ANNANDALE PLANNING DISTRICT OVERVIEW

The Annandale Planning District includes the land area generally surrounding Little River Turnpike (Route 236) and Braddock Road, between Interstate 395 (I-395) and Olley Lane (see Figure 1). The planning district is approximately 11,900 acres in size or five percent of the county.

The Annandale Community Business Center (CBC), the Ravensworth Industrial Area, and a portion of the Beltway South Industrial Area are located within the Annandale Planning District.

The planning district is developed primarily with single-family detached housing with the exception of garden-style apartments and condominiums in the vicinity of the Annandale CBC, northwest of the intersection of Backlick Road and Capital Beltway/Interstate 495 (I-495), and east of Heritage Drive. Townhouses and minimal retail uses are scattered throughout the planning district, generally in proximity to some of the major roads in the area.

The Annandale CBC contains a substantial number of commercial uses; mostly retail with some low to medium density offices. The Ravensworth and Beltway South Industrial Areas are developed primarily in industrial uses, with a mixture of some high intensity offices.

CONCEPT FOR FUTURE DEVELOPMENT

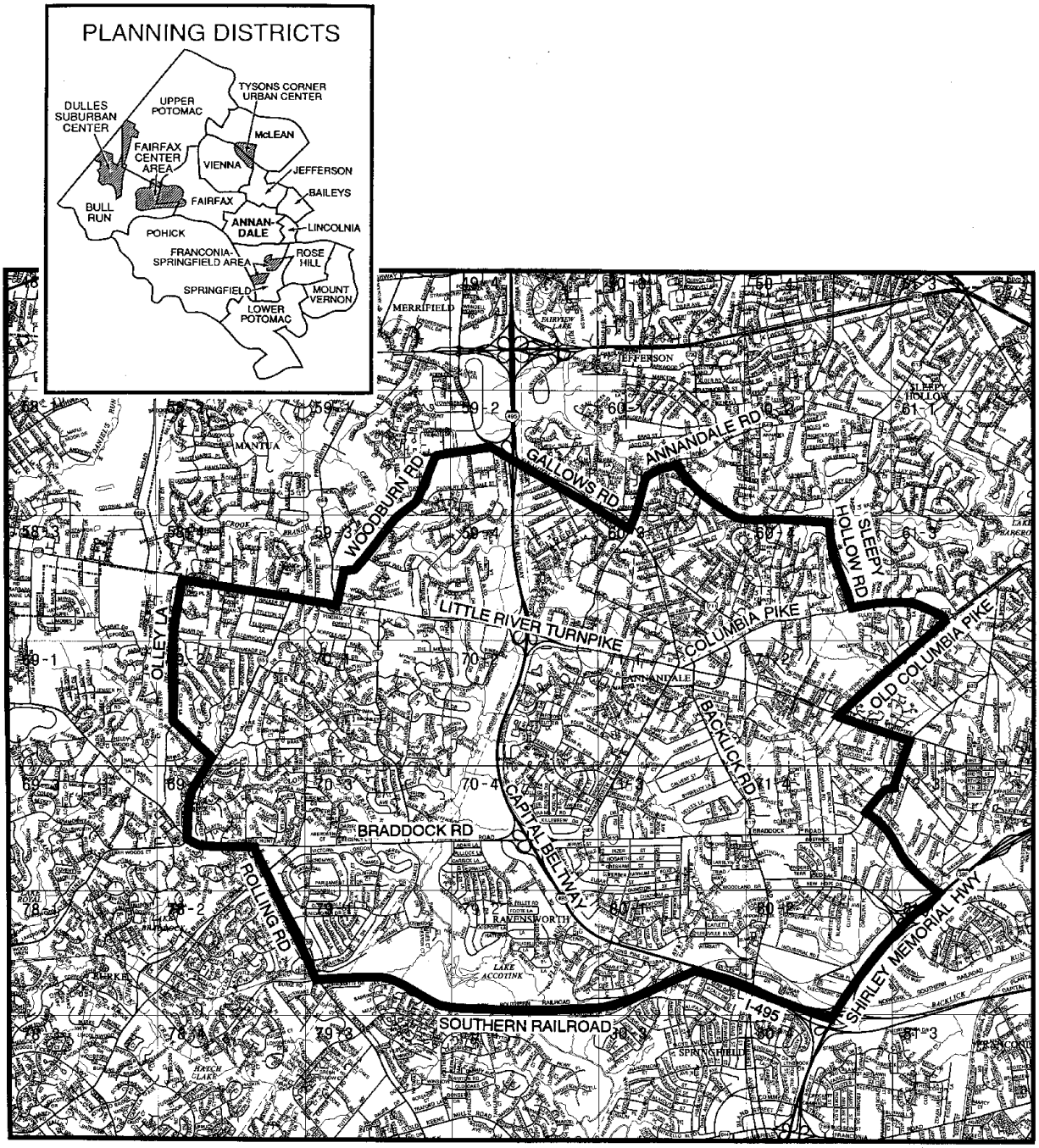
The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each planning district although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

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

Several special development areas within the boundaries of the Annandale Planning District are also recommended in the Concept. These include the Ravensworth and Beltway South Industrial Areas and the Annandale Community Business Center.

The Ravensworth Industrial Area, in the vicinity of Port Royal Road, Braddock Road and the Capital Beltway, is entirely contained within the Annandale Planning District. This special development area is a significant feature of the Accotink Community Planning Sector (Sector A6).

To facilitate continued economic stability, it is important to preserve appropriate locations for industrial uses. In recognition of the existing character of the Ravensworth Industrial Area and with regard to its access to major transportation facilities, future development or redevelopment of lands within this designated Industrial Area should maintain an overall industrial orientation.



ANNANDALE PLANNING DISTRICT **FIGURE 1**

Similarly, the Beltway South Industrial Area is characterized predominantly by existing industrial land uses. The Beltway South Industrial Area spans both sides of the I-395, generally in the vicinity of I-395, I-495, Backlick Road and Edsall Road. The portion of the Beltway South Industrial Area contained within the Annandale Planning District is principally located in the Edsall Community Planning Sector (Sector A4), and partially in the North Springfield Sector (A5). Again, this area is envisioned as maintaining its predominantly industrial character.

The Annandale Planning District also contains the Annandale Community Business Center (CBC). The CBC generally consists of the commercially-zoned land in the central portion of Annandale along Little River Turnpike and Columbia Pike. The Annandale CBC is partially contained in five Community Planning Sectors: Sectors A1, A2, A3, A9 and A10.

The Community Business Center designation for this area reinforces revitalization and redevelopment efforts for Annandale through the approach of a form-based Plan. The vision includes the development of high-quality, mix of pedestrian-oriented uses while simultaneously discouraging uses which detract from that vision. In addition, planned land uses for the Annandale Community Business Center discourage uses at the edges of the Center which may adversely affect Suburban Neighborhoods.

MAJOR OBJECTIVES

Major planning objectives for the Annandale Planning District are:

- Preserve existing stable residential communities with emphasis on appropriate infill development, and on achieving appropriate transitions between these neighborhoods and higher intensity commercial and/or residential uses;

- Encourage appropriate revitalization and selected redevelopment of the Annandale CBC to create a more attractive and functionally efficient mixed use, representing a community focal point and emphasizing pedestrian circulation;

- Ensure the compatibility of infill uses within the Industrial Areas, and appropriate transitions to adjacent residential areas; and

- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Annandale 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 arterials 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.

The Capital Beltway is 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to just north of the Dulles Airport Access Highway, and is planned for 12 lanes including HOT lanes (two in each direction) to the American Legion Bridge.

Braddock Road and Little River Turnpike are major commuter routes serving the Annandale Planning District and areas further west. Corridor studies should be done to investigate transportation alternatives. There are few if any opportunities to add highway capacity. To serve growing travel demands, additional transit service and programs to promote carpooling are needed in this area.

On Braddock Road, the Plan map includes HOV lanes from Burke Lake Road to I-495. In future corridor studies of this facility, consideration should be given to the use of contra-flow lanes and/or other designs that do not add to the overall width of the existing pavement and which do not impede access from adjacent neighborhoods.

Community-and neighborhood-sized commuter parking facilities are needed along both Braddock Road and Little River Turnpike. Park-and-ride lots could be built for commuters, or shared parking arrangements could be made with churches, parks, and other uses. Provisions need to be made for safe pedestrian access between bus stops, park-and-ride lots, and nearby developments.

Housing

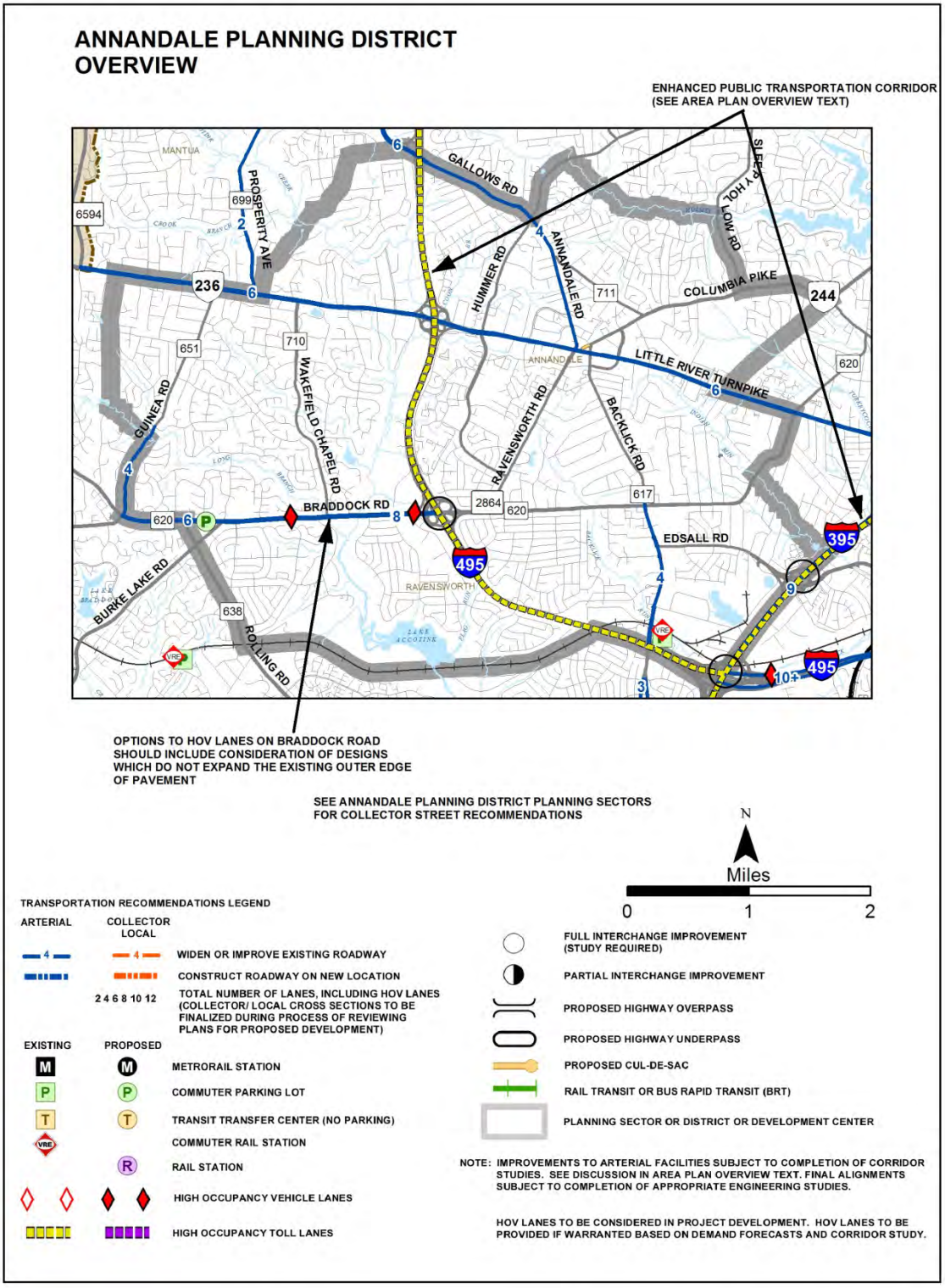
A list of existing, under construction, and proposed assisted housing for the Annandale Planning District is shown in Figure 3. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all 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 Development of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental Program;

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

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



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

FIGURE 3
ANNANDALE 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			
Evergreen House Columbia Pike	A2	246	Private/Section 202/8 (Elderly)
Little River Glen Barker Court	A7	120	Fairfax County Rental (Elderly)/Senior Center
Heritage Woods Americana Drive	A10	44*	Public Housing
Little River Square Little River Turnpike	A10	45*	Fairfax County Rental
Homeownership			
		21*	MIDS, First Time Home Buyers, or Affordable Dwelling Units

*Scattered Units

PROPOSED ASSISTED HOUSING
(As of October 2004)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Little River Glen II, III Olley Lane	58-4((1))43, 44, 45, 47	A7	150	Fairfax County Rental
			60 beds	Assisted Living Units (Elderly)
			Up to 50 Persons	Adult Day Care Center

- 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

The Annandale Planning District typifies older suburban development in the Piedmont geologic province of Fairfax. Subdivisions are organized around a well-defined stream valley system that has distinct floodplains and extensive steep areas around tributaries. Industrial areas are located near transportation facilities on relatively level topography. Commercial areas occur on the uplands where they have high visibility and street access. Development that has already occurred has left large areas of tree cover intact. Since little undeveloped land remains, environmental goals for the Annandale Planning District should focus on preserving and improving the ecological resources that already exist.

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

Chesapeake Bay Act. In addition to surface water, a very small portion of the Annandale Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those with high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

The Annandale District has a well-defined Environmental Quality Corridor (EQC) system consisting of the Accotink and Long Branch stream valleys and associated tributaries. Parks serve to extend the EQC lands to areas of steep terrain and heavy vegetation. The Holmes Run and Backlick Run EQCs, in the eastern portion of the district, are not as well protected. This area is in the Lake Barcroft watershed. Some opportunity exists to add to the existing open space system and thereby improve the habitat for urban wildlife.

Heritage Resources

The Annandale Planning District contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is shown on Figure 4, and a map of those resources is shown on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Annandale Methodist Church -An 1870 frame and clapboard structure located along Columbia Pike Route 244 east of Evergreen Lane, this church was the site of Annandale's first public school.

- Wakefield Chapel - This simple, one-story wooden building located on Wakefield Chapel Road was built in 1899 and is typical of the churches that served the early settlers of Fairfax County.

- Oak Hill – This residence was built c. 1790 and is listed in the National Register of Historic Places. Located near Wakefield Chapel Road, it is one of the few remaining 18th century structures in this heavily developed section of the county.

In addition to identified historic structures such as those listed above, several areas have the potential to yield significant heritage resources. For example, the Accotink Stream Valley and the vicinity of the Edsall Road/I-395 interchange are particularly sensitive for prehistoric archaeological sites. Remaining parcels of open space may contain historic archaeological resources, and there is the potential for historic structures within existing stable residential communities.

Older and more dispersed residential neighborhoods retain a high potential for heritage resources.

Large portions of the Annandale Planning District have not been surveyed to determine the presence or absence of heritage resources. It is important that these areas be examined before they are developed and appropriate action taken to record, preserve and/or recover significant heritage resources.

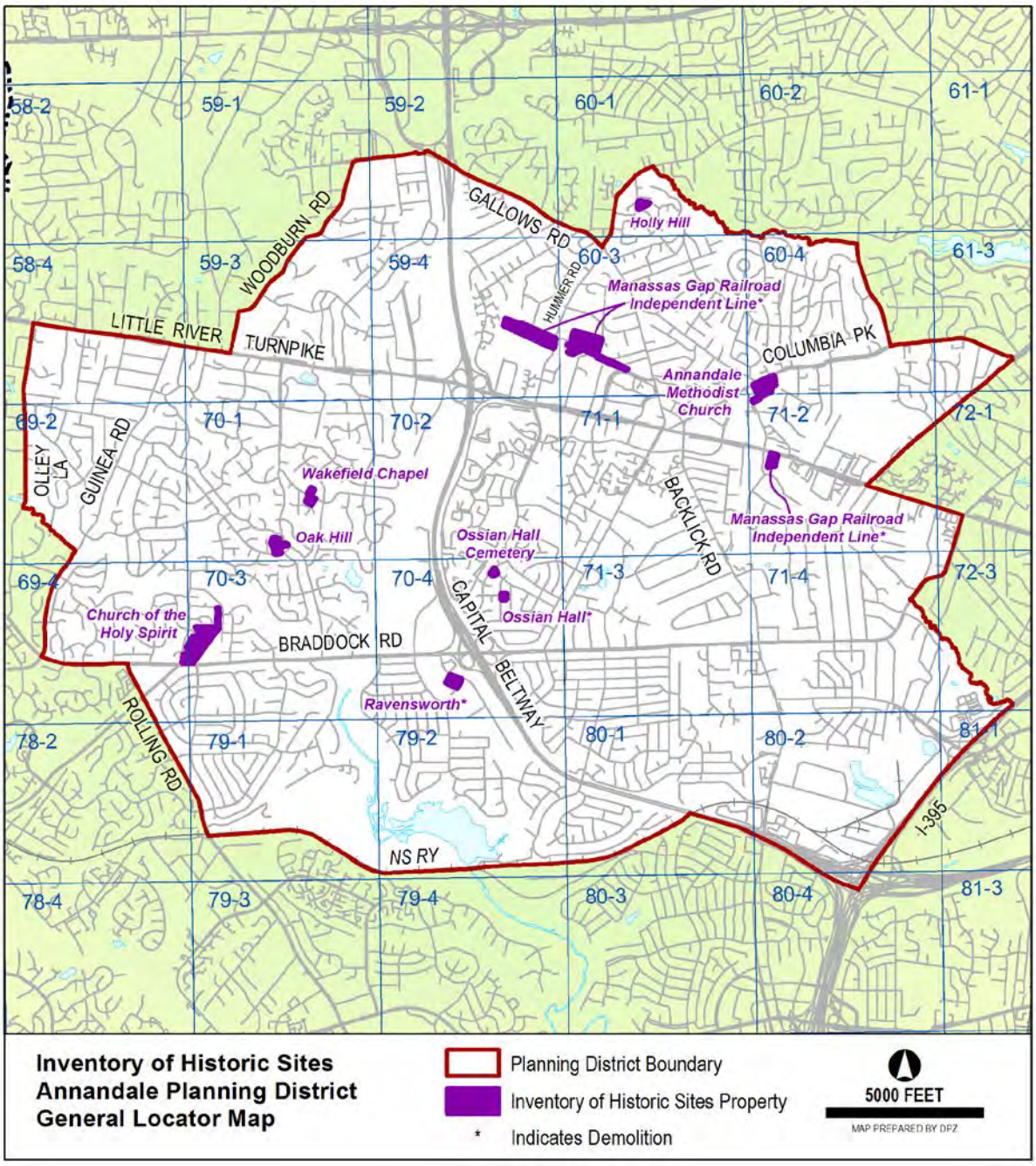
Other heritage resources including those protected by Historic Overlay Districts, or listed in the National or Virginia Landmarks Register, may be identified in the text and recommendations section.

FIGURE 4
INVENTORY OF HISTORIC SITES
ANNANDALE PLANNING DISTRICT
(Inventory as of 2013)

Name	Location	Planning Sector	Parcel Number	Date
Annandale Methodist Church	6935 Columbia Pike Annandale	A2	60-4 ((1)) 20A	c.1870
Church of the Holy Spirit	8800 Braddock Road Annandale	A7	70-3 ((1)) 5	1966
Holly Hill	7318 Statecrest Drive Annandale	A1	60-1 ((40)) 12B	1867/1868
Manassas Gap Railroad Independent Line*[1] V (portion)	7701 Royce Street; 6925 Little River Turnpike; 7504 Royce Street Annandale	A3 A9 A1	59-4 ((1)) 23; 71-2 ((1)) 11E; 60-3 ((1)) 13, 60-3 ((12)) 17-20, 60-3 ((41)) A, D	1854-1862; 1854-1862; 1850-1865
Oak Hill, N, V	4716 Wakefield Chapel Road Annandale	A7	70-1 ((16)) 285	c. 1790
Ossian Hall Cemetery	7817 Royston Street Annandale	A10	70-4 ((7)) 63	c. 1800
Ossian Hall*	4957, 5001 Regina Drive Annandale	A10	70-4 ((6)) 124, 125	c. 1783
Ravensworth*	7972 Forbes Place Annandale	A6	70-4 ((10)) 11D	c. 1796
Wakefield Chapel	8415 Toll House Road Annandale	A7	70-1 ((1)) 18	1897-1899

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

[1]Site is also located in Bull Run and Upper Potomac Planning Districts


58-2
59-1
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72-3
78-2
79-1
79-2
80-1
80-2
81-1
78-4
79-3
79-4
80-3
80-4
81-3
WOODBURN RD
GALLOWS RD
HUMMER RD
LITTLE RIVER TURNPIKE
COLUMBIA PK
OLLEY LA
GUINEA RD
BACKLICK RD
BRADDOCK RD
CAPITAL BELTWAY
ROLLING RD
I-395
NS RY
Holly Hill
Manassas Gap Railroad Independent Line*
Annandale Methodist Church
Wakefield Chapel
Oak Hill
Ossian Hall Cemetery
Ossian Hall*
Church of the Holy Spirit
Ravensworth*
Inventory of Historic Sites
Annandale Planning District
General Locator Map
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
5000 FEET
MAP PREPARED BY DPZ

FIGURE 5

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. 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 historic, architectural or archaeological 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 site'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. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register for Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

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

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

Public Facilities

Existing public facilities located within the Annandale Planning District and those for which a future need has already been identified are included on Figure 6. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the 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 6
ANNANDALE PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
A1	Lacey Admin. Ctr.		Annandale Fire Station, Co. 8	Annandale Adult Day Health/ACCA Day Care		
A2	Columbia Elementary		Mason Gov. Center, Mason Dist. Police		Recycling Drop-off	
A3	Weyanoke Elem., Poe Middle, Jefferson High	George Mason Regional			FCWA Central Areas Tanks, FCWA Backlick Road Pumping Station, Va. Power Annandale Substation	
A4	Office of Personel (Edsall)		Edsall Rd. Fire Station Co. 26			
A5	North Springfield Elementary					
A6	Kings Park, Kings Glen, Ravensworth Elementary				Va. Power Ravensworth Substation, FCWA Kings Park Pumping Station	
A7	Little Run, Wakefield Forest, Canterbury Woods Elementary, Chapel Square Media Center			Wakefield Senior Center, Little River Glen Senior Center	Braddock (Sanitary Sewer) Pump Station, Recycling Drop-off, Va. Power Braddock Substation	Northern Va. Community College
A8	Camelot Elementary, Pine Ridge High School Site		Pine Ridge Police Operations Support Bureau & Public Safety Communications Center (OSB/PSCC)			
A9						

FIGURE 6
ANNANDALE PLANNING DISTRICT
EXISTING PUBLIC FACILITIES
(CONTINUED)

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
A10	Annandale Terrace, Braddock Elementary, Annandale High					

*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 Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector plans and are 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 Annandale Planning District:

1. Construct a State of Virginia Division of Motor Vehicles Office on property adjacent to the Annandale Fire and Rescue Station.

2. Expand the Wakefield Senior Center at Wakefield Park to 15,000 square feet in order to better serve the growing senior adult population and provide expanded space for the Braddock District which shares the space.

3. Construct a ground storage tank for additional water storage.

Parks and Recreation

The Annandale Planning District contains an excellent diversity of park and recreation facilities, including a large number of Neighborhood Parks, two District Parks and two major Countywide Parks. Public Parks located within the Annandale District are listed on Figure 7. Additional recreational facilities are provided at public school sites. Consideration should be given to co-locating compatible park and other public facilities where feasible. In general, this district is well served by existing parklands with the following exceptions:

- Those portions of Backlick, Holmes Run, Indian Run and Turkeycock Run Stream Valleys not currently in public ownership should be protected as permanent open space either through dedication of land or Conservation/Trail easements to the Fairfax County Park Authority;

- An additional Community Park is needed in Sector A5; and

- Upgrading of athletic fields at existing park and school sites is required to meet current and projected needs for these facilities.

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

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	STATE/ FEDERAL
A1	Barcroft Knolls Broyhill Crest Kendale Woods Larchmont Manassas Gap Masonville Tollhouse (urban) Valley Crest			Holmes Run S.V.	
A2			Mason		
A3	Poe Terrace			Indian Run S.V.	
A4		Deerlick Edsall		Indian Run S.V. Backlick S.V.	
A5	Leewood North Springfield Flag Run			Backlick S.V.	
A6	King Park			Lake Accotink Accotink Creek S.V. Long Branch S.V.	
A7	Ashford East Canterburry Woods Fairfax Hills Long Branch Falls Oak Hill Red Fox Forest Wakefield Chapel Willow Woods	Howery Field Rutherford		Accotink Creek S.V. Long Branch S.V. The Wakefield Chapel Wakefield	
A8	Camelot School Site	Pine Ridge School Site		Accotink S.V.	
A9			Annandale		
A10	Backlick Fitzhugh Wilburdale	Ossian Hall		Backlick S.V.	W&OD Trail

ANNANDALE COMMUNITY BUSINESS CENTER

The Plan for the Annandale Community Business Center (CBC) consists of a discussion of the area's character, its planning history, and recommendations for revitalization and future development. These recommendations include areawide guidance for land use, urban design, and transportation, as well as specific guidance for each of the land units that comprise the CBC.

LOCATION AND CHARACTER

The Annandale CBC is located in the heart of the Annandale community and includes the predominantly commercial area that is oriented to the Little River Turnpike (Route 236) and Columbia Pike (Route 244) corridors, between Heritage Drive and Evergreen Lane (see Figure 8). At the center of the CBC are the intersections of Little River Turnpike with Annandale/Ravensworth Roads and with Columbia Pike and Backlick Road. The CBC includes approximately 200 acres, with a scattering of residential uses and more than two million square feet of retail, office, and public uses built or renovated primarily between the 1940s and 1990s. It may be characterized primarily as a concentration of highway-oriented strip-commercial development, individual stores, older houses converted to commercial use, neighborhood shopping centers, and medium- and low-intensity office buildings. Today Annandale is a vibrant and culturally diverse community which attracts visitors from around the world due to its special character.

DEVELOPMENT AND PLANNING HISTORY

The foundation of today's Annandale CBC was laid when two of Fairfax County's earliest transportation improvements were made. Little River Turnpike, built in 1805 to carry commerce from the Virginia Piedmont to Alexandria, was the first toll-road or "turnpike" to be built in northern Virginia. In 1808, Columbia Pike was built to offer an alternative route across the Potomac River to the new and growing city of Washington. By the 1830s, the small cluster of houses and commercial establishments at the intersection of these two roads became known as "Anandale" and then "Annandale" in the 1850s. As more houses, stores, churches, and a post office were built, the community grew slowly through the 19th century and the first half of the 20th century. After World War II, Annandale was affected by the rapid residential and commercial growth of Fairfax County that resulted in, on a significantly larger scale, the "crossroads village" that is the Annandale CBC of today.

Since the 1950s, that portion of the Annandale community centering on the intersection of Little River Turnpike and Columbia Pike has been planned for commercial use. The concept of Community Business Centers (CBC) and the Annandale CBC was introduced into the county's Comprehensive Plan in the early 1990s. Recognizing the age of many structures in older commercial areas throughout the county, and the opportunities and constraints of commercial revitalization and redevelopment in these areas, the Fairfax County Board of Supervisors initiated a commercial revitalization program in 1987. This program is a public/private partnership created to improve the economic vitality of those older areas that provide community-serving commercial uses while serving as community focal points. A primary focus of this program is to provide incentives for business and property owners to upgrade the attractiveness and viability of the area by enhancing the competitiveness of its retail establishments.

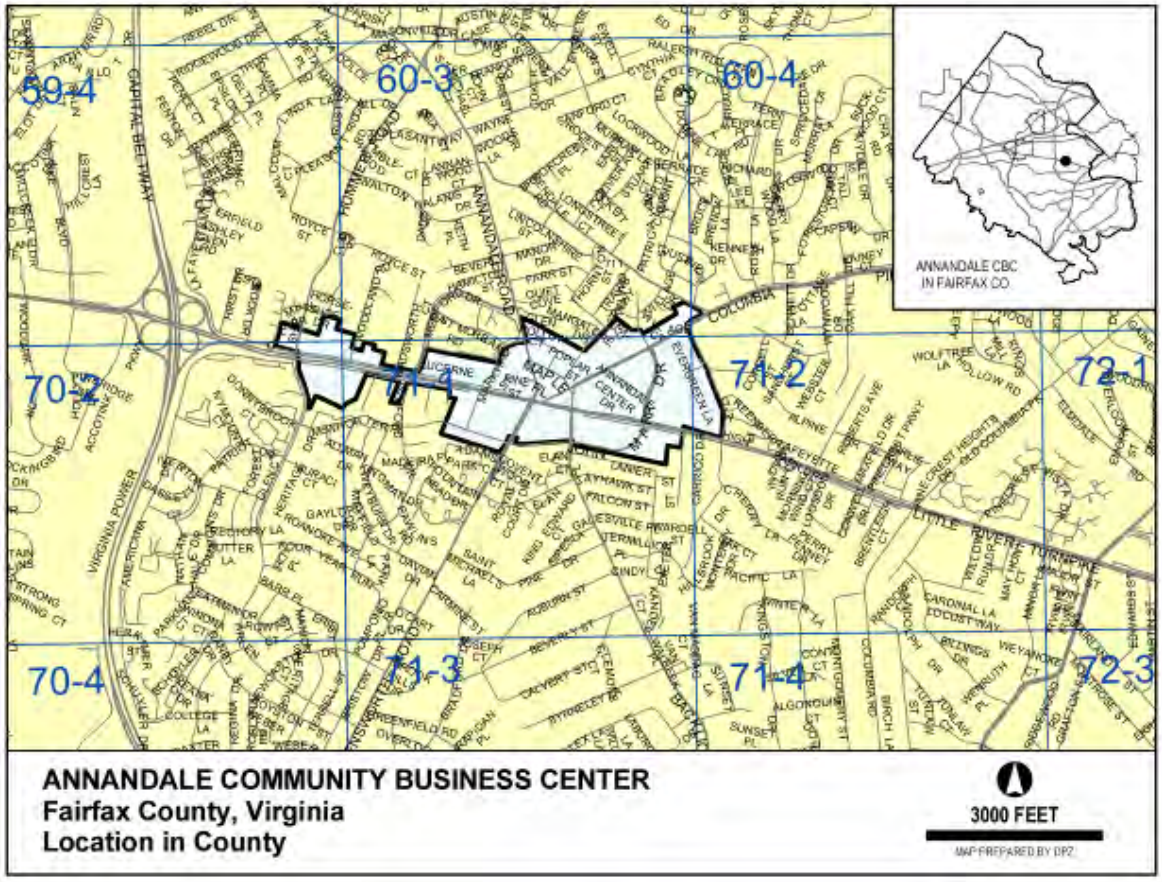


FIGURE 8

To help the revitalization process, a consultant's study of Annandale's commercial core was undertaken. Completed in October 1997, the study included market analyses as well as urban design, transportation, and redevelopment recommendations for the Board-designated Annandale Revitalization Area which includes the Annandale CBC.

In 1998, the Board designated the Annandale CBC as a special study area for the purpose of considering changes to the Comprehensive Plan that would encourage and support community revitalization efforts. The special study built upon the foundation of previous efforts and projected the development potential for the Annandale CBC based on an analysis of planned infrastructure and environmental constraints. The capacity of the planned transportation system (which includes several circulation improvements and a major widening of Little River Turnpike) was the major influence in establishing the area's maximum development potential.

Also in 1998, the Board designated the area comprising the Annandale CBC as a Community Revitalization District (CRD) to improve the economic vitality and attractiveness within and around this area, to improve pedestrian and vehicular circulation throughout the area, and to maintain the community-serving function of the commercial area. Designation as a CRD entails placing an additional zoning overlay district over the area in furtherance of the county's commitment to revitalization. The overlay district establishes a unique set of regulations, which provide flexibility in the development or redevelopment of properties located within the CRD. In addition, it provides for facilitated review of development proposals and amendments to the Comprehensive Plan. CRDs are desirable areas for consideration of public/private partnerships to generate and support investment activity.

The Annandale Central Business District Planning Committee (ACBDPC) has taken on the role as keeper of the Annandale vision. With its origin in the Annandale Beautification Committee established in 1984, the ACBDPC expanded its mission to include working with Fairfax County to improve community pride and promote a "sense of place," working with local residents, civic associations, and business groups.

To provide more flexibility in the redevelopment of uses in the Annandale CBC, the Comprehensive Plan was amended in 2010 to incorporate a form-based development review process. This approach focuses on urban design, including building form and height to describe the development capacity of properties within the CBC. It also emphasizes the importance of context-sensitive design principles and streetscape with the planning and implementation of roadway improvements.

CONCEPT FOR FUTURE DEVELOPMENT

The Comprehensive Plan for the Annandale CBC encourages redevelopment that will increase the residential population and promotes high-quality, pedestrian-oriented development. The Plan for the Annandale CBC envisions a vibrant mix of land uses that significantly enhances the quality of life for its own and neighboring residents, while enabling businesses to prosper and actively contribute to the economic and social vitality of Annandale. The concept will result in a series of focal points within the Annandale area in which people can live, work, and walk to shopping and entertainment uses in a pedestrian-oriented environment. The higher-density, mixed-use development will strengthen the street edge and reinforce a sense of place. By encouraging the highest quality development, the full potential of the area can be attained while protecting and strengthening the residential communities that surround the CBC. People in nearby residential areas will have attractive walking access to the CBC where their retail and entertainment needs can be satisfied, and their lives enriched by local community activities.

Planning objectives for achieving this vision include:

<u>Objective 1:</u> Promote attractive, high-quality development that exhibits the best in design and contributes to the overall vision of Annandale as a premiere place to live, work, and play.

<u>Objective 2:</u> Encourage revitalization and redevelopment throughout the Annandale CBC that creates a more attractive and functionally efficient community-serving commercial and mixed-use area that emphasizes pedestrian amenities and circulation.

<u>Objective 3:</u> Retain and enhance businesses serving the community and promote new residential development within the Annandale CBC.

Objective 4: Ensure a pattern of land uses that promotes the stability of neighboring residential areas by establishing transitional areas and preventing commercial encroachment into such areas.

Objective 5: Establish civic gathering spaces, green spaces, and other public amenities such as a community center, cultural center, public parks, and transit facility which will contribute to a sense of place in the Annandale CBC where the diverse communities represented by Annandale residents, businesses, and property owners can interact.

Objective 6: Encourage mixed-use development, where appropriate, and pedestrian-oriented "destination type uses," including restaurants and boutique retail which promote pedestrian movement and facilitate human interaction.

Objective 7: Incorporate planned roadway improvements which reflect context sensitive design principles and include elements of "complete streets."

Objective 8: Create focal points using the potential traffic circle at the intersection of Backlick Road, Columbia Pike and Maple Place; the Toll House Park; and existing historic sites to foster a sense of place.

AREAWIDE RECOMMENDATIONS

Planning Approach

This Plan moves away from traditional techniques in favor of a form-based approach that emphasizes the form and function of future development while providing flexibility with respect to specific land uses and intensities. This flexibility is promoted in two ways:

1) *Providing a Variety of Uses* – In lieu of single land-use recommendations, the Plan provides for multiple uses and a mix of uses in a majority of the area. Properties are typically not limited to any one use - residential or retail for example, but are recommended to create mixed-use development where appropriate. Such mixed-use development is appropriate to enhancing the community business center of Annandale.

2) *Emphasizing Form Instead of FAR* – The Plan utilizes building form, design, and height to inform the development potential of properties within the CBC in lieu of more traditional FAR limitations. As such, the amount of building area allocated to any given property or assemblage will be prescribed by building height and the urban design guidelines instead of FAR, so long as the project meets the building height, urban design guidelines, parking requirements, and other criteria which may further impact the amount of buildable area.

   This approach recognizes that FAR is not always a good indicator of building form or project viability. With this form-based approach, potential developers will have flexibility to design a project which meets their needs, while conforming to the vision of the community.

The form-based approach utilizes a maximum total development potential which applies to the entire Annandale CBC. Capacity potential for individual developments will be dependent on

satisfaction of certain criteria outlined within the Comprehensive Plan which support the best quality redevelopment of the CBC. The total available development potential is limited by the transportation network capacity. As a result, the overall maximum total build-out for the entire CBC is 7.11 million square feet, with a general allocation of square footage among the different land uses as indicated in Figure 9.

Figure 9: Existing and Planned Development

LAND USE	EXISTING / APPROVED 2010 (sf)	PLANNED (sf)
Office	1,605,000	2,370,000
Retail	1,265,000	1,830,000
Residential	90,000	2,710,000
Other (Public / Civic)	100,000	200,000
Total	3,060,000	7,110,000

Note: Existing/Approved 2010 category includes projects which have been approved, but are not constructed, reduced by the area of existing buildings which will be demolished to allow for redevelopment. The planned residential development does not include potential housing as set forth under the Affordable Dwelling Unit (ADU) Ordinance and the Board of Supervisors Workforce Housing Policy (WDU).

The redevelopment of the Annandale CBC can be achieved using the form-based approach to guide the general type, intensity, and distribution of development. The form-based approach is comprised of four major components:

1. Building Types
2. Maximum Building Height
3. General / Specific Land Uses
4. Urban Design Guidelines

These four components, along with the general Plan guidance, will be used to implement the vision of the Annandale CBC. The intent is to provide a simple, easy-to-understand method for determining development options as well as flexibility in implementation. The Building Type chart (Figure 10) outlines the general building form, site configuration, and general uses which are recommended. The Building Height maps (Figures 12 and 13) indicate the recommended maximum building height. A base building height and an optional incentive building height are indicated. General land use guidelines, as well as detailed sub-unit guidance describe the uses recommended for each parcel, and include specific conditions to be addressed. Finally, the Streetscape Guidelines describe four types of street frontages and the expected pedestrian realm improvements for each type street frontage.

