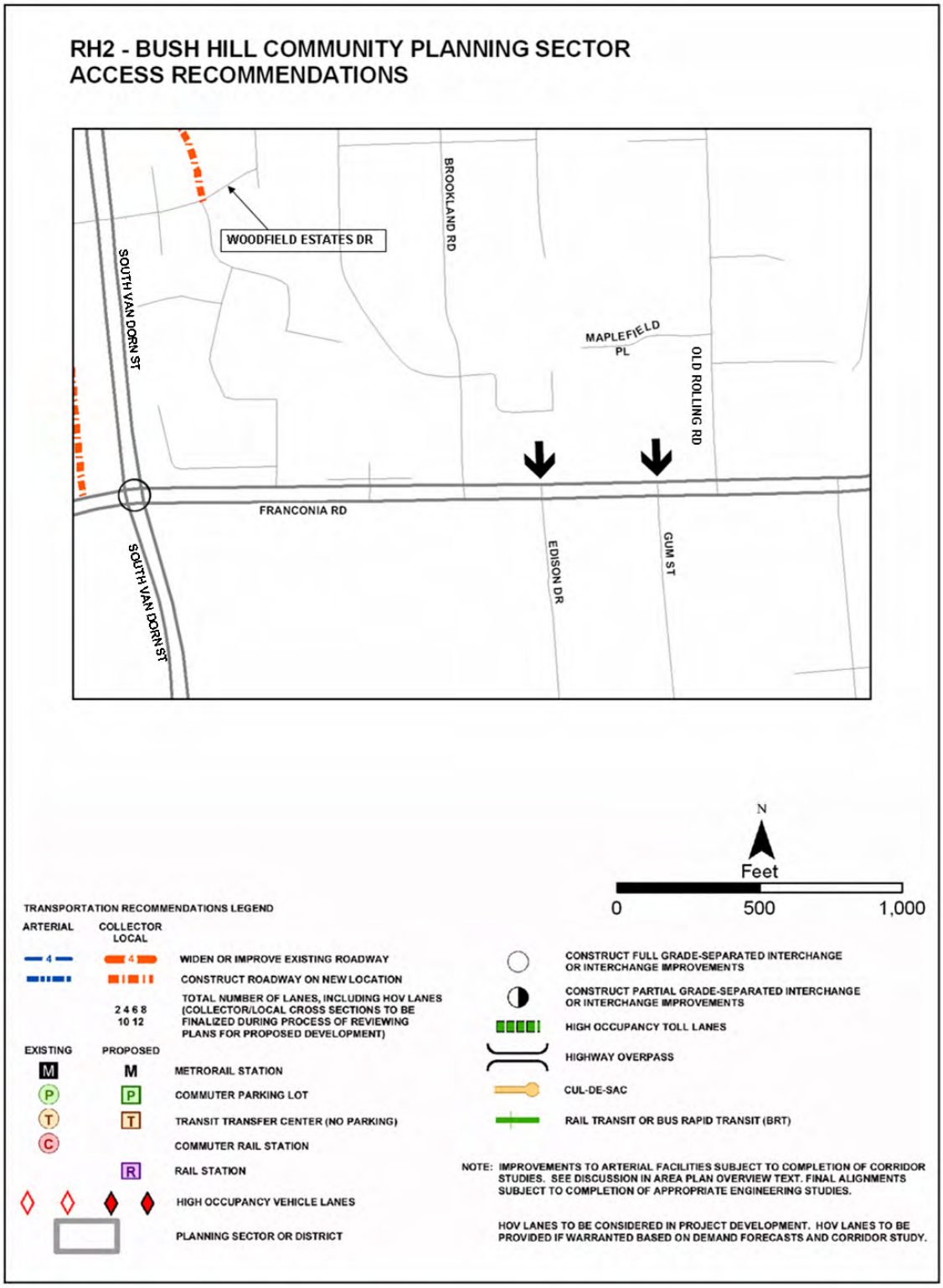
Trails planned for this sector are delineated on Figure 22 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall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



TRANSPORTATION RECOMMENDATIONS **FIGURE 17**



ACCESS MANAGEMENT AND CIRCULATION IN THE SOUTH VAN DORN STREET CORRIDOR **FIGURE 18**



ACCESS RECOMMENDATIONS **FIGURE 19**
RH2 BUSH HILL COMMUNITY PLANNING SECTOR

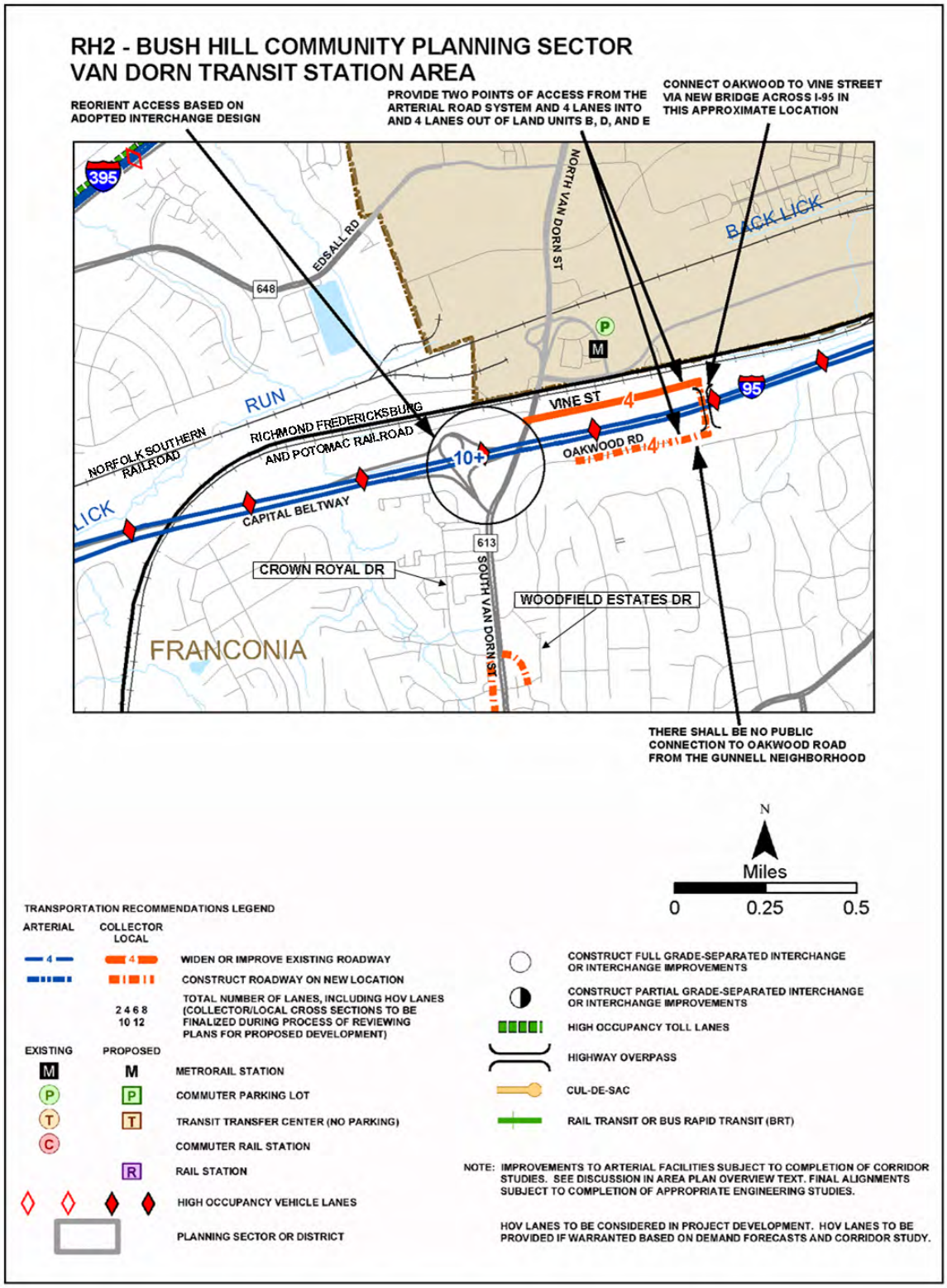

RH2 - BUSH HILL COMMUNITY PLANNING SECTOR
VAN DORN TRANSIT STATION AREA
REORIENT ACCESS BASED ON ADOPTED INTERCHANGE DESIGN
PROVIDE TWO POINTS OF ACCESS FROM THE ARTERIAL ROAD SYSTEM AND 4 LANES INTO AND 4 LANES OUT OF LAND UNITS B, D, AND E
CONNECT OAKWOOD TO VINE STREET VIA NEW BRIDGE ACROSS I-95 IN THIS APPROXIMATE LOCATION
395
EDSALL RD
648
NORTH VAN DORN ST
BACK LICK
RUN
RICHMOND FREDERICKSBURG AND POTOMAC RAILROAD
NORFOLK SOUTHERN RAILROAD
VINE ST
4
95
10+
OAKWOOD RD
4
CAPITAL BELTWAY
613
SOUTH VAN DORN ST
CROWN ROYAL DR
WOODFIELD ESTATES DR
FRANCONIA
THERE SHALL BE NO PUBLIC CONNECTION TO OAKWOOD ROAD FROM THE GUNNELL NEIGHBORHOOD
N
Miles
0
0.25
0.5
TRANSPORTATION RECOMMENDATIONS LEGEND
ARTERIAL
COLLECTOR LOCAL
WIDEN OR IMPROVE EXISTING ROADWAY
CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8
10 12
TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)
EXISTING
PROPOSED
METRORAIL STATION
COMMUTER PARKING LOT
TRANSIT TRANSFER CENTER (NO PARKING)
COMMUTER RAIL STATION
RAIL STATION
HIGH OCCUPANCY VEHICLE LANES
PLANNING SECTOR OR DISTRICT
CONSTRUCT FULL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
CONSTRUCT PARTIAL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
HIGH OCCUPANCY TOLL LANES
HIGHWAY OVERPASS
CUL-DE-SAC
RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
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.

FIGURE 20

FIGURE 21
PARKS AND RECREATION RECOMMENDATIONS
SECTOR RH2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Bush Hill	If any contiguous land becomes available, consider acquisition or dedication to expand park uses. Additional Neighborhood and Urban Park facilities should be provided in conjunction with new development in the Van Dorn Transit Station Area.
COMMUNITY PARKS:	
Mark Twain	Upgrade adjacent athletic fields at Clermont Elementary and Mark Twain Intermediate Schools to provide active recreation opportunities as a component of this park site.
DISTRICT PARKS:	This sector lies within the service area of Lee District Park.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 22**

RH3 BURGUNDY COMMUNITY PLANNING SECTOR

CHARACTER

There is some remaining vacant acreage in the north central and eastern portions of the sector. These areas include: a publicly-owned parcel on the north side of Franconia Road between Ridge View Drive and Cannon Lane; several parcels south of the Burgundy Farm School, at the terminus of Sable Drive; a cluster of parcels between Franconia Road on the south, the Heritage Hill and Summerville Hill developments on the east, Burgundy Road on the north, and the Norton Square and Hickory Knoll subdivisions on the west; and a few undeveloped parcels adjacent to the south side of the Beltway.

Slippage-prone soils are known to be extensive in this sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Developed land in the sector is largely in single-family residential uses, although there is some townhouse development, and some commercial development along Telegraph Road south of the Beltway. Although not technically included in the Huntington Transit Station Area, the commercial development is associated with the edge of that area. (See Huntington Transit Station Area in the Mount Vernon Planning District.) It is the only retail development in the sector, and is almost entirely composed of automobile-oriented uses.

A neighborhood improvement program and conservation plan has been adopted for the Burgundy community, located south of the Beltway in the northeastern portion of the sector.

Major portions of the remaining open space in this sector have been surveyed for heritage resources. Of particular significance are historic and prehistoric resources in the undeveloped areas between the Loftridge/Wellington Green development and Norton Road, including Burgundy Farm where a significant historic archaeological site has been recorded.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Burgundy Planning Sector develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Burgundy Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan 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 23 indicates the geographic location of land use recommendations for this sector.

1. The 40-acre, publicly-owned parcel located north of Franconia Road and west of Cannon Lane (the Clermont school site) is planned for public facilities use. The Park Authority holds an interim use agreement for a portion of the site which contains developed active recreation facilities and plans to pursue conveyance of the entire parcel to expand park facilities. If the property is not required for public use, residential use at 2-3 dwelling units per acre would be appropriate. The following conditions should be met:

   - Dwelling units, compatible with the surrounding areas, should be clustered on level land to protect the environmentally sensitive northwest and central portions of the site. Prohibiting any development on the steep slopes in these environmentally sensitive areas should also minimize the problems associated with the marine clays in the area.

   - Development should incorporate facilities for active recreation by retaining existing recreation fields and providing additional facilities, as well as a trail to adjacent park lands. These facilities should be dedicated to the Fairfax County Park Authority. Planning and development by the Park Authority should be subject to a public process involving the surrounding community.

   - The proposed development should be buffered from the adjacent residential communities to the maximum extent possible consistent with preservation of the environmentally sensitive areas of the site. The existing tree line on the western border should not be disturbed.

