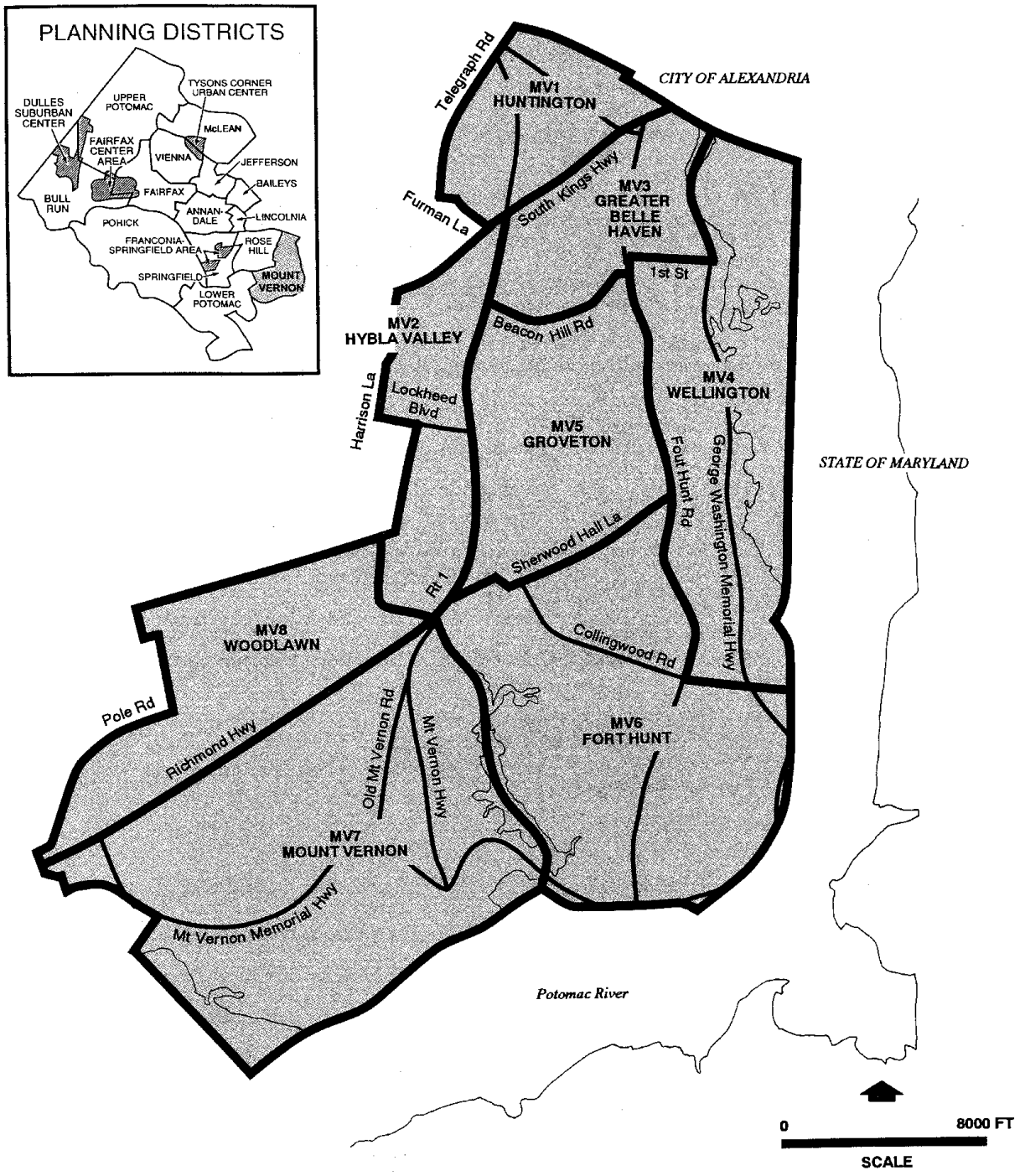



**COMMUNITY PLANNING SECTORS** **FIGURE 20**
**MOUNT VERNON PLANNING DISTRICT**

## MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

### CHARACTER

The majority of the Huntington Community Planning Sector comprises the Huntington Transit Station Area (TSA). The planning sector is generally bounded by the Capital Beltway/Interstate 95/495 (I-95/I-495), Telegraph Road, Furman Lane, South Kings Highway, and Richmond Highway (Route 1) as shown in Figure 21.