Building Types

The types of development which can be expected to occur in Annandale are described in Figure 10, the Building Types. This table provides guidance regarding the use, form, and general

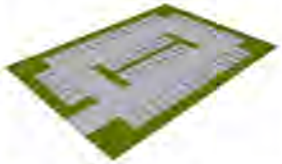
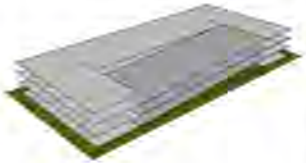
	Type	Height	Description	Parking	Typical Form*	Consolidation	Design Standards
RESIDENTIAL							
SFR	Single Family Residential	1-3 stories	Single-family detached units, typically on small or medium-sized lots; accessory structures may be located behind the main structure	Parking located on-site in garage or on driveway		No / little consolidation recommended	Front yard setback recommended; no parking in front of main building
THR	Townhome Residential	2-3 stories	Attached residential units built in rows; typically with similar floors plans and with private entries to individual dwellings	Parking located on-site in garage or surface parking located behind structure; on-street parking may also be utilized		Some consolidation may be needed	Units should line the street; parking should be behind structure; walk-ups should have sidewalks leading directly from street
MRR	Mid-rise Multifamily Residential	2-5 stories	Multifamily units in several forms; may be stacked garden apartments, stacked townhomes, OR single or double loaded corridor buildings with shared entrance; typically share amenities; ground floor units may be walk-up or live-work with access from street; may be stick built	Parking typically located in stand-alone or integrated garage or surface parking located behind main buildings		Some consolidation may be needed	Building should be oriented to street; parking should be behind structure; walk-ups should have sidewalks leading directly from street
HRR	High-rise Multifamily Residential	6+ stories	Multifamily units typically in single or double loaded corridor buildings with shared entrance; typically share amenities; will be steel/concrete construction	Parking typically found in integrated garage		Consolidation may be needed	Building should be oriented to street; parking should be wrapped or treated; walk-ups should have sidewalks leading directly from street

BUILDING TYPES **FIGURE 10**

	Type	Height	Description	Parking	Typical Form*	Consolidation	Design Standards
COMMERCIAL							
CB1	**Low-rise Commercial or Mixed-Use**	1-3 stories	Small-scale building with single or multiple users; typically no shared elevator lobby; may be stick built	Typically surface parking located to side or rear of building; may utilize on-street parking for customers		No / little consolidation recommended	Building should be oriented to street; parking should be behind or to side of structure; main entrance should face street
CB2	**Mid-rise Commercial or Mixed-Use**	4-8 stories	Medium-scale building with single or multiple users; typically shared entrance for upper floors, common elevator lobby and facilities; will be steel/concrete construction	Parking typically surface parking behind building or limited garage parking which can be in a separate structure		Some consolidation may be needed	Building should be oriented to street; parking should be behind structure; parking structures should be wrapped or treated; main entrance should face street; ground floor should be commercial or live work
CB3	**High-rise Commercial or Mixed-Use**	9+ stories	Large-scale building typically with multiple tenants; shared elevator lobby and facilities; will be steel/concrete construction	Parking typically found in integrated garage		Consolidation may be needed	Building should be oriented to street; parking structures should be wrapped; main entrance should face street; ground floor should be commercial or live work

BUILDING TYPES (continued)

FIGURE 10

		Type	Height	Description	Parking	Typical Form*	Consolidation	Design Standards
PARKING	SP	Stand-Alone Surface Parking	-	Parking located at grade and not enclosed within a structure; primarily for public or shared use; does not apply to parking provided with another use	-		N/A	Lot should be heavily landscaped, including buffers on all sides; a streetwall or hedging should face street; tree islands should be provided; curb cuts should be minimal, shared, or accessed from service streets
PARKING	GP	Stand-Alone Garage Parking	Varies	Parking which is located within a structure, including parking located below grade; primarily for pubic or shared use; does not apply to integrated parking with another use	-		Consolidation may be needed	Structure should be treated on all sides, except for service streets; landscaping and buffers should be provided when adjacent to commercial and residential uses
CIVIC	CIV	Civic Building	Varies	Varies, may be any civic or public facilities, including community center, transit facilities, and arts centers	Varies depending on use and type of facility	Varies depending on use and type of facility	N/A	Varies depending on use and type of facility.

*Note: Typical Form for illustrative purposes only.

BUILDING TYPES (continued) **FIGURE 10**

LAND UNIT OR SUB-UNIT (See Figure 15)	RESIDENTIAL				COMMERCIAL / MIXED-USE			PARKING		OTHER
	Single Family	Townhome	Mid-Rise	Hi-Rise*	Low-Rise	Mid-Rise	High-Rise*	Surface	Garage	Other
	SFR	THR	MRR	HRR	CB1	CB2	CB3	SP	GP	CIV
A-1		X	X	X	X	X	X		X	X
A-2			X	X	X	X	X		X	X
B-1	X	X	X		X	X		X		
B-2			X	X		X	X		X	X
C-1	X	X			X			X		
C-2			X	X		X			X	X
C-3			X	X		X	X		X	X
D		X	X		X	X		X		X
E-1			X	X		X	X		X	X
E-2			X	X		X			X	X
E-3		X	X		X	X		X		
E-4			X	X		X	X		X	X
E-5			X	X	X	X	X		X	X
E-6			X			X		X		
F		X	X		X	X		X		
G-1					X	X	X		X	
G-2						X	X		X	

X = Appropriate for the Land Unit or Sub-Unit

* Note: Some high-rise building types may be recommended only under the Incentive Development Option.

BUILDING TYPES ASSIGNEMNTS **FIGURE 11**

characteristics of proposed development, in a way that is consistent with the vision of the future Annandale. Typical commercial uses include retail, office, services, and similar uses. Residential uses include single-family, multifamily, apartments, and similar uses. Civic uses include schools, parks, houses of worship, fire stations and similar uses. The Building Types that are recommended in each sub-unit are indicated in Figure 11. Building heights which are recommended under base development and the redevelopment options are described in the Building Heights section.

Building Heights

Building heights are highest around the center of the Annandale CBC, and generally taper down to the adjacent residential communities. This provides an appropriate transition from the more intense mixed-use development of the CBC, to the surrounding residential neighborhoods. The tallest buildings are recommended to be located along or near Little River Turnpike, as the larger right-of-way width can best absorb the increased height. The additional height will help to create a focal point which emphasizes the center of Annandale, oriented around the Tollhouse Park. Further, the tallest buildings and most intense development should be located closest to transit opportunities. By contrast, portions of the CBC which are located along the perimeter are typically lower in height to address impacts of scale on adjacent residential areas.

Development Options

The Annandale CBC Plan includes two development options. The first is a base development option. The second is an incentive development option that is used to promote certain redevelopment activities in the CBC.

Base Development Option

The base development option is limited to the building heights indicated in Figure 12. Proposed developments should be in conformance with the Comprehensive Plan and in compliance with all other applicable codes and regulations. The recommendations for Urban Design, Transportation, Parks and Open Spaces, and other guidance, apply to the base development option.

Incentive Development Option

The incentive option provides an increase in building height for certain areas within the Annandale CBC in exchange for certain uses, facilities, or other elements which are deemed appropriate as a public benefit (see Figure 13). The increased building height can yield increased development potential for those sites, although other envelope and urban design guidelines will still apply. A variety of benefits have been deemed appropriate in exchange for an increase in height, including, but not limited to:

1) Public or civic facilities, such as transit centers, community center, public park, recreation facility, or arts facilities.

2) Affordable or workforce housing above minimum Policy Plan guidance.

3) Other public benefits as identified by the county.

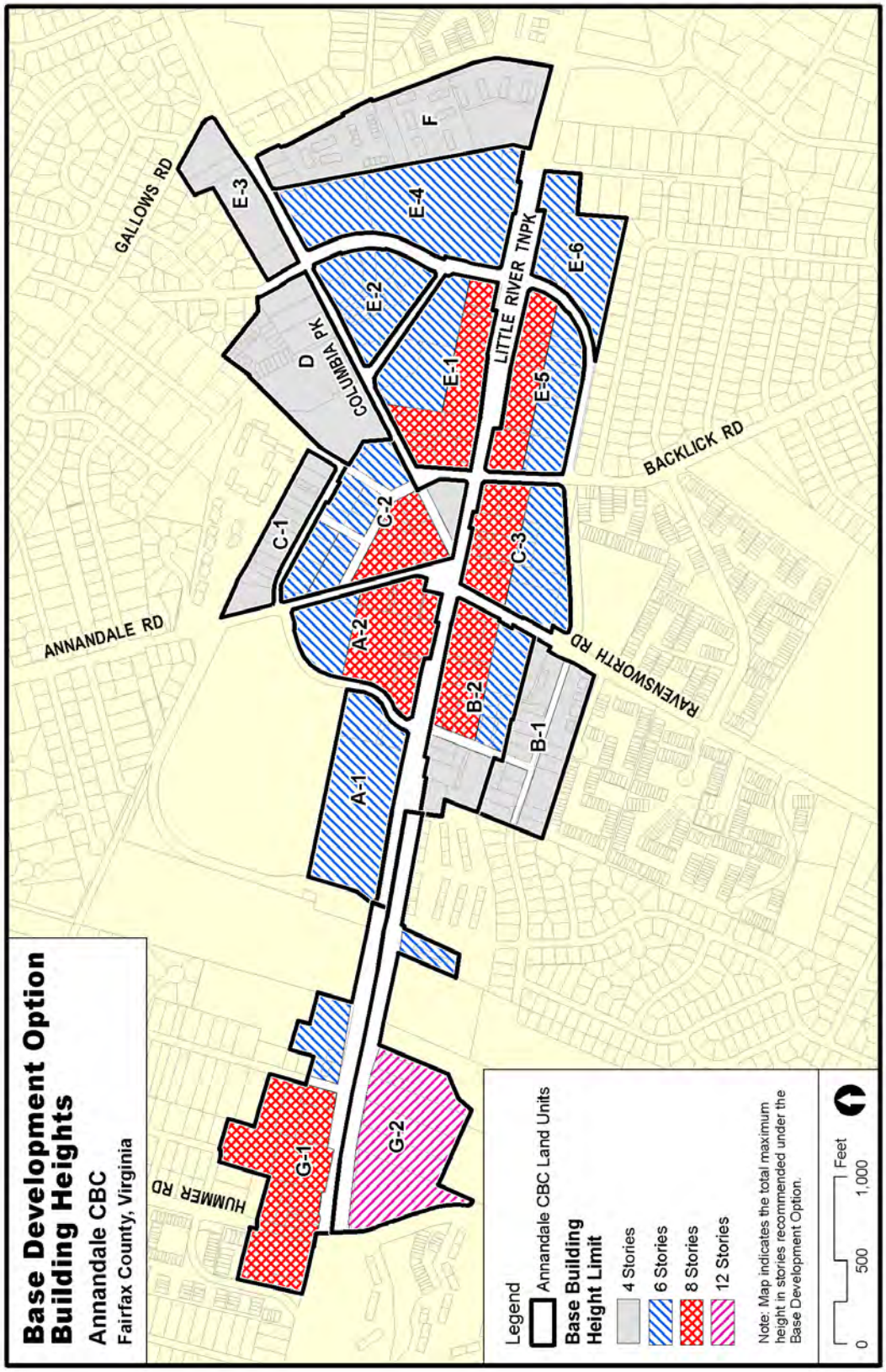

Base Development Option
Building Heights
Annandale CBC
Fairfax County, Virginia
GALLOWS RD
ANNANDALE RD
HUMMER RD
COLUMBIA PK
LITTLE RIVER TNPK
BACKLICK RD
RAVENSWORTH RD
A-1
A-2
B-1
B-2
C-1
C-2
C-3
D
E-1
E-2
E-3
E-4
E-5
E-6
F
G-1
G-2
Legend
Annandale CBC Land Units
Base Building Height Limit
4 Stories
6 Stories
8 Stories
12 Stories
Note: Map indicates the total maximum height in stories recommended under the Base Development Option.
0
500
1,000
Feet

FIGURE 12

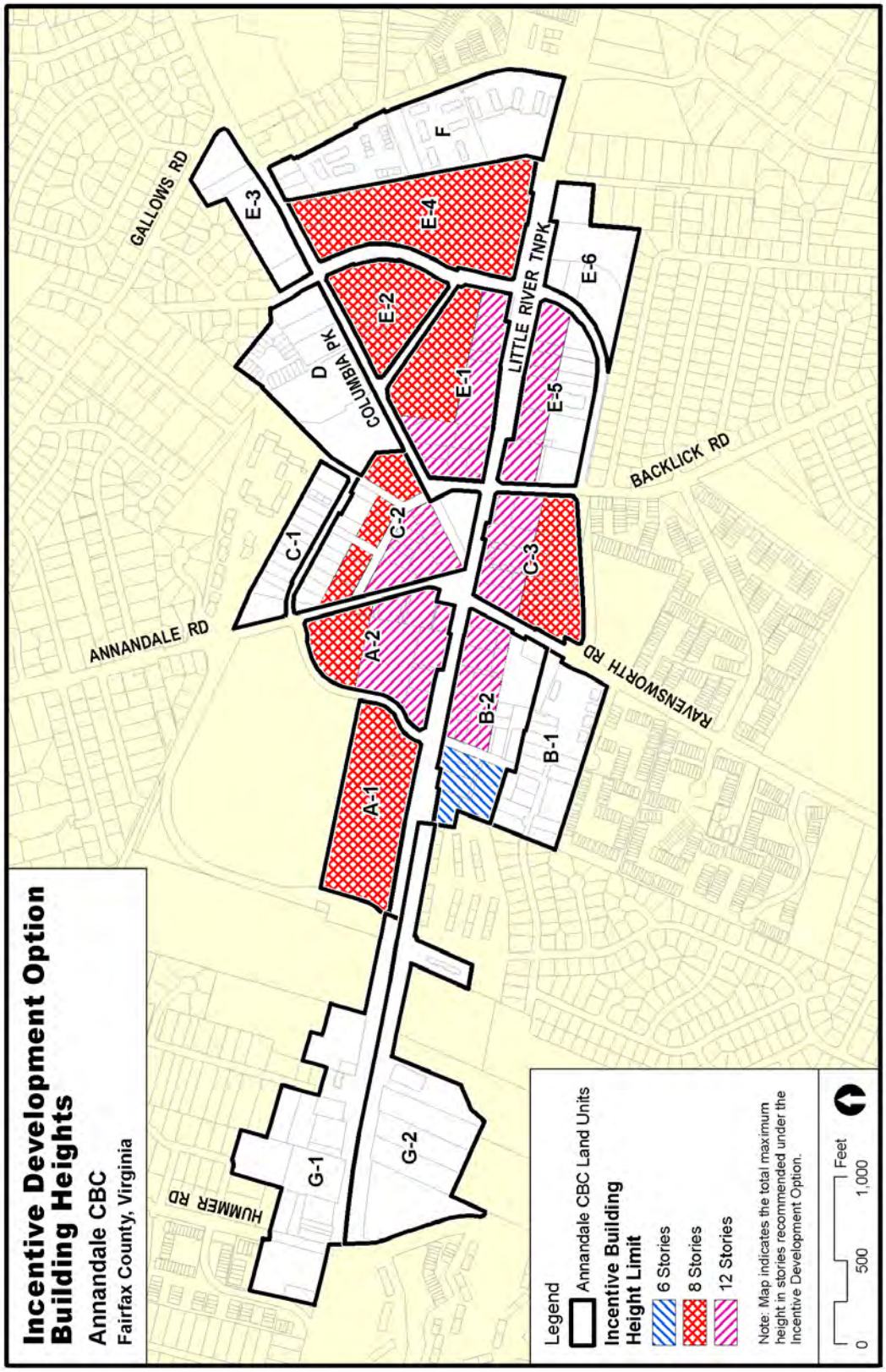

Incentive Development Option
Building Heights
Annandale CBC
Fairfax County, Virginia
GALLOWS RD
ANNANDALE RD
HUMMER RD
COLUMBIA PK
LITTLE RIVER TNPK
BACKLICK RD
RAVENSWORTH RD
A-1
A-2
B-1
B-2
C-1
C-2
C-3
D
E-1
E-2
E-3
E-4
E-5
E-6
F
G-1
G-2
Legend
Annandale CBC Land Units
Incentive Building
Height Limit
6 Stories
8 Stories
12 Stories
Note: Map indicates the total maximum height in stories recommended under the Incentive Development Option.
0
500
1,000
Feet

FIGURE 13

The recommendations for Urban Design, Transportation, Parks and Open Spaces, and other guidance, apply to the incentive development option. Policy Plan recommendations regarding affordable and workforce housing for redevelopment options apply to the Incentive Development Option, regardless of the choice of public benefit as listed below. Further, to utilize the Incentive Development Option, the following conditions should be satisfied:

A. *Parcel Consolidation* – A minimum property area consolidation should be provided as specified in the land unit and sub-unit recommendations;

B. Together with one of the following:

1. *Provide a Public Facility* - The public facility can be any one of a number of amenities as deemed fit by the county. Such facilities may include, but are not limited to, an Arts Center, Cultural Center, Community Center, or Transit Facility. Public parks and recreation areas which exceed county minimum standards may also be considered under this category.

2. *Provide Enhanced Green Building Certification* - Incentive building height may be granted for green building certification, such as LEED-NC (New Construction) or LEED-CS (Core and Shell), which exceeds county Policy Plan minimum expectations. Under certain conditions, basic LEED certification, or the equivalent, is the minimum expectation for certification in Annandale, as established by county policy. Certification at the LEED Gold or Platinum level, or the equivalent, is encouraged through incentives, as described below:

    a. Buildings certified LEED Gold, or the equivalent, may achieve ½ the additional building height recommended by the Incentive Development Option.

    b. Buildings certified LEED Platinum, or the equivalent, may achieve the full additional building height recommended by the Incentive Development Option.

3. *Provide a Significant Affordable Housing Component* - A key to the continued growth of Annandale is the availability of a variety of housing types at a range of income levels. The Policy Plan states that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed-use development projects. As a center for jobs and commerce, Annandale is perfectly situated to provide housing which will promote a vibrant CBC.

    Projects with a residential component may be granted incentive building height if 20 percent of the residential units in new developments are affordable to households with incomes ranging from 50 to 120 percent of AMI (Area Median Income), as indicated in Figure 14. The 20 percent applies to the total number of units, including any units built with bonus height. The Incentive Development Option includes the Policy Plan bonus and is not intended to be an additional bonus. This increase in building area due to the increased height should be used for residential purposes only.

Figure 14:
Income Tiers for Affordable Housing

101 – 120% of AMI	5% of total units
81 – 100% of AMI	5% of total units
71 – 80% of AMI	5% of total units
61 – 70% of AMI	3% of total units
< 50 – 60% of AMI	2% of total units

The affordable and workforce units provided should have a similar mix in the number of bedrooms as the market rate units. The size of the workforce units should be consistent with the Policy Plan. Further, the affordable units should be price controlled in accord with the ADU Ordinance. Affordable housing units within Annandale should also be provided consistent with the county's Affordable Dwelling Unit Ordinance.

4. *Provide Public Art* – Public art is a community asset and helps to express a sense of identity. It can help to activate open space, enhance pedestrian corridors, and provide a sense of entry. Further, public art demonstrates civic and corporate pride in the community. The Incentive Development Option may be utilized if 5 percent of the project's construction cost is dedicated to the commissioning and installation of public art.

   While there is no restriction on the kind of art, it should be publicly-accessible and visible from public rights-of-way. Further, the art should be integrated into a public open space, such as a plaza or pocket park, in a way that is inviting and engaging to the public. Interactive art is highly recommended.

Combining Incentives

Incentives may be combined, however, the maximum building heights may not exceed those as indicated on the incentive development option map. Therefore, if only a portion of the incentive height is achieved through one incentive, the remaining height may be obtained by fulfilling another incentive recommendation.

Incentive Review

The variety of incentives is intended to provide a range of options for potential developments, depending on the type of project, conditions particular to the project, and the expertise of the development team. The incentives should be assessed periodically to evaluate their effectiveness and the frequency of use. Incentives which are underutilized should be analyzed to understand their limitations. Incentives which are over-used may need enhanced recommendations. Incentives which are implemented, but which may have unforeseen consequences, should also be reviewed to address the identified concerns. Incentives may be added, removed, or adjusted based upon the frequency of their use, experience gained during implementation, market forces, and the input of those familiar with the development process. The Comprehensive Plan guidance should be modified based upon this analysis.

GENERAL LAND USE GUIDELINES

General and specific guidance is essential to implementing the vision of the Annandale CBC. The following guidelines are intended to supplement the land unit recommendations.

Supported Uses

In general, mixed-use development is planned throughout the CBC, with a few limitations, as addressed in the land unit recommendations. Residential, commercial, office, hospitality, civic and retail uses or a mixture of those uses are expected within the Annandale CBC. Arts and cultural uses are generally supported throughout the CBC. Live-work uses, as well as shared on-site sales and arts development spaces should also be promoted.

Discouraged Uses

Uses that detract from the vision of the CBC should be discouraged. These include, but are not limited to:

- *Storage and Distribution* - Storage or distribution as primary use should be discouraged. These uses detract from the vision of a vibrant, urban community. If these kinds of uses are considered, they should be incorporated into a mixed-use development. For example, a self-storage facility which includes office and retail facing the street would be preferable to a warehouse without an active use component. Facilities for the storage of lumber, building materials, and similar contractor yards, should also be discouraged.

- *Auto-oriented Uses* – New auto-oriented uses should be discouraged. Uses which include drive-thrus, including fast-food restaurants, dry cleaners, and others, do not contribute to a pedestrian-friendly environment. Drop-off areas or porte-cocheres should also be discouraged as they disrupt pedestrian and vehicular traffic flow. The creation of “pad” sites should also be limited.

- *Outdoor Sales and Storage* – Outdoor sales of equipment and material as a primary use should be discouraged. This includes motor vehicle sales, trailer sales, and other equipment. This does not include materials typically stored indoors, but displayed outdoors for sidewalk sales or similar limited events. Unscreened outdoor storage of equipment or materials should be highly discouraged.

- *Industrial and industrially-commercial oriented uses* – Industrial and industrially-commercial oriented activities that are not compatible with the vision of Annandale should be discouraged. Some manufacturing and assembling of products may raise potential land use conflicts with existing and planned residential and mixed use developments.

Alternative Land Uses

Alternative uses are those uses which may not be specifically recommended in an area, but which may be consistent with the vision of the Plan, and which would not have impacts which exceed those uses which otherwise would have been allowed. When an alternative land use can be demonstrated to be supportive of the desired urban form and compatible with the surrounding development and when the Plan's transportation needs, pedestrian orientation, and other urban design aspects called for in the Plan are adequately addressed, such uses may be considered. For example, a hotel use may be compatible in areas planned for office and retail use provided that such use conforms to the desired form, contributes to the pedestrian orientation, and provides

needed public amenities. In addition, the Plan is flexible and encourages future opportunities for institutional, cultural, recreational, and governmental uses which enrich community life, improve the provision of public services, and enhance the area's business competitiveness. Such uses may be considered where the use and scale is compatible with planned uses. Generally, community-serving institutional uses, such as a community center, may be considered in any land unit if the use is of a similar scale and character as other uses planned for the sub-unit.

Other General Guidelines

- *Affordable Housing* – For all development proposals with a residential component, affordable housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Housing set forth in the Policy Plan. Per county policy, any residential use should provide at a minimum 12 percent of new units as affordable housing. The residential use should accommodate a variety of households such as families, senior housing and residential studio units. To the extent feasible, the units should meet ADA requirements and accommodate universal design.

- *Parcel Consolidation* – For all redevelopment proposals, parcel consolidation is highly encouraged as a way to achieve the planning objectives for the CBC. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner, and address transportation needs, particularly related to access management. In general, any unconsolidated parcels should be able to redevelop in conformance with the Plan.

- *Telecommunications* – New buildings should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.

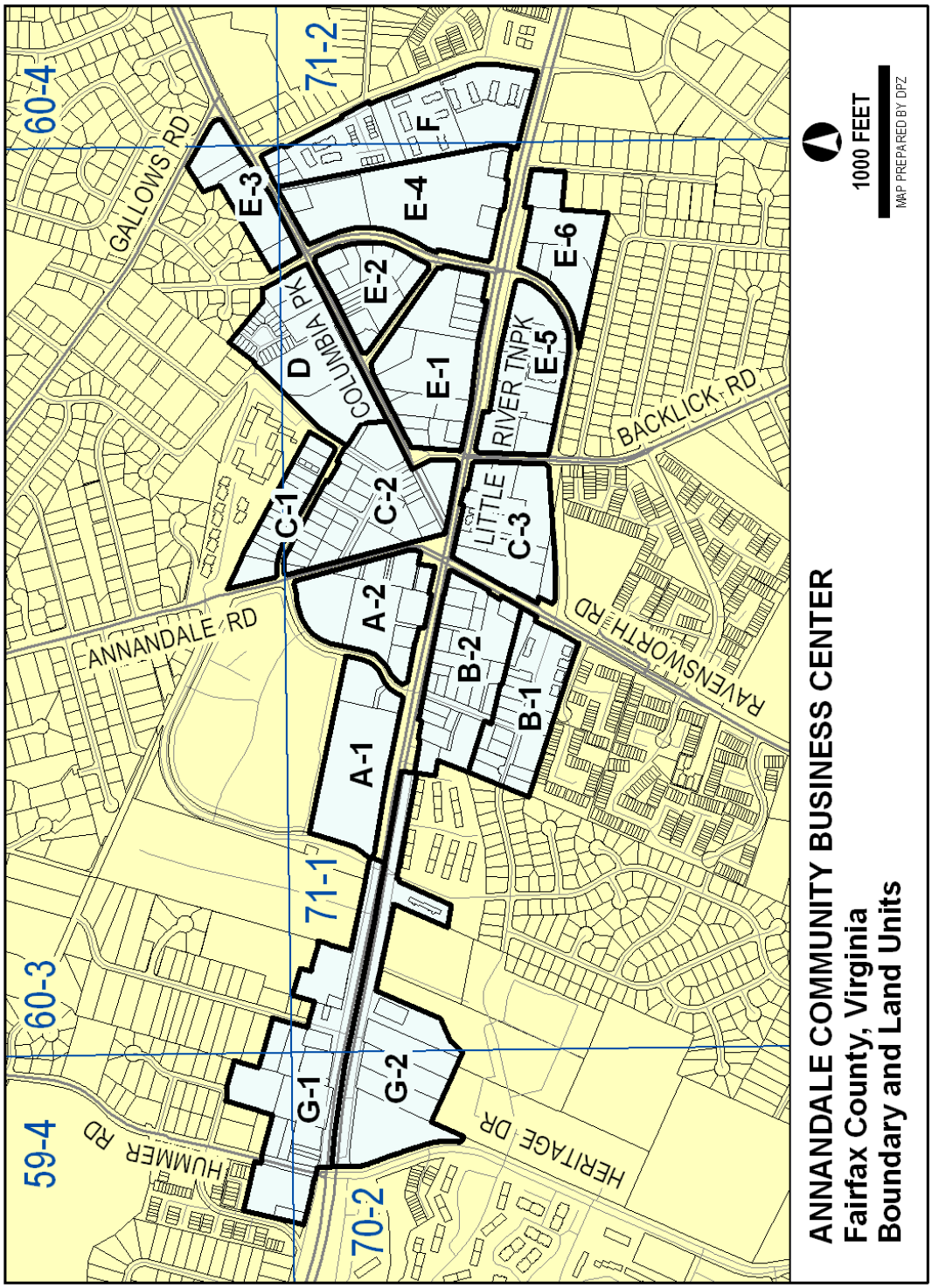
LAND UNIT RECOMMENDATIONS

The Annandale CBC is divided into "land units" and related "sub-units" for the purpose of organizing land use recommendations related to the desired character for specific subsections of the CBC. The boundaries of the land units and sub-units are indicated in Figure 15. Specific text guidance is provided for each sub-unit and is intended to complement the Building Types, Building Heights, and Areawide Recommendations. The Urban Design, Parks and Open Space, Transportation, Environment, and other recommendations are all applicable to the base and incentive development options. The recommendations are as follows:

Sub-unit A-1

This sub-unit is planned for residential, commercial or mixed-use development. The tallest buildings should be located along Little River Turnpike, and lower-scale buildings should transition to residential area to the north. Ground floor commercial uses are recommended near Little River Turnpike, with office, residential or mixed-use above. Residential development is preferred in the north part of the sub-unit.

Under the incentive development option, full consolidation of the sub-unit is encouraged. Deconsolidation or the creation of pad sites is strongly discouraged. New streets and pedestrian



ANNANDALE COMMUNITY BUSINESS CENTER
Fairfax County, Virginia
Boundary and Land Units

FIGURE 15

corridors should be utilized to create pedestrian-scaled blocks within the sub-unit and to provide future inter-parcel connections to the north. An urban park should be located in this sub-unit.

Sub-unit A-2

This sub-unit is planned for residential, commercial or mixed-use development. The tallest buildings should be located along Little River Turnpike. New streets and pedestrian corridors should be utilized to create separate blocks within the sub-unit. Ground floor retail uses are recommended for this sub-unit, with office, residential or mixed-use located above.

Under the incentive development option, full consolidation of the entire sub-unit is highly recommended. However, at a minimum, parcel consolidation of three acres is recommended. Ideally, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Little River Turnpike and Annandale Road. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. New internal streets and pedestrian corridors should also be provided as appropriate to enhance pedestrian connectivity. An urban park should be located in this sub-unit. A heritage resource study should be conducted for the bowling alley at 4245 Markham Street, parcel 71-1((20))2; the bowling alley, if demolished, should be documented.

Sub-unit B-1

This sub-unit is planned primarily for residential development, with some limited commercial and office uses located north of McWhorter Avenue. New development should transition down to residential areas located south and west of the sub-unit. Townhomes and other low-scale residential uses should be considered south of McWhorter Avenue and west of Markham Street. An enhanced buffer, including landscaping and walls, should be provided between the sub-unit and the residential area to the south and west. Parcel consolidation is recommended for those parcels located north of McWhorter Avenue.

Sub-unit B-2

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located along Little River Turnpike. New streets and pedestrian corridors should be utilized to create separate blocks within the sub-unit. Communal surface or structured parking should be considered to address parking needs. Parcel consolidation for redevelopment is highly recommended. Ground floor commercial uses are recommended, with residential, office or mixed-use above.

Under the incentive development option, a minimum consolidation of approximately three acres is recommended. Under this option, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Little River Turnpike and Markham Street. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. An urban park should be located in the sub-unit. This park should be located to provide for utilization by the residents of both Sub-units B-1 and B-2.

Sub-unit C-1

This sub-unit is planned for residential and office development. Transitional development should be implemented with generally low-scale development in this sub-unit, including a combination of single-family residential and small office development to match the existing

character. Parcel consolidation is not expected. Front yards and landscape areas should be provided for both residential and office uses, with parking located behind the main building.

Sub-unit C-2

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located generally closer to Little River Turnpike and Columbia Pike, with a transition down in height to Poplar Street. Ground floor retail, restaurants, and entertainment uses are recommended for this sub-unit, with office, residential, or mixed-use located above. However, ground floor office and residential uses are appropriate facing Poplar Street.

Under the incentive development option, each block (bounded by public streets) should be fully consolidated. No parcels should be left isolated as a result of consolidation. Access to each development should generally be limited to one curb cut per block frontage. Communal surface or structured parking should be considered to address parking needs.

Sub-unit C-3

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located along Little River Turnpike, and taper down toward John Marr Drive. Ground floor commercial uses are recommended, with office, residential, or mixed-use located above. Communal parking should be considered. Residential uses should generally be oriented toward John Marr Drive.

Under the incentive redevelopment option, a minimum consolidation of approximately three acres is recommended. Under this option, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Little River Turnpike. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. New internal streets and pedestrian corridors should be utilized to create separate blocks within the sub-unit. Communal surface or structured parking should be considered to address parking needs. An urban park should be located in this sub-unit.

Land Unit D

This land unit is primarily planned for public uses and open space, with some limited commercial or mixed-use development located near Columbia Pike and John Marr Drive. For this area, ground floor commercial uses are recommended, with office, residential, or mixed-use located above. Residential uses are preferred when adjacent to other residential areas. Building heights should taper down from Columbia Pike to the adjacent residential area to the north. Consolidation of parcels 71-1((4))145, 146 and 147 should be considered. The remainder of the sub-unit can be expected to redevelop with a combination of public, civic, and open spaces. Development of a destination public park should be part of any public land re-development. This park should provide the bulk of recreation area and opportunity in the CBD and should be a minimum of two acres in size.

Sub-unit E-1

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located along Little River Turnpike. New streets and pedestrians corridors should be utilized to create separate blocks within the sub-unit. Ground floor retail and commercial uses are recommended, with office, residential, or mixed-use located above.

Under the incentive development option, a minimum consolidation of 3.5 acres is recommended. Under this option, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Little River Turnpike and Columbia Pike. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. New internal streets and pedestrian corridors should also be considered. Communal surface or structured parking should be considered to address parking needs. Deconsolidation or the creation of pad sites is strongly discouraged. An urban park should be located in this sub-unit.

Sub-unit E-2

This sub-unit is planned for residential, commercial, or mixed-used development. In the case of mixed-use development, ground floor retail and office uses are recommended, especially along Columbia Pike. A heritage resource study should be conducted for the six-bay, glass front commercial building with projecting roof at 4201-4223 Tom Davis Drive, parcel 71-1((1))96; this building, if demolished, should be documented.

Under the incentive development option, a minimum consolidation of approximately three acres is recommended. Under this option, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Columbia Pike. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. Communal surface or structured parking should be considered to address parking needs.

Sub-unit E-3

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located along Columbia Pike and should taper down to the adjacent residential area to the north. Ground floor commercial uses are recommended facing Columbia Pike, with office, residential, or mixed-use located above. Residential uses are preferred facing the adjacent residential area. Full consolidation is encouraged for future redevelopment. An enhanced buffer, including landscaping and wall, should also be considered between the sub-unit and the residential area to the north. An urban park should be located in this sub-unit.

Sub-unit E-4

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be oriented toward Little River Turnpike and John Marr Drive, and should taper down to the lower-scale commercial uses to the east. Ground floor retail and commercial uses are recommended, with office, residential, or mixed-use located above. Auto-oriented uses are highly discouraged.

Under the incentive development option, a minimum consolidation of approximately 3.5 acres is recommended. New streets and pedestrians corridors should be utilized to create separate blocks within the sub-unit. Inter-parcel connections should also be provided to connect with Land Unit F. Deconsolidation or the creation of pad sites is strongly discouraged. An urban park should be located in this sub-unit.

Sub-unit E-5

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be oriented toward Little River Turnpike and taper down to John Marr Drive.

Ground floor commercial uses are recommended, with office, residential, or mixed-use located above. Residential uses should generally be oriented toward John Marr Drive.

Under the incentive development option, a minimum consolidation of approximately 2.5 acres is recommended. New streets and pedestrians corridors should be utilized to create separate blocks within the sub-unit. An urban park should be located in this sub-unit.

Sub-unit E-6

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be oriented toward Little River Turnpike and taper down to John Marr Drive. Ground floor commercial uses are recommended, with office, residential, or mixed-use located above. Parcel consolidation should be encouraged. An enhanced buffer, including landscaping and walls, should be provided between the sub-unit and the residential area to the north.

Land Unit F

This land unit is primarily planned for office development at the existing intensity. Office, retail, residential or mixed-use development may be considered for those parcels along and facing Columbia Pike. Inter-parcel connections should be provided to Sub-unit E-4. Redevelopment efforts should provide for streetscape improvements, parking lot landscaping, and improvements to signage, building façades and circulation.

Sub-unit G-1

For the commercial property and residential street frontage north of Little River Turnpike, the replacement, expansion or remodeling of existing buildings as well as any future development should provide visual improvements which include provision of streetscape along Little River Turnpike. Parcel consolidation should be considered.

The commercial area north of Little River Turnpike between the Annandale Recreation Center and Hummer Road should not extend beyond the area now zoned and developed as commercial uses. Low- and mid-rise office and retail uses are planned for the area. Proposed developments should be oriented toward Little River Turnpike, and taper down in height to the neighborhood to the north. A significant buffer should be provided between the commercial development and the residential uses to the north.

The northwest quadrant of the intersection of Hummer Road and Little River Turnpike is planned for office use. The office buildings at 7700 and 7712 Little River Turnpike (Tax Map 70-2((1))11A and 70-2((1))13) are now buffered from the Little River Towns community on Championship Drive by surrounding trees. The buffers should be maintained.

Sub-unit G-2

For the commercial property and residential street frontage south of Little River Turnpike, the replacement, expansion or remodeling of existing buildings as well as any future development should provide visual improvements which include provision of streetscape along Little River Turnpike that is consistent with the Annandale Design Guidelines.

The commercial area south of Little River Turnpike between the Annandale Recreation Center and Hummer Road should not extend beyond the area now zoned and developed as commercial uses.

Parcels 70-2((1))1A, 9, and 10, and parcels 71-1((1))73 and 74 are located in the southeast quadrant of Heritage Drive and Little River Turnpike. These parcels are developed with and planned for office use at current intensities. To provide an effective transition to surrounding residential uses, the existing 130-foot undisturbed landscaped buffer between the commercial office uses on parcels 70-2((1))9 and 10 and high density residential development to the south should be maintained and protected from any future commercial development.

As an option, additional office intensity may be appropriate on parcels 70-2((1))1A, 9, and 10 with parcel consolidation, integrated development, and the removal of the existing free-standing retail use. This additional office use should be focused on parcel 70-2((1)1A. A focal point or other feature designed to serve as a gateway to the Annandale CBC should be provided at the corner of Little River Turnpike and Heritage Drive. Streetscape improvements consistent with the *Annandale Urban Design Guidelines* should be provided along both street frontages.

A small portion of an Environmental Quality Corridor (EQC) associated with Accotink Creek is located in this sub-unit. In accordance with Policy Plan guidance, this EQC should be protected.

HERITAGE RESOURCES

A comprehensive field survey has not been conducted of the Annandale CBC. The potential exists for significant heritage resources associated with the area's 20th century residential and commercial history. A heritage resource study should be conducted and completed to identify significant residential, commercial, public facility, and recreational resources in the area prior to the rezoning process.

Further evaluation of specific sites should include: The bowling alley at 4245 Markham Street, parcel 71-1((20))2; the former school at 7200 Columbia Pike, parcel 71-1((4))109A1; the fire station at 7128 Columbia Pike, parcel 71-1((4))109B1; the former Safeway grocery store at 7220 Columbia Pike, parcel 71-1((4))40; the six-bay, glass front commercial building with projecting roof at 4201-4223 Tom Davis Drive, parcel 71-1((1))96; and four 1930s houses converted to office and commercial space at 7224-7236 Columbia Pike, parcels 71-1((4))32-39.

Any development or ground disturbance in this area, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with county policy, countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archeological resources, the artifacts recovered.

ENVIRONMENT

Much of the natural environment has been changed with development of the Annandale CBC. The area contains only sparse vegetation. Creation or addition of green space, planting of new trees and landscaping should be encouraged with new development and redevelopment. The CBC lies on a drainage divide between Accotink Creek watershed and the Cameron Run

watershed. A small portion of an environmental quality corridor associated with Accotink Creek is located in Sub-unit G-2.

By employing sustainability in planning and design, the Annandale CBC will promote increased quality of life for the public and improve the quality of natural resources. The Policy Plan's Environment Section provides guidance for green building practices applicable to Community Business Centers. Redevelopment in Annandale should include sustainable practices in accordance with the Environment Section of the Policy Plan guidance, such as the achievement of the U.S. Green Building Council's Leadership in Energy Environmental Design (LEED) certification or equivalent third-party certification.

Considerations for sustainable practices may include:

- *Low Impact Development Stormwater Techniques* - Innovative stormwater management techniques should be utilized as provided in the Stormwater Management guidance.

- *Site Design and Construction* - New and renovated buildings should be designed to minimize impacts to the environment, incorporating solar orientation for heating and cooling, on-site renewable energy production, low energy lighting fixtures, green roofs, low-maintenance landscaping, and the use of recycled construction materials. Construction waste should also be recycled, when possible. Graywater should be reused on site where feasible.

- *Pedestrian Oriented Design* - Building layout and streetscape facilities should provide enhanced pedestrian accessibility to minimize automobile dependence in the Annandale CBC, supporting the goals described in the Urban Design and Streetscape Guidelines.

<u>Stormwater Management</u>

The Annandale CBC is located on the drainage divide between two of the largest watersheds in the county, Cameron Run and Accotink Creek: specifically, in the headwaters of Backlick Run, Indian Run and Turkeycock Run (Cameron Run watershed); and Crook Branch (Accotink Creek watershed). Both watersheds have long histories of urbanization, with most of the land developed before the advent of stormwater controls. Nonpoint source pollution and urban stormwater runoff greatly affect the health of these watersheds.

A watershed management plan was developed in 2007 for the Cameron Run watershed. A watershed management plan is currently under development for Accotink Creek. These plans will recommend a number of "spot-improvement" stormwater projects on or near the CBC. However, because the Annandale CBC is located in the headwaters for both the Accotink Creek and Cameron Run watersheds, this planned redevelopment presents a unique opportunity to manage excess stormwater runoff through implementing comprehensive stormwater management and facilitating downstream restoration in an area that was built before stormwater controls were mandated.

Receiving waters downstream of Annandale should be protected by reducing runoff from impervious surfaces within the Annandale CBC. By using a progressive approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated. Measures to reach this goal may include the broad application of Low Impact Development (LID) Techniques or Envrionmental Site Design (including but not limited to rain gardens, vegetated swales, porous pavement, vegetated roofs, tree box filters, and water

reuse). The incorporation of LID practices in street rights-of-way and parking lots will also support this goal; such efforts should be pursued where allowed.