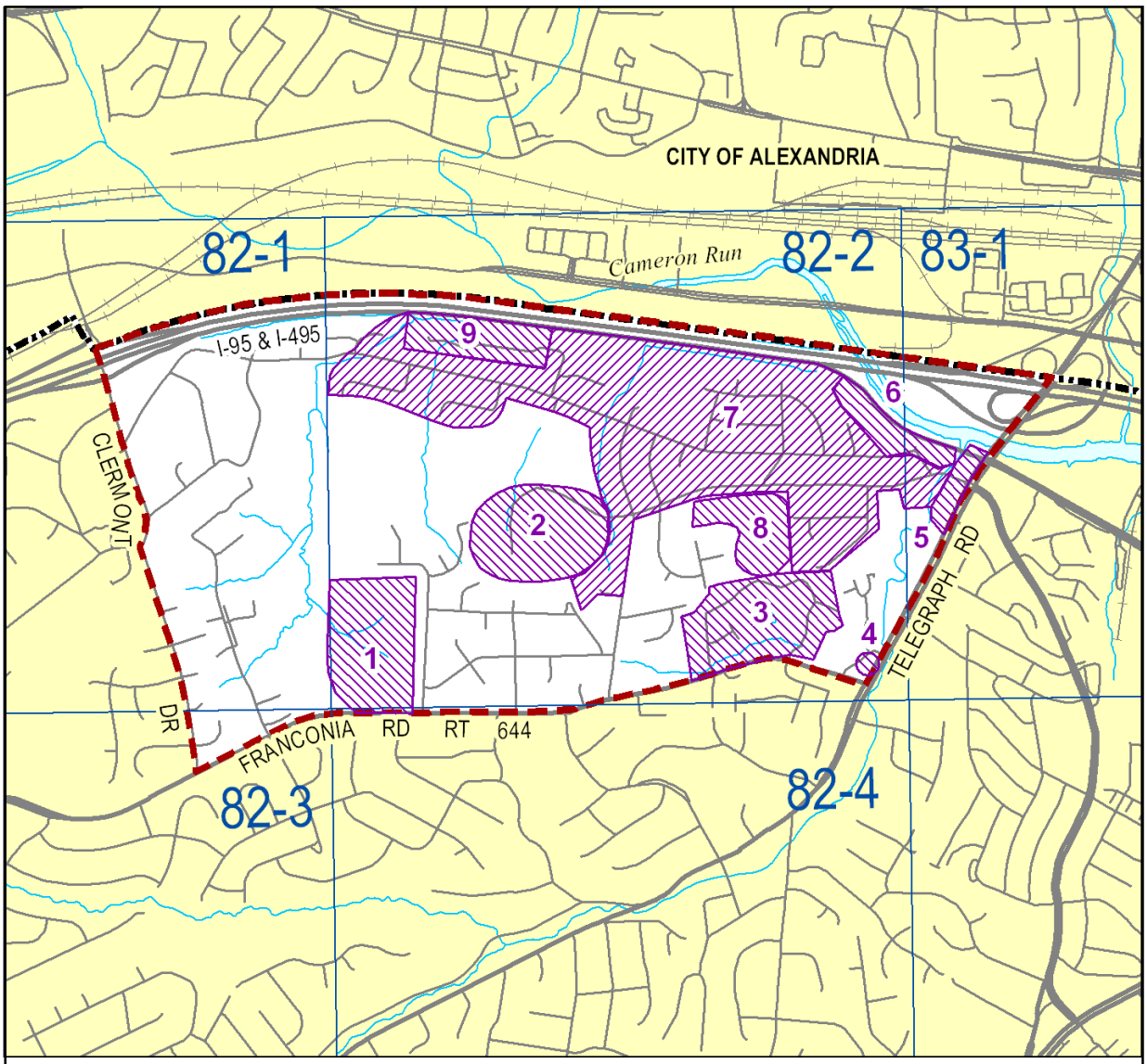
2. Significant heritage resources exist on Parcels 82-2((1))3, 3A, 4 and 4A. These resources should be protected through a preservation easement. In the event that full protection is not possible, and to provide for development with maximum responsiveness to these resources and to the environmental characteristics and marine clay soils of the area, the parcels should be developed as a coordinated development with residential uses at 2-3 dwelling units per acre. As an option and subject to archaeological and environmental considerations, residential development at 3-4 dwelling units per acre may be appropriate if the following conditions are met:

   - All four parcels are consolidated;

   - At least 40 percent of the site is preserved in wooded open space;

   - Effective buffering is provided for the Franconia Estates and Wellington Green communities; and

   - Preservation of the existing large home on the site is accomplished if determined appropriate by Fairfax County.



RH3-Burgundy Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

1800 FEET

MAP PREPARED BY DPZ

FIGURE 23

3. The parcels adjacent to the north side of Franconia Road between the Norton Square subdivision on the west and the Cameron Methodist Church and the Heritage Hills townhouse community on the east are planned for residential development at 2-3 dwelling units per acre. As an option, residential development at 5-8 dwelling units per acre may be appropriate if the following conditions are met:

   - Substantial parcel consolidation including all tracts with frontage on Franconia Road;
   - Provision of a substantial landscaped open space buffer along Franconia Road;
   - Development is designed with sensitivity to the environmental constraints of the property; and
   - Provision of substantial landscaped open space buffers next to existing or planned detached single-family residential subdivisions.

4. Because of its unusual location, small size, and the excessive noise levels generated by high traffic volumes on roadways adjacent to all sides of the site, the triangular-shaped "island" bordered by Telegraph Road, Franconia Road and Telegraph Corners Lane is planned for low intensity office use. In order to ensure uses that are residentially compatible, attractive and environmentally sensitive, any development on the site should meet the following conditions:

   - Effective buffering and screening adjacent to residential areas;
   - A maximum building height of 35 feet;
   - The exclusion of high trip generation uses that may result in poor or unsafe circulation and access, both on and off the site;
   - Preservation of existing specimen trees on the site;
   - Substantial open space and high quality landscaping and architecture, using both a scale, materials and design to ensure compatibility with the adjacent residential areas;
   - Right-of-way dedication for necessary road improvements;
   - Access should be provided only to Telegraph Corners Lane; and
   - An FAR of .20 to .25; development above .20 FAR should be conditional upon satisfactory compliance with the provisions outlined above.

5. Additional commercial development in the sector should be limited to serving neighborhood needs by infilling or improving, but not extending, the commercially-zoned areas along Telegraph Road. Due to environmental constraints and the need for access management, this area is planned for low intensity retail or office uses up to .25 FAR. Dedication of rights-of-way for the planned improvements of the Telegraph Road/North Kings Highway/Huntington Avenue intersections should be provided. At the time that the new interchange is constructed at the Beltway and Telegraph Road, every effort should be made to achieve a reduction in curb cuts and consolidation of access points along the west side of Telegraph Road. No substantial redevelopment or new development should occur prior to the construction of the planned road improvements.

6. Parcels 82-2((1))29A, 30A and 31A and 83-1((1))2 are planned for residential development at 3-4 dwelling units per acre. Dedication of land may be required for planned interchange improvements at this location. Development which takes place in this area should be consolidated, and buffered from Burgundy Village. No substantial redevelopment or new development should occur prior to the construction of the planned road improvements unless reviewed and accepted by VDOT.

7. A neighborhood improvement program and conservation plan was adopted for the Burgundy community by the Board of Supervisors on April 30, 1979. The basic goal of this document is the conservation and development of a viable and sound residential community in the Burgundy neighborhood. The neighborhood improvement program lists a series of public improvement projects that will be necessary to improve living conditions in Burgundy. The conservation plan provides the legal mechanisms for carrying out the proposed improvement activities, and it sets standards for future development and rehabilitation in the community. The appropriate uses and intensities are reflected in the Comprehensive Plan for the area, which is residential use at a density of 3-4 dwelling units per acre for most of the area; open space uses for the existing park and other vacant parcels immediately south of the Beltway; continued public facility use for the Cameron Elementary School and the Community Center; and transitional commercial uses.

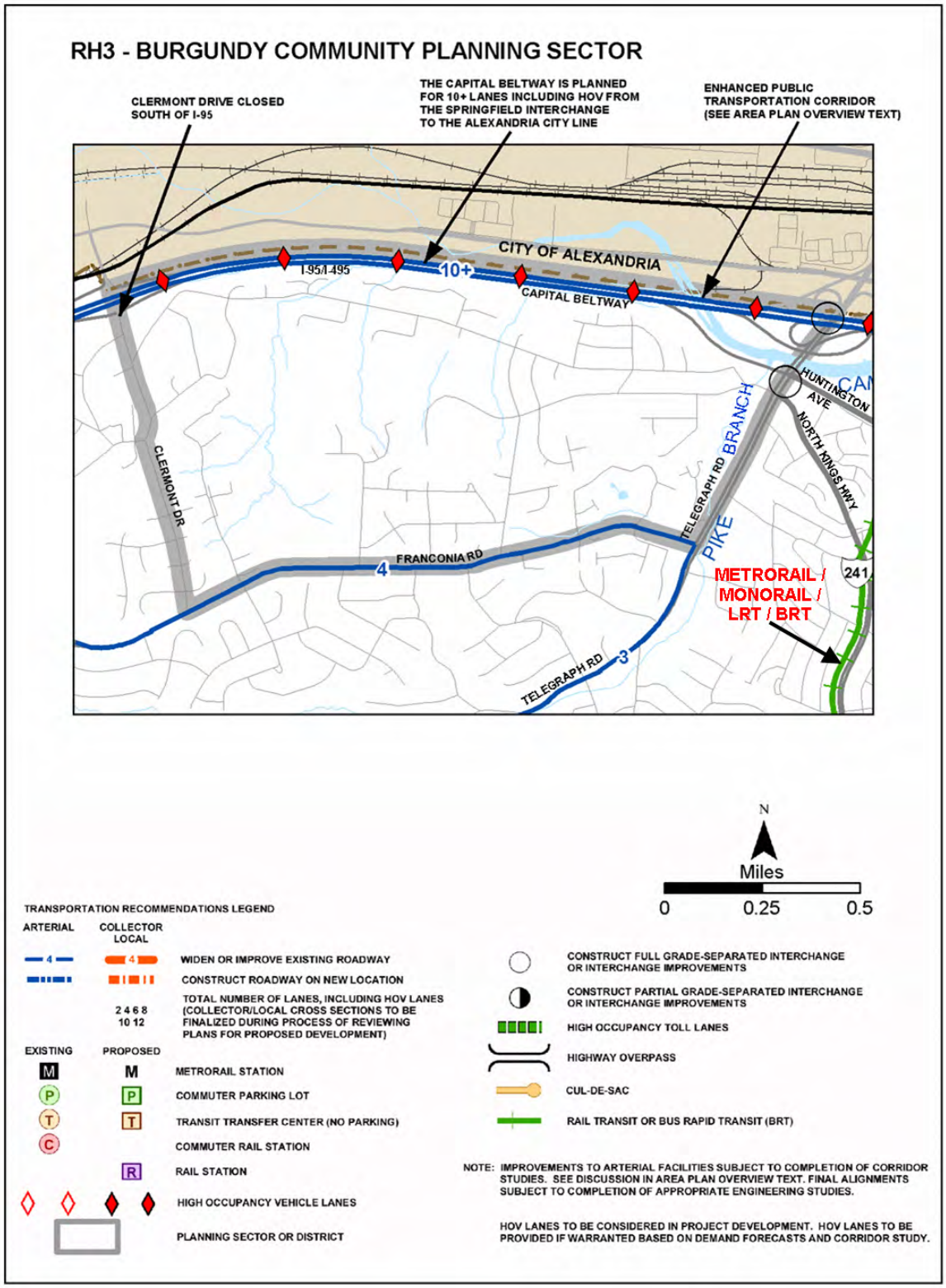
8. The steep slopes and likely marine clay soils will make development on the northern portion of Summerville Hill (Tax Map 82-2((1))37 and 40) very difficult. If developed, it is planned for residential use at 2-3 dwelling units per acre and should be clustered on the summit of Summerville Hill. Any development should utilize the latest technologies for stabilizing marine clays from slippage.

9. It would be desirable to retain the parcel adjacent to the south side of the Beltway (Tax Map 82-2((7))9) as open space with a connection to Burgundy Park to the east. If public acquisition is not achieved, residential use at 2-3 dwelling units per acre is planned provided that it can be demonstrated that highway noise can be appropriately mitigated. Drainage problems associated with surface and/or groundwater flows should be addressed; necessary corrections in accordance with County policies and the Public Facilities Manual should be incorporated into the development.

Transportation

Transportation recommendations for this sector are shown on Figure 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.

As shown on Figure 15 in Sector RH1, Clermont Drive is to remain closed at the Capital Beltway. No southbound traffic should be permitted from the City of Alexandria's Clermont interchange into the County or onto Clermont Drive in Fairfax County. Pedestrian and bicycle access should be enhanced to Alexandria and Eisenhower Avenue, as well as across Telegraph Road to the Huntington Metro Station.



TRANSPORTATION RECOMMENDATIONS **FIGURE 24**

Heritage Resources

Burgundy Farm School and Burgundy Farm (Tax Map 82-2((1))3, 4, 4A, 5, 6 and 8) contain significant heritage resources and should be preserved as much as possible.

Parks and Recreation

Park 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.

FIGURE 25
PARKS AND RECREATION RECOMMENDATIONS
SECTOR RH3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Heritage Hill	No development is planned for this park.
Burgundy	Initiate a master planning process and develop in accordance with the approved plan. Additional Neighborhood Park facilities in this sector should be provided in conjunction with new development.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.
COMMUNITY PARKS:	
Clermont School Site	Seek conveyance of entire 40-acre publicly-owned site to FCPA to be master planned and developed in conjunction with Loftridge Park. Future development should be coordinated with the surrounding community during the public hearing process.
Loftridge	Master planning and development should be coordinated with the disposition of the Clermont School site.
COUNTYWIDE PARKS:	
	Seek historic preservation easements to protect selected archaeological sites (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 26**

RH4 LEHIGH COMMUNITY PLANNING SECTOR

CHARACTER

The central portion of the sector consists of much of the land formerly known as the Lehigh Tract. This tract extended from slightly south of Franconia Road to the Newington area in the adjacent Springfield Planning District, between Beulah Street and Telegraph Road. The area was used for many years for natural resources extraction; the worked-out gravel pits have been one of the physical constraints on development in the sector. Much of the land not formerly used for gravel operations contains marine clay soils with unstable characteristics. Steep slopes which are considered unsuitable for construction limit development in many areas. There is also a Virginia Power easement containing overhead power lines extending the length of the sector, from northeast to southwest. Each of these has represented a difficult, as well as a highly visible, limitation on the development of much of the sector.