The TSA is divided into land units with specific recommendations made for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington TSA and the Transit Development Area are outlined on the area maps in Figure 22. The Huntington Community Planning Sector also contains portions of the North Gateway and Penn Daw Community Business Centers (CBCs) located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

The Huntington Metro Station is located south of the City of Alexandria in the triangle of land bounded by Huntington Avenue, Richmond Highway and North Kings Highway (Route 241). The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from single-family detached units and duplexes in stable neighborhoods to high-rise apartments and condominiums. There are also clusters of local retail development located at major intersections

### CONCEPT FOR FUTURE DEVELOPMENT

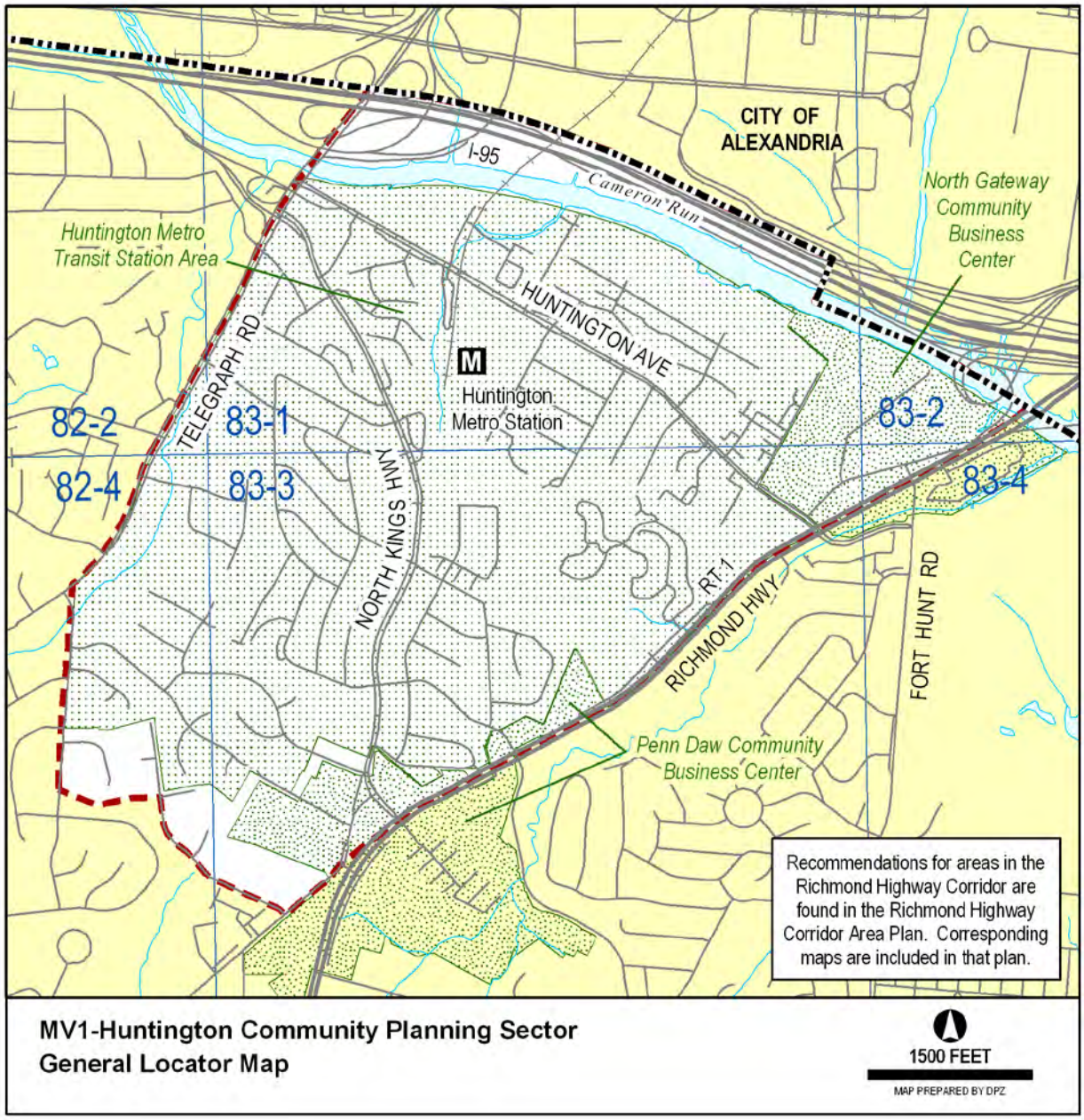
The Huntington Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers that are located around the fourteen Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the viability of existing, nearby land uses.