There is also a potential for the establishment of coordinated stormwater controls over multiple development sites by incorporating multiple Best Management Practices (BMPs) in sequence (sometimes called "treatment trains") to enhance the treatment of runoff. Serial BMPs can be multifunctional and may provide a variety of ecological functions and aesthetic amenities.

Stormwater Design

Environmentally-friendly stormwater design should be an integral design principle that should be part of the conceptual stage of site development for all projects, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner.

Stormwater management and water quality controls for redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed, to the extent practicable. Reduction of stormwater runoff volume is the single most important stormwater design objective for Annandale. Reduction could occur through techniques that use plants and soils via landscaping measures, through techniques that reuse harvested rainwater in a variety of ways, and/or through approaches that infiltrate water into the ground to replenish aquifers and provide summer base flows to local streams.

The following are recommended for all new development and redevelopment within the Annandale CBC:

- Stormwater quantity and quality control measures should be optimized with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

- LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

- At a minimum, stormwater management measures should be provided that are sufficient to attain both the stormwater design-quantity control and stormwater design-quality control credits[1] of the most current version of the LEED-NC or LEED-

1 These credits, as set forth in LEED 2009 for New Construction and Major Renovations, are as follows:

SS Credit 6.1: Stormwater Design-Quantity Control:

- For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.

CS rating system (or the equivalent of these credits should be provided). If, on a given site, the attainment of the stormwater design LEED credits (or equivalent) is demonstrated to not be achievable, all available measures should be implemented to the extent possible in support of this goal.

- Equivalent approaches may incorporate coordinated stormwater management on multiple development sites and/or off-site controls. Additional stormwater management efforts should be encouraged.

The above guidelines are intended to improve stormwater management controls sufficiently to allow for improvements to the habitat and recreational values of streams near the Annandale CBC through natural restorative processes and/or through restoration projects.

Noise

The Annandale CBC is affected by transportation noise from Little River Turnpike, Columbia Pike and other roadways. The Policy Plan recommends against new residential development and other noise-sensitive uses in areas where current and future noise levels exceed 75 decibel (dBA) day-night loudness (DNL). However, broader planning goals for the Annandale CBC may suggest that sites near major roadways would be appropriate for residential development and/or other noise-sensitive uses. Where such locations are proposed, efforts should be made to design these uses in order to minimize the exposure of façades of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near major roadways, such proposals should only be considered with the provision of a noise study during the review of the development and appropriate commitments to noise mitigation measures.

The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify noise levels that may affect building façades at different elevations. For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of building materials and noise barriers.

- For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

SS Credit 6.2: Stormwater Design-Quality Control:

- Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids (TSS) are removed.

In areas where projected noise impacts at affected building façades will exceed DNL 75 dBA, and for dwelling units where outdoor balconies will be projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to affected residents and users within the impacted uses or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies. Post-development noise studies should be conducted in order to help staff evaluate the effectiveness of interior noise mitigation measures.

IMPLEMENTATION

Older communities, with their inherent difficulty in affecting property consolidation and attracting reinvestment, must have a planning environment that creates incentives for innovation and imaginative proposals. It is the intent of this Plan to create such an environment in order that the planning objectives can be achieved. This vision is designed to ensure that the county, developers, property owners, and residents all benefit. The county and its residents benefit when new development provides public amenities, public facilities and infrastructure improvements. Developers and property owners benefit through the Plan's flexibility in considering intensity for development, both commercial and especially residential use within the CBC. Residents benefit when the Plan strengthens and stabilizes existing neighborhoods, and provides an exciting and accessible environment for them. The implementation component of the Plan is based on land use and density/intensity flexibility, with the understanding that this approach creates an opportunity for mutually beneficial development solutions.

To achieve this vision for the Annandale CBC, an integrated program of implementation strategies is needed to address short- and long-term issues at both the areawide and site-specific levels. Implementation efforts will benefit from continued citizen participation and formation of creative public/private partnerships. The Annandale Central Business District Planning Committee (ACBDPC) has long been involved in planning activities within the CBC and continues to promote revitalization efforts within the context of the Plan, as it seeks to:

- Facilitate community-enhancing development within the CBC through innovative partnerships between the private, public, and volunteer sectors;
- Leverage available funds and generate new funding sources through grants and fund raising from the private and public sectors;
- Implement the above within the context of the Policy and Area Plans; and
- Provide initiative, feedback, and advice on development planning, marketing, public relations, real estate, and land development opportunities.

Redevelopment is one element of a comprehensive revitalization strategy. The redevelopment envisioned by the Plan will need to be supported by other initiatives to enhance the character of the CBC. For example, initiatives such as streetscape improvements, utility undergrounding and relocation, and façade improvements can have a dramatic impact on the area. Redevelopment should encourage retention of community-serving uses by incorporating existing uses into the new structures, such as incorporating community retail or services into an office development.

Development Review

The form-based Plan utilizes a maximum total development target which applies to the entire Annandale CBC. Development potential allotments to individual sites will be dependent upon satisfaction of the specific criteria outlined within the Comprehensive Plan which support the best quality redevelopment of the CBC. Eligible properties are still subject to applicable building heights, parking requirements, the urban design guidelines, transportation considerations, and other criteria. All rezonings, special permits, and special exceptions will be reviewed for conformance for these and other factors to ascertain the appropriate development allocation.

Review and approvals of any proposed zoning applications within the CBC will be subject to the maximum development potential recommended by Figure 9. Planned development for each land use category in the table are "targets" governing the amount of future development for the entire Annandale CBC. Allocations (in square feet) will be "first-come, first-serve" during the zoning process. Proposed zoning applications will draw upon this "pool" of available square footage to create their development proposal. Proposed uses should be allocated from the most appropriate category. In no case should the approved square feet for a development cause the maximum development potential to be exceeded for the CBC.

Flexibility should be allowed for the provision of uses that are desirable, but which may not fit under the specified land use categories, such as private recreation, places of worship, and institutional uses.

Each development application will be reviewed against the development targets by land use category, and staff should evaluate each proposal against the amount of available development that remains uncommitted. Each new application will have the opportunity to draw against the planned development capacity until each land use is fully allocated. When this point is reached, applications requesting that use would not be in conformance with the Plan. Proposed development should be high-quality, and implement the vision of Annandale.

Accounting Process

The county will maintain an accounting of the total development allocated by use within the CBC. The list will include the existing development areas in square feet, the maximum allowed development target, by-right development approvals, and the remaining development capacity potential. Upon the acceptance of a rezoning application within the CBC, the requested development level will be noted as a temporary "hold," reducing the available development potential. Upon approval or denial of the rezoning application, the project's development level will be formally approved, deducted and noted, and the hold will be removed.

No rezoning applications should be approved if the requested development capacity exceeds the available development target for any use. In some cases, it may be necessary to utilize available development capacity for one kind of use in lieu of another which has been already used within the CBC. As such, a conversion process should be utilized which recognizes the different transportation impacts of each use. For example, office area may be converted to hotel or residential uses at a ratio based upon trip generation. Requests for use conversion must be accompanied by a transportation analysis confirming the relationship in terms of local and CBC impacts.

The county should periodically review the development potential of the CBC and determine if an increase in the capacity is warranted. Information regarding the development potential tracking should be publically accessible.

Rehabilitation and New Construction

Given market realities, as well as other physical and financial constraints, revitalization within Annandale can be expected to take many forms. This may include everything from full redevelopment, to the rehabilitation of existing structures, to minor improvements and changes in use. Proposals which do not utilize the incentive development option, or those which seek changes in use, or approval of special exceptions or permits, should also contribute to Annandale in a way that implements the community's vision. The following guidance addresses these varying scenarios.

Existing Uses and Buildings

In some instances, existing development may not be consistent with the long-term vision for the Annandale CBC, which anticipates the eventual redevelopment of these properties. This Plan is not intended to interfere with the continuation of existing land uses or buildings. Any replacement, expansion, or remodeling of existing buildings should not inhibit achieving the long-term recommendations of the Plan. To facilitate this, improvements to the open space, pedestrian and/or roadway systems that are identified in the Plan are encouraged. If not feasible due to an existing building's location on the site, the presence of existing utilities, or other conditions, alternative improvements which may help implement the Plan's intent may be considered.

Rehabilitation of Existing Structures and Sites

In those conditions where a property owner seeks to rehabilitate an existing structure to establish a by-right use under a rezoning, or where a special exception or special permit is required for the establishment of a use, and where building, site or other physical improvements are included, his application proposal should include the following improvements, listed in order of priority:

1. The proposal should provide streetscape improvements, including sidewalks, street lights, and street trees along all major public rights-of-way. Connections to sidewalks on the adjacent properties, when they exist, should be provided.

2. Landscape installations, including foundation planting, as well as landscape buffers when adjacent to residential uses, should be provided.

3. Utilities should be undergrounded, where feasible.

4. All nonconforming signage, including pole signs, banners, and others, should be removed. New signage should be consistent with the Annandale design guidelines.

5. The project should have an appropriate street presence, including a building which is oriented toward the street, a primary pedestrian entrance leading to the public sidewalk, and increased glazing along the primary frontage.

Special exception applications may also include a time limit on the approval. The length of the approval should be related to the number of items above which are addressed by the application. An application which meets all the improvements discussed above may have a longer approval than an application which does not.

New Construction below Plan Potential – Interim Development

In some cases, a rezoning application, special exception, or special permit application may not seek approval of the full development potential recommended by the base development option. Such proposals should be viewed as interim development and should not inhibit the long-term recommendations of the Plan. Interim development should meet the general intent of the Plan, with a particular emphasis on the character and configuration of the building and site. The intent is to promote mixed-use, pedestrian-friendly development that has an attractive and engaging street presence. In those situations where an application does not seek the full development potential recommended by the base development option, the following recommendations should be considered, and are listed in order of priority:

1. The proposal should meet all streetscape design guidelines, including provision of sidewalks, street trees, street furniture, and lighting, among others.

2. The proposal should meet the intent of the urban design guidelines. This includes orienting the building to the street, and placing parking to the side or the rear of the structure. Building entrances should face the street, and significant glazing should be provided where ground-floor commercial uses will be located. Blank walls should not be permitted facing public streets. Vehicular entrances should be minimized and reduced so as to limit their impacts on pedestrians.

3. Utilities should be undergrounded, where feasible.

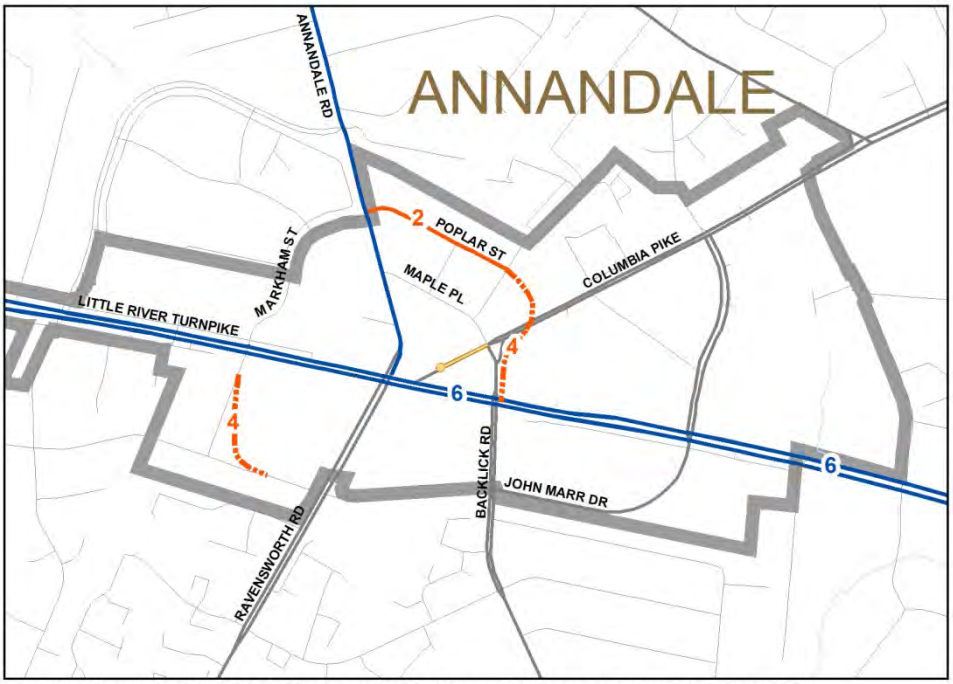
TRANSPORTATION

Transportation recommendations for the Annandale CBC are shown on Figure 16. In some instances, site-specific transportation recommendations are included in the land unit recommendations section. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals. The following transportation recommendations have been developed to set the framework and guide development within the CBC.

Public Transportation

There is significant existing transit service in the Annandale CBC area, with bus service being provided by both the Metrobus and Fairfax Connector Bus systems. It is anticipated that there will be modifications to these routes with the implementation of the county's Transit Development Plan (TDP). Efforts to revitalize and redevelop the Annandale CBC area would be enhanced with public transportation serving an increasingly higher percentage of trips over time. The 2003 Washington Metropolitan Area Transit Authority (WMATA) Regional Bus Study recommends the establishment of a transit center in the vicinity of Columbia Pike and Little River Turnpike in the general Annandale CBC area. Some form of enhanced Rapid Bus service, along with one or possibly two transit centers, with appropriate associated amenities, are desired

ANNANDALE COMMUNITY BUSINESS CENTER



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.

SEE TEXT FOR ADDITIONAL TRANSPORTATION RECOMMENDATIONS FOR THIS AREA.

N

Feet

0 1,000 2,000

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
- HIGH OCCUPANCY TOLL LANES
- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

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 16**

in the Annandale area. Further analysis should be conducted to determine the type of enhanced bus service and the exact location(s), specific size and other characteristics for the transit center(s).

Multimodal Transportation Hubs

Multimodal transportation hubs, strategically placed close to transit service and/or other retail, employment and residential centers, are desired to allow flexibility in trip making within Annandale. Multimodal transportation hubs are envisioned to provide alternative modes of transportation and transportation services including transit, bicycle sharing, car sharing, other personal transportation devices, and taxis.

The Road Network

The following principles are adapted from the document "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities," published by the Institute of Transportation Engineers (2008). They describe an approach to the planning and design of urban street networks that should be followed in Annandale:

- Street network planning should address mobility and access needs associated with passenger travel, goods movement, utilities placement and emergency services.
- The provision of rights-of-way for the ultimate width of streets should be based on long term needs.
- Street network planning should be refined and updated as required as more detailed planning and development occurs.
- Street networks should provide a high level of connectivity so that drivers, pedestrians, bicyclists, and transit users can choose the most direct and convenient routes and access urban properties. Connectivity should support the desired development patterns. Street networks should provide intermodal connectivity to easily transfer between modes.
- Street network capacity and redundancy should be provided through a connected network rather than through an emphasis on high levels of vehicle capacity on individual arterial facilities. This approach ensures that the street network can support other objectives such as pedestrian activity, multimodal safety, access to transit, and support for adjacent development.

Context Sensitive Solutions

Context Sensitive Solutions (CSS) should be applied in the planning and design of transportation projects in Annandale. CSS is a process of balancing the competing needs of many stakeholders starting in the earliest stages of project development. It also includes flexibility to design a facility that is safe for all users regardless of the mode of travel they choose. CSS aims to achieve the following:

- Balance safety, mobility, community and environmental goals in all projects.
- Involve the public and stakeholders early and continuously throughout the planning and project development process.

- Use an interdisciplinary team tailored to project needs.
- Address all modes of travel.
- Apply flexibility in design standards to address unique site-specific circumstances.
- Incorporate aesthetics as an integral component.

Access Management Policy

Access Management principles are required to minimize the effect of multiple driveway accesses which can negatively affect corridor capacity and safety. Access management standards must conform to the Virginia Department of Transportation Access Management Requirements for all state maintained roadways.

Curb cuts should be minimized through consolidation of street access points and the provision of interparcel access. Reducing the number of access points on Little River Turnpike and Columbia Pike and on some collectors in the Annandale CBC is required to improve safety, connectivity, and mobility. Structured parking areas should be attractively integrated with major pedestrian networks and be accessible from side streets or exterior passageways between buildings, and parking areas located adjacent to residential neighborhoods should be effectively screened and buffered. Interparcel access between neighboring land use parcels should be encouraged, and in some cases is required, to achieve access management goals.

All development proposals should provide adequate multi-modal access, interparcel access, and other measures needed to mitigate the traffic impacts of the proposed level of development. Additional road network connections and turn lanes should be considered as part of future traffic impact analyzes, and provided as needed to support development.

Arterial Roadways

Arterial roadways consist of freeways/expressways, other principal (or major) arterials, and minor arterials. On arterial roadway facilities, local access should be balanced against the primary function of carrying through traffic.

The following arterial roadway improvements are planned within the Annandale CBC:

- Widen Little River Turnpike from 4 to 6 lanes through the Annandale CBC area, under a Context Sensitive approach, utilizing existing service drive right-of-way. Right-of-way currently utilized by current service drives should be utilized for one or more transportation related improvements such as additional travel lanes, transit lanes, pedestrian and bike trails, transit amenities, larger center median widths, and streetscape improvements that facilitate safety and enhance pedestrian circulation.

  Service drives are currently required by the county's Zoning Ordinance along Primary Highways such as Little River Turnpike. Primary Highways are arterials which primarily accommodate through travel movements, and the provision of service drives reduces the number of direct access points to and from these highways, thus facilitating traffic efficiency and capacity. However, service drives are not without disadvantages particularly in urban areas where nonmotorized forms of transportation are encouraged. Operational problems are created when the service

drives intersect side streets. Moreover, service drives are often incomplete along a given road segment, which is the case on the portion of Little River Turnpike through the Annandale CBC area. This situation reduces the overall effectiveness of the service drive along this section of Little River Turnpike. In addition, it is recognized that the widening of Little River Turnpike in such a manner as to require a continuous service drive, would have significant negative impacts on revitalization and redevelopment efforts in the Annandale CBC area.

As development occurs, access should be consolidated and service drives should be removed where sufficient interparcel access can be provided. In-as-much as it is the intent to utilize the current service drive right-of-way at such time as Little River Turnpike is widened, the requirement for a service drive should be waived provided that safe and efficient alternatives to the service drive, such as consolidation of entrances and provision of interparcel access through travel ways or other means are provided and approved by the county.

- Widen Annandale Road (Route 650) to 4 lanes. Improve the horizontal alignment of the section south of Maple Place.

- Close the Columbia Pike/Little River Turnpike intersection. Widen Backlick Road between Little River Turnpike and Columbia Pike to 4 lanes. Realign Columbia Pike to Backlick Road.

- Consolidate access and remove service drives along Columbia Pike where sufficient interparcel access can be provided.

Collector and Local Streets/Circulation

Collector roadways route traffic between local streets and the arterial road system. Collector roads generally are not intended to attract through trips, but instead to provide for internal traffic circulation, including transit service. For the most part, collector and local street improvements will occur in conjunction with redevelopment activity. The following improvements to the collector and local street network are planned to improve traffic circulation within the Annandale CBC:

- Improve Poplar Street to a standard 2 lane section and extend it to Columbia Pike to provide a complete connection between Annandale Road and Columbia Pike. Improve the alignment of the existing Poplar/Markham Street intersection at Annandale Road to eliminate the offset.

- Realign Markham Street to McWhorter Place in a 4 lane section to complete the loop road system south of Little River Turnpike. Cul-de-sac McWhorter Place west of Markham Street at the boundary of the CBC.

- Pending the results of additional transportation analysis, the <u>option</u> of constructing a roundabout at the intersection of Maple Place/Martin Avenue could be considered subject to review and approval by both the county and the Virginia Central Office Roundabout Review Committee. Maple Place could be redesigned after the improvement of Poplar Street between Annandale Road and Columbia Pike. The roundabout could serve as both a focal point of the development as well as a traffic-calming measure, emphasizing the pedestrian orientation of streets within the area.

- Pending the results of additional transportation analysis, the option of constructing a dual-lane roundabout at the intersection of Columbia Pike, Backlick Road and Maple Place should be considered, subject to review and approval by both the county and the Virginia Central Office Roundabout Review Committee. Transportation analysis indicates a roundabout at this location could provide better intersection operations than a conventional signalized intersection as the potential for queuing in the northbound direction is reduced and access to Columbia Pike to the south is improved. Additional, more detailed traffic and design study should be conducted with consideration given to the roundabout configuration regarding the number of lanes and relative location of nearby parcel access points, signage, and provisions for pedestrian crossings.

Bicycle Facilities

As indicated above, transportation in Fairfax County focuses on an extensive multi-modal system. In addition to roadways and transit, Fairfax County relies on a network of sidewalks and trails, including those for bicycles. Bicycle lanes should be provided within the Annandale CBC where appropriate.

In 2006, the Board of Supervisors approved a comprehensive bicycle initiative, designed to encourage bicycling and make Fairfax County bicycle friendly and safe. Among the elements of the program are that new streets be designed and older streets retro-fitted to better accommodate bicycles; transit options should become bike friendly with the addition of buses equipped with bicycle racks; ample safe, secure, and convenient bicycle parking should be installed Countywide; comprehensive way finding signage should provide guidance and information about destinations and paths; and a network of interconnected shared use paths, interfacing with an on-road bike network, should provide a cohesive and connected transportation environment conducive to bicycling. Revitalization and redevelopment within the Annandale CBC affords an opportunity to incorporate these elements of bicycling, making Annandale a bicycle friendly community.

A Bicycle Master Plan for the county has been initiated. Once completed, bicycle routes in, around, and through the revitalization area will be specified, and the general guidance provided here will be updated with these specifics. Bicycle Parking Standards for the county are also currently being developed. In the interim, until finalization and adoption of these standards, assistance with the calculation and placement of bicycle parking provisions is available from staff of the Fairfax County Department of Transportation Bicycle Program during the development process.

Level of Service (LOS) and Transportation Demand Management (TDM)

Level of Service

An overall Level of Service (LOS) ‘D’ goal is desired for the arterials and an overall minimum LOS ‘E’ is desired for collectors and local streets in the Annandale CBC. At locations where these standards cannot be attained or maintained with planned development, remedies should be proposed to offset impacts using the tiered approach described below.

Impacts on Transit, Pedestrian, and Bicycle Facilities

A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections. A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service should be provided in lieu of the maintenance of a high quality transit service.

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the road system, particularly by reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers and visitors. The result is more efficient use of the overall existing transportation system.

A broad, systematic, and integrated program of TDM strategies throughout the Annandale CBC can reduce peak period single occupancy vehicle trips by increasing the percentage of travelers using transit and non-vehicular modes of transportation. TDM programs should embrace the latest information technology techniques to encourage teleworking, provide sufficient information to enable commuters and other trip makers to choose travel modes and travel times.

TDM programs should be encouraged, established, and implemented as part of all development proposals. Examples of TDM measures are contained in the county's Policy Plan and include the following:

- Parking reductions
- Transit and vanpool subsidies
- Pre-tax deduction of transit and vanpool fares
- Carpool and vanpool preferential parking
- Telework programs
- Shower and locker facilities for bicyclists and walkers
- Secure and weatherproof parking
- On-site car-sharing vehicles
- Employee shuttles
- Guaranteed Ride Home Program
- Commuter information center
- Employee Transportation Coordinator
- Flexible or alternative work hours
- TDM education programs
- Transportation Demand Agency to coordinate TDM efforts

TDM implementation plans should include at least the following:

- Phased trip reduction goals (developed in conjunction with FCDOT)
- Evaluations of potential TDM measures
- Listing of TDM measures to be provided
- Listing of alternate TDM measures which may be provided
- Implementation budgets
- Monitoring arrangements and associated remedial and contingency plans/funds to be utilized if TDM goals are not met

Implementation and Funding of Transportation Improvements and Services

Transportation improvements in the Annandale CBC are planned to maintain the balance between the land use and transportation goals necessary for the economic viability of Annandale. The traditional method of funding transportation improvements has been through federal, state, and county sources; however, some combination of public and private sector funding may be necessary. Transportation improvements should be appropriately phased with development, and development proposals should include additional transportation analysis and the provision of transportation mitigation measures.

Parking

Availability of parking is necessary to support commercial activity in Annandale. However, parking can also be a challenge to development, particularly in Annandale which is characterized by smaller lot sizes. In new development, parking requirements can add significant costs for construction if large parking structures are necessary. Further, parking supply and demand should be carefully considered to avoid undue impacts on surrounding residential areas or businesses.

Multiple strategies should be considered to address the challenges posed by parking in the Annandale area. As the Annandale CBC redevelops, parking requirements should be examined to determine if they are appropriate. In addition, consideration should be given to treating parking as a common resource for multiple uses, such as a shared parking facility. Enhanced transit service, an effective mix of uses, and an appropriate network of sidewalks will reduce automobile use and as a result, parking demand. This will further the creation of a more walkable environment.

Strategies to address parking within the Annandale should be further explored as opportunities. Such parking strategies include, but are not limited to consideration of:

- Administrative approvals of parking reductions within the CRD and shared parking for mixed-use development.
- Shared parking arrangements across parcel lines.
- A parking management entity to coordinate shared parking efforts, enforce parking regulations, apply parking pricing strategies where beneficial, and monitor parking demand and supply.
- On-street parking, where appropriate, and counting those spaces towards parking requirements, where appropriate.
- Preferential parking for carpools, vanpools, and car-sharing vehicles.
- Parking garages to serve multiple sites
- Maximum parking ratios rather than minimums in some circumstances
- Provision of public parking, with revenues to be dedicated to an “Annandale Parking District” for local improvements related to parking and transit

Functional Classification System

Although Fairfax County has in the past used the traditional nomenclature of major arterial, minor arterial, collector and local streets to functionally classify streets and highways, a parallel, urban design oriented nomenclature is also used for classification purposes in this text. Figure 17 provides a cross-reference between the two classification schemes.

Figure 17: Cross-Reference between Traditional Highway Functional Classification Terms and Urban Design Oriented Functional Classification Terms

Highway Functional Classification	Urban Design Functional Classification
Primary Arterial	Boulevard
Minor Arterial	Avenue
Collector	Collector
Local	Local Street

Note: The cross-references shown in the table above are general in nature. Some variations may occur.

The functional classification of streets in Annandale should be updated as the results of further related studies become available. It is expected that the design and construction of grid segments necessary to maintain acceptable traffic circulation for an individual development will be provided by the development.

Street Types and Design Guidelines

Street types describe the street as an element of the comprehensive framework of Annandale. Street types respond to the needs of traffic from vehicles, bicycles and pedestrians. Street types in Annandale have been identified, with a conceptual overview of each type's functionality, scale, modal mix, and character provided on the following pages. The cross-sections for each street type contain flexibility to be able to respond to particular needs in different locations.

Within Annandale, pavement cross-sections are to be designed to fit in an urban environment meeting the goals of Context Sensitive Solutions (CSS) while addressing safety, operations, and capacity needs. The following should be taken into consideration in the design of streets in Annandale:

- Continuity of streets is desirable in order to achieve a more effective grid.
- Streets in Annandale should be designed as complete streets, addressing the pedestrian experience and contributing to creating great places. By definition, complete streets are designed and operated to enable safe access and movement for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. These streets are expected to be attractive environments for walking, commerce, and casual interaction in addition to their function of moving traffic.
- Urban design guidelines for streets, including enhanced pedestrian elements such as sidewalks buffered from traffic by street trees, and bicycle enhancements such as separate bike lanes, address the elements of a complete street.

Boulevards (Major Arterials)

Boulevards will be the most important multi-modal connectors and thoroughfares within Annandale. In addition to carrying the largest volume of automobile traffic, they also have the

ability to accommodate bus, bicycle, and pedestrian modes within their rights-of-way. Little River Turnpike is a boulevard.

Boulevards may have three to four travel lanes in each direction. Medians are necessary to provide a pedestrian refuge and rights-of-way for turn lane. Medians may also include landscaping, where appropriate. In addition, boulevards should have wide sidewalks with street trees on each side.

Boulevard cross section dimensions:

- Where feasible, the desirable width of the median is 20 feet to allow safe pedestrian refuge.
- 3 to 4 lanes per direction (11 feet for each lane).
- Refer to the Urban Design Recommendations for guidance on the streetscape.

The final boulevard design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Avenues (Minor Arterials)

Avenues within Annandale can play a role in taking the pressure off the boulevards by diverting vehicular traffic from the boulevards to the avenues. Portions of avenues may also accommodate transit and provide desirable addresses to new business and residential development. Columbia Pike and Annandale Road are avenues. These streets may generally have two travel lanes in each direction, wide sidewalks, and bike lanes. Medians may be necessary depending on design, safety, operation, and capacity considerations. Medians may also include landscaping, where appropriate.

Avenue cross section dimensions:

- The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.
- 2 or 3 travel lanes per direction (11 feet minimum for each lane).
- 5 foot on-road dedicated bike lane per direction where feasible and appropriate.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

The final avenue design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements:

Collector Streets (Collector)

Collector streets within Annandale will connect local streets, with slow-moving traffic, to higher speed facilities like avenues and boulevards. Collector streets typically have one or two travel lanes in each direction. They are slower moving lanes with traffic calming elements such as bulbouts at intersections, frequent pedestrian crossings, parallel on-street parking, and bike

lanes where appropriate. Wide sidewalks should be provided to maximize walkability. Medians are not preferred but may be necessary to provide pedestrian refuge, or turn lanes.

Collector Street cross section dimensions:

- The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.
- 2 travel lanes per direction (11 feet minimum for each lane); 1 travel lane per direction under certain circumstances.
- 8 feet for on-street parallel parking per direction, if appropriate.
- 5 foot on-road dedicated bike lane per direction.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

The final collector street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Local Streets (Local)

Local streets will generally be the lowest volume streets within Annandale and will carry slow-moving traffic. Medians should not be considered. Local streets will serve residential and/or employment uses on either side with entrances and windows opening on the sidewalks. A majority of new streets constructed as a part of development in Annandale will be designated as local streets.

Local street sections are generally narrow, with one lane in either direction, and may be flanked by on-street parking on one or both sides. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bicycle lane.

Local Street cross section dimensions:

- No medians should be considered.
- 1 travel lane per direction.
- 11 feet lane widths are preferred for residential streets, although 10 feet lane widths may be appropriate under certain circumstances.
- 8 foot on-street parking per direction.
- Local streets are low speed facilities that may not require bike lanes.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

The final local street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Service Streets (No Functional Classification)

Service streets are very low speed, generally privately maintained facilities that typically run between buildings to provide access to parking garage entrances, loading and refuse containment areas. Connections to local streets and collectors are encouraged. Service alleys should be designed to maximize functionality for service vehicles. Allowances should be made for pedestrian access as needed. New developments within Annandale may propose service streets to address access, utilities, waste management, and parking access.

Service Street cross section dimensions:

- No medians should be considered.
- 1 travel lane per direction.
- Street widths should accommodate expected service vehicles and may include dedicated loading zones.
- On-street parking and bus access is not anticipated.
- Landscaping should not conflict with large vehicle movements.
- Mountable curbs should be considered.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

The final service street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

URBAN DESIGN

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is comprised of many elements, including streets, blocks, open spaces, pedestrian areas, and buildings. These recommendations provide guidance for each of these elements, with a particular emphasis on creating a high-quality urban environment that is walkable and pedestrian-friendly.

The urban design recommendations provide guidance regarding the physical form of development in the Annandale CBC. They are organized into two sections, the Pedestrian Realm Recommendations and the Building and Site Design Recommendations. Further details can be found in the Annandale Urban Design Guidelines publication which should be referenced for any proposed development.

Pedestrian Realm Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. The pedestrian realm is the most visible space within the urban environment. It should be continuous but can vary in character depending upon adjacent uses and the scale of the street.

The pedestrian realm also includes building façades, areas that can offer shelter from sun and rain through canopies and awnings, outdoor seating areas, commercial displays, and planted areas. Color, texture, signage, and variations in activity can provide visual interest for both pedestrians and motorists. Other elements that enhance the aesthetics and functionality of the pedestrian realm include bicycle racks, benches, bus shelters, and lighting. The design of the pedestrian realm should create a safe and high-quality pedestrian experience for all users.

The pedestrian realm also links to the larger open space network, which includes urban parks, civic plazas and common greens. These open spaces provide a break in the urban fabric, allow opportunities for social interaction and help to define a community's identity.

The design of the pedestrian realm should be integrated with and complementary to adjacent land uses. The following recommendations address Streetscape Design.

Streetscape Design

Attractive streetscapes include a well-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the roads. Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment.

Below are general recommendations for all streetscapes, which are followed by design recommendations for each individual streetscape type (Boulevards, Avenues, and Local Streets). This hierarchy of streets is indicated in Figure 18.

General Streetscape Recommendations

Definition of Streetscape Zones: The streetscape is composed of three zones (see illustrated streetscape cross-sections). The **landscape amenity panel** is located next to the curb and includes trees, lighting, bus stops, bicycle racks, parking meters, traffic signs, refuge strips, and other urban living infrastructure. The **sidewalk** is reserved for pedestrian movement and should not contain any street furniture. The **building zone** is located between the sidewalk and the building façades. The use of the building zone will depend on the adjacent building use, and may include outdoor seating, browsing areas, or locations for other elements such as movable planters.

Underground Utilities and Stormwater Infrastructure: Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly environment. Such infrastructure should be located under sidewalks, parking lanes, or the building zone; it should not be located under street trees or landscape areas. To achieve this goal, detailed site analysis should take place early in the development review process to avoid conflicts between utilities and proposed street tree locations. New development should provide underground utility conduits or provide commitments to facilitate future improvements. Utility boxes for phone, cable, electricity, natural gas, information systems and/or other services should be located to the rear or side of the development, along service alleys, within buildings, or placed in sub-grade vaults.

Street Lighting: Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage,

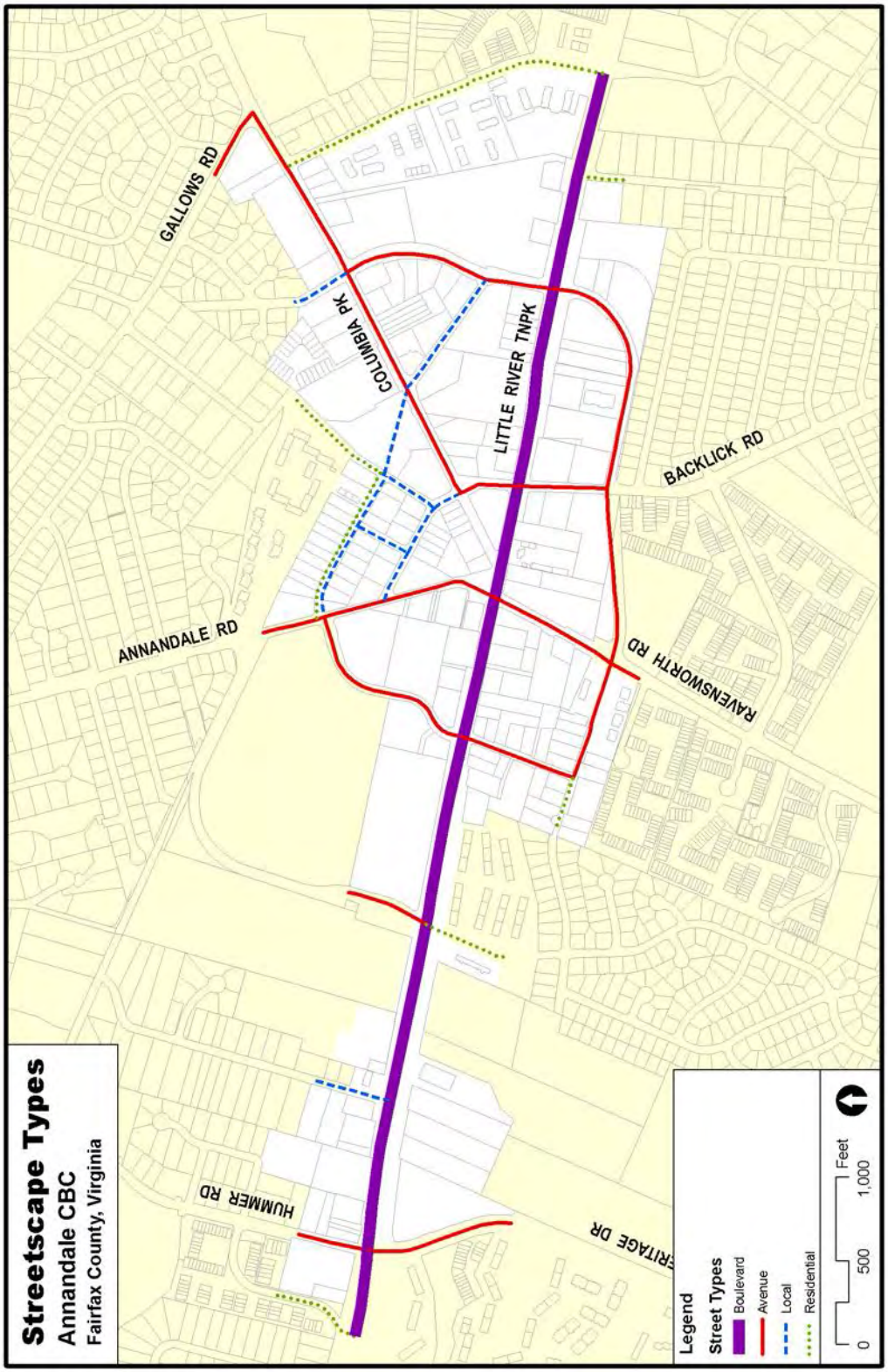

Streetscape Types
Annandale CBC
Fairfax County, Virginia
GALLOWS RD
COLUMBIA PK
LITTLE RIVER TNPK
BACKLICK RD
ANNANDALE RD
RAVENSWORTH RD
HUMMER RD
Legend
Street Types
Boulevard
Avenue
Local
Residential
0
500
1,000
Feet

FIGURE 18

and conform to county ordinances. Light fixtures should be full cutoff and use energy-saving technology. Street lights should be located so as to not conflict with street trees at their projected maturity.

Design Alternatives: Where pre-existing site constraints might limit the ability of a development to satisfy all streetscape recommendations, some limited variation may be considered if the proposed alternative meets or exceeds the standards established by this Plan. A design alternative for consideration may also include or extend existing streetscape installed by the county consistent with the intent of streetscape goals and objectives. Where flexibility is granted, the streetscape should include acceptable sidewalk widths, and an acceptable amount and location of street trees.

Streetscape Dimensions: In general, areas with higher pedestrian activity, such as major retail streets should have wider sidewalks to accommodate increased pedestrian activity. Above all, consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages.

Sight Distance: When locating street trees, other plantings, and amenities in proximity to roadways or within medians, safety and sight distance should be taken into consideration. In some instances, landscape materials may be grouped to avoid conflicts.

Streetscape Maintenance: Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings: At pedestrian crossings, special pavement should be designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street. Crossings at major streets should be highly visible and timed with signalized crossing systems. When medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing the street.

Median Landscape Strip: New streets are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be planted with attractive landscaping, and irrigation should be provided. Consideration should be given to the use of attractive Low Impact Development techniques for stormwater remediation in this area.

On-Street Parking: Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip. The refuge strip will allow passengers to exit parked cars without having to step into planted areas. Trees should be spaced appropriately and/or grouped to allow car doors to swing open without obstruction.

Planting in the Pedestrian Realm: Street trees should be planted in an environment that promotes healthy root growth and should be spaced no more than 30 feet apart. Only those varieties that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions such as pollution should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Consideration should be given to the use of a broad palette of native and drought tolerant species. Supplemental plantings should occur in areas that are clear of vehicles

parked on the street, and they should incorporate hardscaped pedestrian access points. Where appropriate, special pavement treatments or hardscape elements may be considered to achieve root-friendly design, adequate soil volume, and pedestrian walkability within the streetscape. Irrigation should be provided.