The planned residential developments of Kingstowne and Manchester Lakes now occupy much of the former Lehigh Tract in this sector (see Figure 27). Manchester Lakes is the smaller and denser development. It is located on 200 acres and consists of approximately 1,400 dwelling units as well as parkland, recreational facilities, and a shopping center. The combination of multi-family and townhouse development in Manchester Lakes yields an overall density of approximately eight dwelling units per acre. Elderly housing or similar uses are planned for an area south of the shopping center and Manchester Boulevard.

Kingstowne abuts Manchester Lakes and occupies the majority of the sector. It is primarily residential, with a mix of townhouses, mid- and high-rise apartments, and single-family detached dwellings in its over 6,300 dwelling units. Kingstowne covers over 1,300 acres and includes a 175-acre Town Center containing approximately 2.1 million square feet of commercial development, primarily office space. Village Center, a 164,000 square foot shopping center at the intersection of South Van Dorn Street and Kingstowne Boulevard, is adjacent to the Town Center.

Much of the development around the edges of Kingstowne and Manchester Lakes consists of stable single-family residential neighborhoods. There are also some townhouse developments along Telegraph Road. In addition, the arterials which form the boundaries of the sector support a mix of uses in some areas. Manchester Lakes shopping center is located at Beulah Street and Manchester Boulevard. Edison High School occupies a large site on the northern edge of the sector, in the southeast quadrant of Franconia Road and South Van Dorn Street. Some commercial development has occurred along Franconia Road between Edison Drive and Bernard Avenue. The Rose Hill shopping center is located in the northeast corner of the sector, adjacent to a bank and postal facility. Garden apartments south of the shopping center form a transition to single-family detached development along Rose Hill Drive. The County-owned Greendale Golf Course is located between the northeast boundary of Kingstowne and the existing stable neighborhoods along Rose Hill Drive. Hayfield Shopping Center, adjacent to the Hayfield View townhouse development, is located on Telegraph Road at its intersection with Hayfield Road. Hayfield Intermediate and High Schools occupy a large site on the south side of Hayfield Road, immediately north of a small commercial area. The 136-acre Hilltop Landfill is located in the extreme southern portion of the sector.

RH4 KINGSTOWNE AND MANCHESTER LAKES **FIGURE 27**

Franconia Road, Telegraph Road, Beulah Street, Rose Hill Drive, and Hayfield Road are the major road ways to this sector. With the extension of Van Dorn Street to Kingstowne from Franconia Road west of the Edison High School property, major access to the north has been provided for Kingstowne. The site has potentially good access to transportation corridors of both rail and highway.

The sector has significant environmental features, which may be generally grouped as those associated with topography, drainage, vegetation, and soils.

Generally, the sector slopes downhill from west to east, toward Dogue Creek. The ridge line delineating the divide between the Accotink Creek and Dogue Creek drainage sheds runs either along Beulah Street or between Beulah Street and the Virginia Power easements. Only the part of the area near Fleet Drive, in the north, and the southwest tip of the area slope downhill to the west. The main channel and lateral streams of Piney Run flow toward Dogue Creek in the southeastern portion of the area.

Because substantial mining for gravel has taken place for some time, there are large flat places over much of the sector. These flat areas are separated by the steep slopes generally associated with stream valleys, especially near Dogue Creek's upper tributaries. The stream valleys may also be identified by the presence of tree cover. The only large exception to this is the Dogue Creek floodplain in the northern part of the site. The floodplain area is flat and has a considerable number of trees.

One of the biggest issues in the area concerns how effectively development in the area can deal with a surface often composed of marine clays and gravel pits that have been filled. The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. These factors will govern the load-bearing capabilities of these areas. Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping.

The filled and marine clay areas require special design and construction techniques. The location of the filled areas and the extent of the marine clays are therefore one determinant of the locations and density of development.

Slippage-prone soils are known to be extensive in this sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

The considerable amount of undeveloped land and old neighborhoods in this sector means that significant archaeological resources may exist, particularly in the Dogue Creek watershed.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that most of the Lehigh Community Planning Sector develop as Suburban Neighborhoods. The Kingstowne Town Center, including the Village Center shopping center, is recommended as a Community Business Center (CBC). The approved plans for this mixed-use center include a large office component and an industrial area, which distinguishes the Kingstowne core from the generalized characteristics for other CBCs in the County.

RECOMMENDATIONS

Recommendations for the RH4 sector begin with general recommendations that apply to both the Kingstowne and Manchester Lakes areas. This is followed by specific recommendations for Kingstowne, recommendations for Manchester Lakes, and recommendations for the remainder of the RH4 sector.

General Kingstowne/Manchester Lakes Policies

Land Use

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

2. Plan residential densities within Kingstowne 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 any one dwelling unit type. A broad range of affordable dwelling units that meet the needs of all ages, family sizes and income levels should be provided. At any given time, the level of residential or commercial development should be related to the densities and character of adjoining properties, as well as transportation and environmental constraints, while recognizing the objective of achieving a planned mixed-use commercial/community activity center. Kingstowne should be developed as a unified element with additional parcel consolidation provided where appropriate.

3. Compatible land use and streetscape design should occur throughout the development, especially where Manchester Lakes meets Kingstowne.

4. Encourage a planned development with a mixed-use commercial/community activity center as its focal point. The center should operate much like a downtown area, with the residential, retail and office uses all easily accessible by public transit, by foot or bicycle, as well as by automobile. The center should include residential densities sufficient to support a major core area in conjunction with recreational and leisure activities, commercial retail, office, service uses and compatible high-quality industrial uses, such as high technology. This core, or town center, should be located at the South Van Dorn Street/Kingstowne Boulevard junction.

5. Protect stable adjoining neighborhoods through the use of compatible densities, type, design and/or natural features (e.g., trees, topography) which effectively screen or buffer incompatible or adverse uses.

6. Encourage neighborhood areas that exhibit a distinct character with clearly defined boundaries and setbacks so as 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 spaces within a reasonable walking distance.

7. Promote an identifying theme for the entire planned development center to foster a sense of place including superior urban design features which should be a prerequisite to develop above the low end of the planned density range. Through the application of these design features, the relationship of all land uses within the planned community should exhibit an order, coherent arrangement of uses, identity and aesthetic/sensory appeal.

8. 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.

9. 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.

Transportation

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

11. 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.

12. 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.

13. Commit that needed transportation facilities will exist prior to completion of each phase of development to satisfactorily accommodate the anticipated traffic of each phase. Specific examples of locations where these measures should be applied include, but are not limited to:

    - The intersections of Franconia Road/South Van Dorn Street, Beulah Street/Springfield-Franconia Parkway, South Van Dorn Street/I-95 interchange and Old Telegraph Road/Hayfield Road;

    - Proposed interior collector or arterial roadways within the Kingstowne/ Manchester Lakes area that are associated with planned developments; and

    - Hayfield Road and the South Van Dorn Street connector to Telegraph Road.

14. Provide plan designs that create safe and harmonious vehicular and pedestrian access, especially in areas where high vehicular traffic volumes may exist. In particular, the pedestrian access system must provide good access to the core area.

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

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

17. 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.

18. Design neighborhood road systems to accommodate bus feeder lanes to Metro stations.

19. Satisfy Virginia Department of Transportation and Fairfax County design standards.

Environment

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

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

Trails

22. Promote a complete network of hiking, biking and riding trails to be incorporated into the development plan for Kingstowne/Manchester Lakes. Facilities should be provided, not only for safe and convenient pedestrian access to and from residential neighborhoods, commercial and employment centers. This network should also provide access through EQC(s), other open space areas and for exercise and recreational use. Circuitous routes are especially conducive to recreational activities and should be incorporated, where possible.

Public Facilities

23. Public facilities to serve development in Kingstowne, including schools, parks, among others, should be provided.

24. Construct a library on a County acquired site near the intersection of Beulah Street and Manchester Boulevard consistent with Policy Plan standards for a regional library.

More specific recommendations for certain portions of the Kingstowne/Manchester Lakes area follow:

Policies for the Kingstowne Town and Village Centers

25. A mixed-use activity center should be planned in the core area at the intersection of South Van Dorn Street and Kingstowne Boulevard. Uses should include a balanced mix of residential, retail, office, research and development and recreation/leisure activities, and attractive public open spaces and amenities. Industrial uses may be appropriate within the southeastern portion of the core area provided adequate assurances are made that any such industrial uses will be compatible with nearby uses, existing or planned, and of high quality and low intensity, such as high technology.

26. Development of high-rise and high density residential use within the mixed-use activity center is appropriate. Densities and building heights should decrease in relation to the distance from the core area so as not to cause adverse impacts on adjoining existing and planned residential areas.

Policies for the Kingstowne South Village

27. More intensive development should be oriented to Hayfield Road. Lower density development near the Piney Run stream valley would help to minimize the impacts of erosion and sedimentation and would help to alleviate post-development nonpoint water pollution. Other methods to control erosion and sedimentation and water or air pollution should be implemented.

28. Substantial buffers should be provided in proximity to the Hilltop landfill property and existing stable areas.

Policies for Manchester Lakes

29. The parcels north and south of Hayfield Road, east of Beulah Street, have a strategic location due to construction of the Franconia-Springfield Parkway. A shopping center in the northeast quadrant of the intersection and a residential development focused on the shopping center exist and are planned to continue in the area.

    Any future development in the area should meet the following conditions:

    - The development should provide for, and be oriented towards, the extension from the parkway alignment traversing the property;
    - Development should be set back from Beulah Street with a sufficient transition and buffer area next to that street to support the Plan recommendation for strictly residential use, sometimes at a low density, across Beulah Street;
    - Beulah Park should be adequately screened from development in this area; and
    - The type, intensity and siting of any development next to the Virginia Power line should appropriately recognize that the power line is an undesirable neighbor.

30. The residential development known as Manchester Lakes is planned for continued residential use at 5-8 dwelling units per acre. Ongoing development activity in Manchester Lakes should:

    - Coordinate development with that of adjacent planned commercial and residential properties;
    - Show sensitivity to the environmental and soil constraints on the property;
    - Provide internal access to the commercial uses at the intersection of Hayfield Road and Beulah Street;
    - Provide pedestrian access for parcels south of Manchester Boulevard to the commercial use;
    - Utilize transportation strategies such as van service to minimize local-serving trip generation;
    - Ensure provision of housing and services for the elderly;

- Provide development or upgrading of active recreation facilities at adjacent Beulah and/or Manchester Lakes Parks as appropriate; and

- Provide a substantial buffer along the periphery of the site next to areas planned for lower residential densities.

31. Elderly housing, workforce housing and related facilities are planned for two areas located on Parcel 91-1((12))J and the land area formerly identified as parcel O which flank Manchester Boulevard. Much of former Parcel O has been subdivided and renumbered and now exists as Parcels 91-1((27))1, 2 and 3, as well as Parcels 91-3((18))4, 5, 6, 7 and 91-3((9))8b. Uses such as churches, nursing homes, medical facilities, child care facilities, and other public serving uses such as quasi-public and institutional uses may also be considered on Parcel O subject to the provision of a unified development plan that indicates the achievement of a high standard of design, and traffic minimization measures that include providing interparcel street connections with adjacent properties, providing at least two points of access to the arterial roadway system, and accommodating the planned interchange at the Beulah Street and Manchester Boulevard intersection. In addition, if former Parcel O is fully consolidated with Parcels 91-3((9))1, 2, and 3 (these parcels are now all part of Parcel 91-3((9)) 8b) under a unified development plan, commercial uses in conjunction with elderly housing and related uses may be considered subject to the following conditions:

    - Commercial uses should provide convenient services to visitors, employees, and residents of the elderly housing and workforce housing, such as eating establishments, a bank, medical offices, and a drugstore;

    - Provisions for affordable housing and workforce housing should serve a range of needs in terms of income levels and family size;

    - Commercial uses should be designed as an integral component of the development and not have the appearance of a commercial strip center;

    - Well-defined pedestrian linkages should be provided that are attractively landscaped, designed to meet the special needs of the elderly, allow opportunities for resting as well as walking, and have safe and convenient access between buildings with minimal crossing of streets and parking areas; and

    - No retail or other commercial uses should be permitted until the elderly housing units are under construction.

Rest of Sector

Much of the rest of the sector is substantially developed in stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14. The densities planned and approved for Kingstowne and Manchester Lakes are, in many cases, greater than those planned for the residential areas surrounding these developments. These two large developments were approved after extended study and careful consideration of their size and characteristics including the amenities and public improvements provided. Other areas adjacent to or near these developments are planned for lower densities.

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

32. No additional commercial development along Franconia Road is planned or recommended. Development on existing commercial land should provide extensive screening and buffering and be of a compatible scale in order to protect adjacent stable residential neighborhoods. [Not shown]

33. Parcel 81-4((12))1 in the southeastern quadrant of the intersection of Franconia Road and Gum Street is planned for transitional low-rise office use up to .35 FAR with a substantial landscaped, open space buffer provided adjacent to the existing residential community to the south.

34. Residential uses should be maintained on the parcels east of Thomas Edison High School with development at 2-3 dwelling units per acre.

35. The parcel fronting on Franconia Road between Edison Drive and Gum Street (Tax Map 81-4((4))A) is planned for office use up to .35 FAR. A maximum building height of 40 feet is recommended, and consolidation or coordination with the commercially-zoned parcel to the east to reduce access points on Franconia Road and ensure quality design should be provided.