The Transit Development Area is a smaller area located within a 5 to 7 minute walk of the transit station, and planned for higher-density, mixed-use development. This concept of the Transit Development Area is appropriate for the Huntington Metro Station Area in particular. Within the Transit Station Area, most of the redevelopable land is located within a 5 to 7 minute walking distance from the Huntington Metro Station. New development should be channeled into land units within this Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Transit Station Area, the stability of older residential neighborhoods will be threatened and affordable housing in close proximity to the Metro station may be lost. Traffic congestion would be likely to increase if development is encouraged farther away from the station.

### RECOMMENDATIONS

#### Land Use

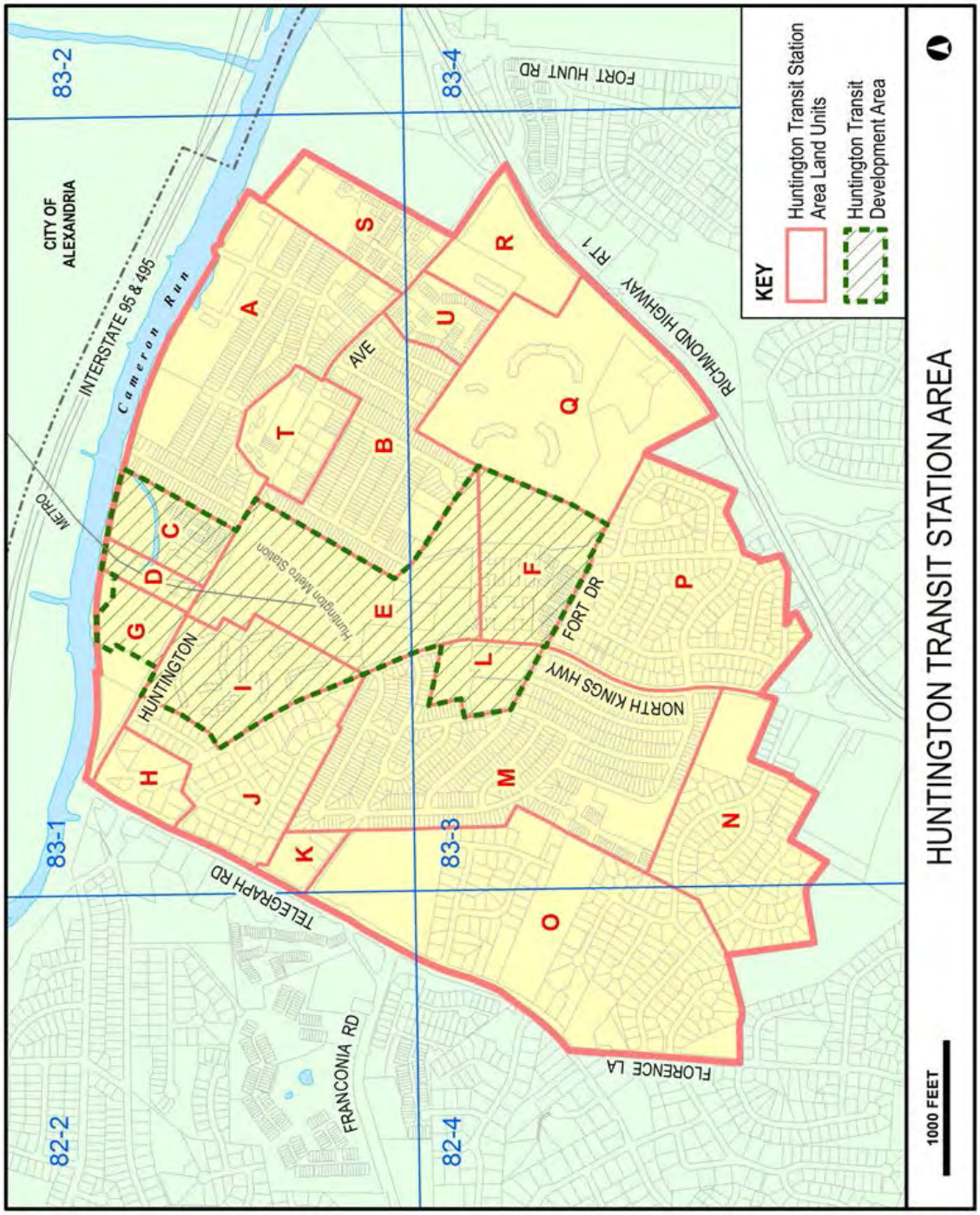
The purpose of the planning recommendations is to guide and direct development in the Huntington Transit Station Area by recognizing the opportunities and constraints. The area