Low Impact Development Techniques: Streetscape design should include innovative stormwater remediation design elements such as bioretention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements: Street furniture selections, such as benches, water fountains, and bike racks, should be consistent, including the model, size, and finish. Fixed elements, such as light poles and parking meters, should be aligned within the landscape amenity panel so as to minimize the disruption of pedestrian flow.

The design guidelines for Little River Turnpike and all other streets within the Annandale CBC are described in the *Annandale Urban Design Guidelines.* A general description of the paving, light fixtures, plant materials, and street furnishings recommendations include:

- Interlocking concrete sidewalk pavers similar in shape and color to brick with concrete commercial drive entrances and trim bands;
- Traditional acorn-style light fixtures atop a fluted pole;
- Street furnishings including metal benches, trash receptacles, and bicycle racks, as well as metal fittings such as bollards and tree grates.

Boulevard Streetscapes

The boulevard streetscape applies to Little River Turnpike. Boulevards will carry the largest volume of automobile traffic and will also accommodate buses, bicycles and pedestrians. See Figure 19.

The streetscape concept for Boulevards features wide sidewalks, street trees evenly spaced, and medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. The following recommendations are provided for achieving the boulevard streetscape character:

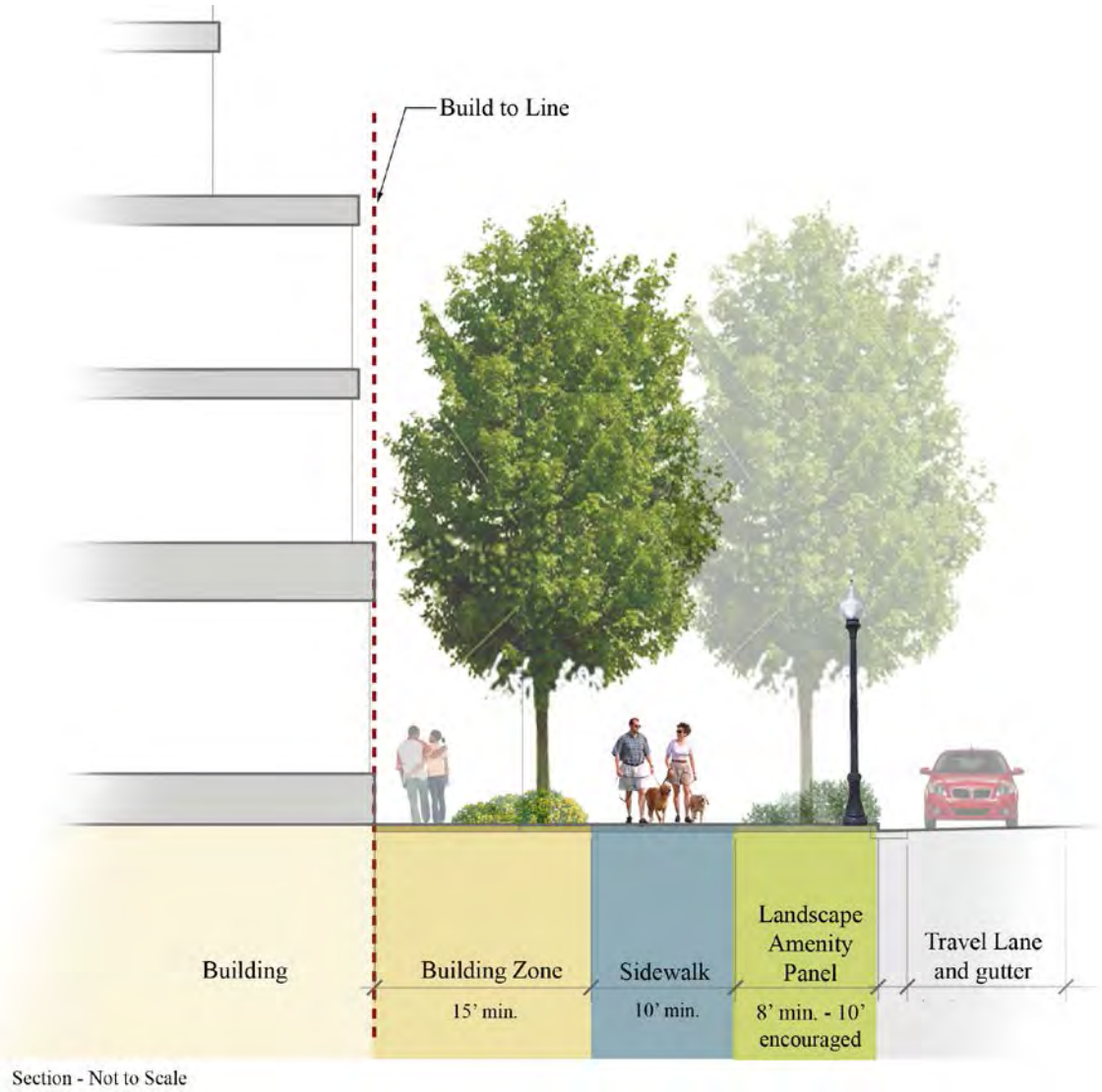
Landscape amenity panel: This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel is strongly encouraged. In addition to vegetation, this area should include amenities such as bicycle racks and bus shelters.

Sidewalk: A minimum 10-foot wide sidewalk that allows for uninterrupted pedestrian movement should be provided.

Building Zone: A minimum 15 foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings could be provided. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered affect with those planted in the landscape amenity panel.

When ground level retail is provided in a building, a portion of the building zone should be used for retail browsing or outdoor dining.

Figure 19: Boulevard Streetscape



Avenue, Collector, and Local Street Streetscapes

While avenues, collectors, and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figures 20 through 23.

For local streets, traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk "bulb outs" at intersections may be appropriate.

The following recommendations are provided for achieving the streetscape character for avenues, collectors, and local streets:

Landscape amenity panel: This zone should be a minimum of 5 feet wide along avenues, collectors, and local streets. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses.

Sidewalk: Sidewalks along avenues and collectors should be a minimum of 6 feet wide. Sidewalks along local streets with ground floor commercial uses should be a minimum of 8 feet wide. Sidewalks along local streets with ground floor residential uses or where front yards are provided should be a minimum of 6 feet wide.

Building Zone: The width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Service Street Streetscapes

Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other back-of-house operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians, including crossings, where applicable. See Figure 24.

Sidewalk: A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Building and Site Design Recommendations

Building and site design must support the pedestrian realm to create a vibrant urban environment. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Typically, buildings should be located close to the sidewalk to allow for active storefronts and other uses that engage pedestrians. Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks should be oriented away from pedestrian-friendly streets. These uses, which detract from the pedestrian experience, should be located facing service streets or placed internally to the building envelope to minimize their negative impacts.

Figure 20: Avenue Streetscape

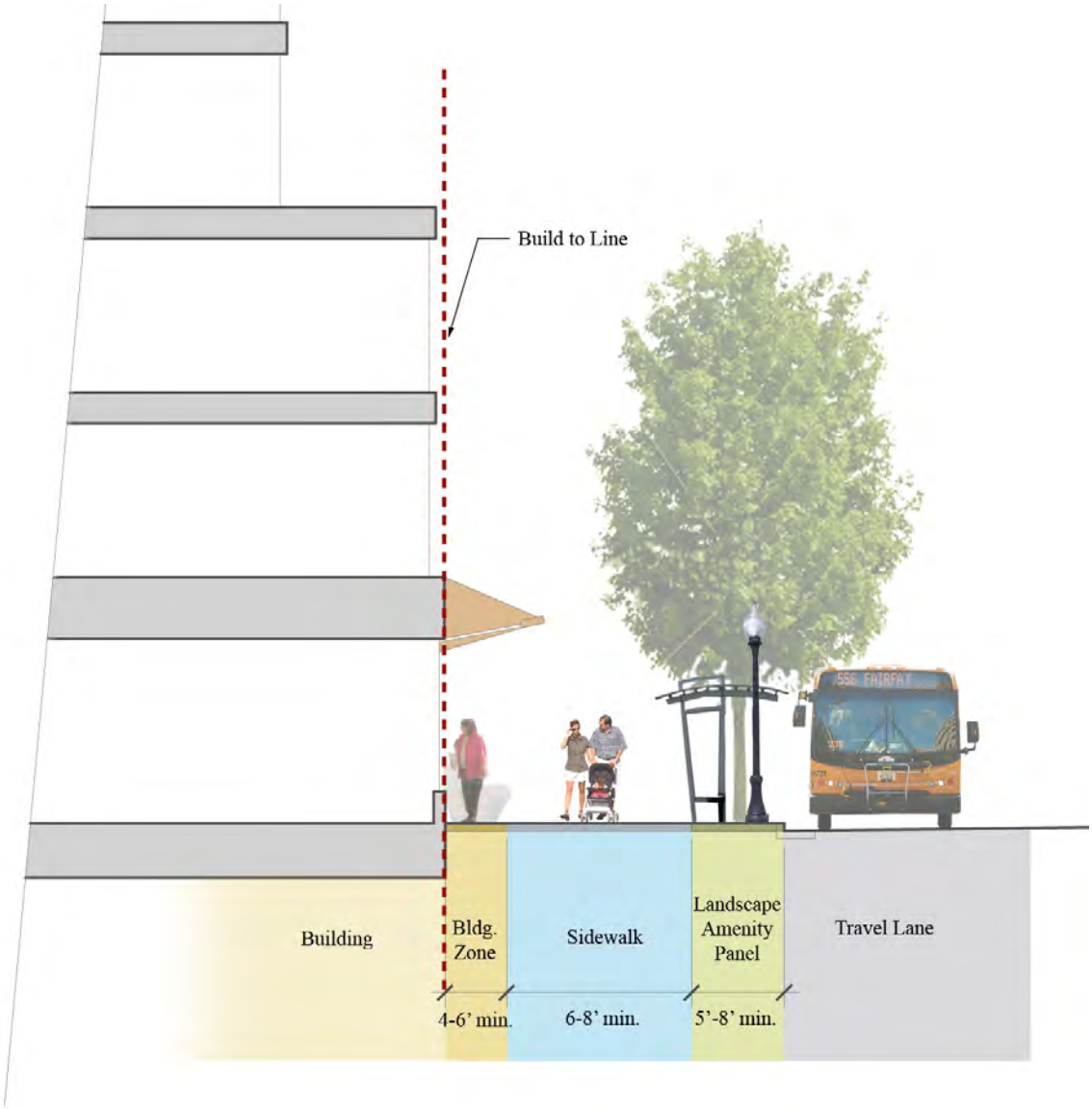


Figure 21: Local Street Streetscape with Ground Floor Commercial Use

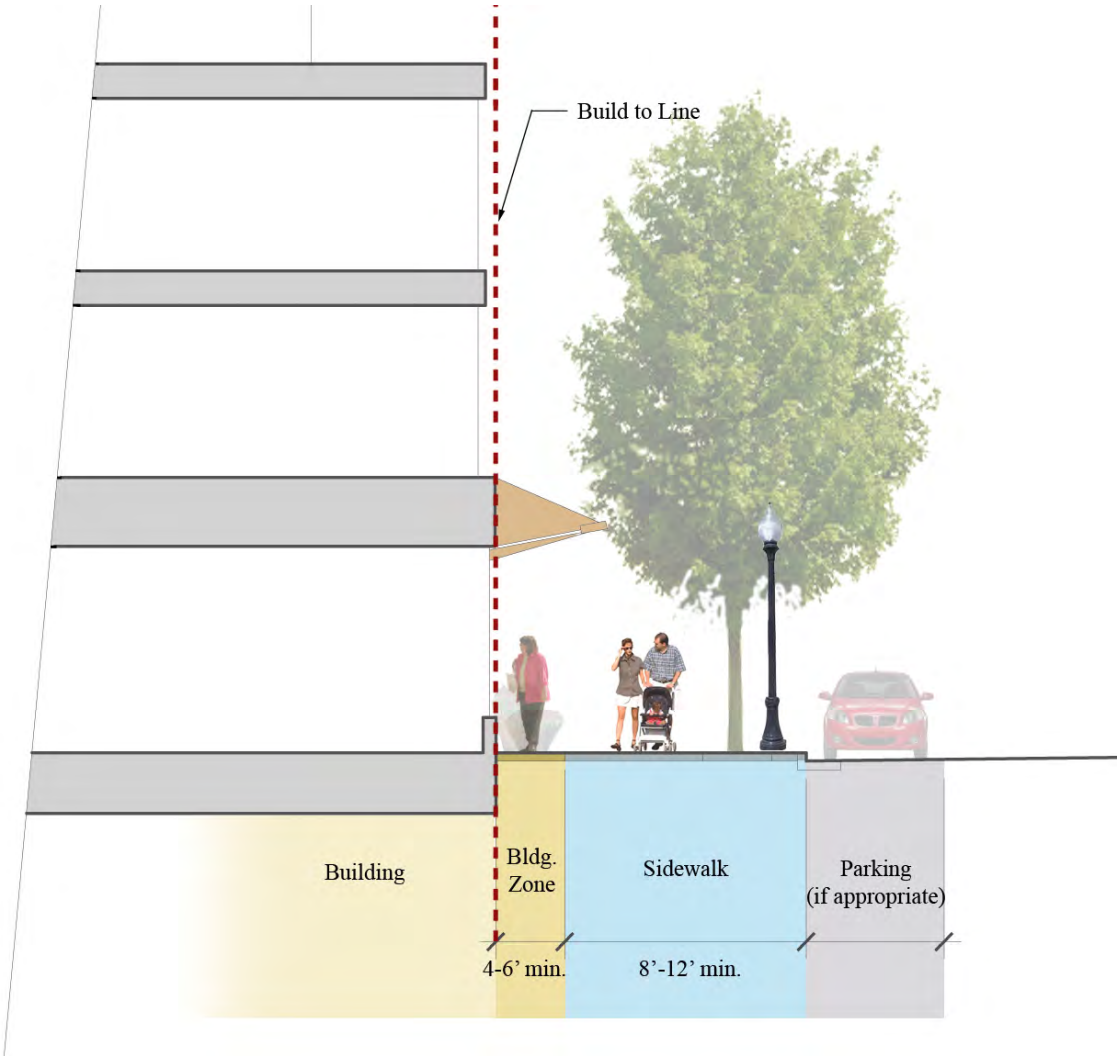


Figure 22: Local Street Streetscape with Ground Floor Residential Use

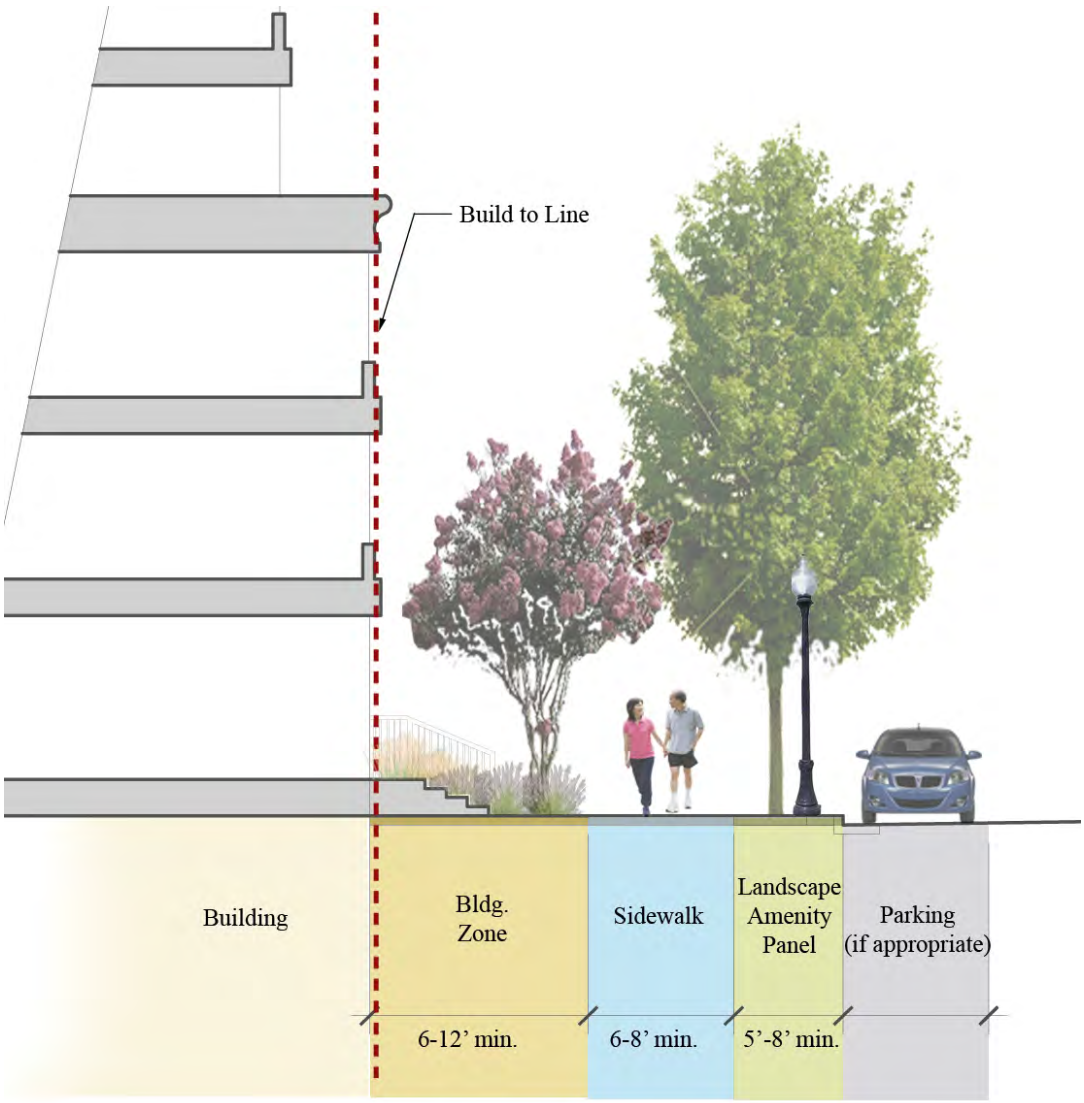


Figure 23: Local Street Streetscape with Front Yard

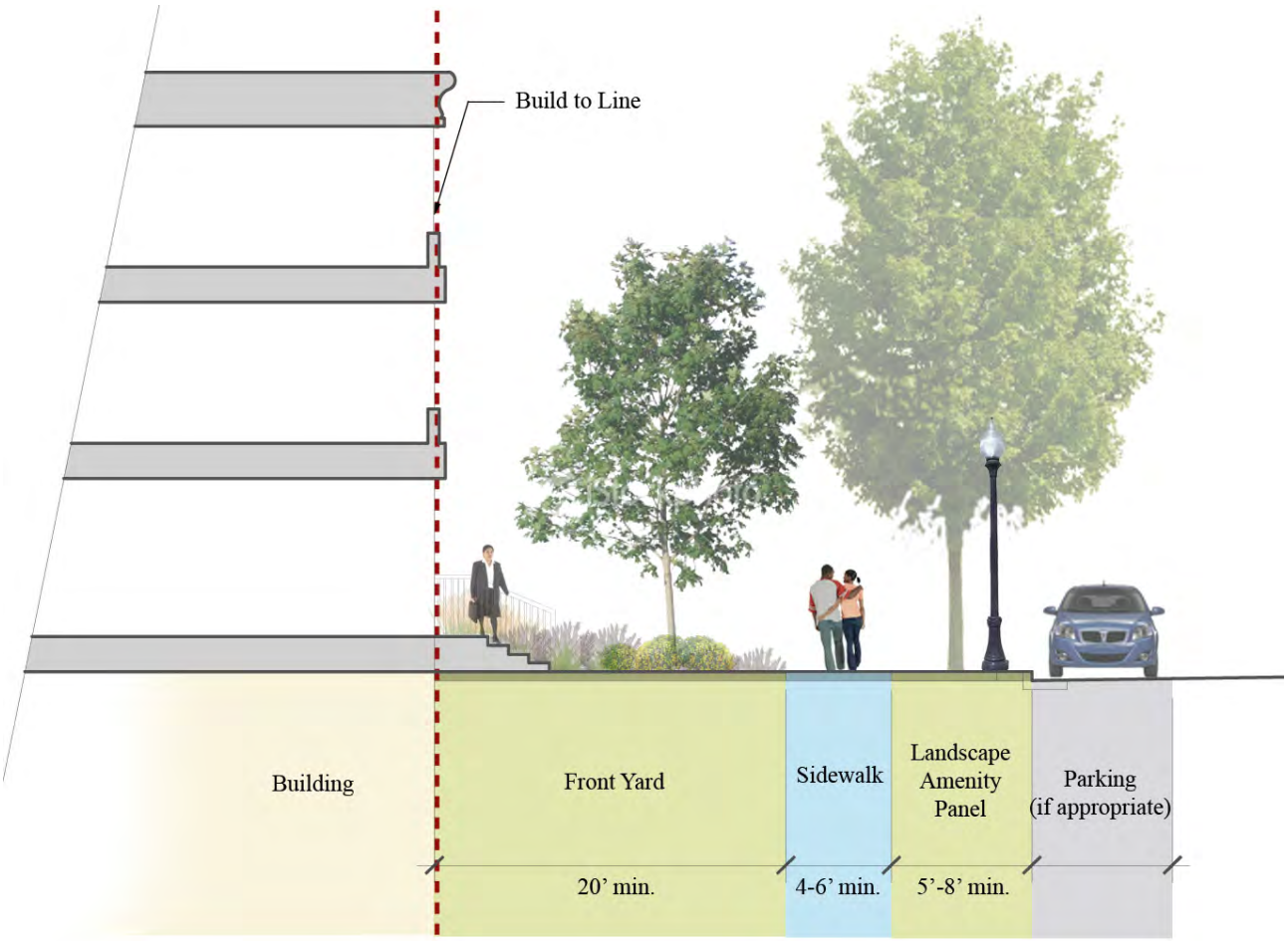
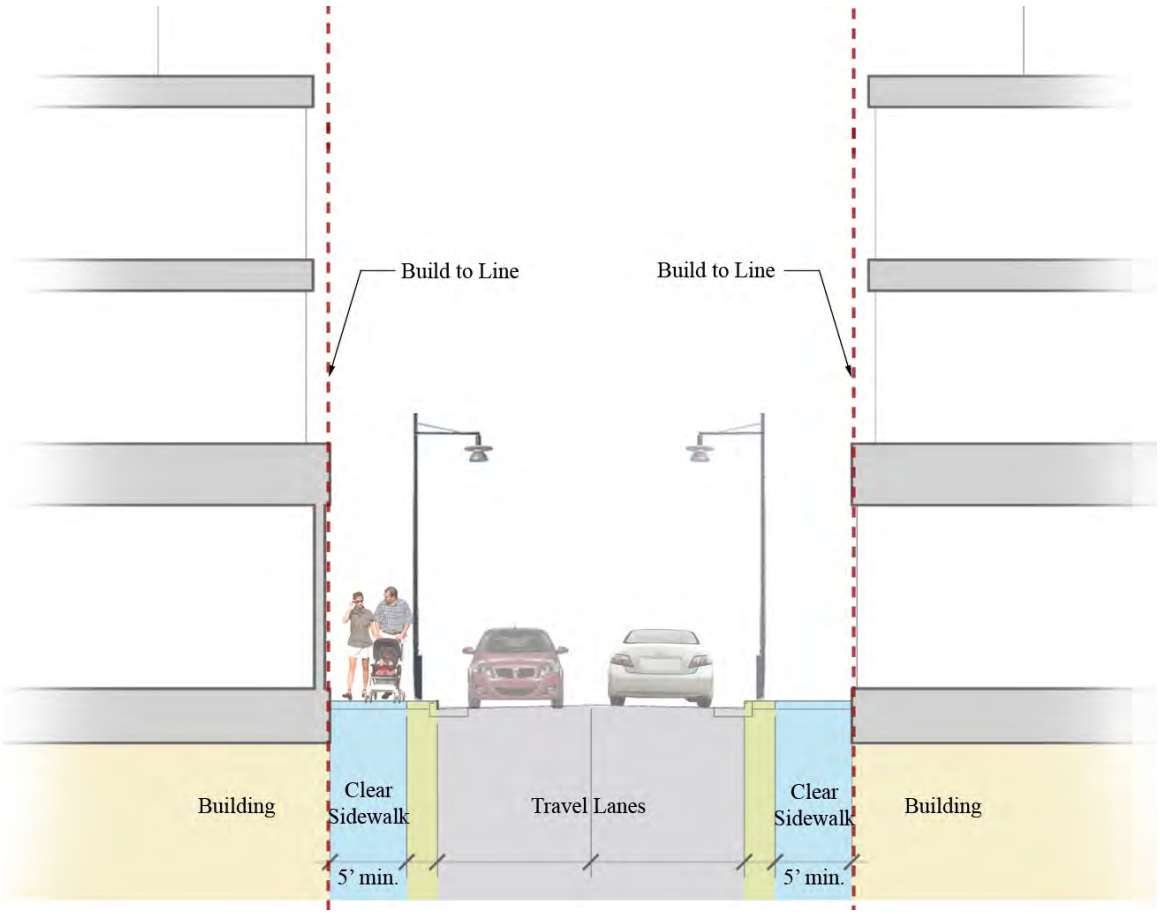


Figure 24: Service Street Streetscape



The scale of buildings in relationship to the street and sidewalk should also be considered. Tall, continuous buildings create canyon-like conditions which significantly detract from the pedestrian experience. Proposed developments should create building façades and frontages which are appropriate to pedestrians in scale and level of detail. In the same manner that excessive height along the sidewalk can feel uncomfortable to pedestrians, long expanses of blank walls or uniform materials can detract from the pedestrian experience and deter pedestrian movement.

If designed well, the combination of public and private spaces creates attractive and functional places to live, work, and shop. High standards for innovative architecture and landscape architecture will create a unique aesthetic and identity within Annandale.

The following recommendations address Build-to Lines and Building Frontages; Bulk and Massing; Step-Backs; Building Articulation; Fenestration and Transparency; Parking Design; and Building Height.

Build-to Lines and Building Frontages

The build-to line is a theoretical line on the ground indicating where the façades of buildings should be located. The line ensures that the ground floors of all buildings on a block are in line with each other at the edge of the streetscape. Exceptions to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. The build-to line generally applies to the podium (or base) of the building structure and excludes upper levels, which may be set back further to allow for light and air to reach the street.

The building frontage is the portion of the building that serves to define and enclose the pedestrian realm. It aligns with the build-to line, and generally serves as a physical and visual boundary to the pedestrian realm. The building frontage typically separates exterior public space from interior semi-public or private space. The building frontage only applies to the floors of the building podium.

Proposed developments in Annandale should adhere to a consistently established build-to line for each block as recommended in the streetscape guidelines. The location of the build-to lines will relate to the streetscape guidelines for the street frontages of each particular project. Existing uses and buildings that do not conform to the build-to line established by new development (especially those that are a part of phased redevelopment plans) should investigate opportunities to create visual and physical linkages to conforming new buildings that address the pedestrian realm. These buildings may use walls, landscaping, or other architectural features to align with other buildings at the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

Bulk and Massing

Redevelopment in Annandale should be urban in nature. Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Guidance regarding building massing includes:

- Buildings should be designed with height variations to protect access to light and views and to allow for privacy.

- Building height should be arranged to allow for light at the street level and to minimize long periods of shadow on the street, adjacent buildings, or public open space.

- The tallest buildings or portions of a building should be located towards the wider rights-of-way, where the street section can accommodate the additional building height better than narrower streets.

- Buildings should be at least two stories tall along the street, and should step-back above the podium as a transition to the upper levels of the building. Floor plate area reductions at the upper stories, and tower articulation should also be considered.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. Therefore, in the absence of significant existing elevation changes, storefronts should be at the same grade as the sidewalk and building zone.

Ground-floor residential uses, however, should be grade-separated from the public sidewalk to distinguish the units and to provide some privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm. When grade separation cannot be achieved, a planted setback should be provided between residential uses and the public sidewalk.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property so as to not affect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens and terraces that encourage a direct relationship between the building and the pedestrian realm.

Step-Backs

The pedestrian experience is greatly influenced by the height of the building along the sidewalk. As a result, great care must be taken to preserve the proportion and scale of the street section so that it does not result in an overwhelming, dark, and windy pedestrian corridor. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

Step-backs result in portions of the building which are set back from the frontage. As a result, pedestrians only perceive the first few floors of the building podium, and not the full height of the building. Step-backs can be used to reduce the impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also reduce the “tunnel” effect that sometimes occurs along streets that are lined with taller buildings.

Step-backs occur above the building podium and can vary by location and context. They can be used to add a measure of depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces, including pocket parks and plazas.

Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2. The use of the step-back technique can help avoid the “wedding cake” architecture which can result

from excessive building setbacks. Step-backs also allow for the creation of terraces and other spaces which can be an asset to the building users.

Building Articulation

In addition to building massing and setbacks, the treatment of building façades contributes to the quality and character of the pedestrian realm. Building articulation, in the form of an interruption in a façades consisting of a horizontal recess or protrusion, material changes, window systems, entries, balconies and/or stoops, can be used to break down the scale of building façades and avoid long, monotonous lengths of building elevation.

Building articulation should also include changes across the height of the building. This can include material, color, and textures which express the ground floor, building podium, and higher elements. Articulation may also include cornices, different roof forms, and parapet modulation to provide visual interest.

Articulation provides the details which make buildings interesting and engaging. Further, articulation elements serve a dual purpose when they provide shade, demarcate entries, or act as gateway features.

Blank walls are solid walls without fenestration, entries or portals. When located at the ground floor, they are detrimental to the pedestrian experience. Such conditions should not be permitted on any public street-facing façades. Active uses should be provided at the ground floor as much as possible. If blank façades cannot be avoided, strategies should be employed to mitigate their impacts. These may include the provision of applied architectural elements, material changes, murals, public art installations, special lighting, or other similar features to provide additional building detail and visual interest.

Fenestration and Transparency

Where ground floor retail, commercial, community or other nonresidential uses occur, the façades of the first floor should be primarily transparent for the occupied portions. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm. To ensure adequate privacy in residential buildings, the sill of ground floor windows should be placed above the eye level of passers-by on adjacent sidewalks. This can be partially achieved through raising the finished grade of the ground floor residential units.

Parking Design

General Parking Design Recommendations

The following parking design recommendations are applicable to all areas of the Annandale CBC:

- Parking access should always be designed in such a manner as to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This

should include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.

- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.

- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.

- Certain uses, such as retail, civic or entertainment, may require highly visible or clearly signed parking. In these cases, the design of the parking and its access should be reflective of the activity that will occur within the building.

Structured Parking

Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in Annandale. Above-grade structured parking, or podium parking, may also be appropriate under some circumstances. Above-grade parking structures should be "wrapped" with active uses on all sides except along a service street.

In some locations, exposed parking structures that are not wrapped with other uses may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building frontage to mitigate the negative impacts of exposed parking levels. Generally, architecturally-treated garages should be designed consistent with surrounding buildings. Efforts should be taken to place these structures facing service streets. Stand-alone above-grade parking structures are discouraged, except as shared public parking facilities.

Surface Parking

Surface parking should be avoided whenever feasible. When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, be well-lighted, and publicly visible for greater safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planter areas and permeable paving in the parking stall area.

On-Street Parking

On-street parking makes sidewalks safer and provides necessary and sometimes more accessible residential and retail parking. Where on-street parking is provided, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the number of on-street parking spaces.

Building Height

The following are general recommendations regarding building height:

- The tallest buildings of any development, particularly those that incorporate a landmark feature, should be located internal to the site and along wider streets where they will be less likely to overwhelm the pedestrian realm.

- Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.

- Height limits do not include mechanical penthouses, architectural features, or elements affixed to buildings which are part of innovative energy technology such as wind turbines or solar panels. However, these features should not excessively increase the building height and should be effectively screened from adjoining uses.

Signage

Generally, signage should be integrated with building architecture, and should not add to the visual clutter of the streetscape. Building-mounted signs or monument-style ground-mounted signs incorporated within a planting strip should be encouraged. Pole-mounted signs should be prohibited.

PARKS, RECREATION AND OPEN SPACE

Introduction

Parks, recreation areas, and open spaces are essential throughout Annandale. They provide a place for leisure activities, an amenity for residents, employees and visitors, a sense of community, and a connective thread. A comprehensive park system contributes economic, social and health benefits by enhancing the quality of life for residents, workers and visitors. Such amenities provide visual breaks in the urban landscape, create oases of green in an urban environment, and provide places for people to enjoy passive and active recreation. Urban parks improve air quality, reduce stormwater runoff, improve community health, and provide opportunities to allow people a full range of leisure pursuits and to meet their neighbors in a safe environment.

Current Conditions

Little public parkland exists within the boundaries of the CBC. Annandale has long been a commercial center, and therefore, little space remains which is not built or paved over. Tollhouse Park provides a gateway feature and small plaza at a prominent intersection in the CBC. There are several local-serving parks located within close proximity, including Ossian Hall, Backlick, Poe Terrace, Manassas Gap Railroad and Annandale Community Park. Mason District Park and Wakefield Park are larger parks that also serve this area. A variety of recreation facilities, natural and cultural resources exist in these parks. The Cross County Trail is located to the west of the CBC and provides a variety of trail experiences nearby.

Future development in the CBC is likely to be limited to smaller infill projects and a few larger redevelopments of existing shopping center sites. As such, the parks and open space program for Annandale recommends the creation of smaller urban public spaces, such as plazas and pocket parks, as development occurs. Streetscape and pedestrian realm improvements are important for supporting and connecting these urban spaces and are also a priority. Larger redevelopment projects will have better opportunities to incorporate more significant urban open spaces that will serve as public amenities and private attractive features.

Concept

The vision for Annandale calls for a comprehensive system of parks and open spaces that connects all the land units within Annandale through enhanced pedestrian corridors. The network will integrate large and small urban parks and other built elements to create safe pedestrian and bicycle-friendly pathways throughout the CBC and the surrounding residential neighborhoods. These corridors will link to transit stops, pedestrian ways, bike trails, shopping and entertainment areas, offices and residential areas.

The system of parks and open spaces in Annandale will build on existing nearby park resources and includes a mix of pocket parks, civic plazas, and common greens. A destination park, nearby existing parks and the creation of new urban parks will comprise the parks and open space network as shown in Figure 25. Specific guidance on parks, recreational facilities and trails is provided in the Land Unit text. Active recreation facilities will be provided, where possible, but especially in conjunction with significant redevelopment projects.

The parks concept plan identifies a centrally located larger-scale destination public urban park and a series of well distributed smaller urban spaces. The smaller parks are envisioned to be integrated into future redevelopments. Potential locations are indicated in the conceptual map to generally show a series of urban parks that are well distributed and anticipate future redevelopment. These general locations shown in the concept should not preclude alternative or additional park locations. The existing Tollhouse Park is also highlighted as a major focal point where linkages and enhancements may occur. The concept plan uses enhanced pedestrian corridors and urban parks to provide the needed park areas for the CBC.

The Annandale parks and open space strategy includes the following:

1. Identify potential open space opportunities that are appropriately located and well distributed and connected. This can include repurposing existing public land, where available, as well as expanding and connecting existing and future public spaces.

2. Protect, connect, and enhance existing park facilities in and near the Annandale area.

3. Use the urban parks and facility standards and the urban park typologies to guide future development, and the types of parks created.

2. Address active recreation needs through a combination of on-site improvements, providing new recreation facilities or funding improvements at existing parks and at other sites within the service area.

Parks and open space should be located to best serve the overall needs of the residents, visitors and employees in Annandale. Park land can be publicly owned, privately owned, or provided through public-private partnerships. It is also important to pursue creative solutions to providing open space and recreation facilities in Annandale.

In addition to those areas indicated on the concept plan, development should be resourceful in its application of recreation spaces which could include non-traditional locations. Creative urban park initiatives may include rooftop parks, unique programming areas, recreation facilities and redevelopment at nearby existing parks. Indoor program space within private buildings is also desirable. This may include space for exercise and fitness classes or educational workshops. With any of these approaches, visual and physical accessibility to the public is essential.

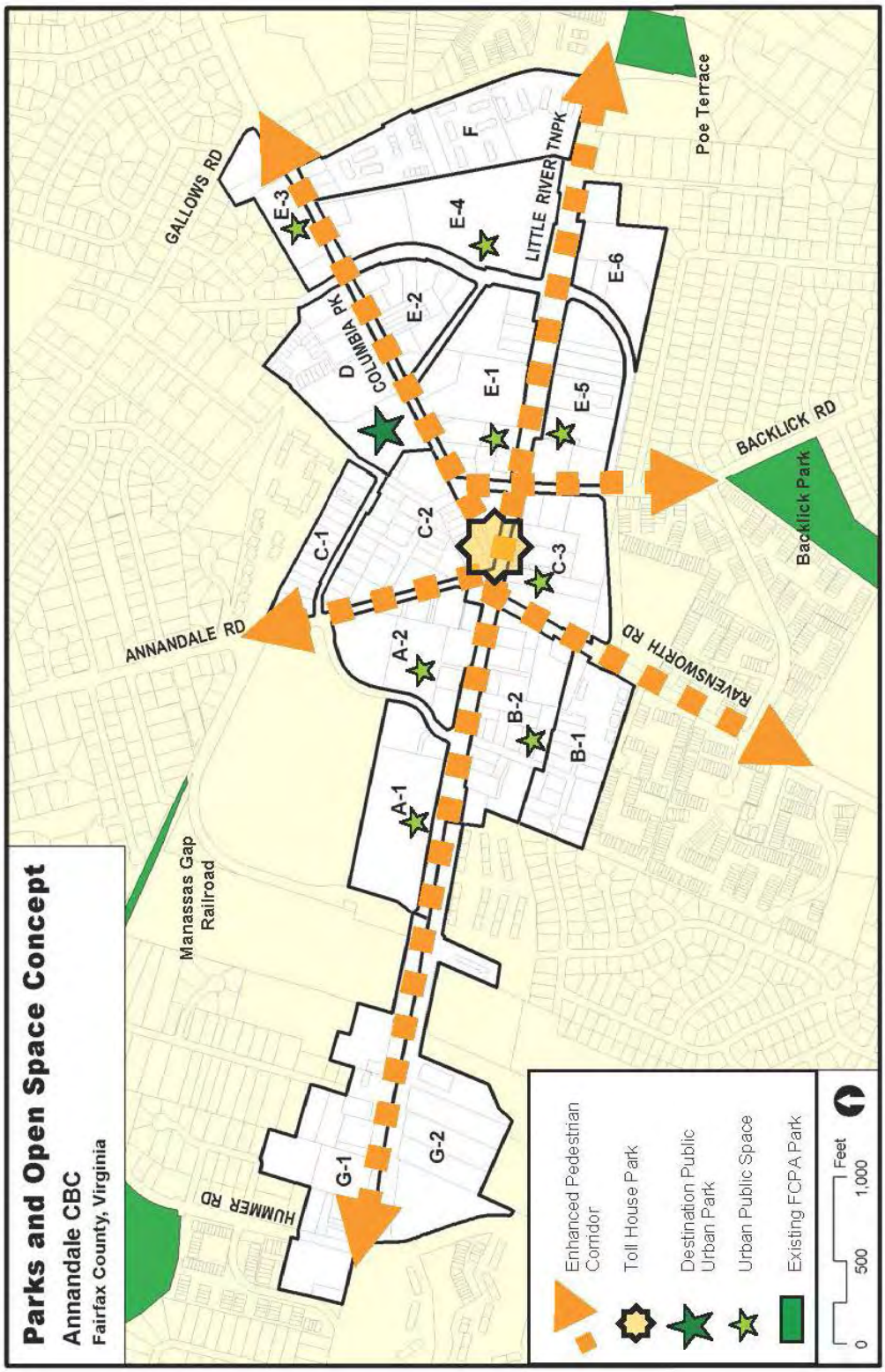

Parks and Open Space Concept
Annandale CBC
Fairfax County, Virginia
Manassas Gap Railroad
HUMMER RD
ANNANDALE RD
GALLOWS RD
COLUMBIA PK
LITTLE RIVER TNPK
BACKLICK RD
RAVENSWORTH RD
Poe Terrace
Backlick Park
G-1
G-2
A-1
A-2
B-1
B-2
C-1
C-2
C-3
D
E-1
E-2
E-3
E-4
E-5
E-6
F
Enhanced Pedestrian Corridor
Toll House Park
Destination Public Urban Park
Urban Public Space
Existing FCPA Park
0
500
1,000
Feet

FIGURE 25

Enhanced Pedestrian Corridors: The recommended enhanced pedestrian corridors are indicated in Figure 25. This network will be designed for frequent use through continuous lengths of outdoor trails or spaces that are wide enough for heavy pedestrian use and may include amenities and/or design features such as trailheads, orientation features and wayfinding signage. These linear spaces will be popular for jogging, dog walking, biking, walking, enjoying the outdoors and general exercising. Connecting continuous linear spaces with the grid of streets in Annandale provides an important amenity that can be linked with pedestrian and bicycle street elements. Streets should be "complete" where feasible. By definition, complete streets are designed and operated to enable safe access and movement for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. These streets are expected to be attractive environments for walking, commerce, and casual interaction in addition to their function of moving traffic. Refer to the streetscape guidelines for further details.