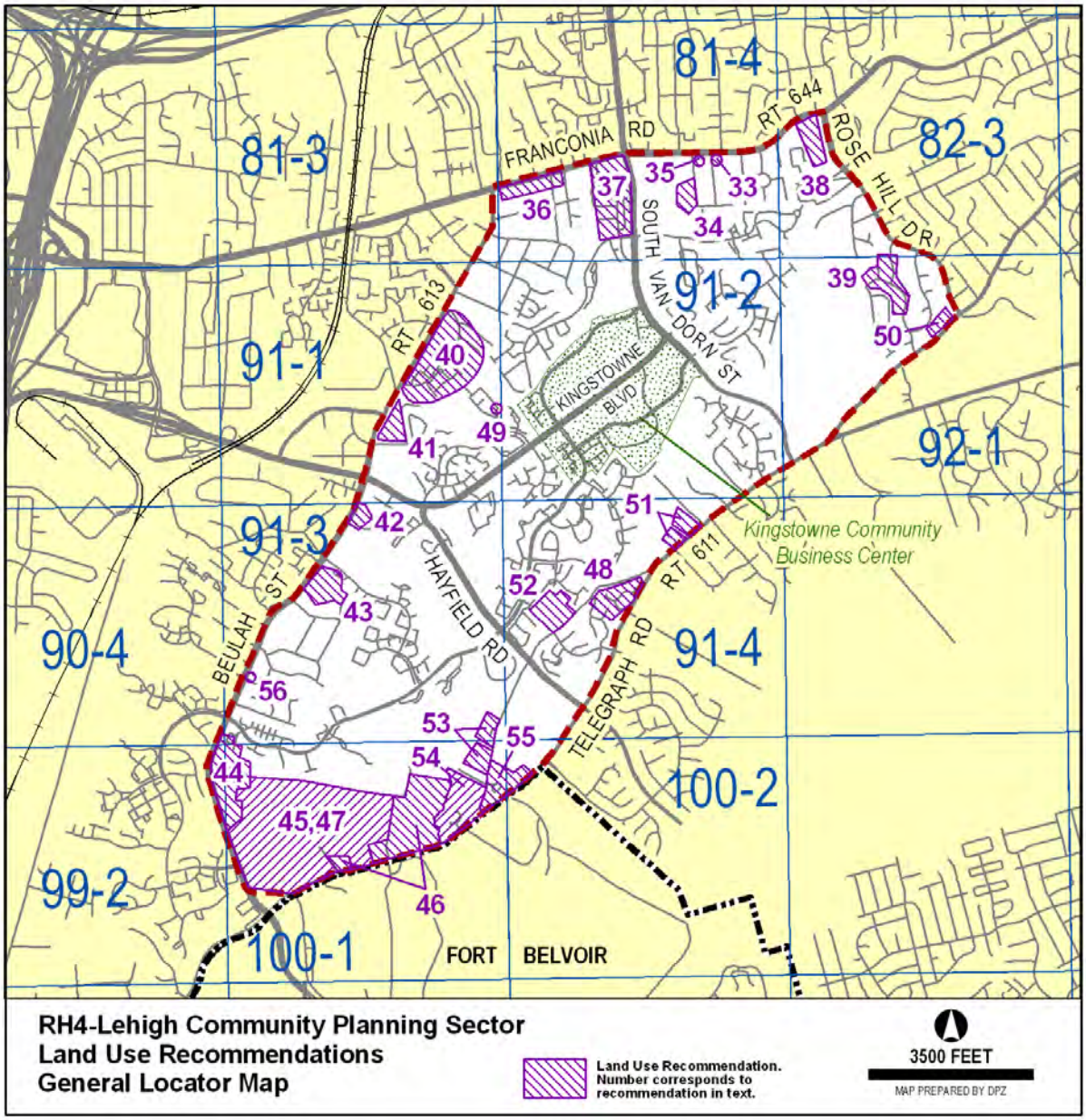
36. Parcels fronting on the south side of Franconia Road from Franconia Elementary School to east of Em Street, including Parcel 81-4((1))14, are planned for 1-2 dwelling units per acre.

37. The approximately 34-acre area fronting on the south side of Franconia Road from South Van Dorn Street west to the existing institutional use and extending south along the western edge of the lettered parcels to the northern boundary of Kingstowne is planned for 2-3 dwelling units per acre. As an option, residential development at 4-5 dwelling units per acre or a mix of institutional uses at up to .35 FAR and residential use at a density of 4-5 dwelling units per acre may be considered if the following conditions are met:

    - Substantial consolidation of all parcels within Tax Map 81-4((3)) must be achieved;

    - If the option for a mix of institutional and residential uses is exercised, it would be preferable to locate the institutional use on the northern portion of the site adjacent to the Franconia Road frontage, with the residential use arranged to form a transition to the lower density residential development;

    - The wooded slopes and stream valleys of the Dogue Creek headwaters are preserved;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100-1
FRANCONIA RD
RT 644
ROSE HILL DR
SOUTH VAN DORN ST
RT 613
KINGSTOWNE BLVD
Kingstowne Community Business Center
RT 611
HAYFIELD RD
BEULAH ST
TELEGRAPH RD
FORT BELVOIR
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RH4-Lehigh Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
3500 FEET
MAP PREPARED BY DPZ

FIGURE 28

- Provision for planned transportation improvements, including the applicable portions of a new interchange at Franconia Road and South Van Dorn Street, so that the site's access points and adjacent highways operate at an acceptable level of service. Access should be only from Villa Street and South Van Dorn Street with right turns only at Franconia Road and Villa Street. An extension of Villa Street to Lake Village Drive may be preferable in order to address access needs, provided that environmental issues can be adequately addressed at the time of a rezoning application;

- Provision of effective transitions and a substantial buffer along all boundaries with lower density residential development;

- Provision of appropriate internal circulation, both pedestrian and vehicular; and

- Provision of an adequate setback from adjacent highways.

Residential use at a density of 5.5 dwelling units per acre for parcels 81-4((3)) 2C, A1, A-H, J-M, R, S, 10A, 10B, 11, 12, 12A, 12B, and 12C may be appropriate if the following conditions are met in addition to those listed previously:

- Dwellings are of a single family detached unit type;

- Innovative storm water management practices are explored and employed to the extent possible;

- Provision of an area for active recreation within the development is made.

38. The site of the Rose Hill shopping center is planned for continued retail use up to .30 FAR. Although larger in gross floor area than some other neighborhood centers, it functions as a neighborhood shopping center and is constrained by surrounding development. Future improvements to the shopping center should incorporate adequate pedestrian connections to the surrounding neighborhoods and effective screening and buffering to the adjacent residential areas.

39. The vacant parcels within the subdivision west of Rose Hill Drive, along Split Rock Road, Raven Place and Wayside Place, are planned for residential use at 2-3 dwelling units per acre to be compatible with the surrounding community. Development of these parcels may be severely constrained due to steep slopes and slippage-prone soils. The density of development of property in this area may be reduced by the extent of marine clay soils and other environmental constraints.

40. South of Walhaven and north of Manchester Lakes, the parcels fronting on the east side of Beulah Street and along Schurtz Drive are planned for residential use at 3-4 dwelling units per acre. Development above the low end of this range may be considered only if substantial consolidation is achieved resulting in a high quality site design which:

- Provides appropriate transitions and buffering to adjacent residential and park uses;

- Demonstrates sensitivity to the environmental constraints and opportunities found in the area;

- Allows for well designed and coordinated development of any residual properties;

- Provides coordinated access and pedestrian circulation including connections which facilitate pedestrian and bicycle travel to adjacent park and shopping facilities; and

- Incorporates appropriate open space and site amenities.

41. The triangular area on the east side of Beulah Street, south of the cemetery, north of Charles Arrington Drive, west of Manchester Lakes, is planned for institutional use.

42. Immediately north of Beulah Park, the three residential parcels (Tax Map 91-3((9))1, 2 and 3) are planned for continued residential use at 1-2 dwelling units per acre. As an alternative, incorporation into the elderly housing/similar uses development to their immediate east may be considered if all three parcels are consolidated.

43. Parcels 91-3((8))1, A and B are planned for residential use at 1-2 dwelling units per acre to be compatible with the existing residential neighborhood to the south.

44. The parcels along the east side of Beulah Street, south of Kingstowne Village Parkway and north of the Hilltop landfill, are planned for residential use at 1-2 dwelling units per acre. As an option, development at 3-4 dwelling units per acre may be considered if development achieves substantial parcel consolidation and provides consolidated access, adequate internal circulation, and interparcel access if appropriate.

45. At such time as the Hilltop landfill ceases operation and is properly reclaimed, any alternative use of the site will require extensive review and significant engineering measures. The property is planned for private recreation; however, residential use at 2-3 dwelling units per acre may be considered on portions of the property if sufficient documentation can be provided to verify that the landfill site is suitable and safe for building. Consolidation with parcel 100-1((1)) 11A, which is planned for residential use at 3-4 du/ac, is encouraged. Restoration or re-use of any historic structures on the property should be explored. See recommendation 47 for an additional option.

46. Parcels 100-1((1))17, 19, 20, and 23A are planned for private recreation with an option for residential use at 2-3 dwelling units per acre. It is recommended that they be consolidated, with any private recreation development that takes place on the site of the Hilltop landfill. A commercial recreation facility may be appropriate on the southern part of parcel 23A with screening sufficient to minimize its off-site impacts. If parcels 19 & 20 are consolidated and develop independently of the recreational area, interparcel access to parcel 23A should be provided.

47. As an option to the guidance found in recommendations 45 and 46, retail and office use up to .30 FAR may be appropriate on a total site area of approximately 33 acres that includes approximately 29 acres of parcel 100-1((1))9pt, and parcels 100-1((1))11A, 11A1, 14, and 15, if all parcels are consolidated and the site design creates a cohesive and walkable environment. To achieve this goal, high-quality architecture should be provided. In addition, buildings should be oriented to streets and sidewalks, and sufficient open space should be interspersed with retail and office uses to provide usable public gathering areas. Also, the following conditions should be met:

- Taller structures should be located at a sufficient distance from Telegraph Road to avoid conflict with Fort Belvoir security standards. Coordination on any development in the affected area should be made with the Fort Belvoir Director of Plans, Training, Mobilization, and Security. Building tapering, vegetative buffering and screening should be provided as needed on the periphery to create a transition to the surrounding areas. Lighting and sound from any development should be designed so that it is not intrusive to adjacent residential development.

- Any freestanding office building(s) is encouraged to meet at least U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) silver standards or other comparable programs with third party certification. Retail users are encouraged to meet applicable U.S. Green Building Council's LEED standards, or other comparable programs, in design and construction to promote sustainable development. The impervious nature of hard surfaces should be offset through approaches such as providing vegetated planting strips in surface parking lots;

- A grocery store use is appropriate on the eastern portion of the property. An outdoor café or seating area is desirable as a technique to help integrate this use with the other retail uses proposed on the remainder of the site;

- Multi-story office buildings should include ground-floor retail use and other services where possible;

- Internal roadways, trails, sidewalks and street crossings should connect buildings and open spaces, and link the site to adjoining communities, Fort Belvoir and the Lansdowne Shopping Center. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible;

- If the existing ball field located at the corner of Beulah Street and Telegraph Road is removed as a result of the proposed development, new recreational facilities such as fields, tot lots and pavilions should be provided at some other location on the Hilltop Sand and Gravel property, or a commitment made to make improvements to nearby park/recreation facilities;

- Occupancy is phased to transportation improvements so that an Approach Level of Service D is maintained at relevant intersections. If such improvements are not possible, intensity should be reduced accordingly;

- The portion of Telegraph Road adjacent to the proposed development should be considered for additional right-of-way to accommodate turn lanes. A turning movement analysis should be conducted to ensure that queues do not spill back into the through lanes of Telegraph Road; and

- Bus transit stops and accompanying shelters should be provided along Telegraph Road and Beulah Street.

48. The property between Telegraph and Old Telegraph Roads, north of the Hayfield View subdivision and south of the northern junction of those two roads, is planned for residential use at 4-5 dwelling units per acre. Development on the property should incorporate substantial parcel consolidation to facilitate an effective realignment of the Telegraph Road/Old Telegraph Road junction to current design standards. The high end of the planned density range may only be considered if construction of the new alignment and intersection is provided. Additionally, such development should cluster the dwellings and include effective landscape treatment and consolidated open space areas.

49. The approximately 12-acre parcel located north of Manchester Lakes Drive (Tax Map 91-1((1))80) is planned for residential use at 3-4 dwelling units per acre. As an option, residential single-family attached dwellings at 4-5 dwelling units per acre may be appropriate if the following conditions are met:

    - Provision of community amenities, particularly improvements to open space, pedestrian and road systems, trails and/or sidewalks to connect with the park and the adjacent community. Any proposal should provide for materials, heights and a building scale similar to the nearby Manchester Lakes townhouse development.

      These features should help to integrate the development of this parcel within the larger Manchester Lakes community.

    - Dedication of land and/or the provision of open space and recreational facilities and other amenities to support the development of the existing public park in the area.

    - Provision of vegetated buffers to the abutting public park to minimize the visual impact of new houses and rear yards on the adjacent park.

    As a further option, residential single-family attached dwellings at 5-8 dwelling units per acre, not to exceed 94 dwelling units, may be appropriate if the following conditions are met:

    - The three conditions set forth above to qualify for development at 4-5 dwelling units per acre, plus:

    - The development addresses public facility needs in the Manchester Lakes area in a manner substantially equivalent to the contributions made in Manchester Lakes Rezoning (PCA 82-L-030-2).

50. Tax Map 92-1((6))A to the south of Rose Hill Drive is planned for residential use at 2-3 dwelling units per acre. The site is within a larger area characterized by marine clay soils. In recognition of the extensive amount of the slippage-prone soils, development of this parcel should not exceed the low end of the range. Development plans should demonstrate that erosion improvements are incorporated. The density of development of property in this area may be reduced by the extent of marine clay soils and other environmental constraints.