**MV1-Huntington Community Planning Sector**
**General Locator Map**

**FIGURE 21**

**FIGURE 22**


HUNTINGTON TRANSIT STATION AREA
1000 FEET
KEY
Huntington Transit Station Area Land Units
Huntington Transit Development Area
CITY OF ALEXANDRIA
INTERSTATE 95 & 495
Cameron Run
METRO
Huntington Metro Station
HUNTINGTON
AVE
FORT HUNT RD
RICHMOND HIGHWAY
RT 1
NORTH KINGS HWY
FORT DR
TELEGRAPH RD
FRANCONIA RD
FLORENCE LA
83-1
83-2
83-3
83-4
82-2
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impacted by these recommendations is divided into land units as presented in Figure 22. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metro station and preserving the existing stable neighborhoods around the station.

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

The Huntington Sector has areas of stable residential neighborhoods. Infill development within this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

By its distinct character, the Huntington Transit Station Area warrants special development conditions and incentives that may not be applied elsewhere in the county. Implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these conditions and other implementation strategies only come into effect for development at the higher densities and intensities recommended by the Plan.

Traffic reduction measures such as ride-sharing, transit incentives and other transportation systems management strategies are applicable to this area. While the county is striving to implement the planned road improvements and encouraging the use of transportation systems management strategies, the development community must address the concerns of traffic congestion for any new development within the Transit Station Area. This may be addressed by any number of responses, including transportation systems management, financing for road improvements and/or the deferral of development until adequate road improvements have been implemented. Outside of the Huntington Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Huntington Transit Station Area should be encouraged to improve.

**Transit Development Area Conditions and Recommendations**

An area determined to be appropriate for higher intensity, mixed-use development within the Huntington Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 22, the Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment. The concentration of development in the Transit Development Area recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station. Development within this convenient walking distance would generate a substantial number of walk-on Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metro station. In suburban locations such as the Huntington Transit Development Area, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the nonresidential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The Transit Development Area provides a strong visual and functional focus due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place where county residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the county's key policy objectives.

Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. These activities within the Transit Development Area represent a variety of relationships including the pedestrian/vehicular system, spatial organization of land use activities, building height, orientation and massing, and streetscape and pedestrian spaces, as well as design and amenity programs. Successful development of transit stations which integrate new development into the existing fabric of the community is dependent upon implementation of an urban design framework.

As shown on Figure 22, the Huntington Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment within a 5 to 7 minute walk of the station. It includes the Washington Metropolitan Area Transit Authority (WMATA) property (Land Units E and F), the Huntington Club Condominiums (Land Unit I), the Huntington Station Shopping Center and garden apartments (Land Unit L), and an area on the north side of Huntington Avenue (Land Units C, D and G). The recommended land use plan for the Transit Development Area is illustrated on Figure 23.