Multiple Urban Parks: A diversity of public spaces ranging in size, function, and character, and supporting formal and informal activities, should be located throughout Annandale. Integration of parks with mixed-use developments will also provide "eyes" on streets and parks for a sense of public safety and activity focused on the park. All parks should be publicly accessible to residents, visitors and workers.

A full complement of urban park types is desirable to create a robust park network and strong sense of place for Annandale. Urban park design elements may be combined in various ways to create a range of urban park types. Urban park types range from the very small "pocket park" situated as a byway on a pedestrian-oriented travel way, to large civic open spaces that encompass diverse amenities and accommodate large community gatherings and provide opportunities for organized sports and informal play. Ideally, the park network in Annandale will include a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness and identity.

Parks and Open Space Implementation Guidelines

Social gathering places and pleasant outdoor spaces will comprise a greater proportion of urban parks in Annandale and can be more easily integrated within developments as an amenity. It will be difficult to provide enough consolidated park land in Annandale that will support active recreation facilities such as athletic fields. The open space network will be connected through a series of linear open spaces and trails with a focus on complete streets.

Proposed development in Annandale should be accompanied by the dedication of public or publicly accessible parkland, and construction or provision of recreational facilities, such as athletic fields. While many Annandale redevelopments will include urban parks as amenities, contributions towards the provision of recreational facilities such as fields and courts will also be needed to ensure a park system that adequately serves broad community needs. Although provision of park land and facilities within Annandale is preferred, an equivalent monetary contribution may be acceptable for smaller sites or where outright dedication of land is not possible.

The urban park typology and urban park facility service level standards guide the creation of urban park systems in Fairfax County. Adopted Countywide recreation facility service level standards will guide the provision of recreation facilities and/or contributions to offset development impacts.

Innovative approaches can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards. This may include indoor and rooftop facilities or those located above underground stormwater management facilities. Collocation with other public facilities is also appropriate.

Facilities that contribute toward meeting the parks and open space needs in Annandale may be privately owned and privately developed. However, such facilities must be publicly accessible during appropriate hours and must meet or exceed the same service level standards as any publicly owned and developed parks or open spaces.

Urban Park and Facility Service Level Standards

The provision of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied in the Annandale area. For example, a

new development with 165 dwelling units or 1,500,000 square feet of office space would generate a need for about 0.5 acre of publicly accessible urban park space. Expected parkland needs within Annandale, assuming full build-out under the Comprehensive Plan are estimated at ten acres. Presently, no Fairfax County parkland exists within the CBC.

Urban parks are typically less than five acres and often under 1/2 acre. Service areas are generally within a 5-10 minute walking distance (or 1/4 – 1/2 mile) from nearby offices, retail and residences. Typically, on-site parking is only provided for the more intense recreation uses that are located more than 1/4 mile from transit.

In addition, recreational facility service level standards in the Park and Recreation element of the countywide Policy Plan should be applied to new development within Annandale.

Urban Park Typology

The urban parks framework for Fairfax County includes four distinct types of urban parks: pocket parks, common greens, civic plazas, and recreation-focused urban parks. The four urban park types span a continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits in Annandale. A distinction should be made between urban parks that align with the typology and urban design elements such as streetscape areas, sidewalk cafes, commercial entertainment venues, and retail browsing areas. As Annandale redevelops, the follow park typologies should be utilized:

Pocket Park

Usually less than one acre, these urban parks are small-scale open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is designed as a single “room” to provide limited casual open space to enjoy individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities.

Common Green

Larger than pocket parks, these urban parks include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size generally depends on the context, function and area, but should be a minimum of one acre. Although a

central lawn is the main focus of this type of park, it may be designed with multiple "rooms" offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. The Common Green could function as unscheduled open space for uses such as picnicking and unstructured play or be programmed for athletics, public gatherings, performances and special events. The Common Green may include facilities such as off-leash dog areas, community garden plots, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Recreational amenities may be incorporated as complementary facilities, but do not predominate. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses and paved trails, and sport courts.

Civic Plaza

An important feature of the park network will be a centrally located civic gathering plaza in each district. This publicly accessible park includes public art and multiple activity areas and is large enough to support casual unprogrammed use as well as community events. This type of urban park includes public gathering spaces set aside for civic purposes and commercial supporting activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple "rooms" are generally included. Design includes primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size generally depends on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.

Recreation-focused Urban Park

Appropriate recreation facilities will serve a variety of needs and add to the vibrancy of Annandale. In densely-populated urban areas, recreation needs should be addressed with the inclusion of recreation facilities in an urban park setting to serve local residents, visitors and workers. This park type is distinguished by its primary function to provide recreation facilities for nearby residents and workers. Facilities such as athletic fields, multi-use courts and skate parks should be provided. Facilities could be scheduled or casually used. Athletic fields should have synthetic turf and lighting to maximize use. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. Parking needs should be addressed through shared parking agreements with adjacent developments. The size of the park should be appropriate to accommodate the recreation facilities and support amenities located there.

BELTWAY SOUTH INDUSTRIAL AREA

CHARACTER

The Beltway South Industrial Area is characterized by a mix of industrial, office, and research and development facilities. Warehouse uses are prevalent, as well as processing and manufacturing uses such as Virginia Concrete and the Southern Iron Works. The Industrial Area's location, at the junction of the Capital Beltway/Interstate 495 (I-495) and Interstate 395 (I-395), contributes to its overall regional accessibility, particularly for trucks. There should be no access through the adjoining residential neighborhood.

CONCEPT FOR FUTURE DEVELOPMENT

The Beltway South Industrial Area is recommended by the Concept for Future Development as one of several locations in the county which should retain an overall industrial orientation for future uses. This Industrial Area is located in the southernmost portion of the Annandale Planning District; a portion of this Industrial Area, between I-395 and the Norfolk Southern Railway right-of-way (Land Unit E), is in the Lincolnia Planning District.

MAJOR OBJECTIVES

Planning objectives for the Beltway South Industrial Area are:

- Ensure the compatibility of infill uses within the Industrial Area;
- Ensure appropriate transitions towards the periphery adjacent to existing residential development; and
- Monitor environmental quality and safety of specific industrial uses.

RECOMMENDATIONS

Figure 26 shows the Beltway South Industrial Area divided into functional "land units" for the purpose of organizing land use recommendations related to the desired character for specific subsections of the Industrial Area. These land units will be referred to in the remainder of this section of the Plan.

Land Use

Land Unit A

Land Unit A is planned for industrial uses up to .50 FAR. It is the location of the Washington Post newspaper production and distribution plant and Robinson Terminal warehousing and distribution facility. This land is characterized by an integrated mixture of industrial/manufacturing, office and warehouse uses. The remaining vacant tract south of Wimsatt Road is planned to develop in accord with its industrial orientation. In order to

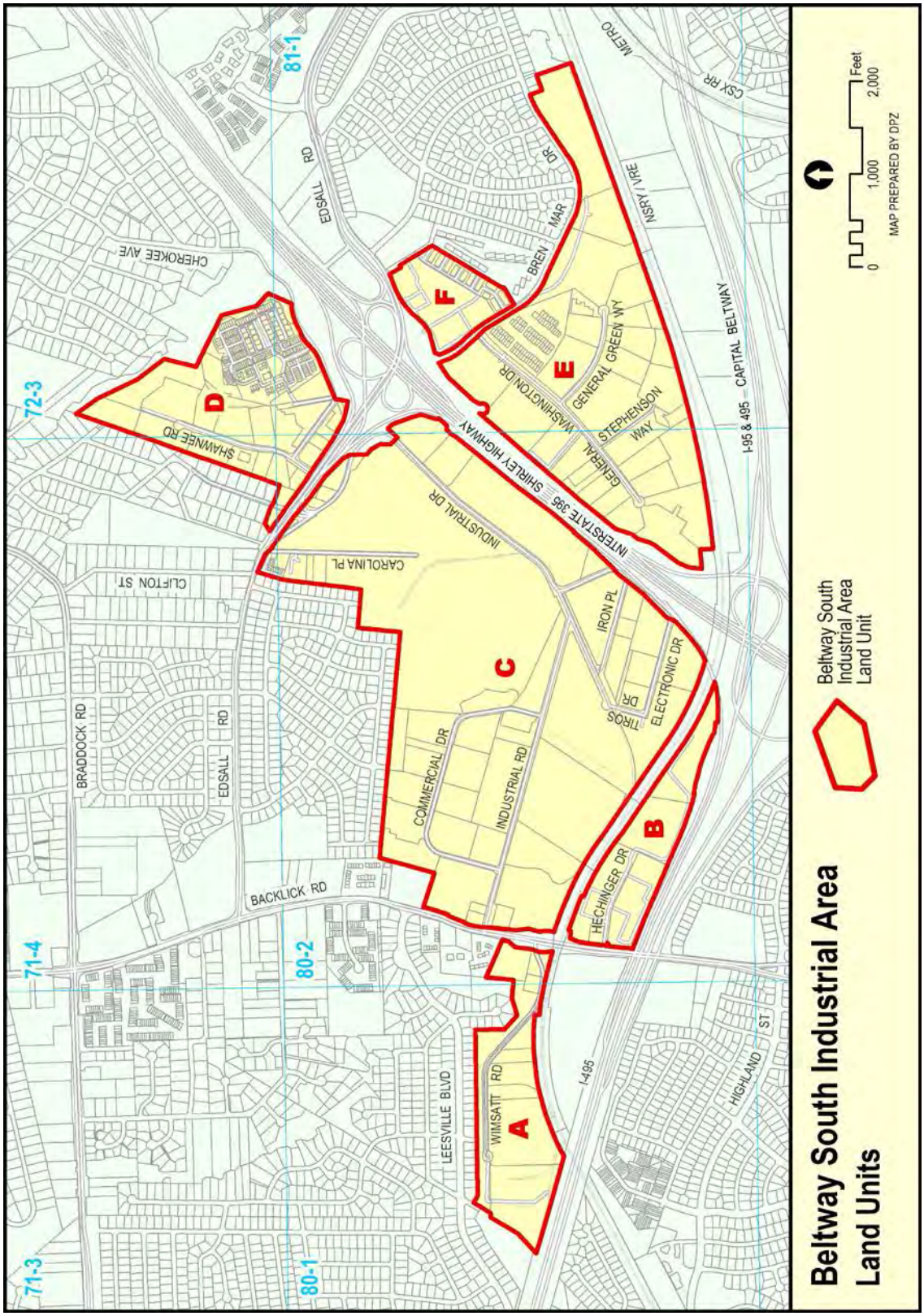

Beltway South Industrial Area Land Units
Beltway South Industrial Area Land Unit
0
1,000
2,000
Feet
MAP PREPARED BY DPZ
A
B
C
D
E
F
71-3
71-4
72-3
80-1
80-2
81-1
BACKLICK RD
BRADDOCK RD
EDSALL RD
CLIFTON ST
CAROLINA PL
SHAWNEE RD
CHEROKEE AVE
INDUSTRIAL DR
COMMERCIAL DR
INDUSTRIAL RD
IRON PL
TROS DR
ELECTRONIC DR
HECHINGER DR
WIMSATT RD
LEESVILLE BLVD
HIGHLAND ST
I-495
INTERSTATE 395 - SHIRLEY HIGHWAY
GENERAL WASHINGTON DR
GENERAL STEPHENSON WAY
GENERAL GREEN WY
BREN MAR DR
NSRY / VRE
I-95 & 495 - CAPITAL BELTWAY
METRO
CSX RR

FIGURE 26

retain existing businesses of an industrial nature and to mitigate adverse impacts such as traffic and noise, intensity above .50 FAR, but no greater than 1.0 FAR, may be considered to allow for additions to existing facilities on parcels 11A, 11B, 11C, 12, 13, and 13A. Higher Intensity development may require transportation and vehicular accessimprovements, improvements to buffering and to screening; and appropriate orientation of noise-generating site activities, such as loading, away from adjacent residential areas. For any additions to existing facilities in the land unit, the existing undisturbed buffer area north of Wimsatt Road should be maintained and may be enhanced and the remaining area of the land unit north of Wimsatt Road will become an entirely undisturbed buffer under development conditions which permit expansion of development of parcels south of Wimsatt Road up to 1.0 FAR. There will be no access through the adjoining residential neighborhood.

Land Unit B

Land Unit B is planned for retail and office uses as well as a commuter rail facility as shown on the Plan map. This land unit is traversed by the Backlick Run Stream Valley, which constrains any further development or redevelopment. Many of the existing uses are stable within this land unit and are planned for retention. Retail uses occur on the south side of Hechinger Drive (the location of the Hechinger Backlick Plaza shopping center) and on the north side of Hechinger Drive where there is a fast food restaurant. Hechinger Backlick Plaza (parcel 23) is planned for retail use at its existing intensity and as an option, the property may be appropriate for redevelopment with a mix of office and retail uses and/or other compatible commercial uses up to .45 FAR. The fast food restaurant (parcel 26) is developed and planned for retail use at its existing intensity and as an option, this property may be appropriate for inclusion in future development on the adjacent county owned property. The Versar Center office development is planned for office use up to .35 FAR. The remainder of the land unit consists of the land owned by Fairfax County (parcel 24), a portion of which has been developed as a commuter rail facility. This land (parcel 24) was formerly owned by the Washington Metropolitan Area Transit Authority (WMATA), the regional transportation system, and WMATA has retained the development rights to the property. The county property may be appropriate for additional development, which includes office and support retail uses up to .45 FAR; under this option, the office use must be designed in a manner that does not affect the operation of the commuter rail facility. Transportation Demand Management Program (TDM), as indicated in the county's Policy Plan, should be provided for all additional development within this land unit to facilitate an increase in non-single occupant vehicle (SOV) trips.

As an option, residential use or mixed use with residential may be appropriate within this land unit. Any development proposal under this option should include logical parcel consolidation or be coordinated with other development in the Land Unit and be in conformance with the following conditions:

- The proposed mix of uses should have similar or less traffic impact (i.e., less peak-hour trips or a substantially different peak directional flow) than the maximum planned nonresidential intensity as described in the land unit's first paragraph.

- Transportation Demand Management Program (TDM), as indicated in the county's Policy Plan, should be provided to facilitate an increase in non-single occupant vehicle (SOV) trips.

- Residential use should be designed in a manner that provides a viable living environment and should include recreation and other amenities for the residents.

- Noise attenuation measures should be provided that mitigate noise impacts of rail transportation and traffic on I-95 on the residential component.

- The proposed mixed use development must be designed in a manner that does not affect the operation of the commuter rail facility.

Land Unit C

Land Unit C generally is referred to as the Shirley Industrial Park and it is planned for industrial, office and public facilities uses as shown on the Plan map. The primary uses within this land unit are warehouses, distribution and processing plants. Future development and/or redevelopment of the industrially planned tracts should maintain this overall industrial orientation. Industrial uses are planned for development intensities up to .50 FAR. The existing buffer zone dedicated for public park along the northern boundary of this land unit (providing buffering for the Edsall Park residential community) should be maintained. This linear open space buffer should be completed and should be considered for a network of pedestrian and bike trails to provide recreation and permit inter-community movement.

In addition, an effective buffer of evergreen trees should be preserved along the northeastern perimeter of Land Unit C, along the south side of Edsall Road, in order to provide screening of buildings in the industrial park from residences across Edsall Road. Existing vegetation should be preserved as long as adequate sight distance is provided. If entrances to Industrial Drive opposite Mitchell Street and Canard Street are closed, the vacated space should be filled in with an effective screening of suitable evergreen trees.

Office and public facilities uses up to .30 FAR are planned for the northernmost portion of Land Unit C near the intersection of Edsall Road and Carolina Place. These uses provide an appropriate transition to, and minimize noise and visual impacts on, the residential neighborhoods to the west.

Land Unit D

Land Unit D is characterized primarily by research and development uses which maintain an overall office appearance. This land unit is planned for industrial and office uses as shown on the Plan map. Future development and/or redevelopment of the industrial portion of this land unit is planned for up to .30 FAR.

There is some commercial zoning to the west and north of Shawnee Road which has been planned and developed as office uses, with the exception of parcels 71-4((7))17 and 19, 80-2((1))55 and 58, and 80-2((3))22 and 23, which have been planned and developed with retail uses. In order to protect the stable residential neighborhood to the west and north from commercial encroachment, the existing retail area should not be expanded. Along the western and northwestern periphery of Land Unit D, office uses up to .50 FAR are planned as a transitional use to the adjacent residential neighborhoods. The preservation of an effective visual buffer of evergreen trees should be emphasized along the western edge of these properties. Future development along the northern portion of the Poplar Run Office Park also should preserve and maintain effective visual screening of buildings in relation to the residential neighborhood across Indian Run. The Environmental Quality Corridor should not be encroached upon with the exception of permitting the one point of existing access across Poplar Run.

As an alternative to industrial use, Tax Map/Parcels 81-1((1))19A and 72-3((1))17B may be considered for residential uses at 8 to 12 dwelling units per acre, if all listed parcels are fully consolidated and if the proposal results in a quality living environment as defined by the following conditions:

- Provide a mix of residential uses which include single-family attached (% of the total number of units;

- Ensure that no site preparation or construction work beyond that needed for the site radiation efforts will commence until site remediation activities are complete and acceptable documentation of completion of such activities has been provided to appropriate county agencies;

- If signs of potential contamination are encountered during construction, work should cease in the affected area until the presence or absence of contamination is documented addressed to the satisfaction of appropriate county agencies;

- Provide a highway noise study which identifies any noise attenuation measures necessary to mitigate noise impacts from I-395 and mitigate such impacts with those measures;

- Minimize visual impacts of the existing nonresidential development on Parcel 81-1((1))19B through building orientation, buffering and transitional screening. The existing industrial zoning on Parcel 19B allows for a wide range of nonresidential uses which could be incompatible with residential uses unless a substantial buffer is provided. Therefore, a minimum 50 foot landscaped buffer area and a barrier wall should be provided. However, if Parcel 19B is submitted as a concurrent application which would limit the use of Parcel 19B to office use or research and development, consideration may be given to the provision of a minimum 35 foot landscaped buffer area with a barrier wall. In addition, all residential structures should be set back a minimum of 50 feet from this nonresidential parcel;

- Preserve mature trees along Cherokee Avenue to the maximum extent feasible to provide buffering from Cherokee Avenue. In addition, provide for supplemental plantings to replace mature vegetation lost due to site development activities such as road improvements or grading;

- Preserve the Indian Run and Poplar Run EQC and provide dedication of the Indian Run EQC to Fairfax County for park purposes;

- Provide on-site recreation facilities on non-EQC land sufficient to serve the residents of this proposed residential development which should include a major facility such as a recreational center (i.e., game and meeting rooms) with a swimming pool, tennis courts and/or other recreational facilities. Also provide neighborhood park type facilities which may include picnic tables, open play areas, court facilities, trail connections, play grounds, tot lots and garden seating areas. The recreation center with associated recreational facilities should be designed as the major focal point of the development to further enhance a sense of community;

- Provide pedestrian walkways (sidewalks and trails) connecting all portions of the development and linking to adjacent properties. Public access to Indian Run Park should be provided through conservation/trail easement(s) in accordance with the Fairfax County Park Authority stream valley policy;

- Provide primary vehicular access directly to Cherokee Avenue at a location with improved sight distance. A second point of vehicle access may be provided through an access easement on Parcels 81-1((1))19B and 20;

- Provide improvements to Cherokee Avenue along the frontage of this property. The extent of these and other improvements will be determined during the development review process, and may include but not be limited to improvements for sight distance, turning movements and improvement of substandard geometrics; and

- Provide for capacity improvements at the Edsall Road/Cherokee Avenue intersection and the Cherokee Avenue/Shawnee Road intersection necessary to mitigate any adverse traffic impacts of new residential development. In addition, minimize potential cut-through traffic of new residential development on Cherokee Avenue to the north, through measures in accordance with the Virginia Department of Transportation Cut-Through Traffic Policy.

Land Unit E

Present uses within this land unit include light industrial, office and retail uses. Industrial uses and retail uses, which are compatible with the area's industrial character, such as large furniture stores, are planned for intensities up to 0.50 FAR. Additional office use should be limited within the area due to the area's single point of access to Edsall Road. Any future development or use of existing buildings should: 1) retain an industrial scale and character; 2) have relatively low trip generation characteristics; 3) maintain adequate vehicular access and safety within this area; and 4) future development should be designed in a manner that inhibits cut-through traffic in the adjacent residential community. If future development is located adjacent to residential areas, substantial screening and buffering should be provided to minimize any visual impacts. As an option, higher intensities up to 0.60 FAR may be appropriate for consideration if the development improves or maintains adequate vehicular access, circulation and safety within the area, and provides adequate parking on-site.

Land Unit F

Land Unit F, parcels 81-1((1))7A and 7D, are currently developed and planned with retail uses and a hotel use up to .35 FAR. As an option, residential use at 30-40 du/ac with retail and support service uses and/or hotel use, may be appropriate under the following conditions:

- Consolidation of parcels 81-1((1))7A and 7D is encouraged; however, if consolidation is not provided, a development proposal should demonstrate that the remaining parcel could develop in a similar manner and at a similar density.

- Any redevelopment proposal should include a retail and support service use component that should be limited to no more than 15% of a redevelopment proposal. A hotel use may also be an appropriate component of redevelopment and is excluded from this retail use limitation. All nonresidential uses in a redevelopment proposal should be functionally and visually integrated with the residential development.

- Redevelopment should have a pedestrian oriented design with pedestrian access to on-site amenities such as retail and to the adjacent areas.

- Surface parking should be minimized and primarily provided for retail uses; the residential use's parking should be provided primarily in structured parking that is integrated into the residential development.

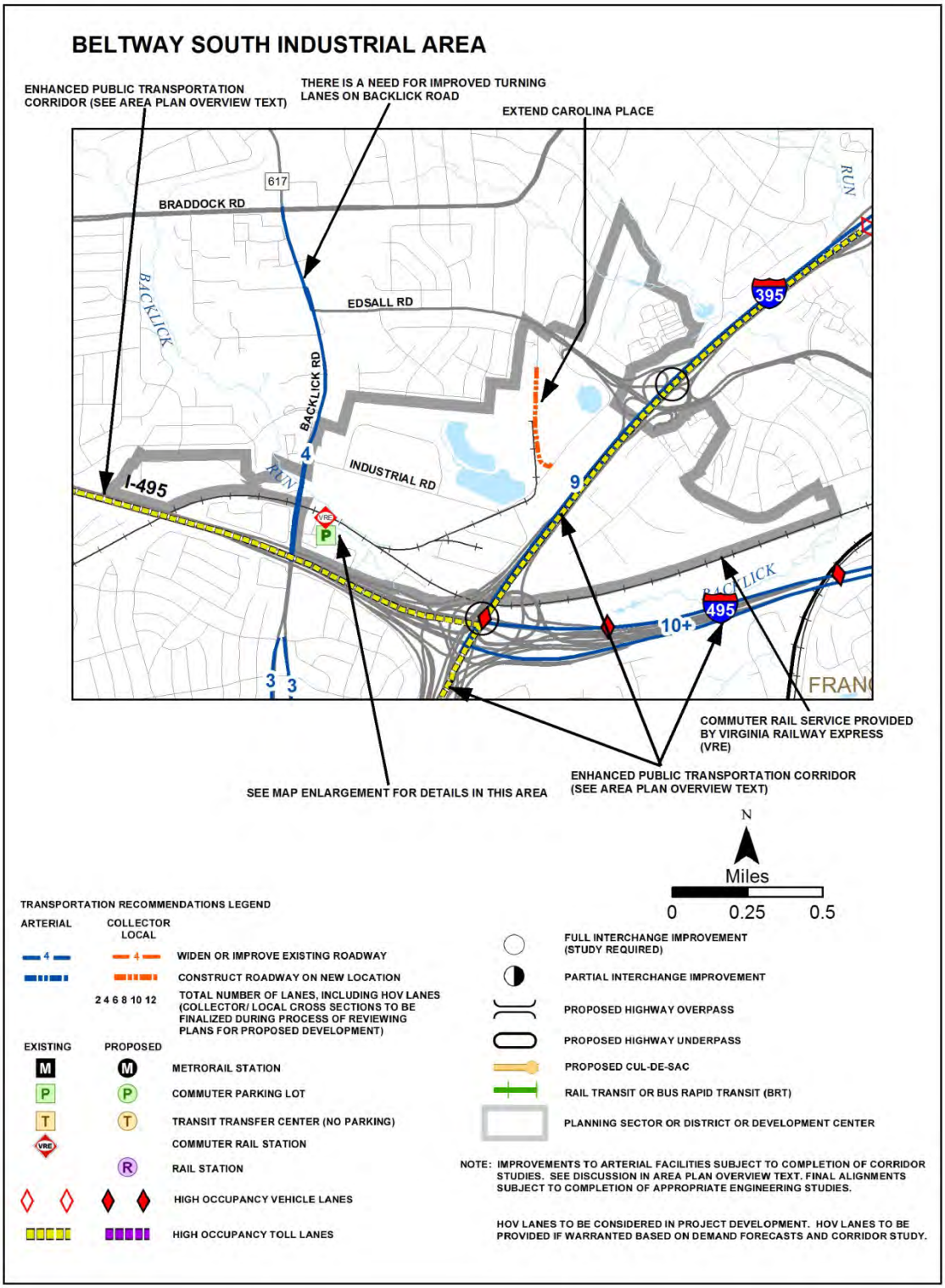
- Landscaped buffer areas should be provided adjacent to residential. These buffer areas should be designed to provide emergency vehicle access to the property.

- Building heights should be limited to four stories within 300 feet of the adjacent residential use.

- Access improvements should be provided. Any redevelopment on parcel 81-1 ((1)) 7D should provide access that is aligned with the signalized Edsall Road and Bren Mar Drive intersection; this access improvement may result in a substantially redesigned intersection. A second access improvement for parcel 7D should be at the northern edge of the land unit that is adjacent to the Bren Mar Apartments, which should be designed to serve both the abutting multifamily uses and redevelopment on parcel 7D in a safe and efficient manner. If the shopping center property (parcel 7D) is proposed for redevelopment without consolidation with parcel 81-1((1))7A, provision for future interparcel access should be provided to the unconsolidated parcel.

Transportation

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



TRANSPORTATION RECOMMENDATIONS **FIGURE 27**
BELTWAY SOUTH INDUSTRIAL AREA

RAVENSWORTH INDUSTRIAL AREA

CHARACTER

The Ravensworth Industrial Area is characterized by a mix of warehouse/distribution uses with some medium intensity offices. It is surrounded by established residential uses on three sides with adequate screening and buffering around the periphery of the Industrial Area to these residential neighborhoods.

The location of the Ravensworth Industrial Area, at the intersection of Braddock Road and I-495, assures excellent regional accessibility, particularly for trucks. Port Royal Road provides the only means of ingress/egress to the Industrial Area.

CONCEPT FOR FUTURE DEVELOPMENT

The Ravensworth Industrial Area is recommended by the Concept for Future Development as one of several locations in the county which should retain an overall industrial orientation for future uses. The Ravensworth Industrial Area should retain an overall character consistent with its current low/medium intensity industrial orientation.

This Industrial Area, shown on Figure 28, encompasses the industrially zoned tracts along Port Royal Road in the southwest quadrant of the intersection of Braddock Road and the Capital Beltway (I-495). The Industrial Area abuts the site of the Ravensworth Shopping Center which is commercially zoned and not included as part of the designated Industrial Area.

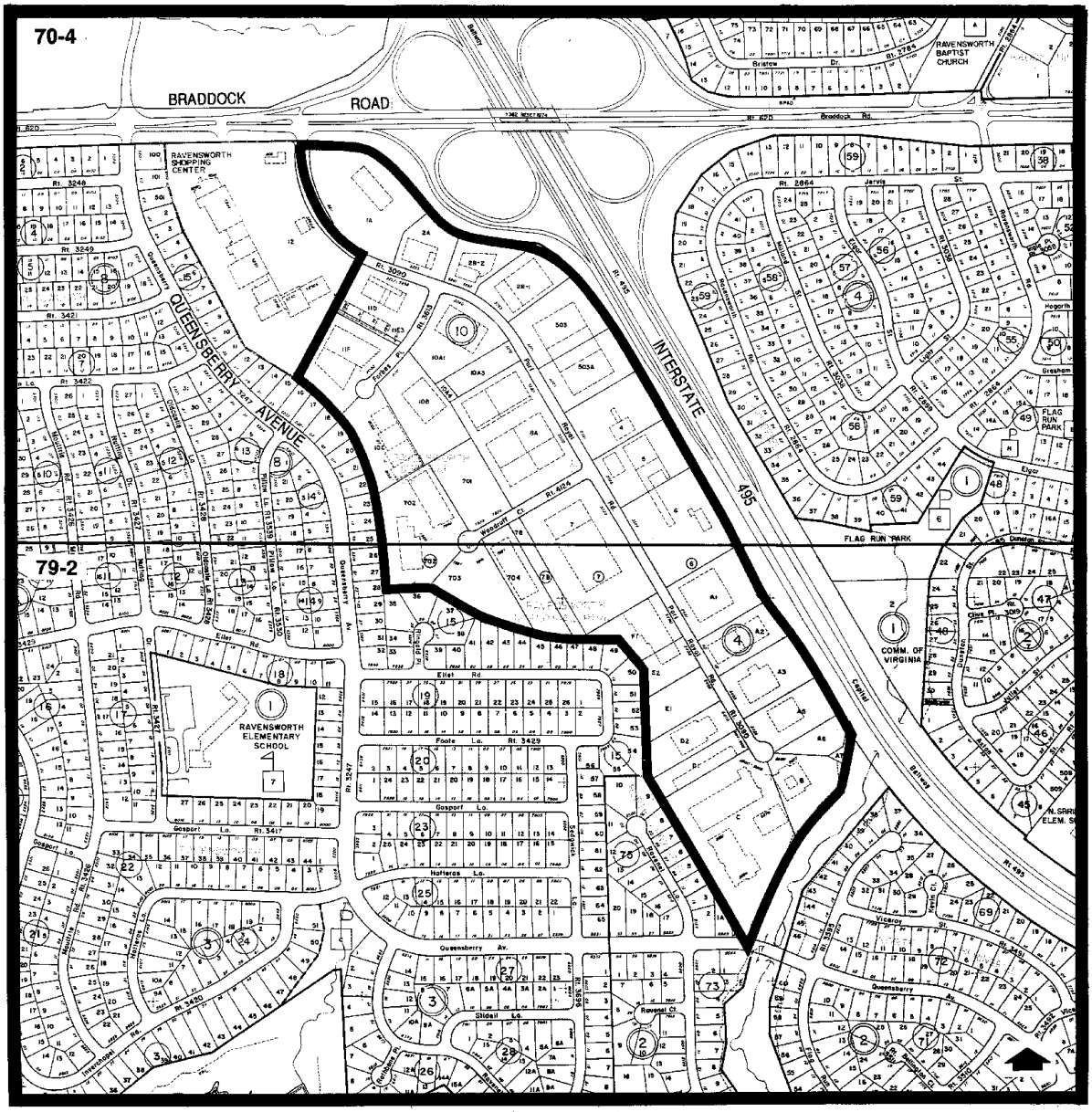
Business and commercial activities appropriate for this area are those which provide services and supplies primarily to industrial companies, those which engage in wholesale operations and those which are associated with warehouse establishments. Uses such as those found in the Ravensworth Industrial Area are an integral part of the county's overall mix of land uses. Lands specifically designated for uses such as warehouses, property storage yards and wholesale distribution (characteristic of the Ravensworth Industrial Area) should be retained and protected from development pressure for more intensive uses which have high peak-hour trip generation.

Industrial uses often have a community-serving aspect; for example, the Sears warehouse facility on Port Royal Road. The Ravensworth Industrial Area serves a vital need of the community and is recommended to maintain its low/medium intensity industrial orientation.

MAJOR OBJECTIVES

Planning objectives for the Ravensworth Industrial Area are:

- Preserve the present community-serving, lower intensity industrial uses;
- Ensure the compatibility of infill uses within the Industrial Area; and
- Ensure appropriate transitions towards the periphery adjacent to existing residential development by providing buffering and screening greater than required in the Zoning Ordinance.



RAVENSWORTH INDUSTRIAL AREA

500 FEET

RAVENSWORTH INDUSTRIAL AREA **FIGURE 28**

RECOMMENDATIONS

Land Use

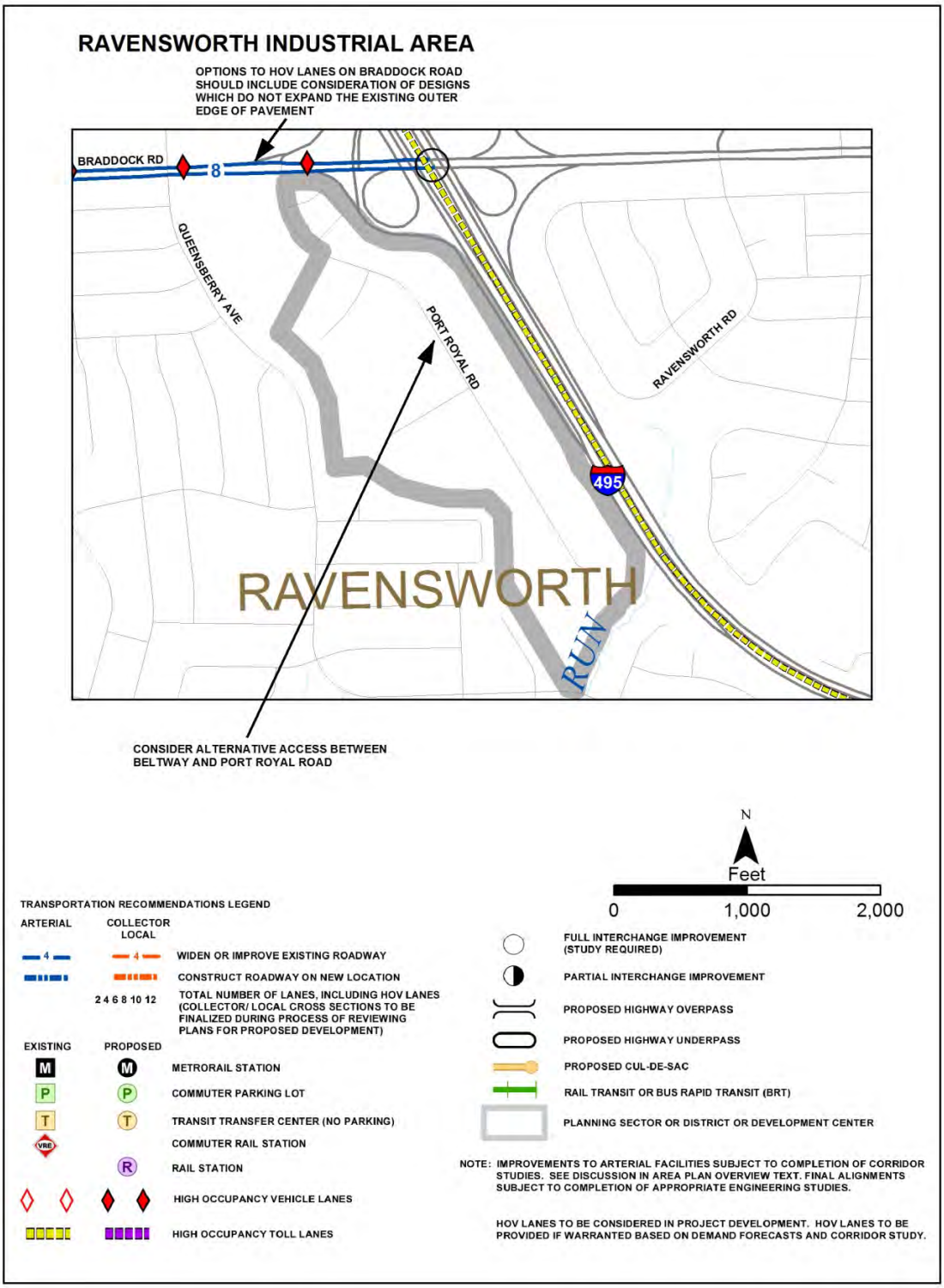
1. Parcels within the designated Ravensworth Industrial Area are planned for lower intensity industrial uses up to .30 FAR. In order to achieve .30 FAR, existing screening and buffering at the periphery of the Industrial Area should be maintained and enhanced. Building heights generally should be less than 75 feet overall, with a maximum height of 40 feet at the periphery. Additional office uses are not appropriate in the Ravensworth Industrial Area. Residential uses are not recommended in this area.

2. Parcels 70-4((10))1A, 10C (the National Right to Work Building and Forbes Place, respectively) are existing office uses within the Ravensworth Industrial Area that are planned for retention, provided that the existing intensities for these uses are not exceeded, and provided that any future redevelopment of these uses is in accord with the lower intensity industrial orientation planned for the remainder of the Ravensworth Industrial Area.

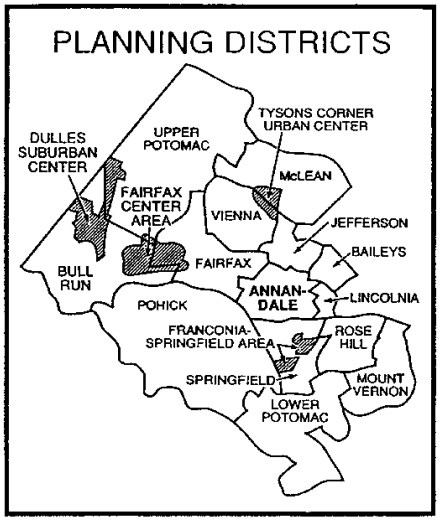
3. As an option, Tax Map Parcels 70-4((10))503 and 503A may be appropriate for self-storage uses and rental of trucks up to an intensity of 1.0 FAR, provided that any redevelopment should be contained within the existing structure.