51. Parcels (91-4((1))13 and 14) slightly south of Roxann Road are planned for residential use at 2-3 dwelling units per acre. Any development will be constrained by slippage prone soils. Development plans should demonstrate that stormwater / groundwater

management measures are incorporated that mitigate any impact upon other properties adjoining these parcels and across Telegraph Road.

52. Parcels 91-4((1))21, 23 and 24 along Old Telegraph Road include a stream valley that is in the Chesapeake Bay Resource Protection Area. The area is planned for public park.

53. Parcels 100-1((1))28, 29, 30, 91-3((1))66, 67 & 68 are planned for residential use at 2-3 dwelling units per acre. The area has numerous environmental constraints, including some slippage-prone marine clay soils and some areas in the Chesapeake Bay Resource Protection Area. Development of this area should occur at the low end of the plan range, unless significant consolidation and environmental mitigation is provided.

54. Parcels 100-1((1))22, ((6))1, ((7))1, ((8))1 & A are planned for residential use at 2-3 dwelling units per acre. The area has numerous environmental constraints, including some slippage-prone marine clay soils and some areas in the Chesapeake Bay Resource Protection Area. Development in this area should occur at the low end of the Plan range, unless significant consolidation and environmental mitigation is provided, as well as unified access to Telegraph or Old Telegraph Roads.

55. The corner area between Telegraph Road and Old Telegraph Road (TM 100-1((4)) 1, 100-1((2))1, 2 & 3, 100-1((9))A, 1 & 2 and 100-2((1))1, 1A & 1B) is planned at 2-3 dwelling units per acre. Any development in this area should be at the low end of the Plan range, unless significant consolidation is achieved and access is unified and oriented to Old Telegraph Road. Parcels 100-2((1))1, 1A & 1B are currently developed as retail and other uses under the current zoning. These uses are appropriate at an intensity of up to .20 FAR.

    As an option, Tax Map Parcels 100-2 ((1)) 1 and 100-1 ((9)) 3 and 4 may be appropriate for expansion of the existing animal hospital up to .20 FAR and for residential use at 2-3 du/ac with the following conditions:

    - Adequate screening and buffering should be provided to all adjacent residential development; solid barriers and landscaping are recommended to reduce impacts from the expanded animal hospital;

    - Expansion of the animal hospital should incorporate appropriate building materials, lighting levels and hours of operation to minimize impacts from parking areas, lighting and new construction on adjacent residential areas;

    - Outdoor animal shelters are not appropriate given the proximity to residential use; and

    - Residential development on Tax Map 100-1 ((9)) 3 and 4 should be oriented towards Old Telegraph Road and should have sufficient lot area to facilitate effective transition to the adjacent animal hospital.

56. Parcels 91-3((1)) 31-39, 40A, 44B, 45-50 to the east of Beulah Street and north of Kingstowne Village Parkway are planned for residential use at 1-2 dwelling units per acre. As an option, these parcels may be considered for residential use at 2-3 dwelling units per acre provided that the parcels are consolidated, access is provided via Brocketts Crossing and Gayfield Road.

Transportation

Transportation recommendations for this sector are shown on Figures 29 and 30. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans and, interchange impact areas. 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.

Design plans for improvement of Telegraph Road north of South Kings Highway should reflect the historic, environmentally sensitive, and stable single-family nature of this corridor. Environmental issues such as marine clay soils, should be considered carefully in any plan for widening Telegraph Road. These sensitive areas should be left undisturbed to the extent possible during any construction.

Because of these environmental concerns and development patterns and due to the need for access for existing residents from the large number of driveways, cul-de-sacs and feeder streets, a maximum width of three lanes should be the primary consideration for any improvement of the section of Telegraph Road between Franconia Road and South Kings Highway. The use of Telegraph Road as an alternative to through traffic on I-95 and Route 1 should be discouraged.

Evaluate the section of Old Telegraph Road running north and south from Hayfield Road for improved intersection safety, traffic calming measures, added street parking and bus access at Hayfield Secondary School and other appropriate measures to reduce vehicle speed and discourage cut through traffic.

Demands for ancillary facilities; e.g. sidewalks, trails, fiber optics, added to these concerns can have major impacts on the right of way. Creative design, best engineering methods, and traffic engineering should be reviewed. Wherever possible the right of way should be minimized.

Heritage Resources

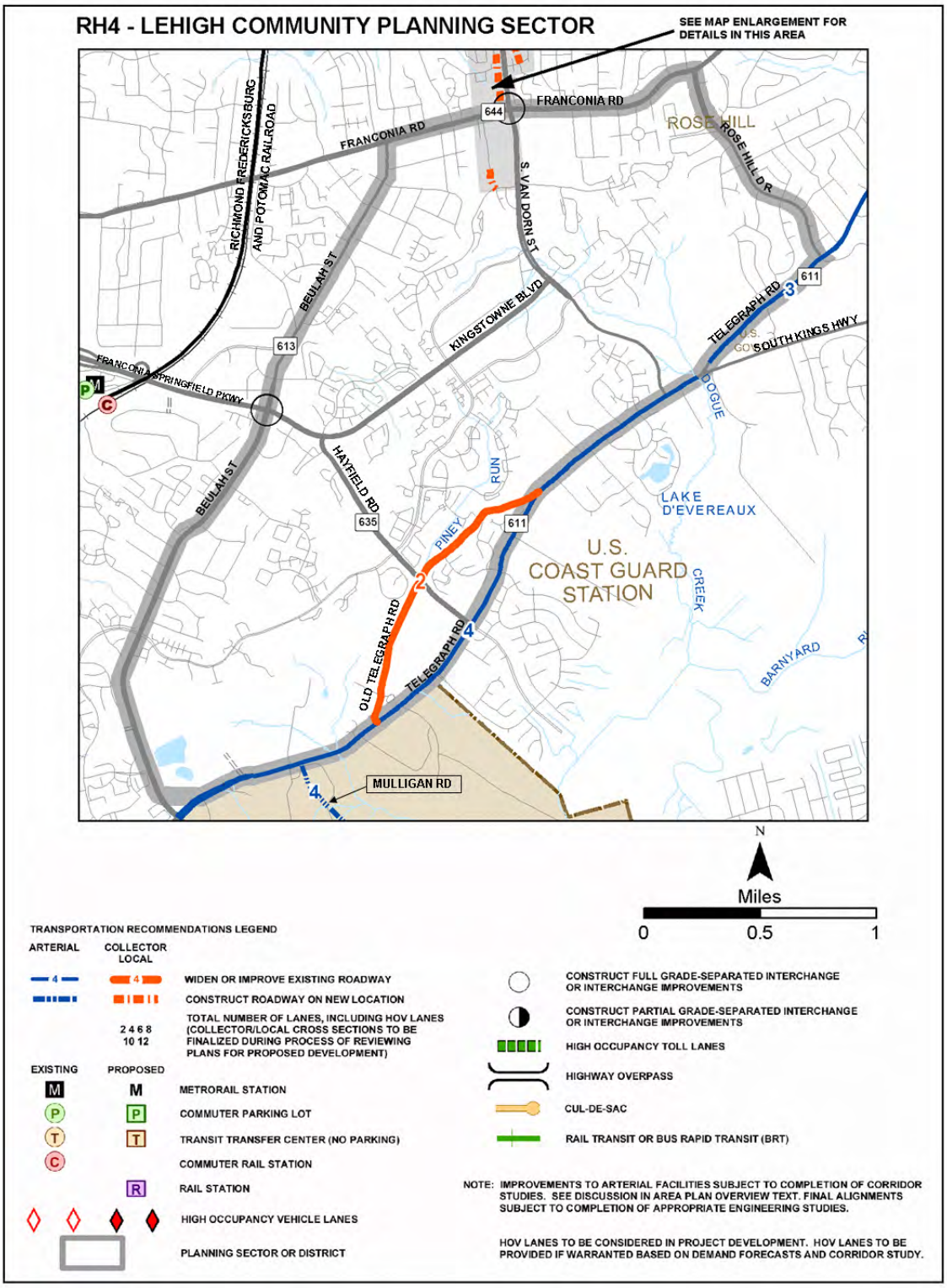
The Mount Calvary Community Church, on the east side of Beulah Street north of Manchester Lakes, and the old structure near the southern tip of the Hilltop landfill property should be surveyed for possible inclusion on the Fairfax County Inventory of Historic Sites.

Public Facilities

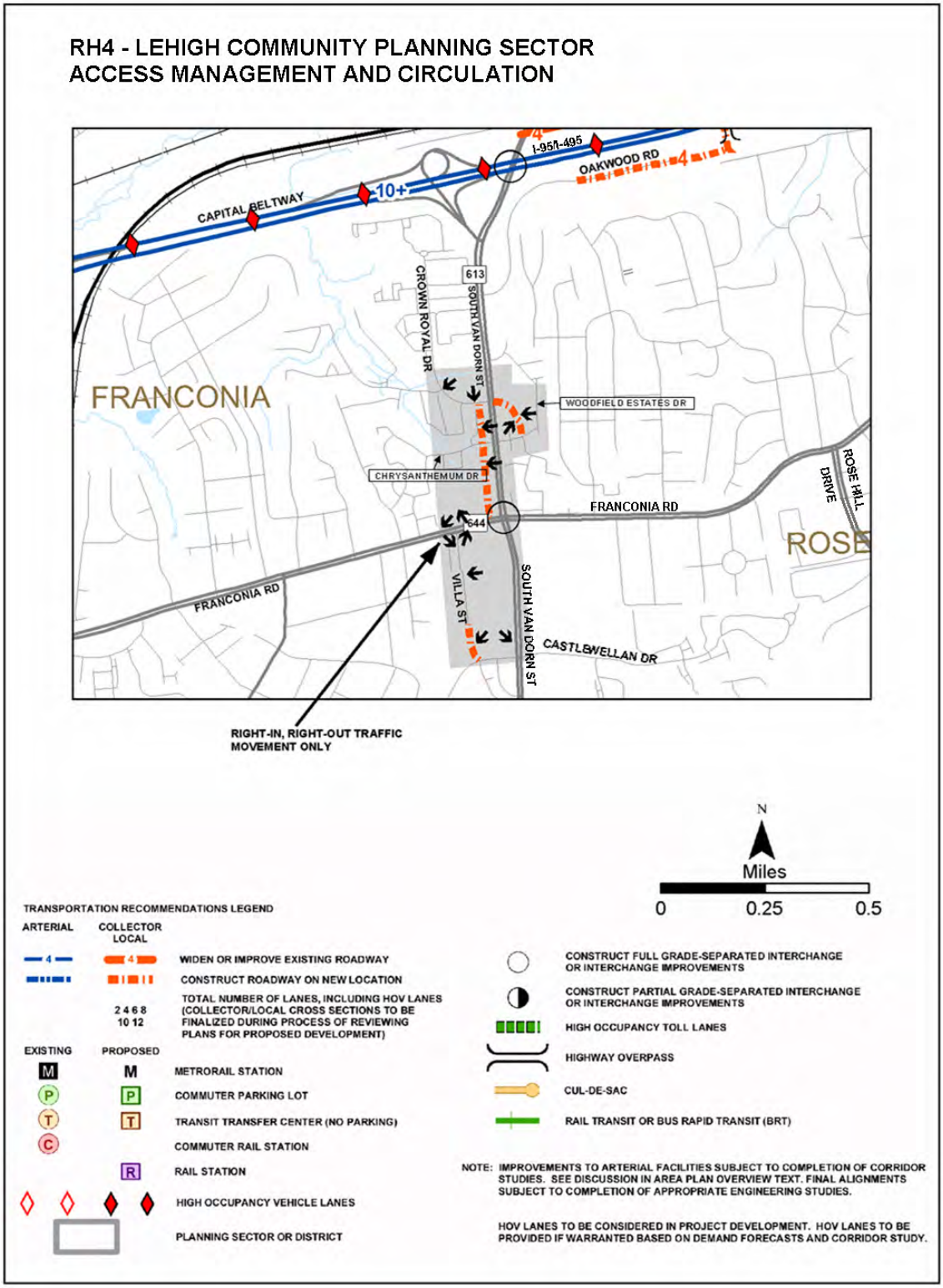
1. To serve the needs of the growing senior adult population, locate a senior center in the sector.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 31. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.



TRANSPORTATION RECOMMENDATIONS **FIGURE 29**



ACCESS MANAGEMENT AND CIRCULATION IN THE SOUTH VAN DORN STREET CORRIDOR **FIGURE 30**

FIGURE 31
PARKS AND RECREATION RECOMMENDATIONS
SECTOR RH4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Tara Village	No development is currently planned for this park.
COMMUNITY PARKS:	
Beulah	Upgrade existing facilities in accordance with the approved master plan. (Also noted in Land Use Recommendations.)
Manchester Lakes Park	Initiate a master planning process and develop for active recreation in accordance with the approved plan. (Also noted in Land Use Recommendations.)
Kingstowne Park	New parkland and recreation facilities to serve the Kingstowne community are needed and planned. (Also noted in Land Use Recommendations.)
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.
COUNTYWIDE PARKS:	
Greendale Golf Course	If suitable land becomes available, develop additional golf-related facilities.
Dogue Creek Stream Valley	Ensure protection of EQC and public access to stream valley through acquisition of land and/or open space easements on privately owned property where appropriate.

Trails

Trails planned for this sector are delineated on Figure 32 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 32**

RH5 WILTON WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Wilton Woods sector consists almost completely of stable, single-family detached residential development. There are few substantial areas of vacant land. The only non-residential land in the sector consists of several acres located on the north side of Telegraph Road. Shopping is available in facilities located in adjacent planning sectors or districts. A lateral stem of Pike Branch traverses the sector, with a Virginia Power easement running roughly parallel to it. Franconia Road, Telegraph Road and Rose Hill Drive carry heavy volumes of traffic, as well as some local pedestrian and bicycle traffic, much of which is destined for the Huntington Metro Station or Lee District Park which are located in adjacent planning sectors.