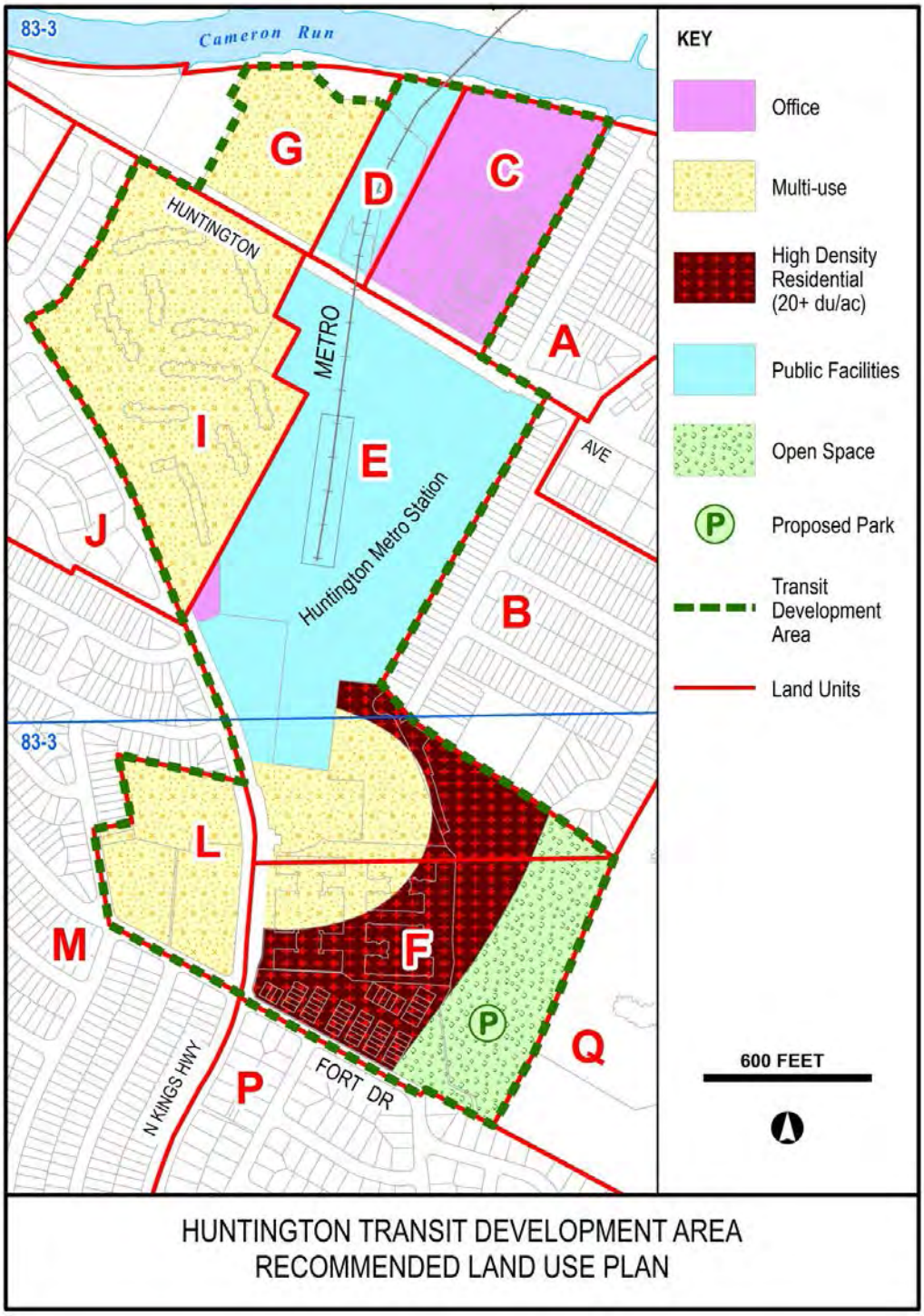
The 60-acre WMATA property on which the station is built is the most accessible property from the station and has strong potential for development along North Kings Highway. The WMATA property is bounded on the east by the older, stable Huntington neighborhood and by high-rise residential projects. The Fairhaven neighborhood serves as a boundary to development on the south side of the WMATA property.

On the west side of North Kings Highway across from the area of potential WMATA development, the Huntington Station Shopping Center has a direct visual and functional link with the WMATA property. Its age, size (five acres) and consolidated ownership make the shopping center a good site for Metro-related development. The entire block in which the shopping center is located is included within the Transit Development Area to facilitate the redevelopment of the shopping center and create a logical limit to new development.

North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor is not recommended outside of Land Unit L (see Figure 23) to limit the impact upon the Jefferson Manor neighborhood and nearby subdivisions. To the west of the WMATA property is the 19-acre Huntington Club Condominiums. Due to its location immediately adjacent to the Huntington Metrorail Station, this site presents an opportunity for redevelopment. West of the Huntington Club Condominiums, Fort Lyon Heights is a stable residential neighborhood which serves as a boundary to the Transit Development Area. On the north side of Huntington Avenue, across from the station, is an area of largely undeveloped land which is appropriate for Metro-related development. Land Units C, D and G are within a five minute walk of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and an office building on the west.

Base and maximum levels of development have been identified for the Transit Development Area. The base level of development is that which represents what is permitted by current zoning as a matter of right. Development within the base level may not be subject to the conditions listed in this Plan, nor may additional development regulations or incentives be applicable.

Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the development criteria listed below which apply to all sites in the Transit Development Area:




HUNTINGTON TRANSIT DEVELOPMENT AREA
RECOMMENDED LAND USE PLAN

**HUNTINGTON TRANSIT DEVELOPMENT AREA RECOMMENDED LAND USE PLAN** **FIGURE 23**

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 24, 25 and 26.