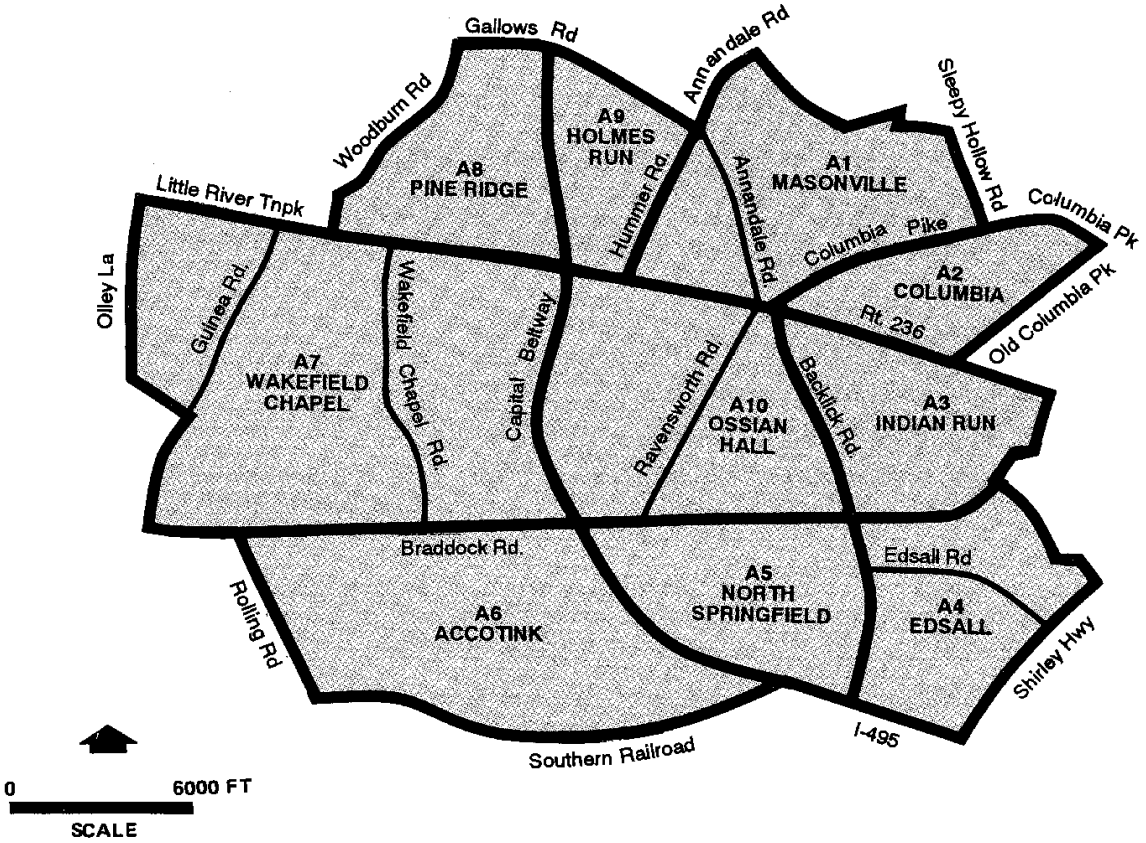
Transportation

Transportation recommendations for the Ravensworth Industrial Area are shown on Figure 29. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.



TRANSPORTATION RECOMMENDATIONS **FIGURE 29**
RAVENSWORTH INDUSTRIAL AREA





COMMUNITY PLANNING SECTORS **FIGURE 30**
ANNANDALE PLANNING DISTRICT

A1 MASONVILLE COMMUNITY PLANNING SECTOR

CHARACTER

The Masonville Community Planning Sector is located north of Little River Turnpike (Route 236) between Columbia Pike (Route 244) and Hummer Road. This planning sector is characterized primarily by stable single-family residential use. The principal single-family neighborhoods include Broyhill Crest, Columbia Pines and Sleepy Hollow Woods. The northwest portion of the Annandale Community Business Center (CBC) is located within this planning sector. Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

Higher density residential development is found at the periphery of the Annandale CBC; for example, the Fairmont Gardens apartments and the neighboring Parliaments apartments are developed at approximately 20 dwelling units per acre. These higher density residential uses provide an effective transitional use between commercial and lower density residential uses.

The Holmes Run Stream Valley Park runs along the entire northern boundary and may be considered the most significant ecological asset within this planning sector. Although the planning sector is largely developed, stream valleys as well as early and mid-20th century and more dispersed residential neighborhoods may contain significant heritage resources. Remnants of the historic Manassas Gap Railroad line which was intended to link the City of Alexandria with the Shenandoah Valley are located along the north side of Medford Drive and Royce Street in the southern part of the planning sector. The railroad line is a significant heritage resource and a portion of it is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Masonville Community Planning Sector includes lands within the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in a separate section following the Annandale District overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Masonville Community Planning Sector contains 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 an efficient, well-designed manner and provide for the development of adjacent unconsolidated parcels in conformance with the Area Plan.

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

1. The L.C. Wood subdivision, located along Woodland Road north of Little River Turnpike is planned for single-family residential use at 2-3 dwelling units per acre. As an option, residential development at 3-4 dwelling units per acre may be appropriate if the following conditions are met:

   - Substantial consolidation of the residential parcels along Woodland Road, plus inclusion of the Greater Annandale Recreation Center property for an integrated residential redevelopment project;

   - Provision of an open space buffer and effective screening adjacent to the existing low density residential uses to the west;

   - New development is located primarily near higher density apartments and away from Manassas Gap Park and existing single-family neighborhoods;

   - Vehicular access is provided, in accord with county and Virginia Department of Transportation (VDOT) standards, via two access points to the Little River Turnpike service drive; no access is provided via Hummer Road, Horseshoe Drive or Medford Drive; and

   - Dedication of property to the Fairfax County Park Authority for expansion of the Manassas Gap Park on the northern boundary of the area, with provision of access to the park via the general alignment of the existing Woodland Road.

   As another option, the frontage of the Annandale Swim and Tennis Club (AS&T) (Tax Map 71-1((1))75) encompassing approximately one acre with a depth of approximately 250 feet north of the Little River Turnpike right-of-way line may be appropriate for small scale commercial/retail use subject to the following conditions:

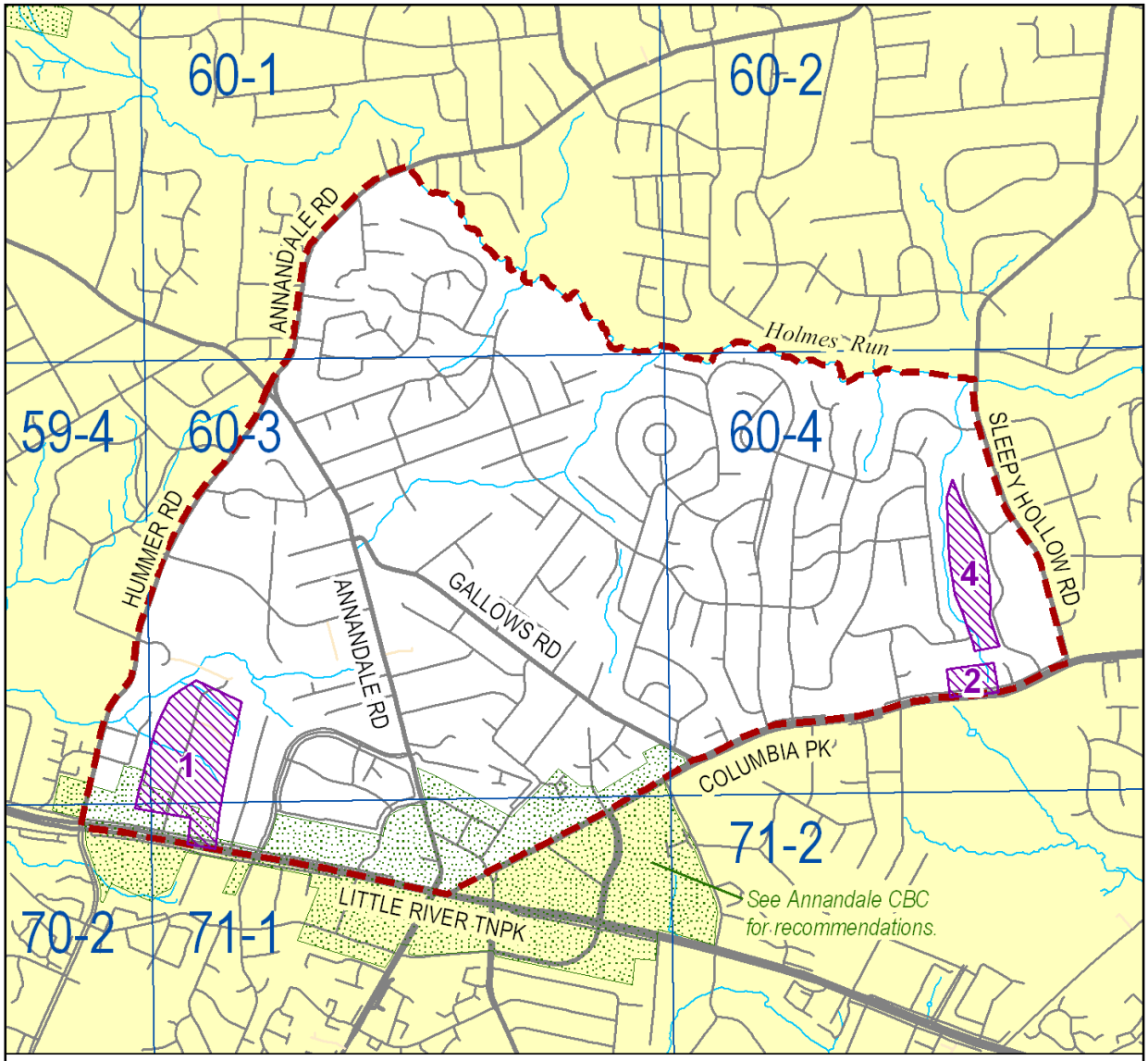
   - Provide adequate buffering, including decorative screening, walls and landscaping, to ensure that noise and visual impacts: 1) will not be an impediment to subsequent development of the adjacent area now used for private recreational purposes, for residential use as currently planned; and 2) will not adversely affect neighboring residential and commercial properties.

   - Provide adequate ingress/egress to ensure remaining AS&T property is accessible for planned recreational or residential usage.

   - Preserve and enhance the treed buffer adjacent to Fairmont Gardens apartments as necessary to provide an effective year-round shield.

   - Maximum of 0.10 FAR.

2. Lots adjacent to the west side of St. Albans Church, opposite the intersection of Columbia Pike and Wynnwood Drive [tax map 60-4((1))11, 12, 13], are shown on the Plan map for residential development at 2-3 dwelling units per acre. To maintain a consistent single-family residential character in this vicinity, any future development of these parcels should be considered at no higher than 2 dwelling units per acre.



A1-Masonville Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

2000 FEET

MAP PREPARED BY DPZ

FIGURE 31

3. The Glen Hollow townhomes [tax map 60-3((42))], along with the Annandale Garden Apartments [tax map 60-3((38))], form a transition between the Annandale Community Business Center (CBC) and stable, single-family neighborhoods to the north. These residential developments are planned as the limit of higher density dwelling units in this sector north of the CBC. Future infill development north of Glen Hollow along Annandale Road should be limited to single-family detached houses. [Not shown]

4. On Parcels 60-4((18))3 and ((19))A are county lands between Ivydale Drive and Chanel Road. These county lands should be allowed to return to their natural state with the only development being a trail to link Holmes Run Stream Valley to Mason District Park. On the west boundary of the area is a terminal barricade for Capstan Drive. Capstan Drive should be permanently terminated at that point.

Transportation

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

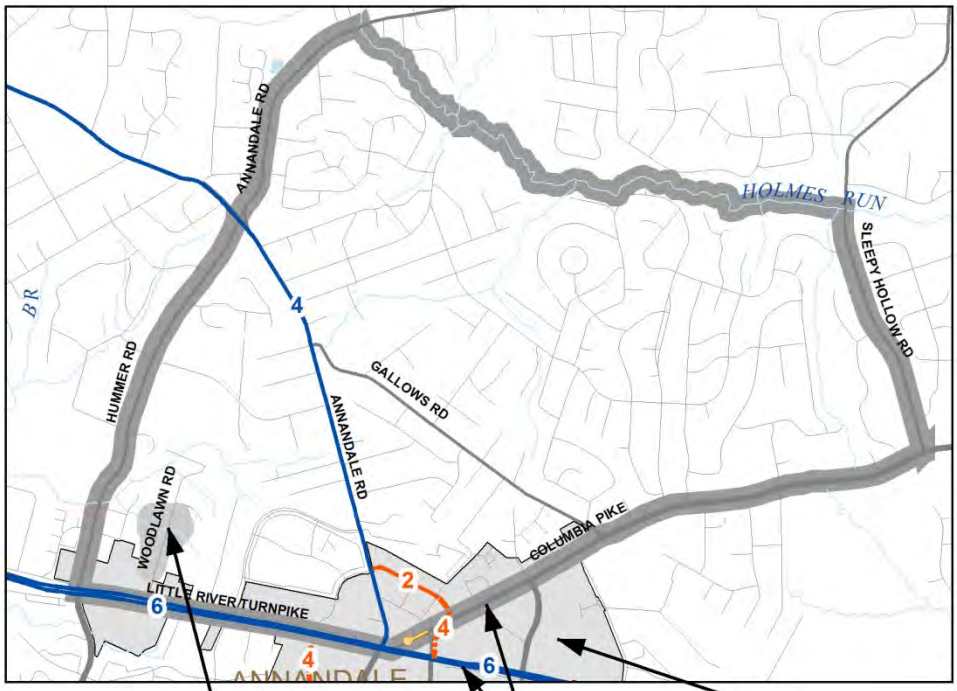
Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 33. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

A1 - MASONVILLE COMMUNITY PLANNING SECTOR



IF THE LAND USE OPTION IS EXERCISED, VEHICULAR ACCESS SHOULD BE PROVIDED, IN ACCORD WITH COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) STANDARDS, VIA TWO ACCESS POINTS TO THE LITTLE RIVER TURNPIKE SERVICE DRIVE; NO ACCESS SHOULD BE PROVIDED VIA HUMMER ROAD, HORSESHOE DRIVE OR MEDFORD DRIVE.

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

SEE ANNANDALE CBC TRANSPORTATION RECOMMENDATIONS

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
- HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

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

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

TRANSPORTATION RECOMMENDATIONS **FIGURE 32**

FIGURE 33
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Barcroft Knolls Broyhill Crest Kendale Woods Larchmont Manassas Gap Masonville Tollhouse (urban) Valley Crest	Complete development of existing parks. Neighborhood Park facilities should be provided as part of residential development. Also noted under Land Use Recommendations.
COMMUNITY PARKS:	
	Expand and upgrade existing athletic fields at Annandale and Masonville Elementary School site to meet active recreation needs of the sector.
DISTRICT PARKS:	
	This sector is in the service area of Mason District Park.
COUNTYWIDE PARKS:	
Holmes Run Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete countywide trail system connection linking Holmes Run Stream Valley to Mason District Park.

Trails and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

A2 COLUMBIA COMMUNITY PLANNING SECTOR

CHARACTER

The Columbia Community Planning Sector is located north of Little River Turnpike (Route 236), bounded by Columbia Pike (Route 244) and Old Columbia Pike. The area west of Evergreen Lane is located within the Annandale Community Business Center (CBC). Plan recommendations for the Annandale CBC can be found in a previous section of the Annandale Planning District, following the Overview section.

The planning sector is transected by the Mason District Park. Areas outside of the CBC are characterized primarily by single-family residential uses. Single-family neighborhoods to the east of the park, such as Sleepy Hollow Run, are developed at a slightly higher density than neighborhoods to the west of the park. Townhouse-style developments are located along Little River Turnpike, including townhouse office at the intersection of Old Columbia Pike.

The historically significant Annandale Methodist Church and the Mason Governmental Center are institutional uses in this planning sector. The Mason Governmental Center houses the Mason District Police Station and the Mason District Supervisor's office. Age restricted low income housing is developed in association with and located near, the Annandale Methodist Church. The church is an important heritage resource in this sector and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

Mason District Park and Turkeycock Run Stream Valley Park located in the center of this planning sector facilitate pedestrian and bicycle movement among existing stable neighborhoods, as well as linking with open space in contiguous sectors. This area is a particularly sensitive archaeological resource area containing numerous recorded heritage sites.

CONCEPT FOR FUTURE DEVELOPMENT

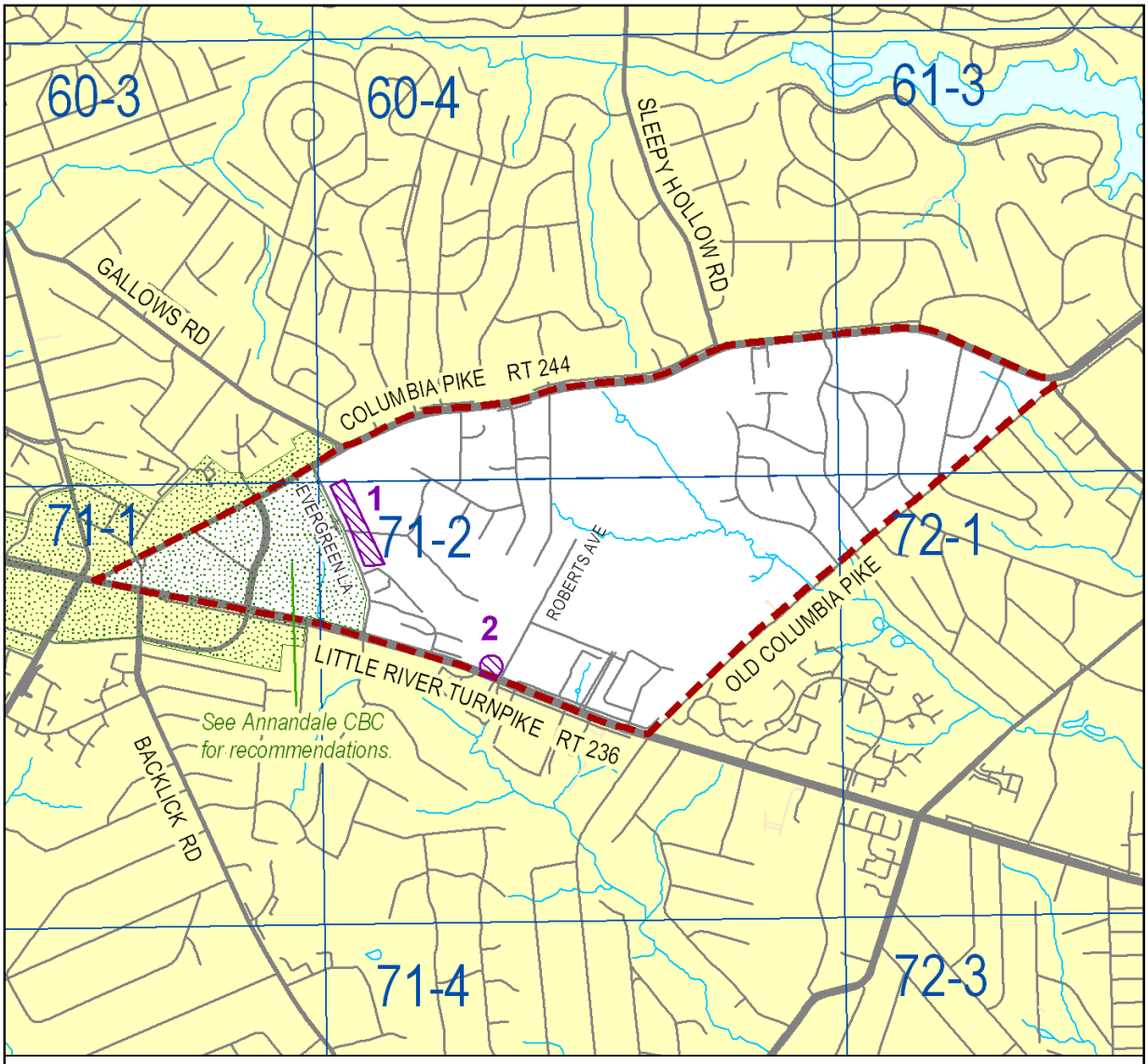
The Columbia Community Planning Sector contains lands which are recommended to develop as part of the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in a separate section of this Plan following the Annandale District overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Columbia Community Planning Sector east of Land Unit E of the Annandale CBC, that is, east of the center line of Evergreen Lane, contains stable residential neighborhoods. These neighborhoods should be protected and enhanced in accordance with Objectives 8 and 14 of the Policy Plan; infill development should be of compatible use, type and intensity. The Plan envisions neither the conversion of any residential property to commercial uses, nor the redevelopment of any residential areas at higher density.

Figure 34 indicates the geographic location of land use recommendations for this sector.



A2-Columbia Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

2000 FEET

MAP PREPARED BY DPZ

FIGURE 34

1. Lots on the east side of Evergreen Lane north of Greenberry Lane -- Parcels 71-2((2))23-29 and 71-2((4))4, 5, 6 -- are planned for single-family residential development at 2-3 dwelling units per acre. These lots provide the transition between the stable residential neighborhoods that abut them to the east and the commercial activity on the west side of Evergreen Lane. Commercial development on these lots should not be permitted. However, professional office uses may be permitted in the existing single-family detached residential structures, provided that the structures and their lots retain their single-family residential appearance. As an alternative, this area may develop as residential use at 4-6 du/ac if the following conditions are met:

   - Development should consist of single-family detached or zero lot line/patio home units**,** with height limited to two stories (excluding the basement level);

   - Minimum consolidation of three contiguous parcels;

   - Provision of a minimum 25 foot buffer area adjacent to the single-family detached housing to the east;

   - Provision of consolidated access to Evergreen Lane; and

   - Provision of streetscape along Evergreen Lane similar to that planned for the adjacent Annandale CBC as well as the provision of a treed or landscaped "gateway" to Alpine Drive which includes preserving existing mature trees.

2. Land within the northwest quadrant of the intersection of Little River Turnpike and Roberts Avenue, Parcel 71-2((5))9-15, is appropriate for single-family residential development at 2-3 dwelling units per acre.

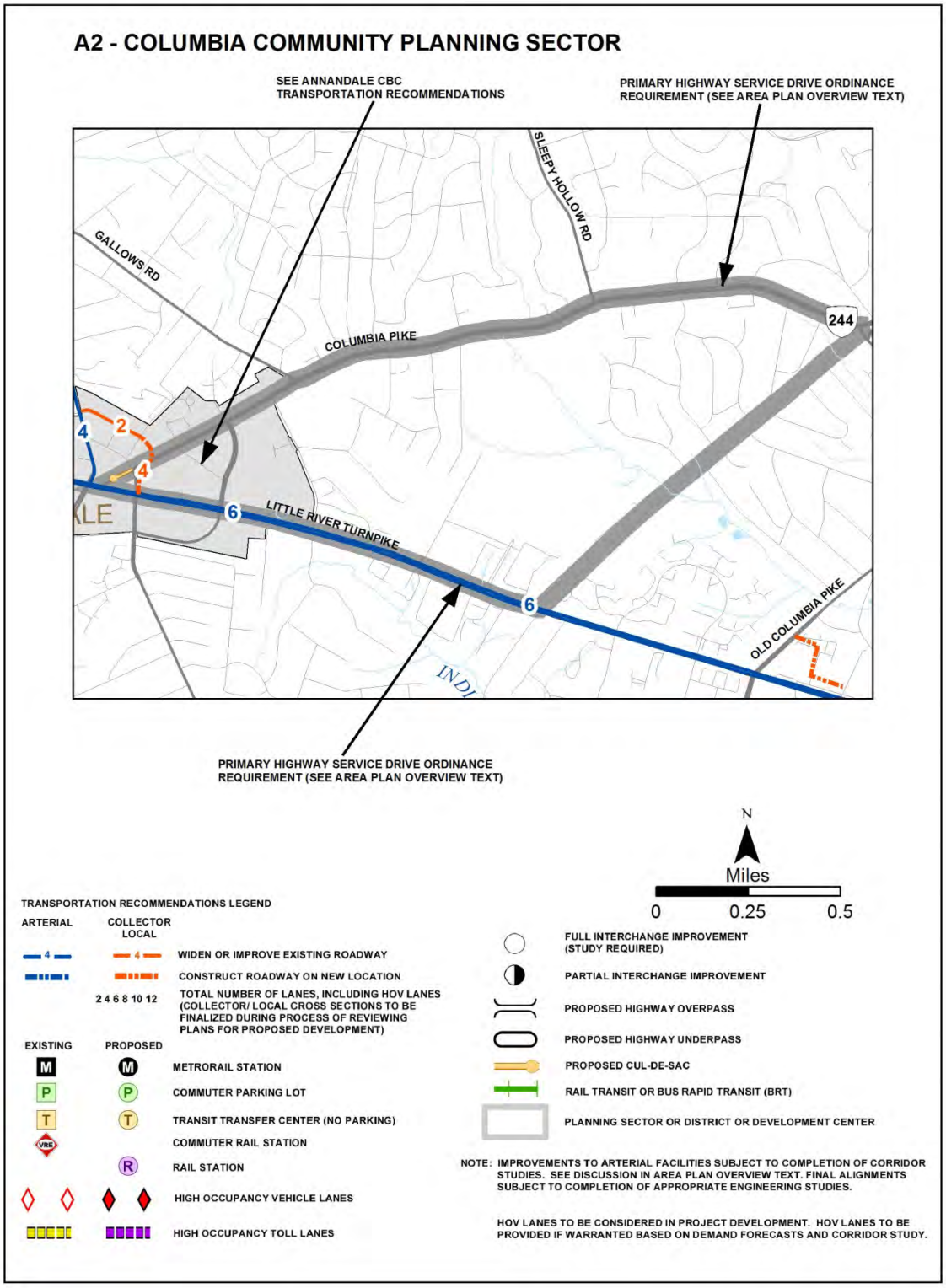
   The property is developed as a single-family residential structure which has functioned as an office by special permit and subsequently a special exception. Although residential use is preferred, office use may be appropriate if the structure and the lot are maintained so as to retain the residential character of the area and the following conditions are met:

   1. The appearance of the structure, site layout, access, lighting, operational characteristics, buffering and screening provided to adjacent residential areas, mitigates any impacts on adjoining residences;

   2. Vehicular access is provided to a median break on Little River Turnpike.

<u>Transportation</u>

Transportation recommendations for this sector are shown on Figure 35. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.



TRANSPORTATION RECOMMENDATIONS **FIGURE 35**

Heritage Resources

Any development or ground disturbance, including roads, trails, utilities, or recreational facilities in Mason District Park should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 36. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation

FIGURE 36
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A2

PARK CLASSIFICATION	RECOMMENDATIONS
DISTRICT PARKS:	
Mason District	Mason District Park meets the needs for Neighborhood and most Community Park facilities in this sector. Develop additional athletic fields on park property adjacent to Columbia School to partially mitigate deficiencies in adjacent sectors. This development should be preceded either by preservation or appropriate mitigation of impacts on significant heritage resources located in this area.

A3 INDIAN RUN COMMUNITY PLANNING SECTOR

CHARACTER

Most of the Indian Run Community Planning Sector lies outside the Annandale Community Business Center. The Indian Run Community Planning Sector is generally located east of Backlick Road between Little River Turnpike (Route 236) and Braddock Road. A small portion of the Annandale Community Business Center (CBC) is located in this planning sector on the south side of Little River Turnpike and on the east side of Backlick Road. Plan recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The planning sector is predominantly developed as single-family residential use outside of the CBC. Some strip commercial and high density residential uses exist along the south side of Little River Turnpike between Old Columbia Pike and Braddock Road. Other commercial development is located along Backlick Road between Cindy Lane and Sunset Lane, and at the intersection with Braddock Road and Backlick Road at the Bradlick Shopping Center.

The Indian Run Stream Valley is a significant environmental feature running diagonally across the entire length of this planning sector. It has been designated as an Environmental Quality Corridor (EQC). A large portion of this planning sector is in older and dispersed residential neighborhoods that retain the potential for significant heritage resources because of the relatively minor cutting and filling that occurred during their construction.

Remnants of the historic Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

CONCEPT FOR FUTURE DEVELOPMENT

The Indian Run Community Planning Sector contains lands which are recommended to develop as part of the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in a separate section of this Plan following the Annandale District overview. The remainder of this planning sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Indian Run Community Planning Sector contains 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 an efficient, well-designed manner and provide for the development of adjacent unconsolidated parcels in conformance with the Area Plan.

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

1. The approximately three-quarter acre vacant parcel immediately south of the low-rise office structure in the southwestern quadrant of the intersection of Little River Turnpike and Minor Lane [tax map 71-2((1))39] is planned for office use up to .30 FAR. Effective, landscaped buffering should be provided along the periphery of the parcel to mitigate visual impacts upon adjacent, noncommercial uses.

2. At the intersection of Carrico Drive and Little River Turnpike on Parcels 71-1((5))3A and 4 are planned for residential use at 3-4 dwelling units per acre. If these lots are consolidated for the purpose of coordinated development, low-intensity office uses (e.g., townhouse offices) up to .25 FAR may be appropriate for the site under the following conditions:

   - Office development (structures and parking) extends only as far south on parcel 4 as the existing southern extent of commercial development along the west side of Carrico Drive, with the remaining portion of parcel 4 designated as undeveloped open space;

   - Effective visual screening is provided along the southern periphery of the property, preferably consisting of a brick wall six (6) feet in height with landscaping along its southern side adjacent to the existing residential unit on parcel 5; and

   - The office uses are residential in appearance to enhance compatibility with the nearby residential community.

3. The 10.3-acre tract located along the south side of Little River Turnpike immediately east of the Indian Run townhouse development is planned for residential development at 4-5 dwelling units per acre. The Indian Run Stream Valley and acreage to the south of the stream should be dedicated to the Fairfax County Park Authority, thus ensuring an appropriate open space buffer for the existing stable residential community farther south.

4. The Bradlick Shopping Center, located in the northeastern quadrant of the intersection of Braddock and Backlick Roads, is planned for retail use up to .35 FAR. Parcel 71-4((1))28, on the eastern boundary of the Bradlick Shopping Center, is planned for residential use at 2-3 dwelling units per acre. This parcel is associated with the stable residential area to the east, and should not be subject to commercial encroachment.

5. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area and to prevent commercial or quasi-commercial encroachment. [Not Shown]

6. Parcel 71-2((1))42 is planned for public facilities, governmental and institutional uses. As an option, a portion of the property on the south and east, approximately 4.5 acres, may be appropriate for 5-8 du/ac. This residential option may be appropriate if no vehicular access is provided directly to Little River Turnpike, but limited to the service drive that also

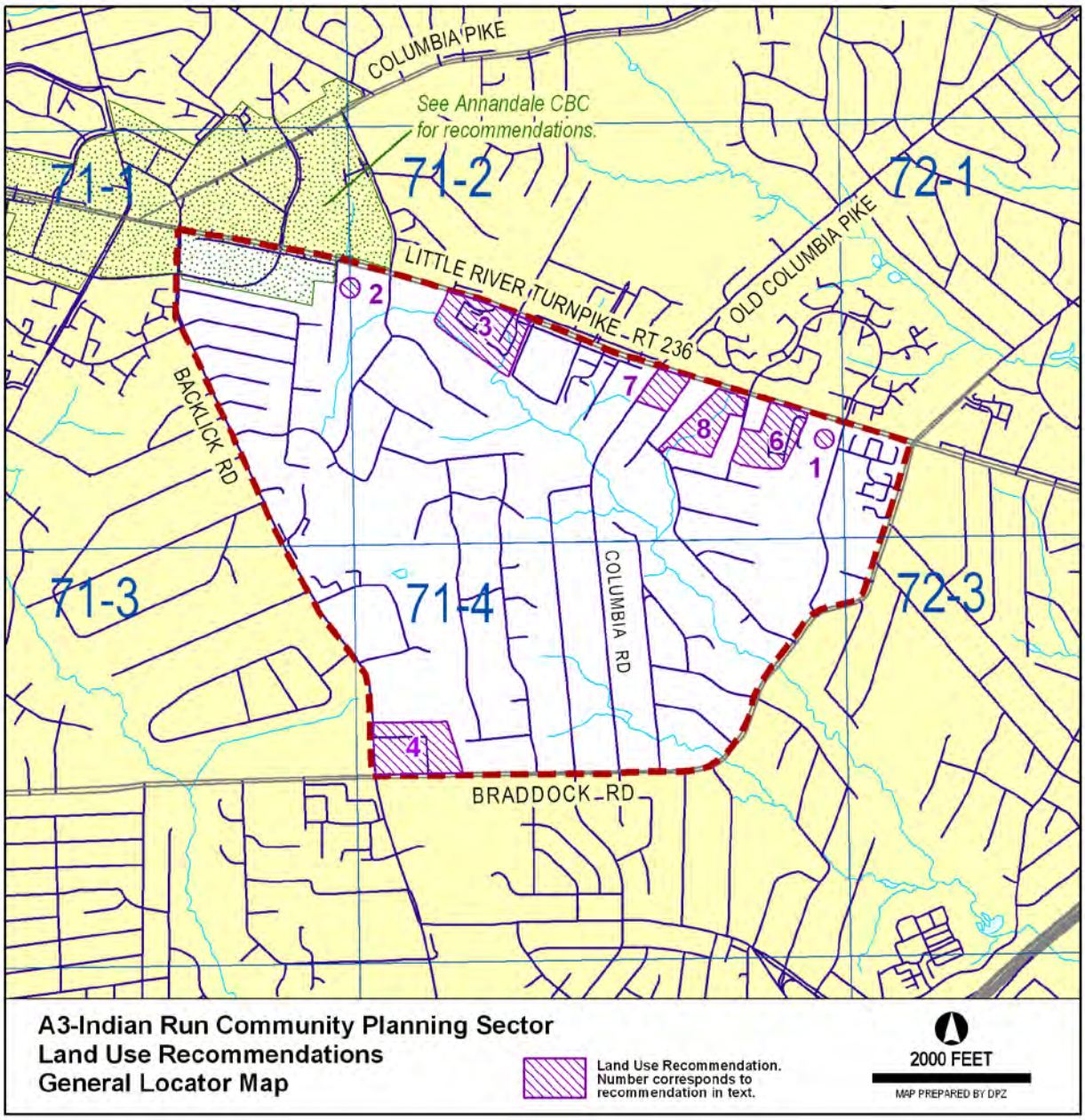

COLUMBIA PIKE
See Annandale CBC for recommendations.
71-1
71-2
72-1
LITTLE RIVER TURNPIKE - RT 236
OLD COLUMBIA PIKE
BACKLICK RD
71-3
71-4
COLUMBIA RD
72-3
BRADDOCK RD
1
2
3
4
6
7
8
A3-Indian Run Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
2000 FEET
MAP PREPARED BY DPZ

FIGURE 37

provides access to Mayhunt Court. Any residential development should provide a landscaped buffer to the existing electrical substation and the adjacent residential neighborhoods.

7. The commercial area south of Little River Turnpike, between Randolph Drive and Columbia Road is planned for retail use. As an option, parcels 71-2((10))1,2,11, and 12 may be appropriate for office use up to .40 FAR, with full consolidation, a maximum height of 35 feet, a minimum 25 foot landscaped buffer, and effective visual screening including provision of a 6 foot high brick wall next to the residential neighborhood to the south. Any redevelopment of the site should improve the area's storm water drainage and minimize impacts to traffic on Randolph Drive.

8. Parcels 71-2((1))36, 71-2((10))17A, and 71-2((13))1 are planned for residential use at 1-2 dwelling units per acre and developed with a garden nursery and a single-family detached dwelling. As an option, an area up to two acres including parcel 71-2((13))1 and the northern portion of parcel 71-2((01))36 fronting Little River Turnpike may be appropriate for retail or office use or a combination of these uses up to 30,000 square feet of development. Auto-oriented uses, including drive-thru facilities, are discouraged. Any commercial building should be oriented toward Little River Turnpike with parking located to the rear or side of the building to create an attractive streetscape. The residual land or entire area may be appropriate for single-family detached dwellings up to 3-4 dwelling units per acre. Any redevelopment should be viewed as an opportunity for the removal of existing encroachments, restoration and protection of the headwaters area on site. Development should be designed in a manner including the use of effective buffering and screening to maintain the stability of surrounding low-density residential uses.

Transportation

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

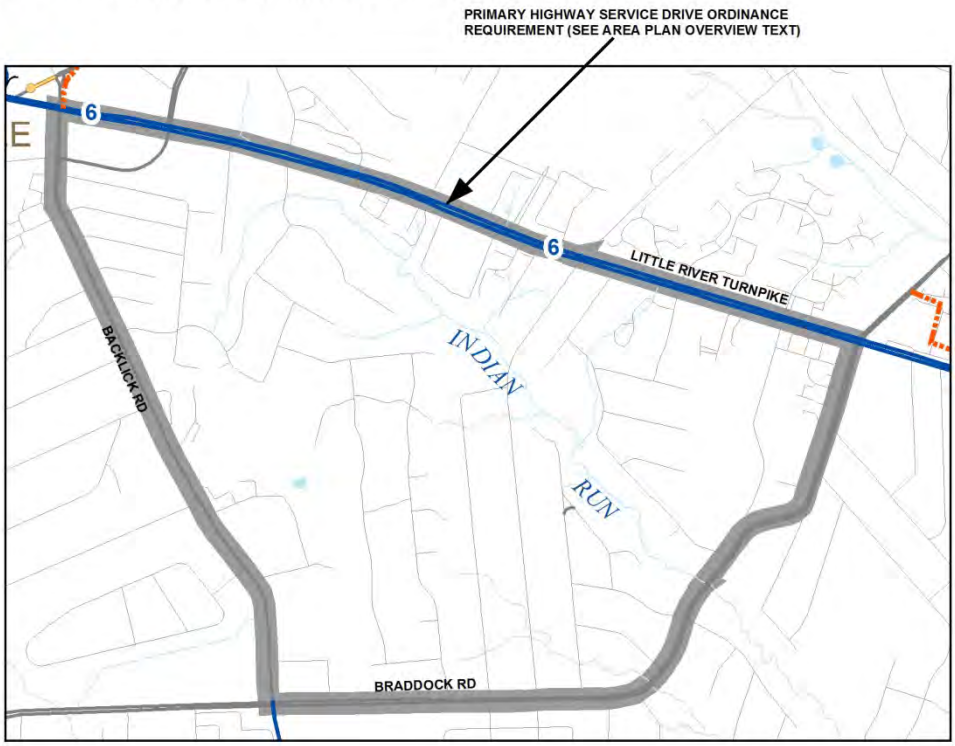
Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

1. Construct a ground storage tank for additional water storage.

A3 - INDIAN RUN COMMUNITY PLANNING SECTOR



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
- HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

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 38**

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.

Trails and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 39
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Poe Terrace	Complete park development in accordance with the master plan.
COMMUNITY PARKS:	
	Expand and upgrade existing athletic fields at Weyanoke Elementary and Poe Intermediate Schools to provide needed active recreation facilities.
DISTRICT PARKS:	
	This sector is in the service area of Mason District Park.
COUNTYWIDE PARKS:	
Indian Run Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete development of stream valley trail.

A4 EDSALL COMMUNITY PLANNING SECTOR

CHARACTER

The Edsall Community Planning Sector is generally bordered by Braddock Road and the Capital Beltway/Interstate 495 (I-495) and Interstate 395 (I-395). The southern half of the planning sector contains a portion of the Beltway South Industrial Area. Plan recommendations for this area can be found in the previous section of the Annandale Planning District text following the Annandale Community Business Center (CBC) section.

The remaining area is developed almost entirely as single-family detached residential neighborhoods, including the Edsall Park, Clearfield and Indian Springs subdivisions. The east side of the Backlick Road corridor in this planning sector is the location of a number of institutional and office uses. The presence of open space buffers adjacent to these neighborhoods helps to ameliorate potential negative impacts from the mix of residential and nonresidential uses.

Portions of the Indian Run, Poplar Run and Backlick Run Stream Valleys, which are Environmental Quality Corridors (EQCs) traverse this planning sector. The eastern edge of the planning sector is prone to soil-slippage. In addition, the northeastern portion of this planning sector has a significant number of slopes in excess of 15 percent.