Slippage-prone soils are known to be extensive in this sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the entire Wilton Woods Planning Sector develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

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

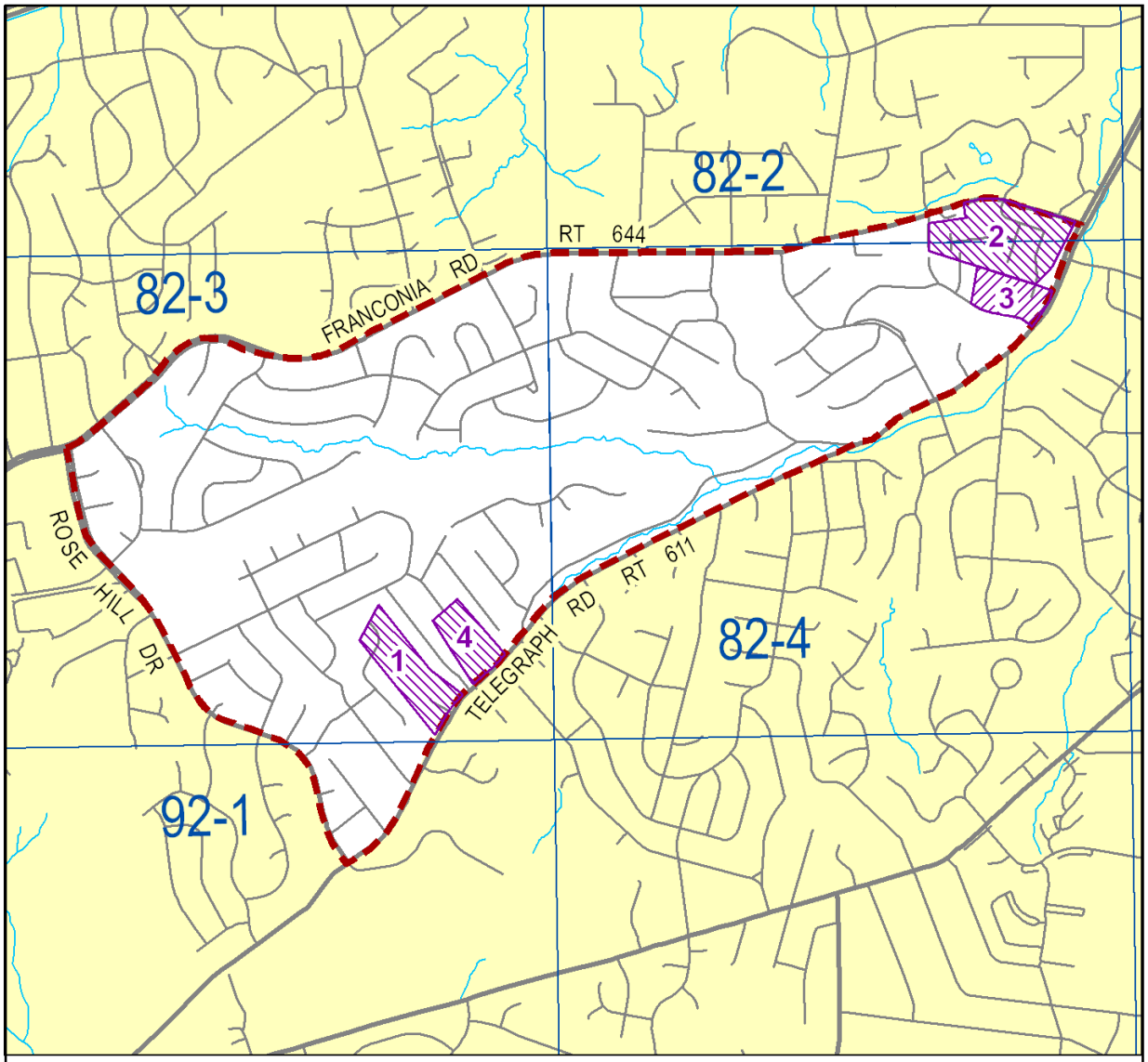
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 33 indicates the geographic location of land use recommendations for this sector.

1. Commercial development in the sector should be limited to the existing commercially-zoned parcels at Highland Drive and Telegraph Road. These parcels are planned for neighborhood-serving commercial activities up to .25 FAR. In order to have a minimal impact on the surrounding neighborhoods, the development should:

   - Provide substantial screening and buffering along boundaries adjacent to residential and recreational uses;

   - Discourage automobile-oriented commercial uses;



RH5-Wilton Woods Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

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MAP PREPARED BY DPZ

FIGURE 33

- Provide pedestrian access to adjacent residential areas;
- Provide architecturally compatible development, good site design and effective landscaping along Telegraph Road;
- Limit building height to 35 feet; and
- If the existing structure is retained, the facade should be upgraded to ensure architectural compatibility with the surrounding area.

Parcel 2A is planned for private recreation and is developed as the Rose Hill Farm Community Center pool and residential use at 2-3 dwelling units per acre. The density of development of property in this area may be reduced by the extent of marine clay soils and other environmental constraints. Access should be provided via Maryview Street.

2. The parcels southwest of the intersection of Franconia and Telegraph Roads (Tax Map 82-2((1))55A and 57) are planned for residential development at an overall density of 2-3 dwelling units per acre. Clustered development may be appropriate on this site due to environmental constraints. Achievement of the high end of the Plan density range is contingent upon provision of the following:

   - Consolidation of both parcels;
   - Access is limited to only one entrance on either Franconia Road or Telegraph Road;
   - Development is sensitive to the environmental constraints of the property; and
   - Substantial landscape buffers are provided next to the existing or planned detached single-family residential subdivisions.

3. The parcel southwest of the intersection of Franconia and Telegraph Roads (Tax Map 82-4 ((1))34) is planned for residential development at an overall density of 2-3 dwelling units per acre. The density of development on this property may be reduced by the extent of marine clay soils and other environmental constraints. Achievement of the high end of the Plan density range is contingent upon provision of the following:

   - Access is on Sharon Chapel Road;
   - Development is sensitive to the environmental constraints of the property;
   - Efforts are made to preserve historic features;
   - The cemetery is preserved; and
   - Substantial landscape buffers are provided next to the existing or planned detached single-family residential subdivisions.

4. Tax Map parcels 82-3((1)) 47, 48, 48A, 49 & 50, generally located across Telegraph Road from Dorset Drive, contain extensive slippage-prone marine clay soils. The area is planned for residential use at 2–3 dwelling units per acre. The density of development may be reduced by the extent of marine clay soils and other environmental constraints.

Transportation

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

Design plans for improvement of Telegraph Road from Franconia Road to Highland Drive should reflect the historic, environmentally sensitive, and stable single-family nature of this corridor. Environmental issues associated with Pike Branch Creek between the two entrances to Old Telegraph Road, and the steep and fragile marine clay hillsides to the west of Telegraph Road between Wilton Road and Old Telegraph Road in the Wilton Woods subdivision, should be considered carefully in any plan for widening. These sensitive areas should be left undisturbed to the extent possible during any construction.

Because of these environmental concerns and development patterns and due to the need for access for existing residents from the large number of driveways, cul-de-sacs and feeder streets, a maximum width of three lanes should be the primary consideration for any improvement of the section of Telegraph Road between Franconia Road and South Kings Highway. The use of Telegraph Road as an alternative to through traffic on I-95 and Route 1 should be discouraged.

Demands for ancillary facilities; e.g. sidewalks, trails, fiber optics, added to these concerns can have major impacts on right of way needs. Creative design, best engineering methods, and traffic engineering should be reviewed. Wherever possible, the right of way should be minimized.

Environment

Pike Branch between Telegraph and Old Telegraph Road, as well as the tributary stream from Ridgeview Park to Pike Branch, should be retained as an EQC and stabilized.

Heritage Resources

1. The remains of the 19th century mansion known as Wilton Hall should be identified and studied.

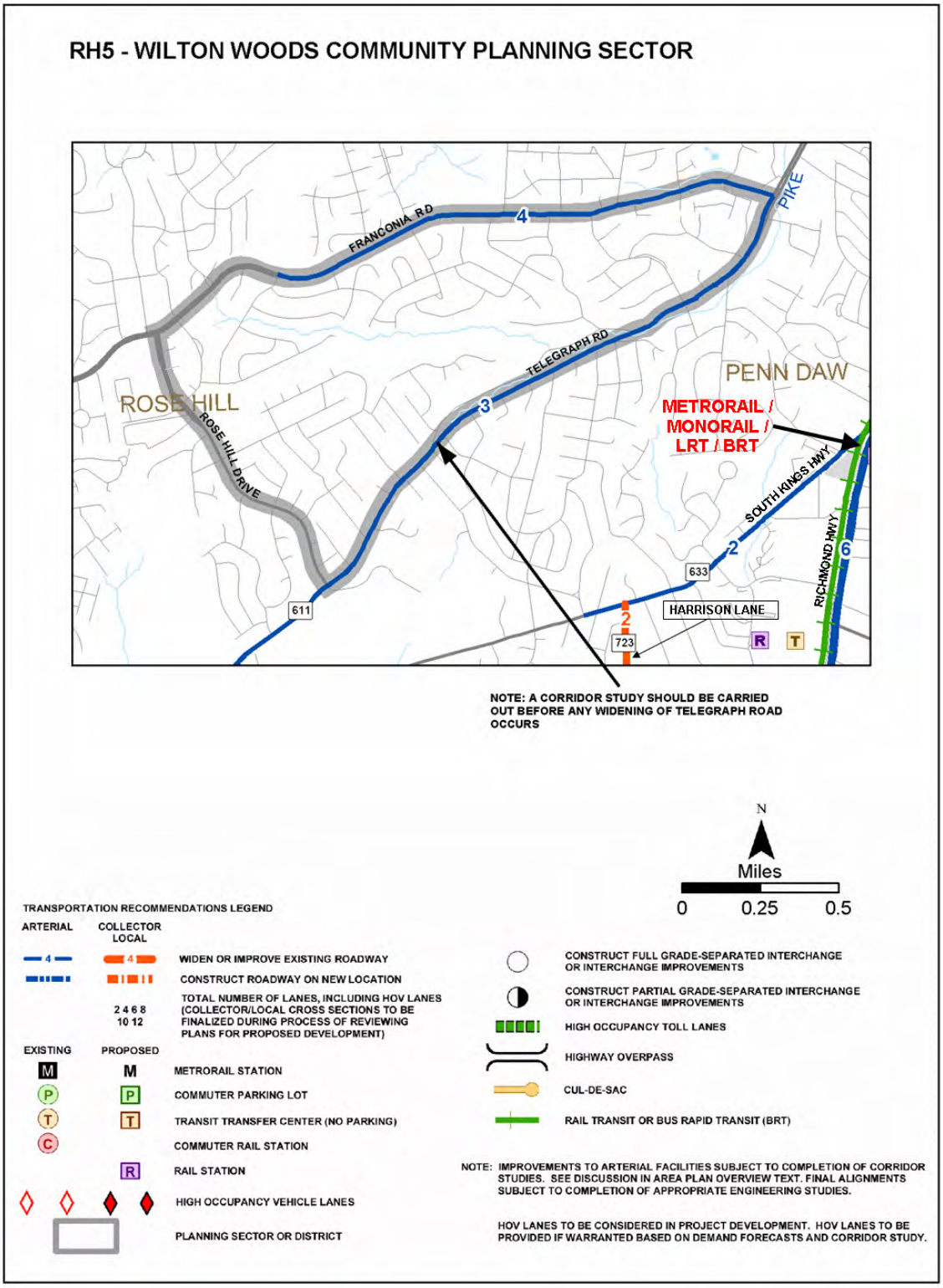
2. The center of the sector and residential areas along Telegraph and Franconia Roads may contain significant heritage resources. Development of these areas, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

3. The following properties should be studied for possible inclusion on the Fairfax County Inventory of Historic Sites:

   - House (c. 1860) and old cemetery at 5918 Telegraph Road;

   - House at 5966 Telegraph Road (old Valley School);

   - Old cemetery and site of All Saints Sharon Chapel Church at 3421 Franconia Road; and



TRANSPORTATION RECOMMENDATIONS **FIGURE 34**

- Existing ruins of Civil War fortifications, all of which should be reviewed by the County archaeologist before any development is approved.

Public Facilities

Expand the John Marshall Community Library consistent with the Policy Plan standards for community libraries.

Parks and Recreation

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

Trails

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

FIGURE 35
PARKS AND RECREATION RECOMMENDATIONS
SECTOR RH5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Wilton Woods School Site	Initiate master planning process and develop Neighborhood Park facilities on open space area of this site under an interim use agreement.
COMMUNITY PARKS:	
Ridgeview	Initiate master planning process and develop in accordance with the approved plan.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 36**

RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR

CHARACTER

Much of the Mount Comfort Community Planning Sector is currently developed, with single-family detached housing being the predominant use. Other major land uses in the sector include Mount Comfort Cemetery and the Lee District Park. Shopping is provided by facilities in nearby planning sectors and districts. Telegraph Road and South Kings Highway are the major roadways in this sector.

Slippage-prone soils are known to be extensive in this sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Groveton Community Improvement Area

The portion of the Groveton Community Improvement Area in Sector RH6 is comprised of Benson Drive and Memorial Street which are bounded by Gentele Court on the north, Berkshire Drive on the west, South Kings Highway on the south, and Mount Comfort Cemetery on the east. On June 25, 1990, the Board of Supervisors added these two streets to the Groveton Community Improvement Plan, which had been adopted by the Board of Supervisors on October 29, 1979. The purpose of the Community Improvement Plan is to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Mount Comfort Planning Sector develop as Suburban Neighborhoods.