2. Proffer of a development plan that provides high quality site design, streetscaping, urban design and development amenities.

3. Provision of off-site public road improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.

4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.

5. Provision of energy conservation features that will benefit future residents of the development.

6. In areas planned for residential development, provision of moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.

7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.

8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.

9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.

10. Identification and preservation of significant heritage resources.

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. The maximum level of development for the Transit Development Area is an interpretation of the aggregate development potential for the Transit Development Area. Refer to specific land units for guidance on the recommended square feet of development, number of dwelling units, and other conditions. For the maximum level of development, the following must be met:

- All site-specific conditions;

- Criteria #1, #2 and #3 of the general development criteria listed above; and

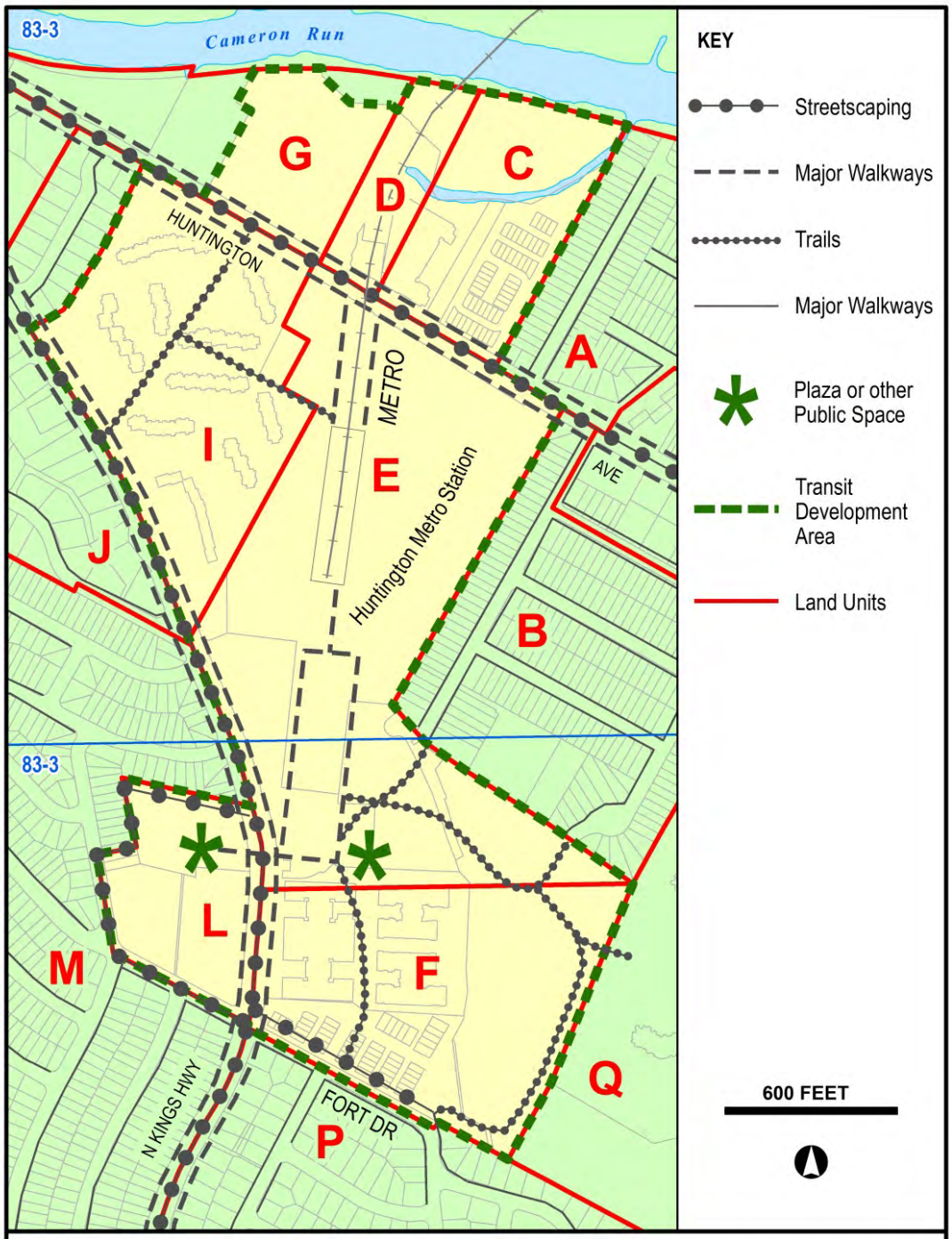
- All of the remaining applicable general development criteria.