The older residential community and open space bounded by Edsall Road, Monroe Drive, Shawnee Road and Indian Run in the northeast corner of the planning sector is particularly sensitive for heritage resources. A large significant prehistoric archaeological site covers much of the area. In addition, the few remaining areas of open space in the planning sector have a moderate potential for other prehistoric and historic heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

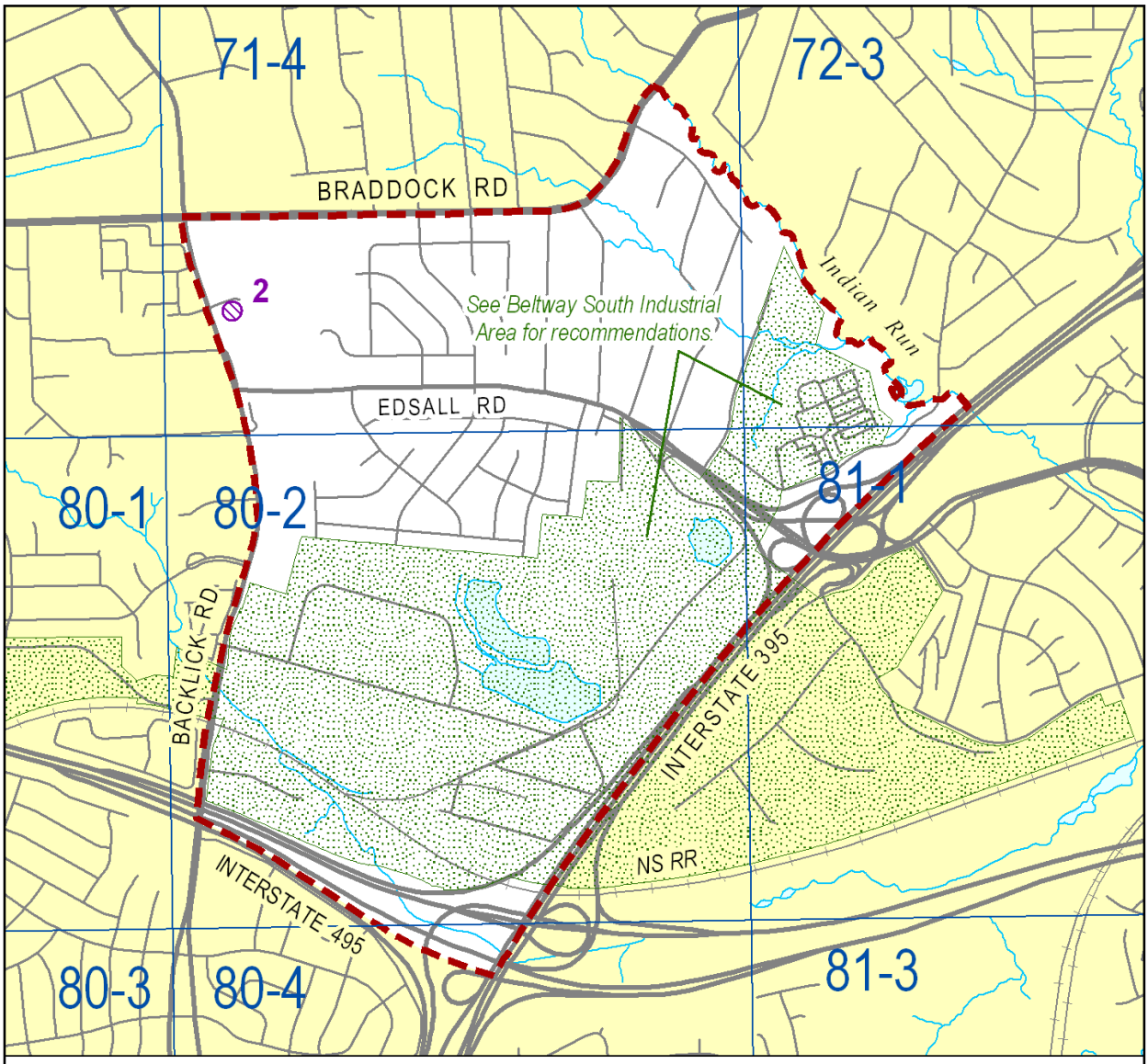
The Edsall Community Planning Sector includes lands which are recommended to develop as part of the Beltway South Industrial Area and those which fall outside of this area. The Beltway South Industrial Area is discussed in the section of this Plan following the district overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Edsall Community Planning Sector is developed as stable single-family 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.

Figure 40 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.



A4-Edsall 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 40

1. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor to prevent commercial or quasi-commercial encroachment. [Not shown]

2. The land on Tax Map 71-4((1))38 and 71-4((2))4 is planned for residential use at a density of 2-3 dwelling units per acre.

   An option for a medical care/assisted living facility for the elderly may be considered for this land if the following conditions are met:

   - Both parcels are consolidated and developed as a single project with a predominantly residential appearance;
   - The intensity does not exceed .35 FAR; this may require a rezoning to a district that allows densities greater than three units per acre;
   - Adequate screening and buffering is provided along Backlick Road; and
   - Building height is no more than 40 feet.

Transportation

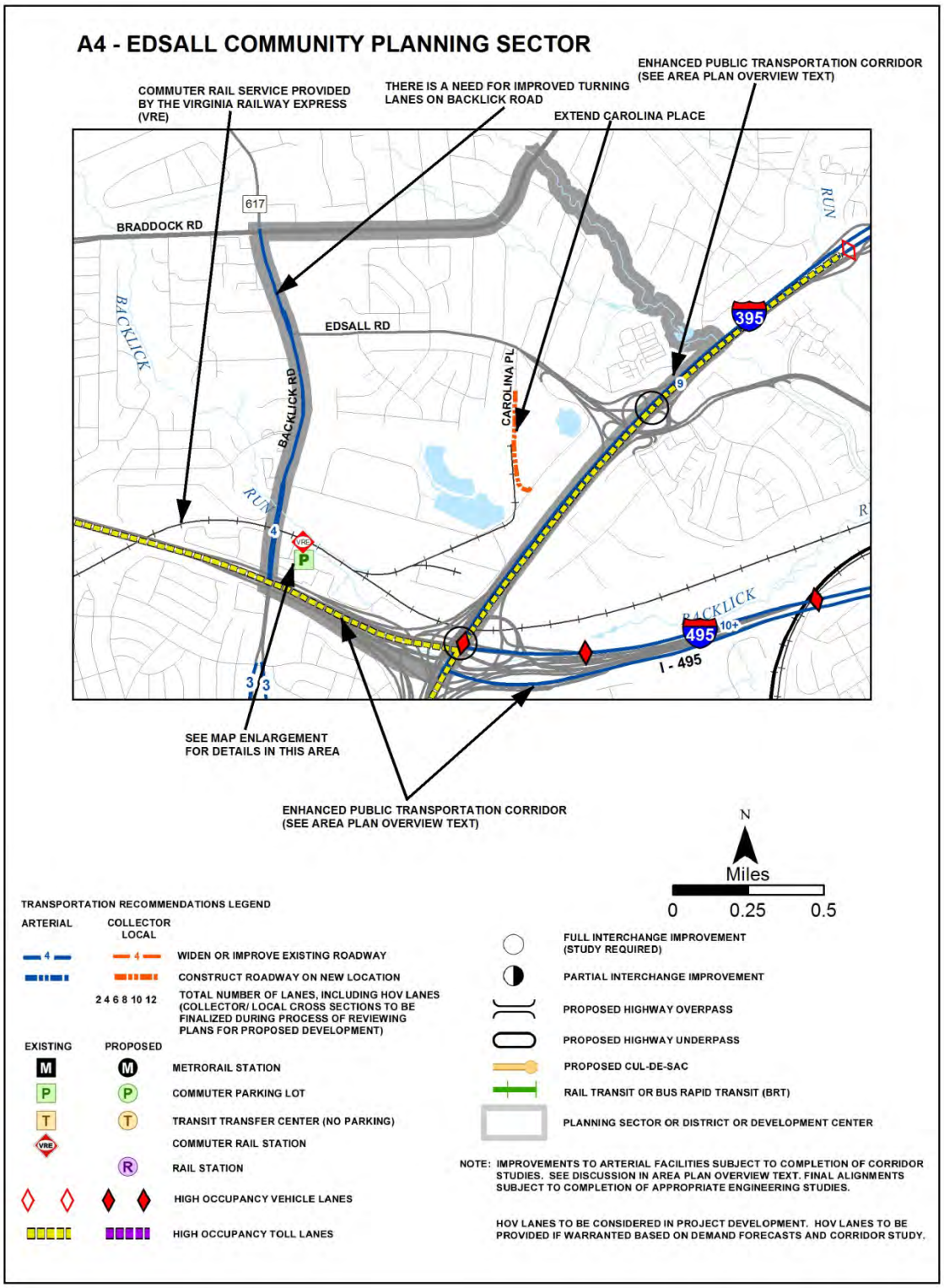
Transportation recommendations for this sector are shown on Figure 41. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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

A significant prehistoric archaeological site is located in the older residential community bounded by Edsall Road, Monroe Drive, Shawnee Road and Indian Run. Development of this area, as well as any other development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 42. 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



TRANSPORTATION RECOMMENDATIONS **FIGURE 41**
A4 - EDSALL COMMUNITY PLANNING SECTOR

FIGURE 42
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Consideration should be given to including Neighborhood Park facilities in any additional residential development.
COMMUNITY PARKS:	
Deerlick	Develop park for intended uses to address recreation deficiencies in the area.
Edsall	Develop Community Park facilities including athletic fields either through acquisition of a portion of surplus Edsall Park Elementary School or a joint use agreement with the Fairfax County Public Schools.
DISTRICT PARKS:	
	This sector is in the service area of Mason District Park.
COUNTYWIDE PARKS:	
Indian Run Stream Valley Backlick Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete development of stream valley trails.

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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

CHARACTER

The North Springfield Community Planning Sector is bordered by Braddock Road, Backlick Road and the Capital Beltway/Interstate 495 (I-495). The planning sector contains a small portion of the Beltway South Industrial Area along Wimsatt Road. Plan recommendations for this area can be found in a previous section of the Annandale Planning District text following the Annandale Community Business Center (CBC) section.

The planning sector primarily consists of stable single-familydetached residential uses. The Backlick Run Stream Valley divides the planning sector into two parts; the larger area to the west of the stream, the North Springfield subdivision, is entirely developed in single-family detached units. The area to the east of the stream is a mix of single-family detached homes on large lots, townhouses and institutional uses grouped near Woodland Drive; also townhouses are developed southwest of the intersection of Braddock and Backlick Roads.

The Backlick Run Stream Valley, with its broad floodplain, has been designated as an Environmental Quality Corridor (EQC). Backlick Run and peripheral open space along Braddock Road and I-495 and the adjacent older residential neighborhood to the northeast are particularly sensitive areas for significant heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

The North Springfield Community Planning Sector contains lands which are recommended to develop as part of the Beltway South Industrial Area and those which fall outside of this area. The Beltway South Industrial Area is discussed in the section of this Plan following the district overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

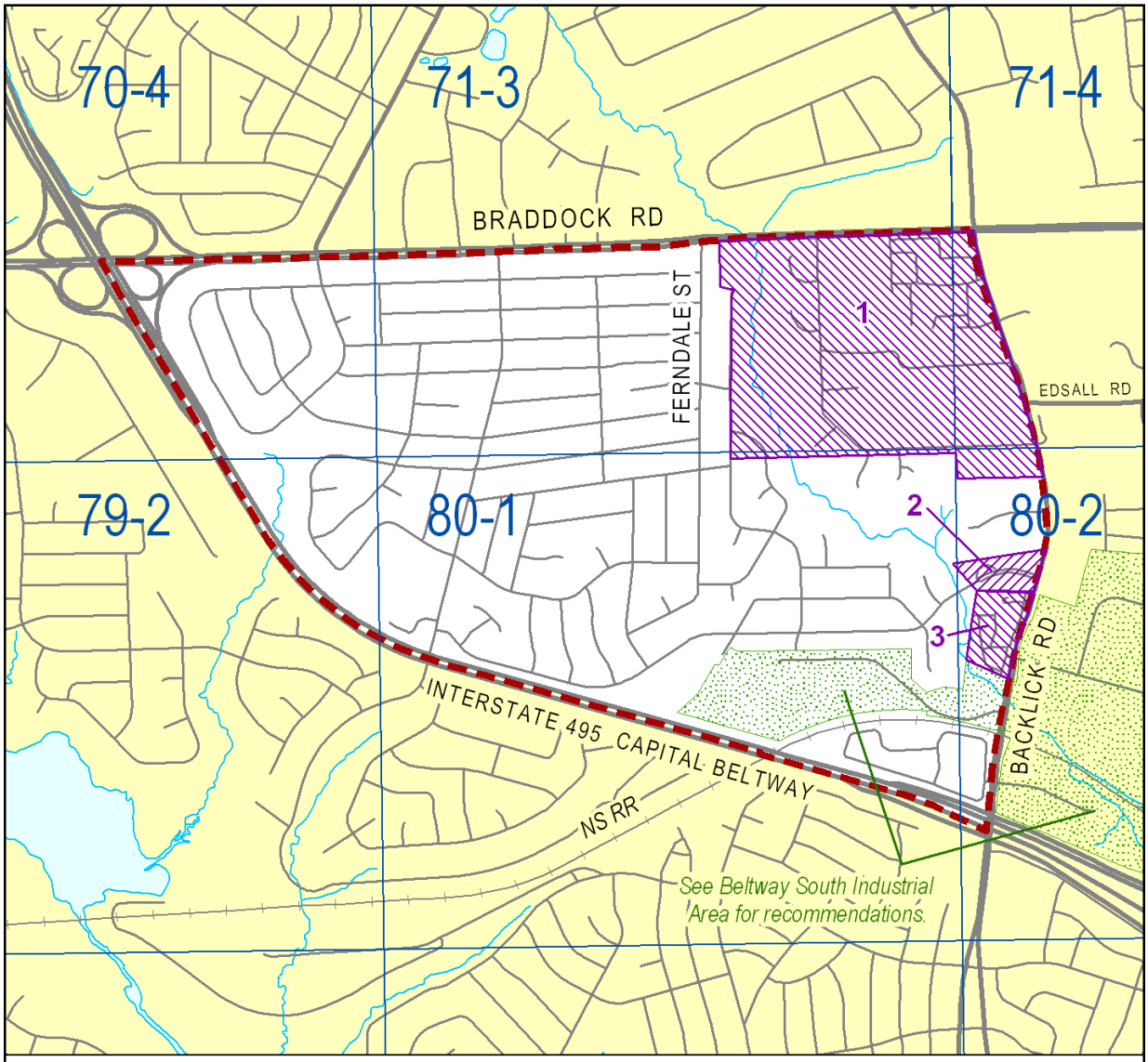
Land Use

The North Springfield Community Planning Sector contains 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 an efficient, well-designed manner and provide for the development of adjacent unconsolidated parcels in conformance with the Area Plan.

Figure 43 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The Leewood section is located in the northeast quadrant of the North Springfield Community Planning Sector. The boundaries of Leewood are Braddock Road to the north; Backlick Run to the west; Backlick Road to the east and Woodland Drive to the south,



A5-North Springfield 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 43

including the tract of land (Tax Map 80-2((4))7) on Backlick Road to the south of the institutional use at the corner of Woodland Drive and Backlick Road.

Except for townhouses at the southwest corner of the intersection of Braddock Road and Backlick Road, and the institutional use located at the corner of Woodland Drive and Backlick Road, the Leewood area consists of single-family detached homes and some large vacant lots, most with substantial trees. It is desirable to maintain the unique characteristics of openness and mature trees and the stability of the neighborhood. Residential development in this area is planned for a density of 1-2 dwelling units per acre in keeping with nearby uses. Development above the low-end of this range is appropriate only in the event of substantial consolidation, and is sufficiently coordinated to ensure the following:

- Compatible infill in the form of well-designed, detached single-family residential development;
- Tree save is in excess of county ordinances;
- Development on the west side of Woodland Drive results in dedication of the Backlick Run Environmental Quality Corridor for public park use; and
- No unconsolidated parcels remain which cannot be developed in full conformance with these criteria.

2. The single-family detached houses near the intersection of Leesville Boulevard and Backlick Road that are adjoining or near office and commercial sites are planned for residential use at 2-3 dwelling units per acre in order to protect the stability of and the main entrance way to the North Springfield community.

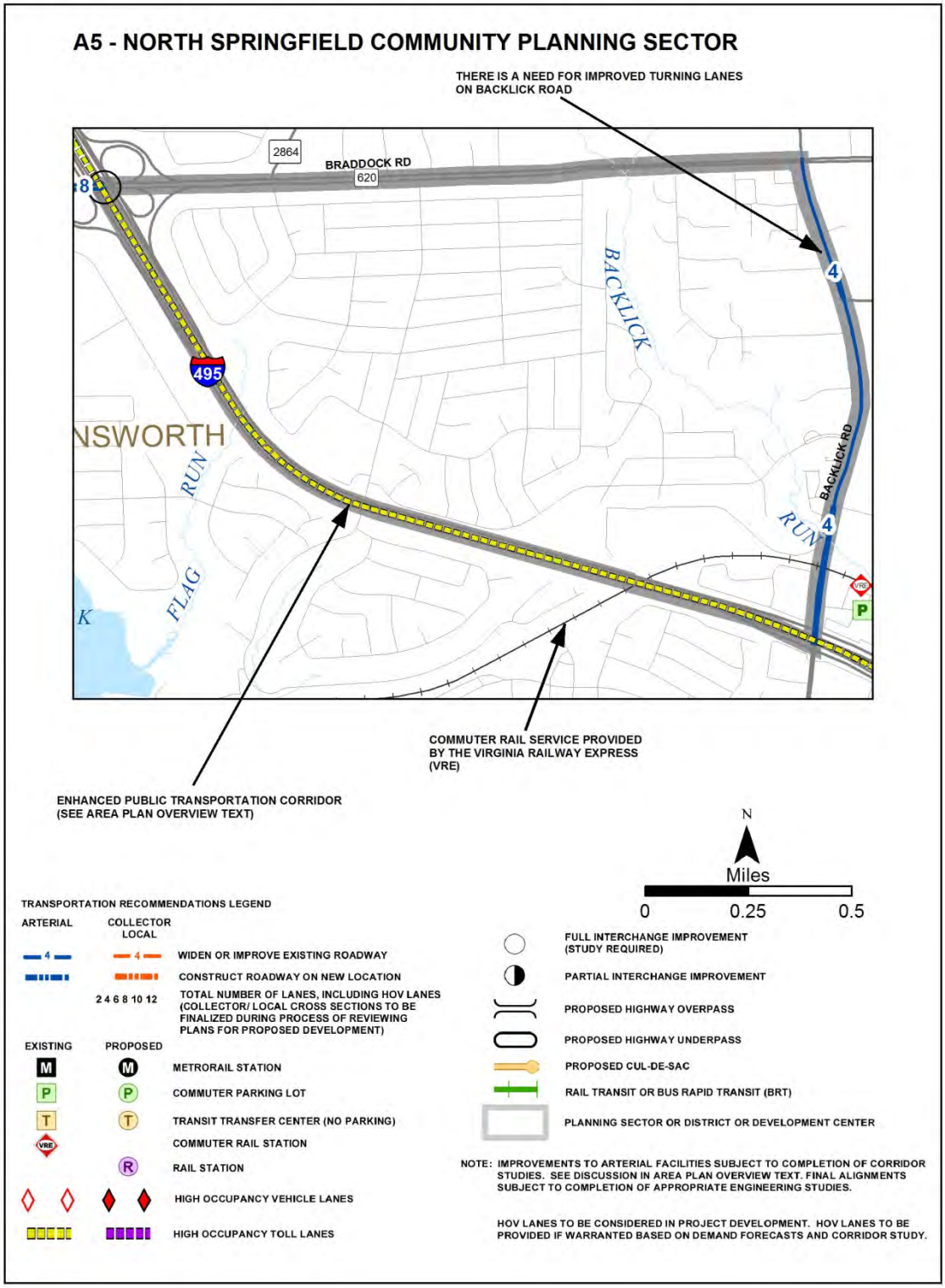
3. The commercial area on the west side of Backlick Road, between Leesville Boulevard and the Backlick Run stream valley, is developed as office condominiums and neighborhood retail uses. Parcels 80-2((1))14, 15 are planned for neighborhood-serving retail use up to .25 FAR. Parcels 80-2((10))1-13 (Leesville Village Condominiums) and 80-2((12)) and 80-2((13)) (Backlick Professional Village) are planned for office use up to .50 FAR.

4. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Nonresidential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

   - Access for the use is oriented to an arterial;
   - The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and
   - Buffering and screening in excess of county ordinances are provided between the use and the adjoining residential properties. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figure 44. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange



TRANSPORTATION RECOMMENDATIONS **FIGURE 44**

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

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 45. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 45
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Flag Run Leewood North Springfield	
DISTRICT PARKS:	This sector is in the service area of Annandale and Mason District Parks.
COUNTYWIDE PARKS:	
Accotink Stream Valley (Flag Run) Backlick Stream Valley	Ensure protection of the EQC and public access to stream valleys through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Also noted under Land Use recommendations. Complete development of stream valley trail.

A6 ACCOTINK COMMUNITY PLANNING SECTOR

CHARACTER

The Accotink Community Planning Sector comprises the land area between Braddock Road, the Capital Beltway/Interstate 495 (I-495), the Norfolk Southern Railway right-of-way and Rolling Road. The planning sector contains the Ravensworth Industrial Area at the northeast corner and is divided into two segments by Accotink Stream Valley Park and Lake Accotink Park. The recommendations for the Ravensworth Industrial Area can be found in the previous section of the Annandale Planning District text following the Beltway South Industrial Area.

Single-family residential usesare the predominant land use, located both east and west of the Accotink Creek Stream Valley. The Danbury Forest townhouse development comprises the center of the planning sector, surrounded primarily by the stream valley. The Kings Park Shopping Center is located in the northwest corner of the sector.

The most significant ecological assets are the Accotink Creek Stream Valley and Lake Accotink. Slopes in excess of 15 percent are found along the southern edge below Lake Accotink.

The Accotink Creek and tributary watersheds are likely to produce significant heritage resources. The abandoned railroad bed running generally parallel to the Norfolk Southern Railway is a locally significant historic archaeological resource.

CONCEPT FOR FUTURE DEVELOPMENT

The Accotink Community Planning Sector contains lands which are recommended to develop as part of the Ravensworth Industrial Area and those which fall outside of this area. The Ravensworth Industrial Area is discussed under separate heading earlier in this volume. The remaining portions of this sector are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

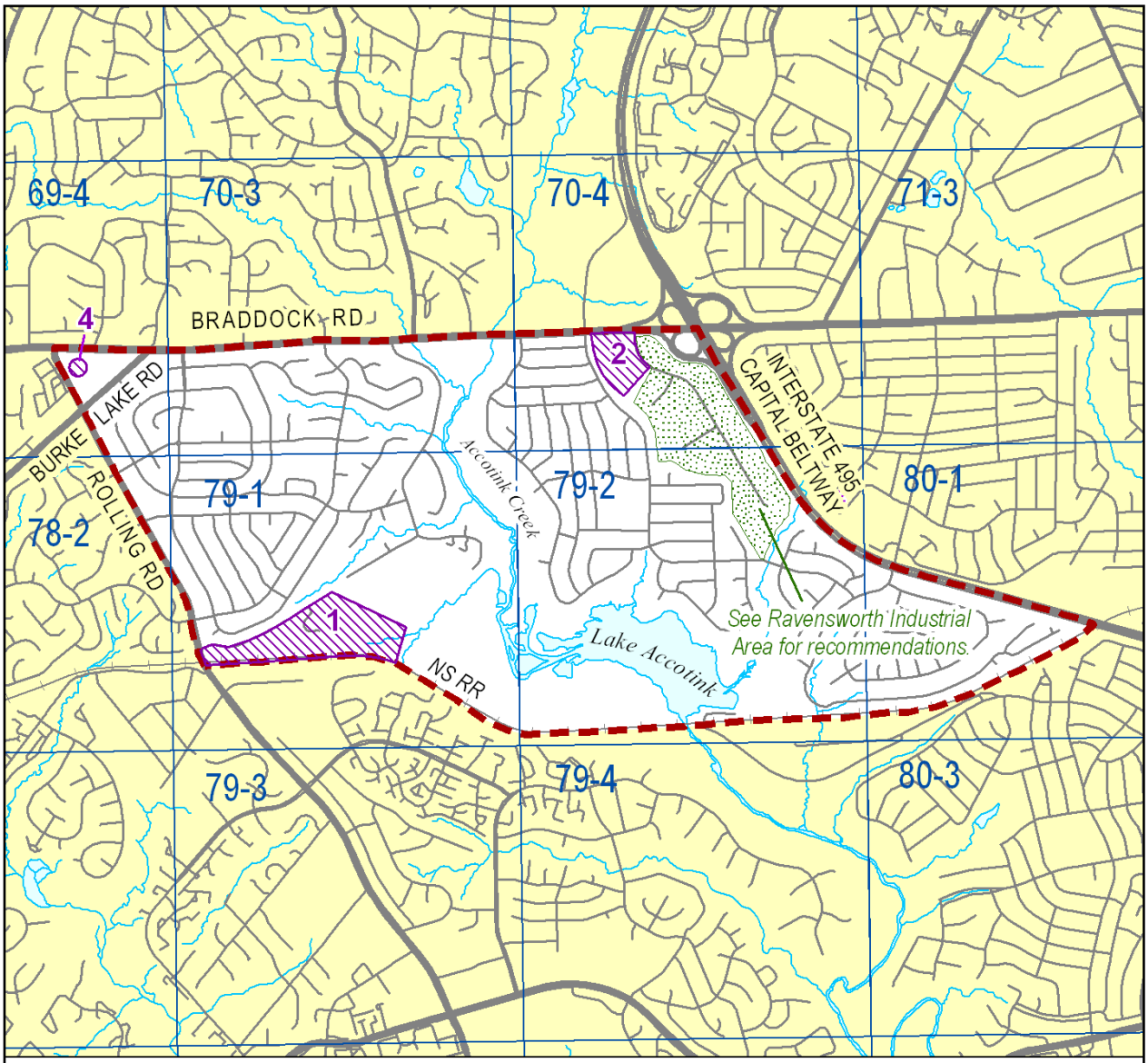
RECOMMENDATIONS

Land Use

The Accotink Community Planning Sector contains 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.

Figure 46 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The area in the southwest corner of Sector A6 which is planned for industrial uses is the site of the Washington Gas Light Company and the Ravensworth Electrical Substation. Although this is not classified as an Industrial Area in the context of the Concept for Future Development, the uses in this vicinity have been established over a long period of time, are stable, and are buffered by planned open space from adjoining residential uses. This area



A6-Accotink 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 46

should remain planned for industrial uses which provide public utilities/services up to .25 FAR. The open space buffer on the north side of this tract should be maintained and enhanced, where possible.

2. The Ravensworth Shopping Center, located at Braddock and Port Royal Roads, is planned for retail uses up to .35 FAR. This commercial area serves an important function by providing retail goods and services for the surrounding community as well as the employees of the adjacent businesses in the Ravensworth Industrial Area. This retail orientation should be maintained.

3. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Nonresidential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

   - Access for the use is oriented to an arterial;

   - The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and

   - Buffering and screening in excess of county ordinances are provided between the use and the adjoining residential properties. [Not shown]

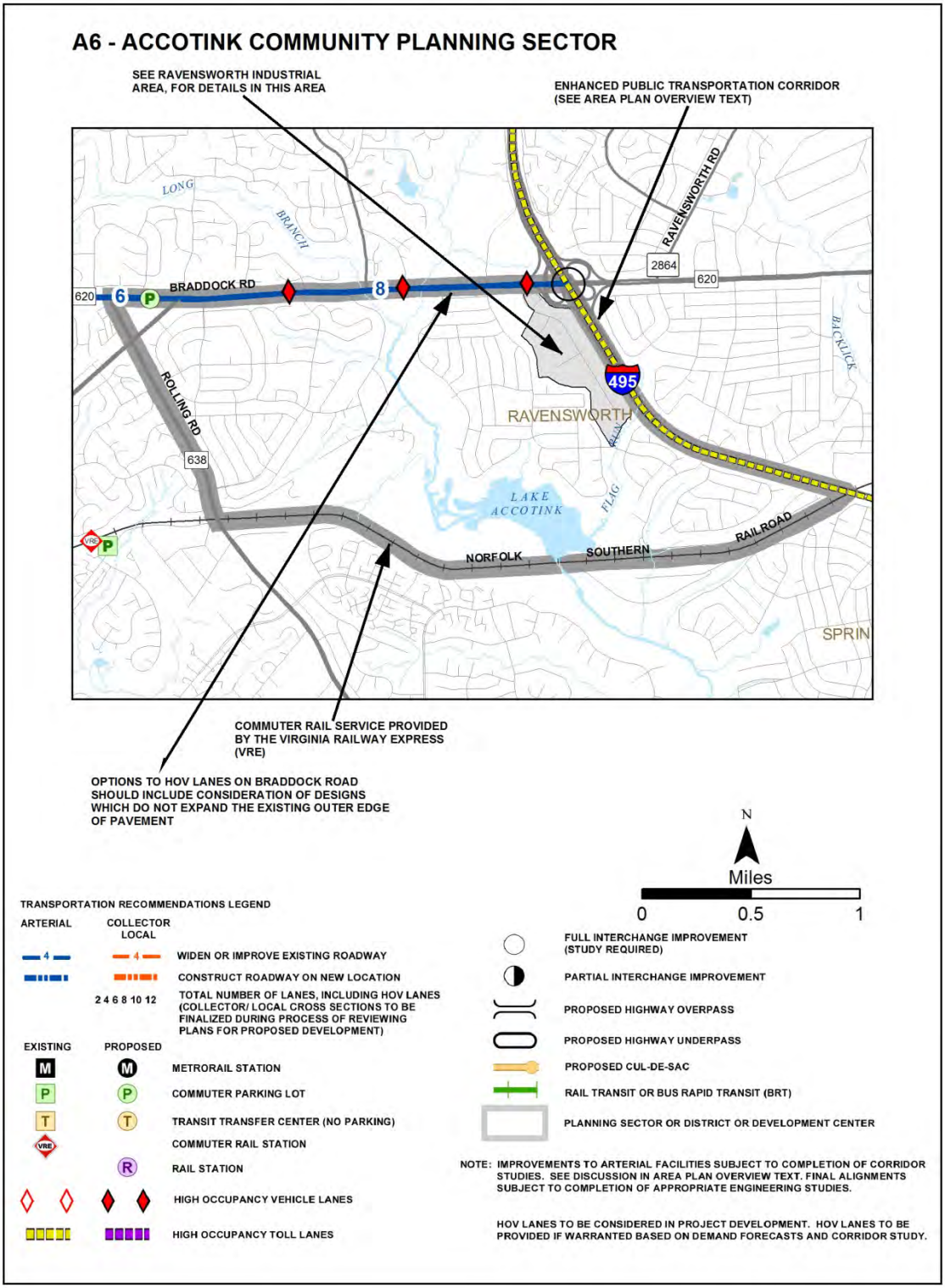
4. Parcels along Braddock Road (Tax Map 69-4((1))49A, 51 and 52 north of the King's Park Shopping Center and excess Braddock Road right of way should be considered for a park and ride facility to meet transportation needs in the area and in view of planned HOV lanes on Braddock Road, the park and ride facility could be implemented through redevelopment of parcels 51 and 52 with office use and support retail use up to 0.5 FAR. If a park and ride facility is constructed, significant buffering should be provided along Braddock Road to minimize noise, light pollution, and line of sight impacts to the residential neighborhoods on the north side of Braddock Road.

Transportation

Transportation recommendations for this sector are shown on Figure 47. 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 abandoned railroad bed running generally parallel to the Norfolk Southern Railway in this sector is a locally significant historic archaeological resource which should be preserved. Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If



TRANSPORTATION RECOMMENDATIONS **FIGURE 47**

preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 48. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 48
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Kings Park	
COMMUNITY PARKS:	Upgrade, as necessary, athletic fields at elementary school sites to meet the active recreation needs of this sector. Community Park facilities are available at Lake Accotink Park.
DISTRICT PARKS:	This sector is in the service areas of Annandale and South Run District Parks.
COUNTYWIDE PARKS:	
Lake Accotink (Natural Resource Park)	
Accotink Creek Stream Valley Long Branch Stream Valley	Complete development of countywide stream valley trails.

A7 WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR

CHARACTER

The Wakefield Chapel Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Braddock Road.

The planning sector is almost entirely developed with single-family detached residential units. Townhouses are developed on the north side of Braddock Road, just east of the intersection with Wakefield Chapel Road. Housing for the elderly with an accompanying senior center is located in the northwest corner of the planning sector. The Annandale campus of the Northern Virginia Community College is located on Little River Turnpike along the northern edge of the planning sector. The planning sector is buffered from I-495 by Accotink Stream Valley Park. The planning sector also contains Wakefield Park.

The Accotink Creek, Long Branch, and Turkey Run Stream Valleys are EQCs running through the planning sector. An area of slopes in excess of 15 percent is found in the southwest corner of the planning sector. The many stream valleys as well as several mid-20th century residential neighborhoods have potential for significant heritage resources. Open space along the west side of Accotink Creek is particularly sensitive for undisturbed prehistoric heritage resources. Identified heritage resources in this planning sector include Oak Hill, a historic house which was built around 1790. Located off Wakefield Chapel Road, it is one of the few remaining 18th century structures in this heavily developed section of the county and is listed in the National Register of Historic Places and Virginia Landmarks Register. In addition, the Wakefield Chapel is a simple one-story wood building located on Toll House Road. It was built in 1899 and is typical of the churches that served turn-of-the-century residents of Fairfax County. Oak Hill and Wakefield Chapel are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Annandale Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

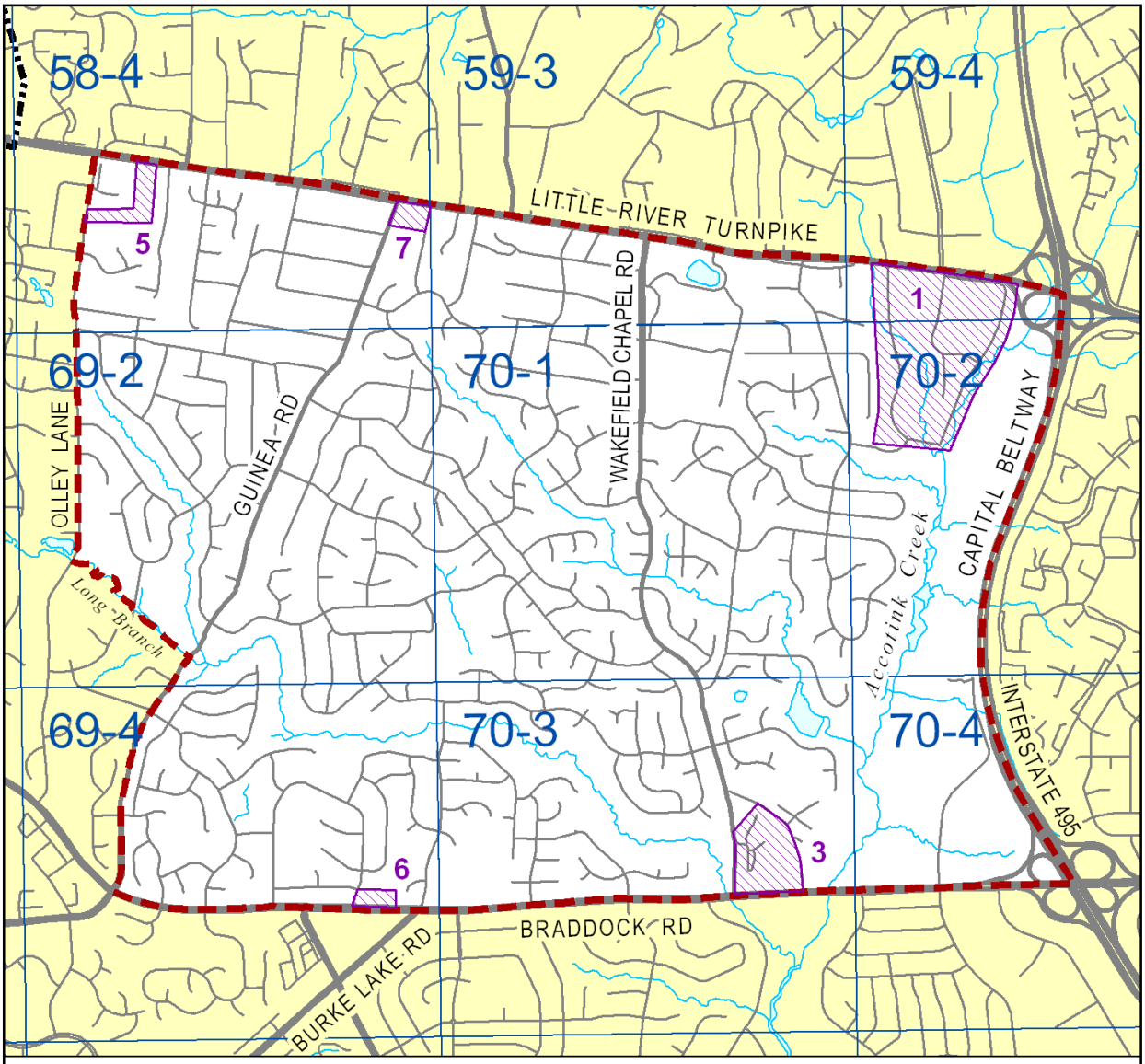
The Wakefield Chapel Community Planning Sector contains lands which are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Wakefield Chapel Community Planning Sector contains 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.

Figure 49 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.



A7-Wakefield Chapel Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

2500 FEET

MAP PREPARED BY DPZ

FIGURE 49

1. The Fairfax Hills area, south of Little River Turnpike, east of Accotink Parkway, north of Mockingbird Drive and Accotink Stream Valley Park including the western side of Woodlark Drive, is planned for residential development up to 2 dwelling units per acre. Special exception and special use permits which would have the effect of altering the low density residential character of this area shall not be permitted.

2. No additional commercial uses are planned for this sector since substantial commercial resources exist in Area I - Sector A6, in Area III - Sector P2 and in the City of Fairfax. [Not shown]

3. The tract between Long Branch Stream Valley Park and Accotink Stream Valley Park (west of Park Glen Heights) is planned for residential development at 2-3 dwelling units per acre, with ample open space linking the two stream valley parks. Ample buffering is required as a barrier between existing residential development and that which is proposed. The frontage with Braddock Road should also remain an open space buffer.

4. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Nonresidential uses requiring special exceptions and special use permits should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

   - Access for the use is oriented to an arterial;

   - The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and

   - Buffering and screening in excess of county ordinances are provided between the use and the adjoining residential properties. [Not shown]

5. Parcels 58-4((1))43, 44, 45 and 47, including Long Place, are planned for residential use at 1-2 dwelling units per acre.

   In addition, these parcels satisfy the locational guidelines for multifamily housing for the elderly as stated in the Policy Plan. As an option, the parcels are also planned for some combination of elderly housing, a nursing home, adult day care, and housing for the elderly requiring assistance. Should this option be selected, the following conditions apply:

   - Acquisition and consolidation of Parcels 58-4((1))43, 44, 45 and 47 including Long Place by the Fairfax County Redevelopment and Housing Authority;

   - The permitted density of residential housing for the elderly may be calculated, pursuant to Par. 8 of Sect. 9-306 of the Zoning Ordinance, on the basis of a planned density range of 4-5 dwelling units per acre. The intensity of other facilities for the elderly, such as a nursing home, should not exceed an FAR of 0.25;

   - Substantial screening and buffering should be provided along the eastern, western and southern borders including a vegetated open space buffer that exceeds Zoning Ordinance requirements adjacent to residential communities to the east and south. Existing natural vegetation should be used as part of the buffering wherever possible;

- The new facilities should be functionally and aesthetically integrated with the existing Little River Glen facility on parcel 41A through pedestrian linkages, and compatible architectural scale, design and massing;

- The project must be residential in character and scale to be compatible with the adjacent residential communities. Building heights should not exceed two stories or 35 feet.

6. Parcel 69-4((6))170 should have access only to Red Fox Drive. If Parcel 69-4((6))F is developed, all dwellings should have a single access onto Braddock Road with right in, right out only and no median break on Braddock Road. If Lot F is consolidated with any other parcel, every effort should be made to avoid direct access to Braddock Road from Lot F. No left turn onto Braddock Road should be allowed from Lot F regardless of use.