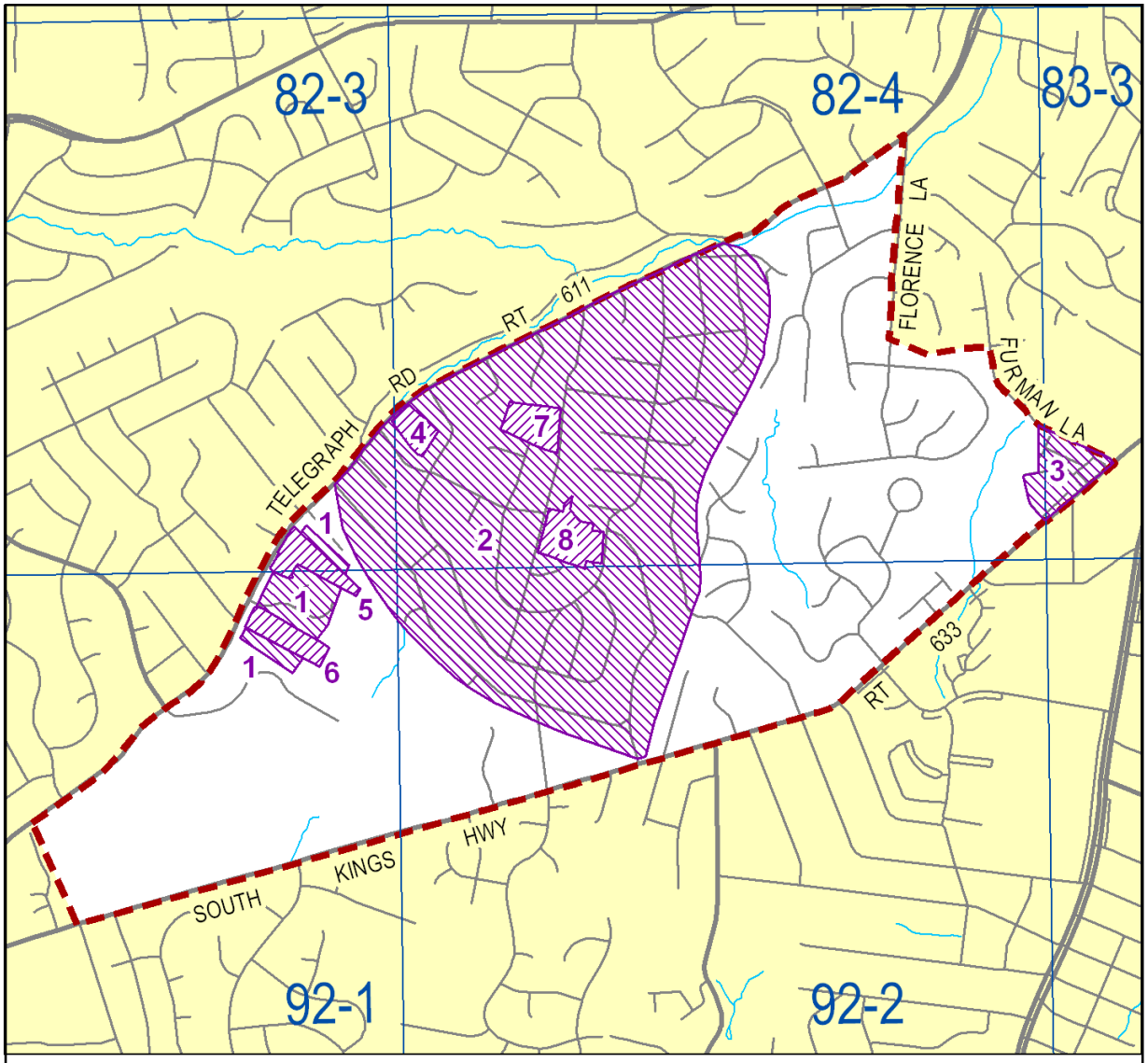
RECOMMENDATIONS

Land Use

The Mount Comfort Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan 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 37 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.



RH6-Mount Comfort Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

1600 FEET

MAP PREPARED BY DPZ

FIGURE 37

1. The parcels between Telegraph Road and the Lee District Park (Tax Map 92-1((1))23, 24, 28, 29, 30; 82-3((1))52, 52A, 52B; 92-1((15)) 1-17) are planned for residential use at 2-3 dwelling units per acre. Development above the low end of this range should be considered only if substantial consolidation and coordinated access are provided.

2. The Virginia Hills subdivision is planned for continued residential use at 2-3 and 3-4 dwelling units per acre as mapped. The parcel located at Tax Map 82-4((14))(7)A is publicly owned and should remain as public open space.

3. Tax Map 83-3((1))9, 10, 11, 12, 13 and 13A north of the South Kings Gardens Townhouses and south of the King Gardens Apartments are planned for residential use at 3-4 dwelling units per acre. As an option, the parcels may be appropriate for development at 5-8 dwelling units per acre with the following conditions:

   - All parcels are consolidated;
   - Access is limited to one entrance off South Kings Highway; and
   - Environmental features are preserved.

4. Tax Map Parcel 82-4((1))7 is planned for residential use at 2-3 dwelling units per acre. The lot is partially in a Chesapeake Bay Resource Protection Area and totally within an area of marine clay soils. Any development should address all environmental factors. The density of development on this property may be reduced due to the extent of marine clay soils and other environmental constraints. Access to this area should be consolidated with no more than one entrance onto Telegraph Road.

5. Tax Map Parcels 82-3((1))52, 52A & 52B, located across Telegraph Road from Highland Drive are planned for residential use at 2-3 dwelling units per acre. The area contains slippage-prone marine clay soils. The density of development on these properties may be reduced due to the extent of marine clay soils and other environmental constraints. Parcel consolidation is necessary to develop above the low end of the Plan range.

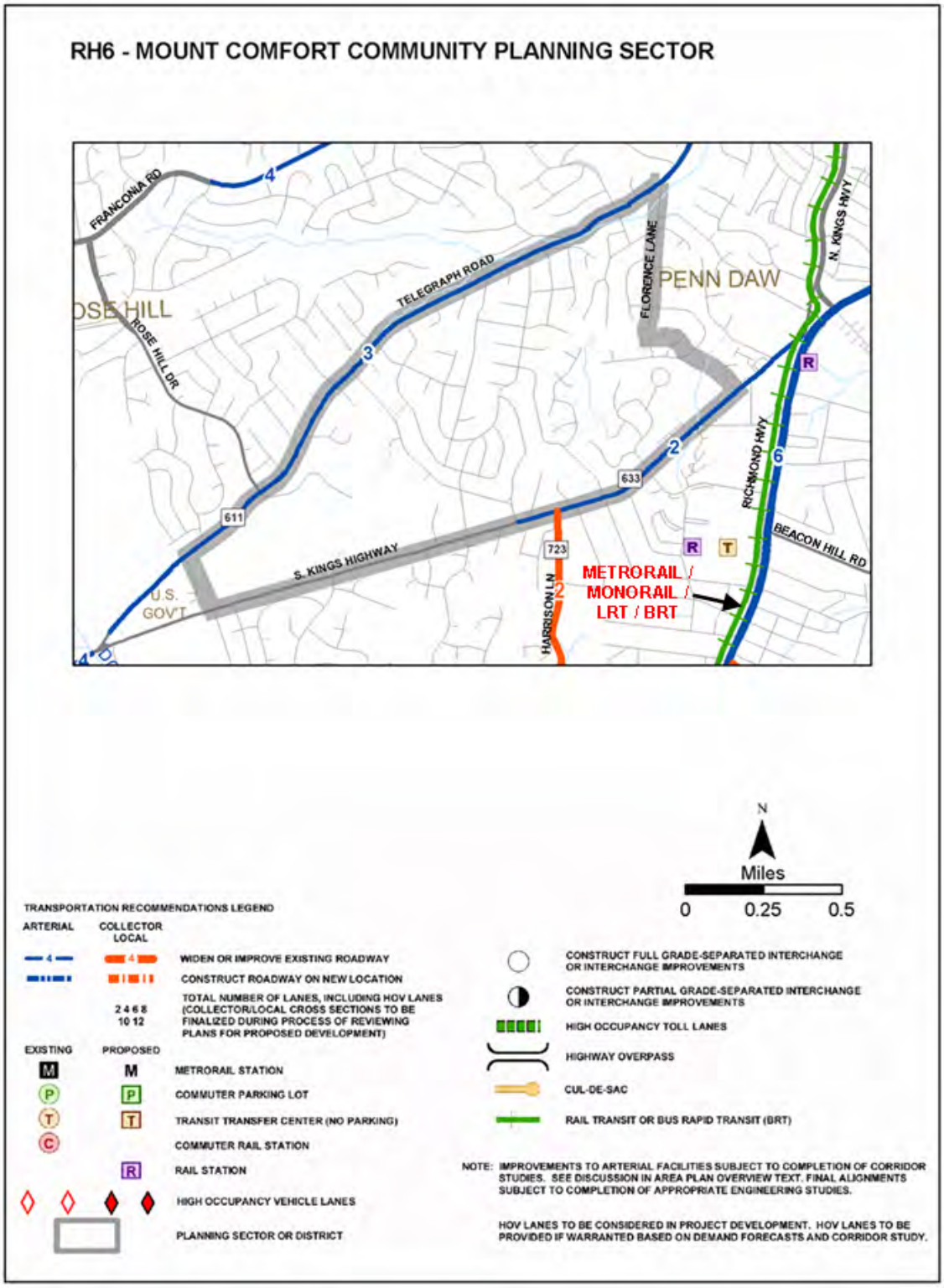
6. Tax Map parcel 92-1((1))23 south of Mission Court is planned for residential use at 2-3 dwelling units per acre. The density of development on this property may be reduced by the extent of marine clay soils and other environmental constraints.

7. Tax Map parcel 82-4((13))(26)A is planned at 2-3 dwelling units per acre. The northern section of the parcel contains slippage-prone marine clay soils. The density of development on this property may be reduced by the extent of environmental constraints.

8. Tax Map parcel 82-4((1))9 and 9A are planned for 2-3 dwelling units per acre. The eastern portion of the area contains slippage-prone marine clay soils. The density of development on these properties may be reduced by the extent of marine clay soils and other environmental constraints. Existing historic structures should be preserved.

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



TRANSPORTATION RECOMMENDATIONS **FIGURE 38**

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.

Design plans for improvement of Telegraph Road should reflect the historic, environmentally sensitive, and stable single-family nature of this corridor. Environmental issues such as marine clay soils, should be considered carefully in any plan for widening Telegraph Road. These sensitive areas should be left undisturbed to the extent possible during any construction.

Because of these environmental concerns and development patterns and due to the need for access for existing residents from the large number of driveways, cul-de-sacs and feeder streets, a maximum width of three lanes should be the primary consideration for any improvement of the section of Telegraph Road between Franconia Road and South Kings Highway. The use of Telegraph Road as an alternative to through traffic on I-95 and Route 1 should be discouraged.

Demands for ancillary facilities; e.g. sidewalks, trails, fiber optics, added to these concerns can have major impacts on right of way needs. Creative design, best engineering methods, and traffic engineering should be reviewed. Wherever possible the right of way should be minimized.

Environment

Pike Branch, between Telegraph and Old Telegraph Roads, should be retained as an Environmental Quality Corridor and stabilized.

Heritage Resources

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

Public Facilities

The Virginia Hills Elementary School is currently being used as an administrative facility. If it is declared surplus by the School Board, alternative uses such as a community or senior citizen center or active recreation, should be considered. The athletic fields, tennis courts and community playground should continue to be used for active recreation as an addition to Lee District Park.

Parks and Recreation

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

FIGURE 39
PARKS AND RECREATION RECOMMENDATIONS
SECTOR RH6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	No additional acquisition or development of Neighborhood Parks is planned. Facilities are available at Lee District Park.
COMMUNITY PARKS:	No additional acquisition or development of Community Parks is planned. Facilities are available at Lee District Park.
DISTRICT PARKS:	
Lee District	Upgrade existing athletic fields at adjacent Virginia Hills school site. Seek interim use agreement as an addition to the park. Any additional development of Lee District Park should carefully consider steep slopes and forested areas.
COUNTYWIDE PARKS:	Seek historic preservation easements on selected historic properties.

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.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 40**

RH7 HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR

CHARACTER

The dominant feature in the sector is Huntley Meadows Park which occupies over 1,260 acres. Other uses in the sector include detached single-family residential development and some townhouse development. A small shopping center is located where South Kings Highway meets Telegraph Road, although the sector is primarily served by shopping areas in adjacent planning sectors and districts. Immediately east of the shopping center is a U.S. Army Reserve Center, between the commercial use and the Lee District Park, and a U.S. Coast Guard Station abuts Huntley Meadows Park to the west. The sector contains the historic Huntley site, the centerpiece of an historic district which also extends east into part of the Mount Vernon Planning District. There is vacant land to the southwest of Huntley Meadows Park.

Slippage-prone soils are known to be extensive in this sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the sector (see Sector MV2 in the Mount Vernon Planning District).

The elimination of the planned Lockheed Boulevard Connector, from the extension of South Van Dorn Street to the present alignment of Lockheed Boulevard and on to Richmond Highway, creates a need for an east-west connection that does not utilize existing neighborhood streets.

Because of the alluvial nature of Huntley Meadows Park, there is a high probability for significant, deeply buried archaeological and paleo-environmental resources there. Paleo-environmental resources are buried bogs and lake bottoms that contain the record of past plant and animal communities which reveal what the County's environment was like thousands of years ago.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that most of the Huntley Meadows Planning Sector develop as Suburban Neighborhoods. Huntley Meadows, the large County-owned park, is designated in the Low Density Residential Area classification. There are no plans for its development as other than a natural area.

RECOMMENDATIONS

Land Use

The Huntley Meadows Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan 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.

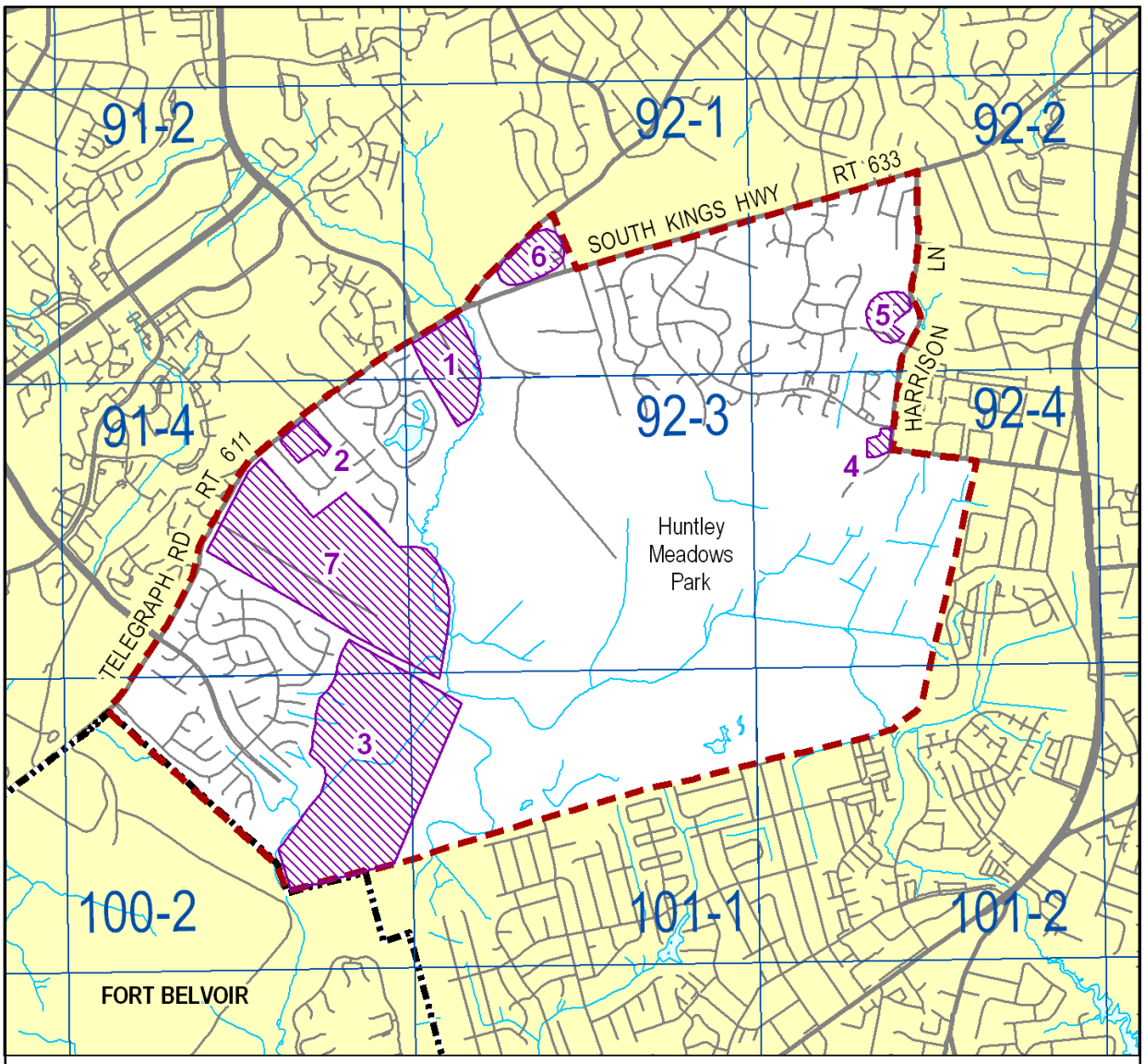
1. The privately-owned parcels along Sheridonna Lane, between Dogue Creek and the LakeDevereaux subdivision, should be considered for purchase by the County to buffer Huntley Meadows Park. This area contains floodplains associated with Dogue Creek. If appropriate, non-floodplain areas should be made available for wetland mitigation purposes. If public acquisition is not achieved, the area is planned for residential use at 1-2 dwelling units per acre. As the area is almost entirely within a Resource Protection Area, development is planned for the low end of the Plan's density range.

2. The three parcels fronting on Telegraph Road between the Wickford and Wellfleet subdivisions (Tax Map 91-4((1))43, 44 and 45) are planned for residential use at 2-3 dwelling units per acre. Development above the low end of this range should only be considered if all three parcels are consolidated, resulting in a site design that coordinates access to Telegraph Road. Development plans should demonstrate that stormwater and groundwater management measures are incorporated that mitigate any impact upon adjoining properties.

3. The vacant parcels (Tax Map 91-4((1))30A and 100-2((1))3) south and east of the Hayfield subdivision consist primarily of floodplain and are planned for open space uses. To that end, the County should consider acquisition of the remaining privately-held vacant land east of the Hayfield subdivision and south of the Coast Guard station for which preservation commitments have not been made. This land should be incorporated into Huntley Meadows Park.

4. The parcels south of Bedrock Road, fronting on the west side of Harrison Lane north of the entrance to Huntley Meadows Park, are planned for residential use at 3-4 dwelling units per acre. Significant specimen trees and possible hydric soils on the site will necessitate sensitivity in the design of development on these parcels. Development above the low end of this range should be considered only if the following conditions are met:

   - Preservation of existing vegetation as determined appropriate by the County Arborist;
   - Compliance with all of the restrictions of the Huntley Historic District;
   - Subject to environmental constraints, clustering to provide substantial buffering for the adjacent Huntley Meadows Park entrance and development designed to enhance the appearance of the gateway area to the park as approved by the Park Authority;
   - Dedication of land necessary to construct a trail to Huntley Meadows Park across the frontage of the property on Harrison Lane; and
   - Significant water quality protection measures to mitigate any adverse impacts on Huntley Meadows Park.



RH7-Huntley Meadows Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

3000 FEET

MAP PREPARED BY DPZ

FIGURE 41

5. The land around the Huntley property (Tax Map 92-2((1)) 8C) has been subdivided to provide for preservation of the historic property and its environs as well as residential development at approximately six dwelling units per acre (see also the Heritage Resources recommendations in this sector). Consideration should be given to acquisition of additional land to protect the cultural landscape. Any requests for modifications to the approved development plan should comply with the following conditions:

   - Provision for the preservation and restoration of Huntley and its environs, including the approaches to and the vistas related to Huntley;

   - Compatibility of proposed development with the Huntley Historic District, including such aspects as style and density, proximity to the main house and its outbuildings, and extent of screening to minimize visual distractions;

   - Limitation of density, siting of development and provision of screening and buffering so that no precedent would be set for development on adjoining properties in a manner incompatible with the Huntley Historic District or with the Plan recommendations for these properties;

   - Sensitivity of development to the environmental constraints of the property;

   - Provision of a substantial buffer sufficient to minimize adverse visual impacts on the Stoneybrooke subdivision, with no access through that subdivision; and

   - Vehicular and pedestrian traffic should be oriented toward Harrison Lane.

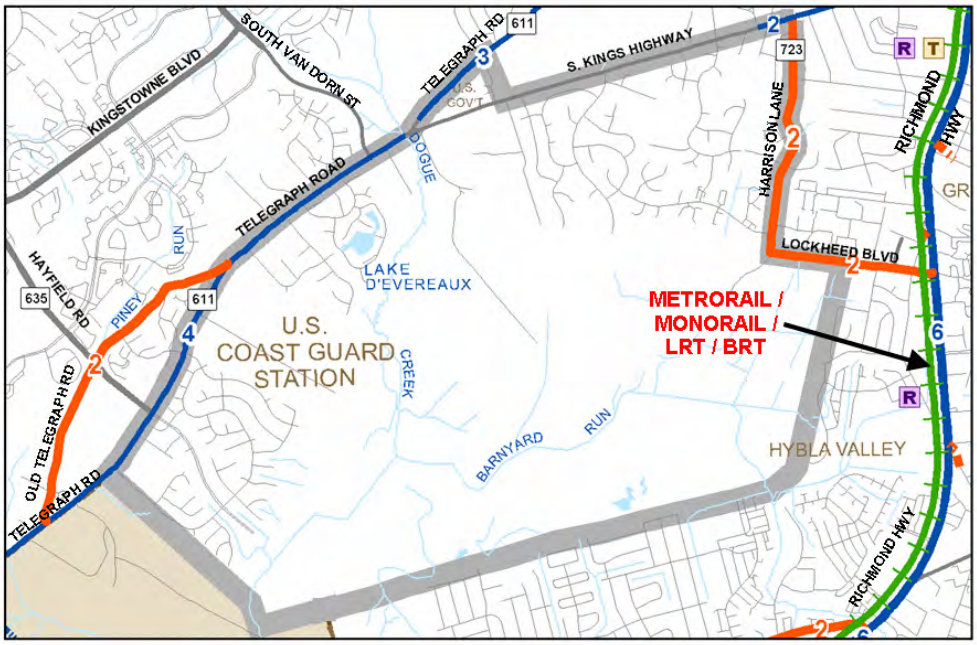
6. The Lieber Army Reserve Center is owned by the Federal government and is planned for public facilities. Any future development by the Federal government should be closely coordinated with the County and should be in conformance with the County's policies, goals and objectives. In the event that the property is declared surplus, acquisition by the County should be considered. If it is developed by the public or private sector, consideration should be given to development of affordable housing.

7. The U.S. Coast Guard Station is owned by the Federal government and is planned for public facilities. Any future development by the Federal government should be closely coordinated with the County and should be in conformance with the County's policies, goals and objectives. In the event that the property is declared surplus, acquisition by the County should be considered in order to consolidate the environmentally sensitive portions with Huntley Meadows Park and possibly provide for active recreation on the remainder of the site. A survey of the facilities located on the site should be carried out to determine if other County uses could be appropriately located here.

<u>Transportation</u>

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.

RH7 - HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR



N
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TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL / COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING / PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- PLANNING SECTOR OR DISTRICT

- CONSTRUCT FULL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- CONSTRUCT PARTIAL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- HIGH OCCUPANCY TOLL LANES
- HIGHWAY OVERPASS
- CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)

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**

Design plans for improvement of Telegraph Road north of South Kings Highway should reflect the historic, environmentally sensitive, and stable single-family nature of this corridor. Environmental issues such as marine clay soils, should be considered carefully in any plan for widening Telegraph Road. These sensitive areas should be left undisturbed to the extent possible during any construction.

Because of these environmental concerns and development patterns and due to the need for access for existing residents from the large number of driveways, cul-de-sacs and feeder streets, a maximum width of three lanes should be the primary consideration for any improvement of the section of Telegraph Road between Franconia Road and South Kings Highway. The use of Telegraph Road as an alternative to through traffic on I-95 and Route 1 should be discouraged.

Demands for ancillary facilities; e.g. sidewalks, trails, fiber optics, added to these concerns can have major impacts on the right of way. Creative design, best engineering methods, and traffic engineering should be reviewed. Wherever possible, right of way should be minimized.

Environment

Periodic inspection of stormwater management systems flowing into the park should be made to ensure water quality protection and the minimization of siltation and erosion.

Heritage Resources

Huntley Historic District

1. The provisions of the Huntley Historic District (Appendix 1, A1-800 of the Zoning Ordinance) detail restrictions on residential development and specify that commercial and industrial uses should be prohibited.

2. Any future development proposals in this area should be restricted to residential or institutional uses which are compatible with the following design guidelines:

   - All improvements, including public facilities structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed, located and installed to be compatible with the historic site in terms of mass, scale, height, color, type of material and visual impact. No structure should exceed 35 feet in height and freestanding signs are limited to 5 feet in height. Any improvement to Harrison Lane should be accomplished without the destruction of the spring house on the Huntley property. All development in the historic district should be reviewed by the Architectural Review Board.

   - Any development adjacent to Huntley should provide sufficient buffering to ensure the scenic integrity of this historic property.

   - Mechanisms such as public acquisition, restrictive easements or revolving funds should be used to protect Huntley and its environs

3. Paleo-environmental studies should be conducted within Huntley Meadows Park.

In Huntley Meadows Park and the Dogue Creek terrace system, any heritage resource surveys should involve deep testing to the depth of proposed disturbance or ten feet, whichever is less.

Parks and Recreation

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

Trails

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

FIGURE 43
PARKS AND RECREATION RECOMMENDATIONS
SECTOR RH7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Hayfield Wickford	Develop in accordance with the approved master plan.
South Kings Forest	Initiate a master planning process and develop in accordance with the approved plan.
COMMUNITY PARKS:	
Stoneybrooke	Maintain mansion grounds and recreation areas.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park where active recreation facilities are available.
COUNTYWIDE PARKS:	
Huntley Meadows	Complete development in accordance with the master plan and resource management plan. Vacant land adjacent to the western boundary of the park (Tax Map 91-4((1))30A and 100-2((1))3, 4) along with other adjacent sensitive wetlands, should be incorporated as part of Huntley Meadows Park. Due to ecological and engineering constraints including flooding and unconsolidated soils, development of the proposed perimeter trail on the western and southern boundaries of Huntley Meadows Park would not be prudent. This portion of the trail should either be relocated or deleted from the Countywide Trail System. The connecting link between South Kings Highway and the Visitor Center should be completed.
Dogue Creek Stream Valley	Acquire land adjacent to Huntley Meadows Park through dedication, donation of easements and/or purchase by the County to protect this extremely sensitive natural resource area. Some areas contiguous to the western boundary of Huntley Meadows should be incorporated into the park. (Also noted in Land Use recommendations.) Seek historic preservation easements and/or additional land acquisition to protect the cultural landscape. (Also noted in Land Use recommendations.)
Huntley Mansion	A trail connection between Huntley Mansion and Huntley Meadows Park should be provided. (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 44**