7. Land in the vicinity of Guinea Road, Old Hickory Road and Little River Turnpike, Parcels 58-4((7))7 and 58-4((11))1, is planned for residential use at 1-2 dwelling units per acre. To be compatible with surrounding uses, development should only be considered at the low end of the range. Access to parcel 7 should only be from Guinea Road at the most southern point as is practical from an engineering standpoint. Access to parcel 1 should only be from Old Hickory Road. If parcel 1 and parcel 7 are consolidated, access should only be from Old Hickory Road.

Transportation

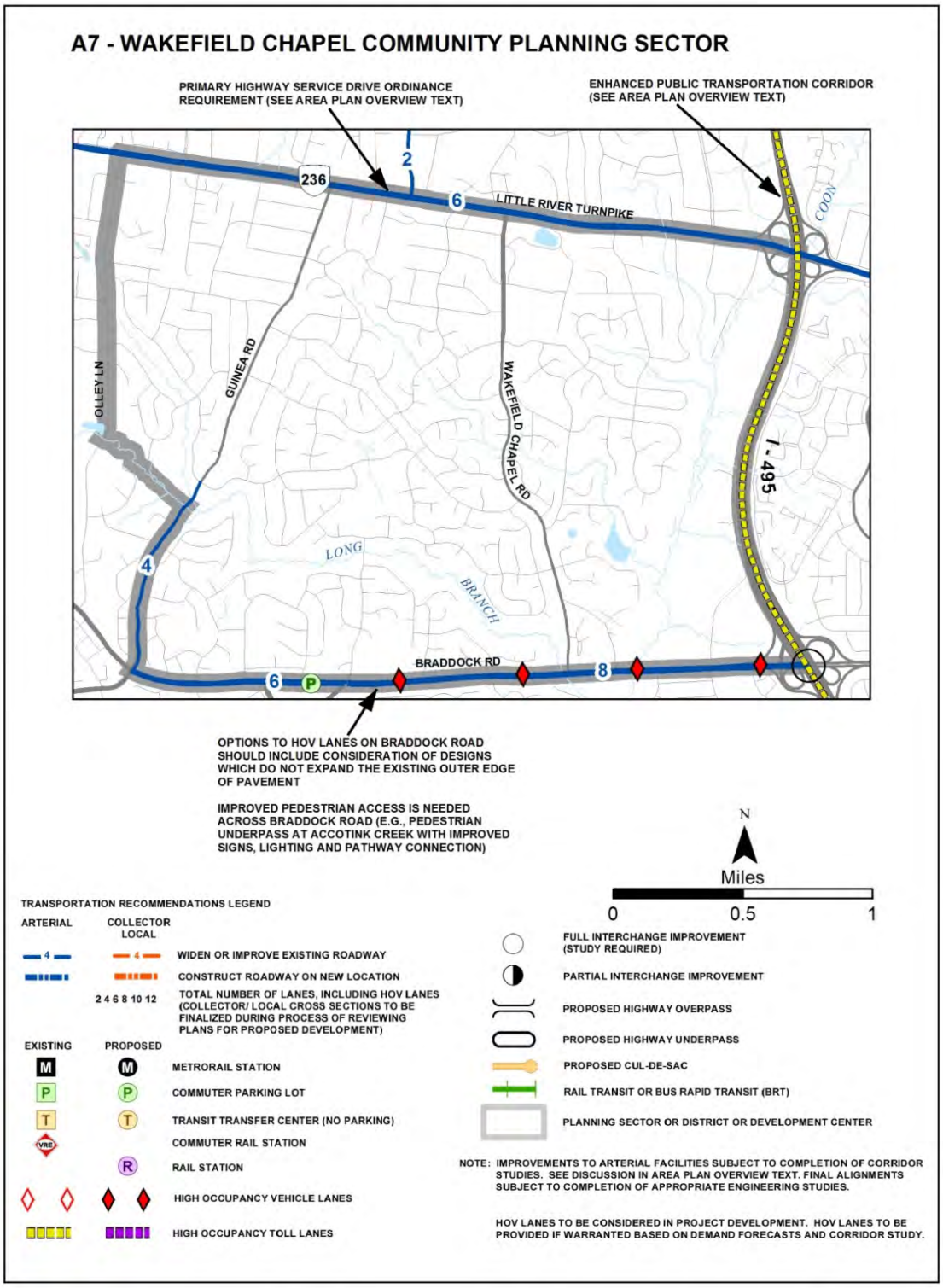
Transportation recommendations for this sector are shown on Figure 50. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

Between Braddock Road and Braeburn Drive, Guinea Road is to be widened to four lanes. Recognizing the narrow right-of-way available in this segment and the hilly terrain, modified design standards may be needed to reduce impacts on adjacent residential areas.

Improved pedestrian access across Braddock Road is needed. Some possibilities might include a pedestrian underpass at Accotink Creek with improved signing, lighting, pathway connections, pedestrian walk signals, and so forth.

Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.



TRANSPORTATION RECOMMENDATIONS **FIGURE 50**

Public Facilities

Expand the Wakefield Senior Center at Wakefield Park to 15,000 square feet in order to serve the growing senior adult population and provide additional space for the Braddock District Teen Center which shares the space.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 51. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 51
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Ashford East Canterbury Woods Fairfax Hills Long Branch Falls Oak Hill Red Fox Forest Wakefield Chapel Willow Woods	Complete development of existing parks. Consider designation of Willow Woods Park and Canterbury Woods School as a community school/park complex with developed active recreation facilities.
COMMUNITY PARKS:	
Howery Field	Complete upgrading of athletic fields in accordance with the revised master plan.
Rutherford	Upgrade existing athletic fields to meet active recreation needs of this sector.
DISTRICT PARKS:	This sector is within the service area of Annandale District Park.
COUNTYWIDE PARKS:	
Accotink Creek Stream Valley Long Branch Stream Valley	Ensure protection of the EQCs and public access to stream valleys through acquisition and/or donation of conservation/trail easements on privately owned land (including Parcel 69-4((6))D1 in Red Fox Forest) in accordance with Fairfax County Park Authority stream valley policy. Complete development of stream valley trails.
The Wakefield Chapel (Heritage Resource Park)	
Wakefield (Multiple Resource Park)	

A8 PINE RIDGE COMMUNITY PLANNING SECTOR

CHARACTER

Pine Ridge Community Planning Sector is located west of the Capital Beltway/Interstate 495 (I-495), bounded by Little River Turnpike (Route 236) and Woodburn Road. The planning sector is developed primarily with stable, single-family detached residential units with a significant mix of institutional uses. A node of commercial activity exists south of the intersection of Woodburn Road and Gallows Road, near the junction with I-495.

The primary ecological asset of this planning sector is the Accotink Stream Valley Park, which transects the planning sector north to south into two sections of roughly equal size. The Accotink Stream Valley Park also runs much of the length of I-495, buffering the stable, single-family detached residential units to the west. This planning sector has produced prehistoric archaeological resources and historic documents indicate the presence of potentially significant historic resources. The open space areas along Accotink Creek are particularly sensitive. Heritage resources also have been recorded in more developed areas in the planning sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Pine Ridge Community Planning Sector contains lands which are recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Pine Ridge Community Planning Sector contains 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.

Figure 52indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. All vacant tracts fronting on Little River Turnpike are surrounded by stable, single-family residential neighborhoods and should develop at the densities recommended on the Comprehensive Plan map. [Not shown]

2. The small, commercially-zoned area between Woodburn Road and Prosperity Avenue, fronting on Little River Turnpike, should not be expanded. Extensive buffering is required along the northern and eastern boundaries of the tract to maintain the adjacent stable residential area.

3. Should any of the property along Accotink Creek planned for park use not be acquired for park purposes, it is recommended that the land develop for residential use at 1-2 dwelling units per acre with conservation/trail easements to preserve the EQC and provide continuity of public access. [Not shown]

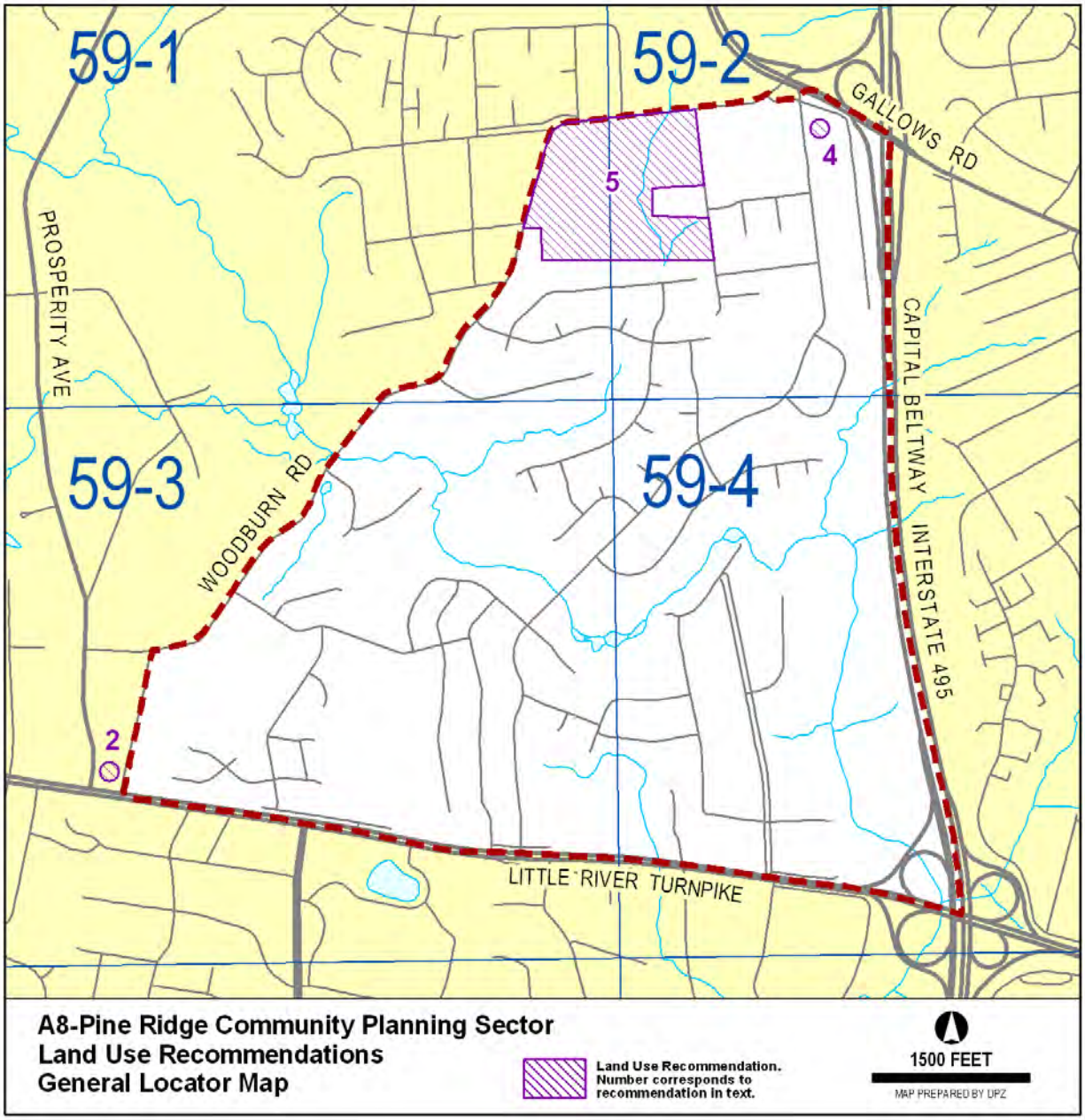

59-1
59-2
59-3
59-4
GALLOWS RD
PROSPERITY AVE
WOODBURN RD
CAPITAL BELTWAY
INTERSTATE 495
LITTLE RIVER TURNPIKE
2
4
5
A8-Pine Ridge Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1500 FEET
MAP PREPARED BY DPZ

FIGURE 52

4. Discourage further expansion of the small commercial area planned for retail use at the intersection of Gallows and Woodburn Roads by extensive peripheral buffering and use of appropriate surrounding transitional uses.

5. If the Fairfax County School Board decides that the vacant parcel at the Pine Ridge High School site will not be used for a Fairfax County Public School facility, the parcel shall be used as a permanent park site according to established county procedure, and with appropriate consideration being made to the School Board in return for the property. The site is presently being used for park purposes in a cooperative use agreement between the School Board and the Park Authority. It is the policy of the county that the existing park facilities (ballfields, garden plots) are a desirable use and should remain.

Transportation

Transportation recommendations for this sector are shown on Figure 53 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

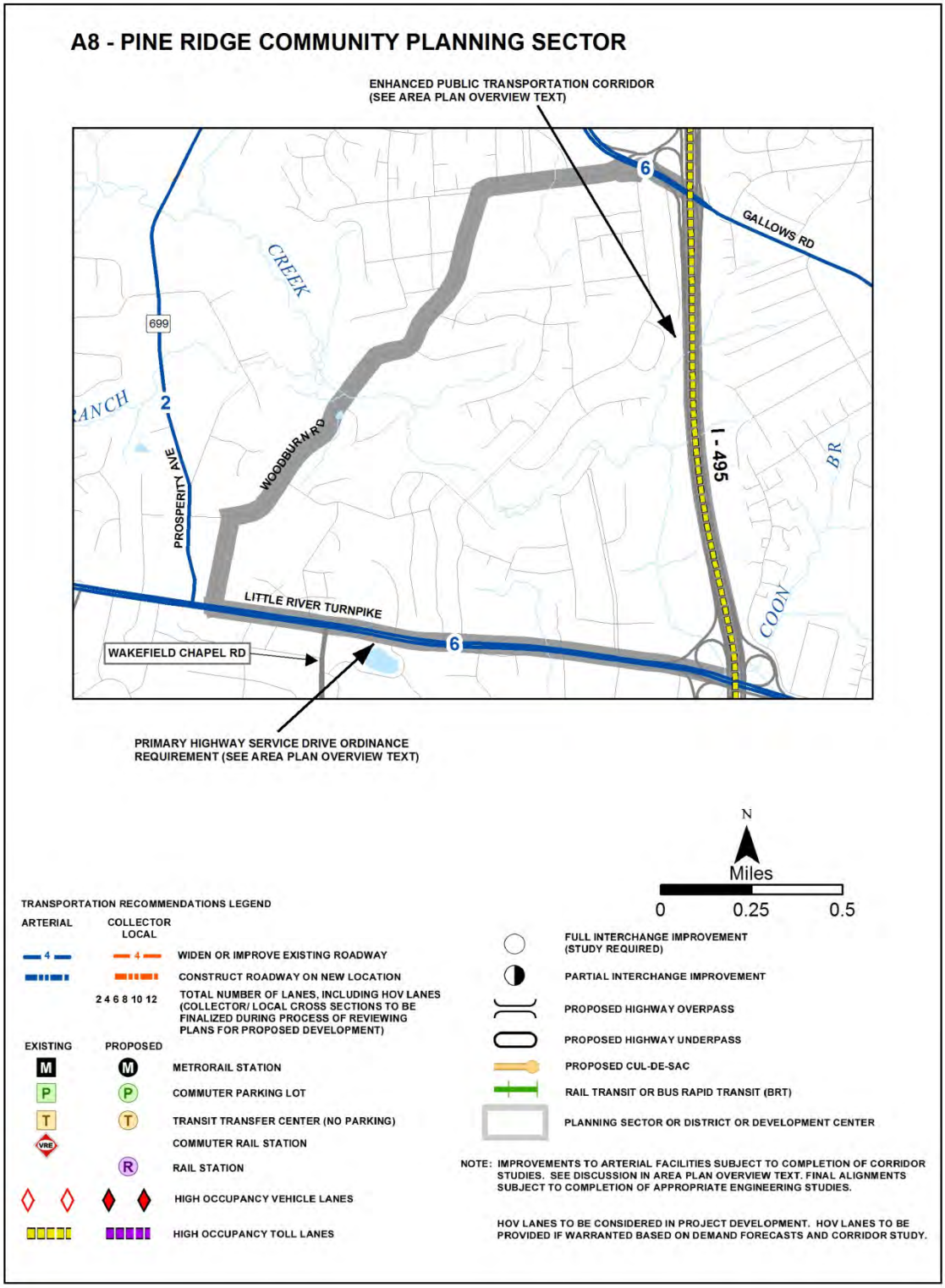
Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 54. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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 53**

FIGURE 54
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Camelot School Site	
COMMUNITY PARKS:	
Pine Ridge High School Site	Consider acquisition as a permanent park site and continue interim use agreement. Also see Land Use recommendations.
Winterset Varsity	Continue interim use agreement.
DISTRICT PARKS:	This sector is within the service area of Annandale District Park.
COUNTYWIDE PARKS:	
Accotink Creek Stream Valley	Ensure protection of EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete development of countywide Stream Valley Trail to Wakefield Park.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

A9 HOLMES RUN COMMUNITY PLANNING SECTOR

CHARACTER

The Holmes Run Community Planning Sector is located east of the Capital Beltway/Interstate 495 (I-495), bounded by Gallows Road, Hummer Road, and Little River Turnpike (Route 236). The planning sector includes a small portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The majority of the planning sector is developed with single-family detached residential units. Exceptions include the Raintree townhouses on Gallows Road immediately east of the I-495/Gallows Road interchange, the Adams Walk townhouse community located east of Hummer Road along Championship Drive, and the Lafayette Village community situated in the southwestern portion of the planning sector.

The Coon Branch Stream Valley runs from I-495/Little River Turnpike interchange northeast through the southern portion of this planning sector; associated parkland includes the Hidden Oaks Nature Center. Many portions of the planning sector remain heavily wooded, supporting considerable wildlife. In particular, stands of specimen monarch oaks have been identified within the area.

Previous archaeological work in the county has demonstrated that significant heritage resources may have survived the minor cutting and filling that occurred during construction of the older residential neighborhoods. Therefore, there is a potential for such resources in those areas as well as in undeveloped areas, particularly the Coon Branch Watershed.

Remnants of the historic Manassas Gap Railroad line, which was intended to link Alexandria with the Shenandoah Valley, are located in this sector. The railroad line is a significant heritage resource and is listed in the Fairfax County Inventory of Historic Sites. A list and map of historic resources are included in the Annandale Planning District Overview section, Figures 4 and 5.

CONCEPT FOR FUTURE DEVELOPMENT

The Holmes Run Community Planning Sector contains lands which are recommended to develop as Suburban Neighborhoods in the Concept for Future Development. The Holmes Run Community Planning Sector also includes a portion of the Annandale Community Business Center. The Annandale Community Business Center is discussed in a separate section following the Annandale District overview.

RECOMMENDATIONS

Land Use

The Holmes Run Community Planning Sector contains 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.

Figure 55 indicates the geographic location of land use recommendations for this sector.

Transportation

Transportation recommendations for this sector are shown on Figure 56. 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

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 57. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

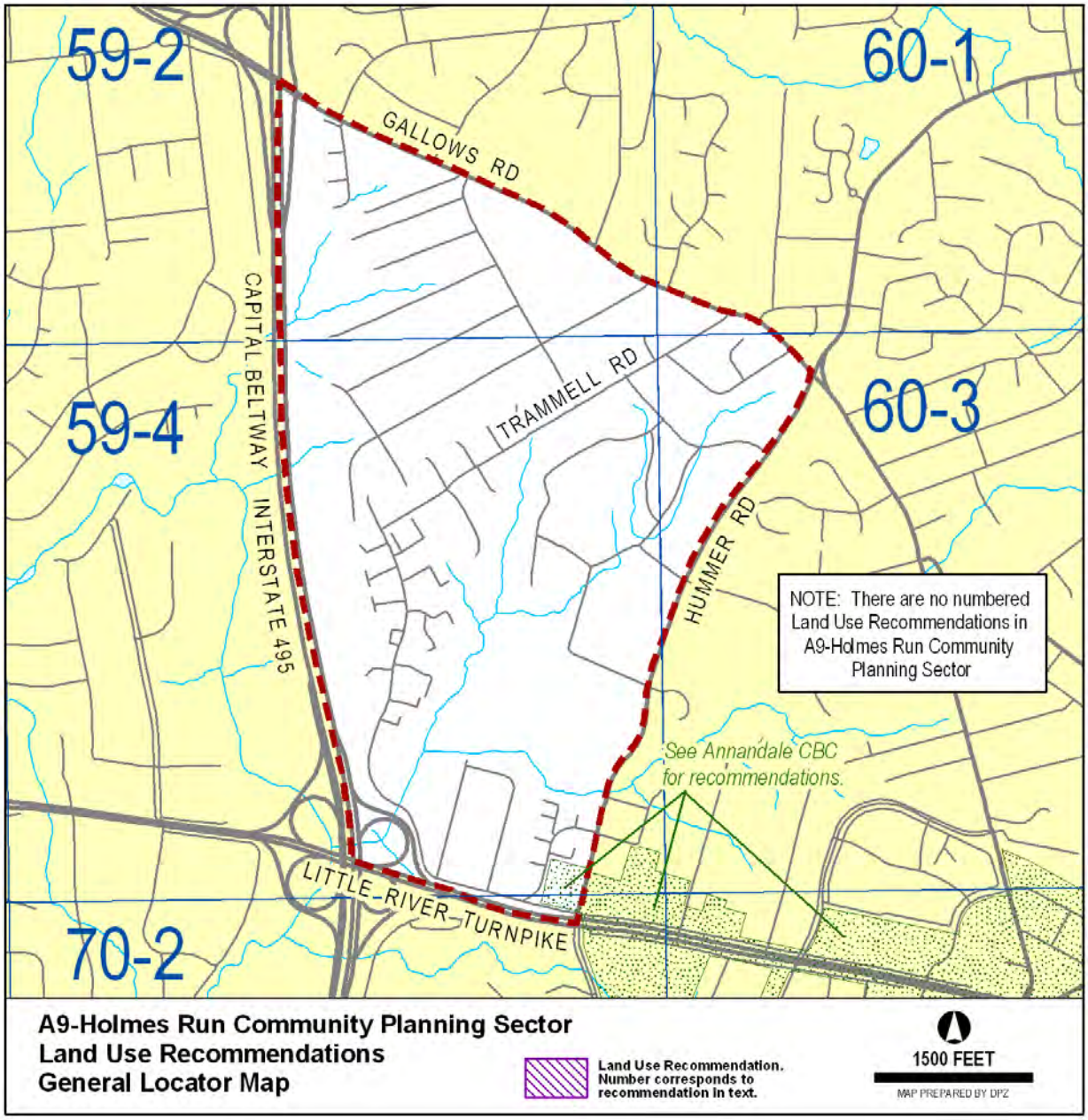
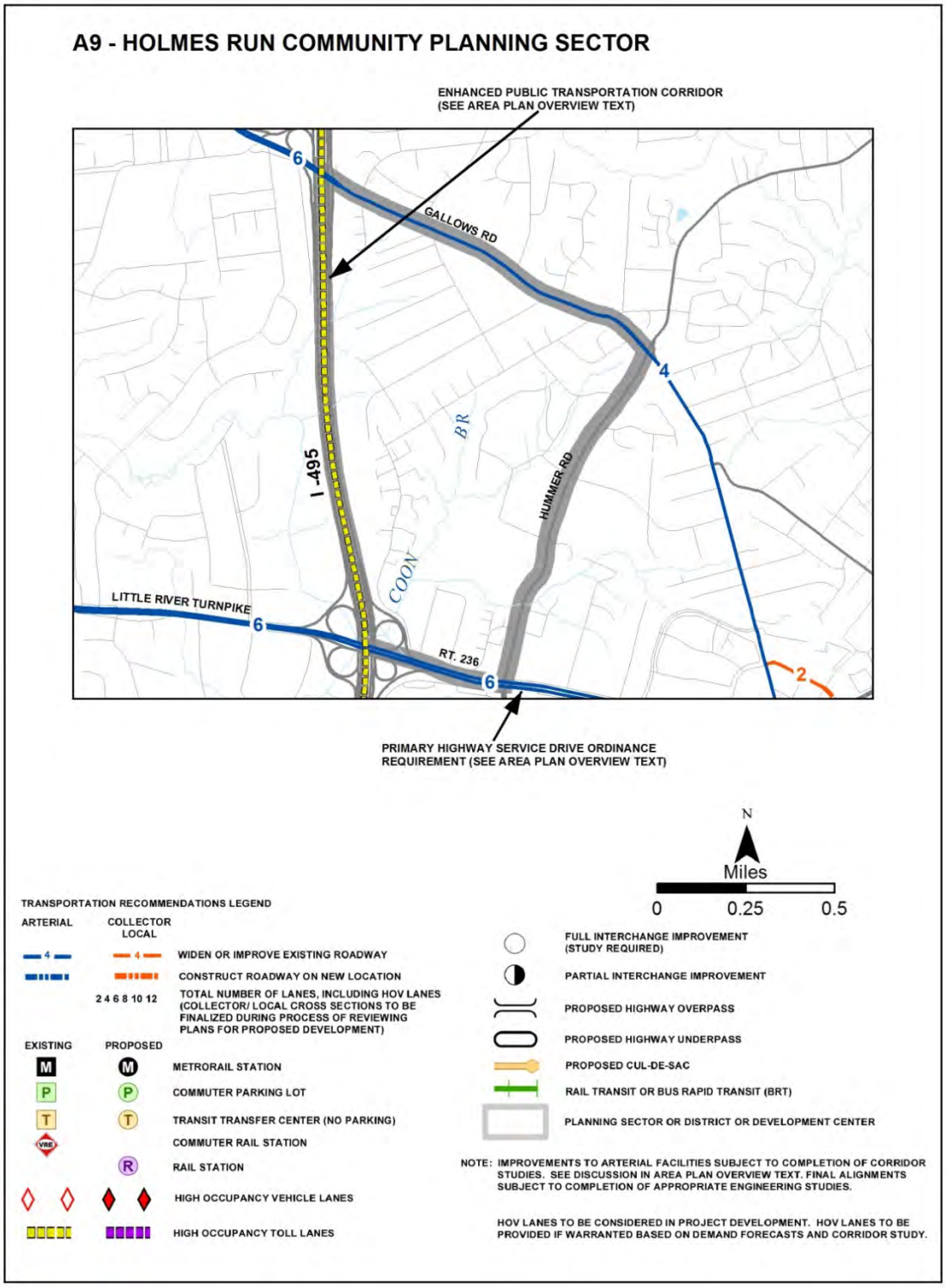

59-2
60-1
59-4
60-3
70-2
GALLOWS RD
TRAMMELL RD
HUMMER RD
CAPITAL BELTWAY
INTERSTATE 495
LITTLE RIVER TURNPIKE
NOTE: There are no numbered Land Use Recommendations in A9-Holmes Run Community Planning Sector
See Annandale CBC for recommendations.
A9-Holmes Run Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1500 FEET
MAP PREPARED BY DPZ

FIGURE 55



TRANSPORTATION RECOMMENDATIONS **FIGURE 56**

FIGURE 57
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A9

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD/COMMUNITY PARKS:	
	Neighborhood and Community Park needs are adequately met by facilities at Annandale District Park.
DISTRICT PARKS:	
Annandale	Due to the diversity of its resources, including the Packard Center which houses the offices of various civic organizations, and Hidden Oaks Nature Center, Annandale Community Park has been reclassified as a District Park. Existing facilities should be upgraded accordingly.

A10 OSSIAN HALL COMMUNITY PLANNING SECTOR

CHARACTER

The Ossian Hall Community Planning Sector is bounded on the north by Little River Turnpike (Route 236), on the east by Backlick Road, on the south by Braddock Road, and on the west by Capital Beltway/Interstate 495 (I-495). The northeast corner of the planning sector comprises a portion of the Annandale Community Business Center (CBC). Recommendations for this area can be found in a previous section of the Annandale Planning District text, following the Overview section.

The planning sector contains a mix of single-family detached residential units located principally in the southern and eastern segments. Townhouses and multifamily residential units are generally located along the western and northern boundaries. Community-serving commercial uses are located in the central portion of the planning sector along Heritage Drive, with institutional uses located throughout the planning sector. A branch of the Backlick Run stream, which has been designated as an Environmental Quality Corridor (EQC), transects the south-central portion of this planning sector.

Previous archaeological work in the county has demonstrated that significant heritage resources may have survived in older, more dispersed residential neighborhoods east of Ravensworth Road, in which cutting and filling were less severe during construction. Therefore, there is a potential for resources in those areas as well as in undeveloped areas in the planning sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Ossian Hall Community Planning Sector contains lands which are recommended to develop as part of the Annandale Community Business Center (CBC) and those which fall outside of the CBC. The Annandale Community Business Center is discussed in the section of this Plan following the district overview. The remainder of this sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Ossian Hall Community Planning Sector contains 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.

Figure 58 indicates the geographic location of land use recommendations for this sector.

1. Parcel 70-2((14))A2, part of the original Heritage Condominium, should remain as private open space.

2. The area on the north side of Braddock Road, Tax Map 71-3((8))7, 7A, 8, 9, and 9A, located between the Leewood Nursing Home and the School for Contemporary Education, is planned for residential use at a density of 2-3 and 4-5 dwelling units per acre as shown

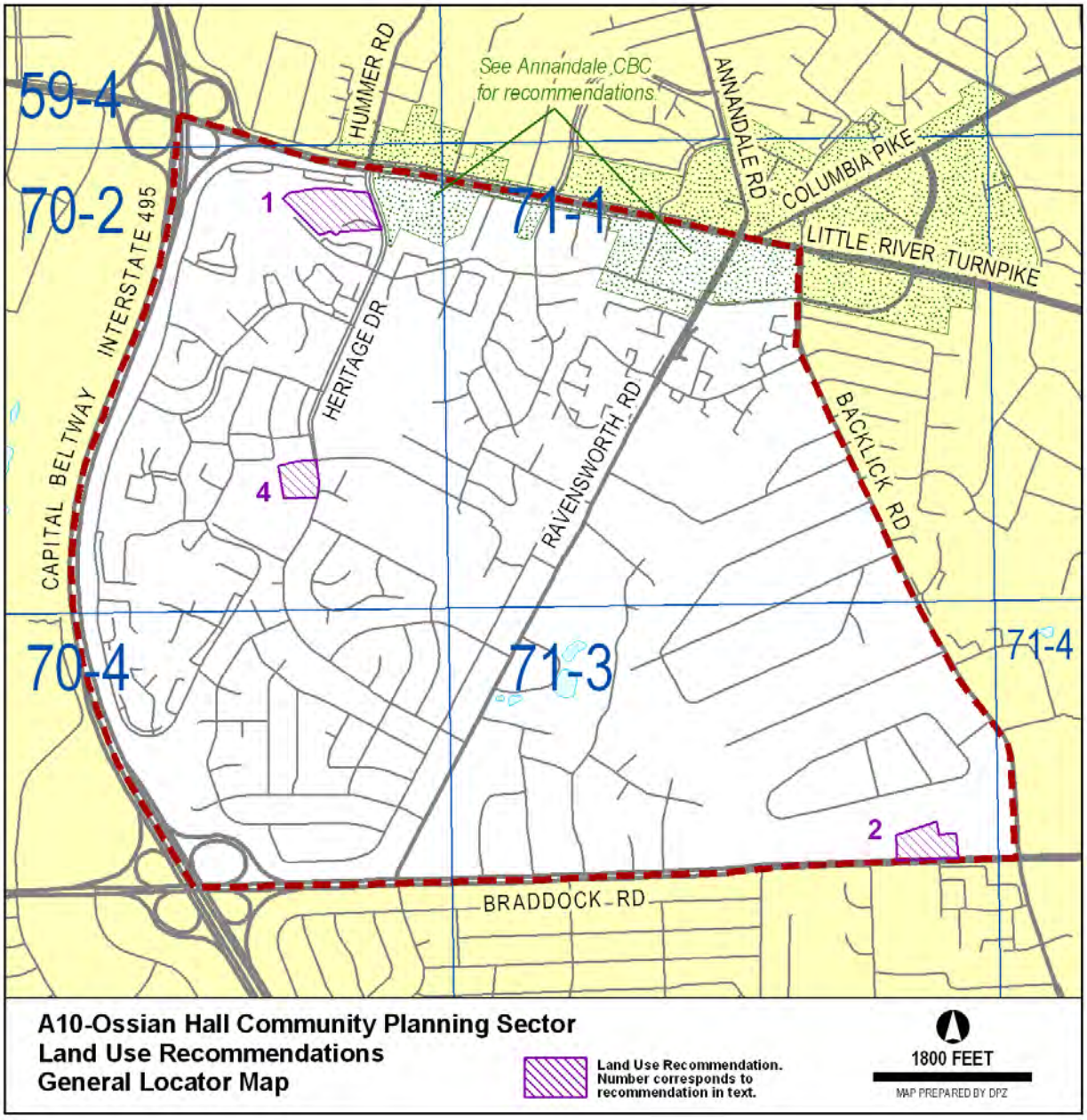

59-4
70-2
71-1
70-4
71-3
71-4
See Annandale CBC for recommendations.
HUMMER RD
ANNANDALE RD
COLUMBIA PIKE
LITTLE RIVER TURNPIKE
INTERSTATE 495
CAPITAL BELTWAY
HERITAGE DR
RAVENSWORTH RD
BACKLICK RD
BRADDOCK RD
1
2
4
A10-Ossian Hall Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1800 FEET
MAP PREPARED BY DPZ

FIGURE 58

on the Plan Map. As an option, all five lots may develop at a density of 4-5 dwelling units per acre if the following conditions are met:

(a) There is substantial and logical consolidation;

(b) The height of any building does not exceed 35 feet without fill;

(c) Transitional screening and barriers comply with the Zoning Ordinance requirements;

(d) Access points are coordinated with adjacent properties;

(e) The existing mature trees along Braddock Road and the Wilburdale community are saved; and

(f) The development proposal satisfactorily addresses the associated environmental and stormwater impacts.

3. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area and to prevent commercial or quasi-commercial encroachment. [Not Shown]

4. The Heritage Mall (Parcels 70-2((1))1D1, 2A and 2C) is developed and planned for a neighborhood and community serving retail center which includes an office component. As an option, mixed use up to 0.70 FAR with retail, office and residential uses may be appropriate provided the following conditions are met:

- The commercial component should not exceed a maximum of 91,000 square feet, which should include about 30%office use and about 70% neighborhood and community serving retail uses. In addition, a community serving use such as a community resource center should be provided and located within the structure occupied by the existing convenience retail use at the southwest corner of the property.

- Development should be phased to ensure that the redevelopment of the existing shopping center occurs before or concurrently and is integrated with any new residential development.

- The residential use should be limited to a maximum of 200 dwelling units (excluding bonus and affordable dwelling units) and should be designed as an integral component of the mixed use development and may include ground floor retail.

- The residential development should be designed in a manner such that its mass and scale are compatible with the surrounding residential uses. The residential structure should be limited to five (5) stories including ground floor retail. The exception is when parking for the residential use is designed as an integral part of the residential structure, in which case the height limit should not exceed six stories for portions of the buildings that include any above ground parking structure.

- The mixed use development should provide a pedestrian oriented environment including open space amenities such as a community green with well-lighted and landscaped pedestrian connections to surrounding areas.

- Public facility and infrastructure impacts of any proposed development, such as transportation, schools, and parks will need to be mitigated through on-site and off-site improvements or contributions.

Transportation

Transportation recommendations for this sector are shown on Figure 59. 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

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

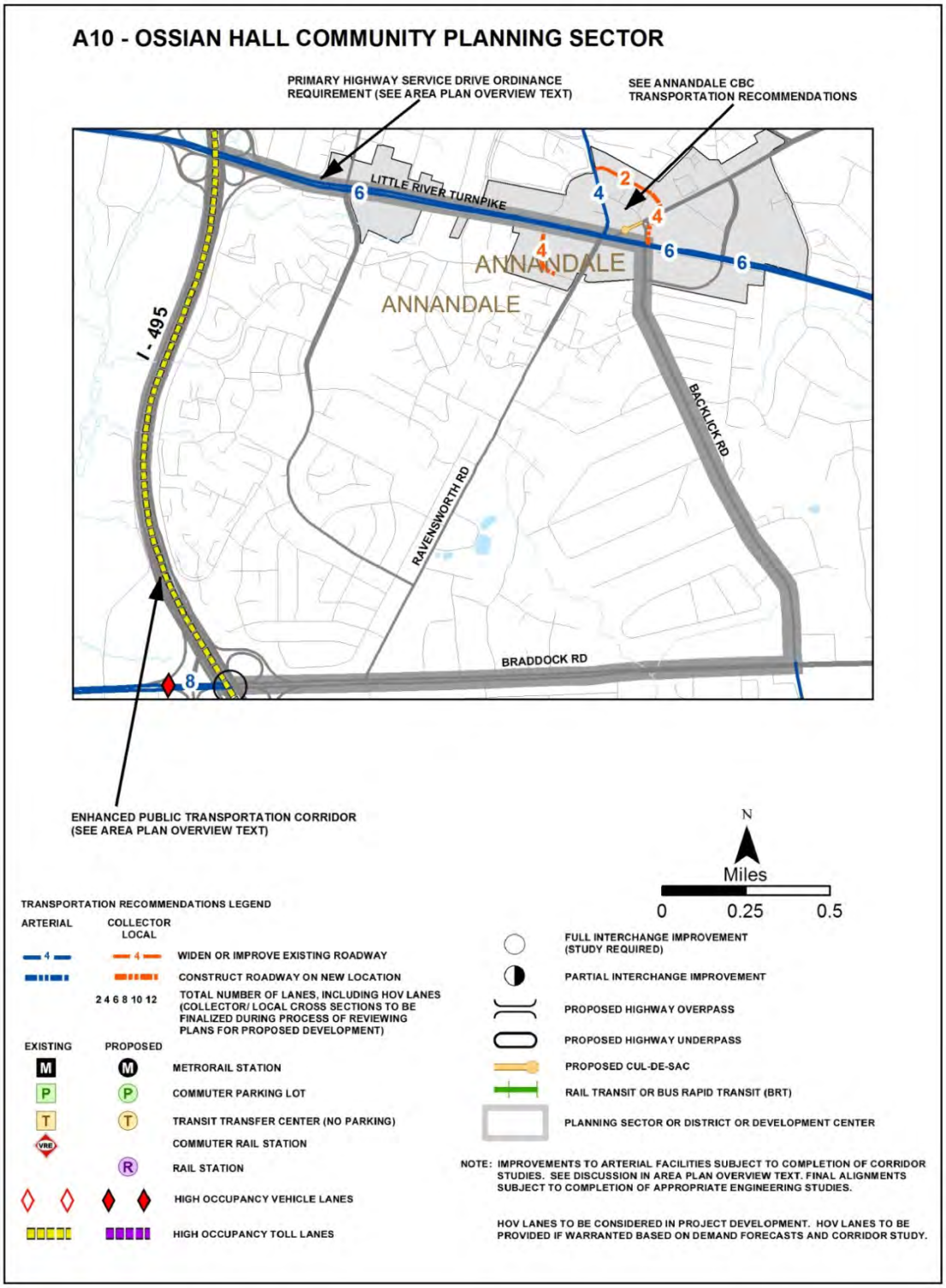
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 60. 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 and Bicycle Facilities

Trails planned for this sector are delineated 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 from the Department of Transportation. 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.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.



TRANSPORTATION RECOMMENDATIONS **FIGURE 59**

FIGURE 60
PARKS AND RECREATION RECOMMENDATIONS
SECTOR A10

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Backlick Fitzhugh Wilburdale	Additional privately maintained Neighborhood Park facilities are provided in residential developments west of Heritage Drive.
COMMUNITY PARKS:	
Ossian Hall	
DISTRICT PARKS:	
	This sector lies within the service area of Annandale District Park.
COUNTYWIDE PARKS:	
Backlick Stream Valley	Ensure protection of the EQC and public access to stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with the Fairfax County Park Authority stream valley policy. Complete development of stream valley trail.