The maximum level of development for the Transit Development Area is the following:

- 1,670,000 gross square feet of office space;

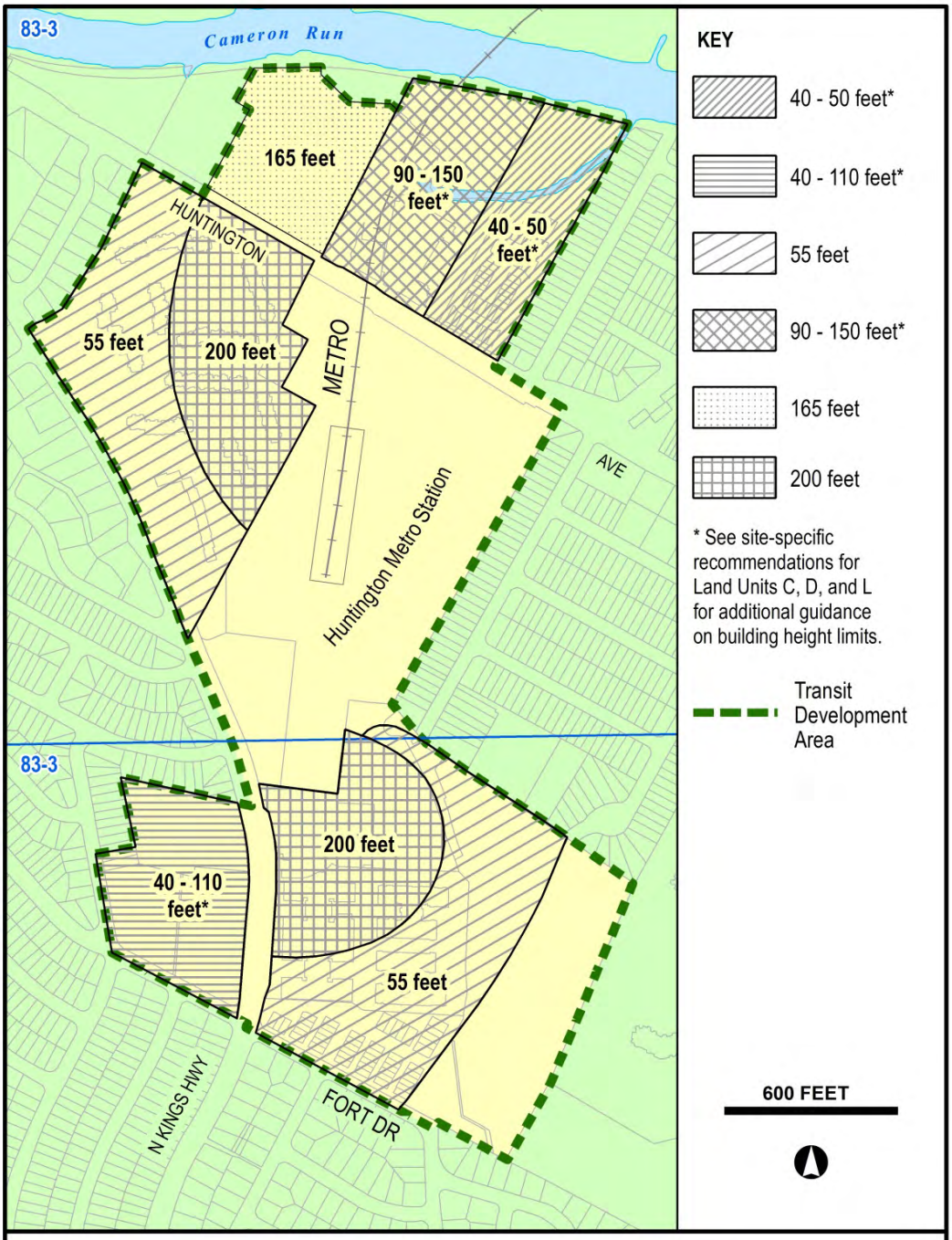
  - Up to 120,000 square feet of office space may be converted to hotel use in Land Unit I;

- 105,000 gross square feet of retail space;



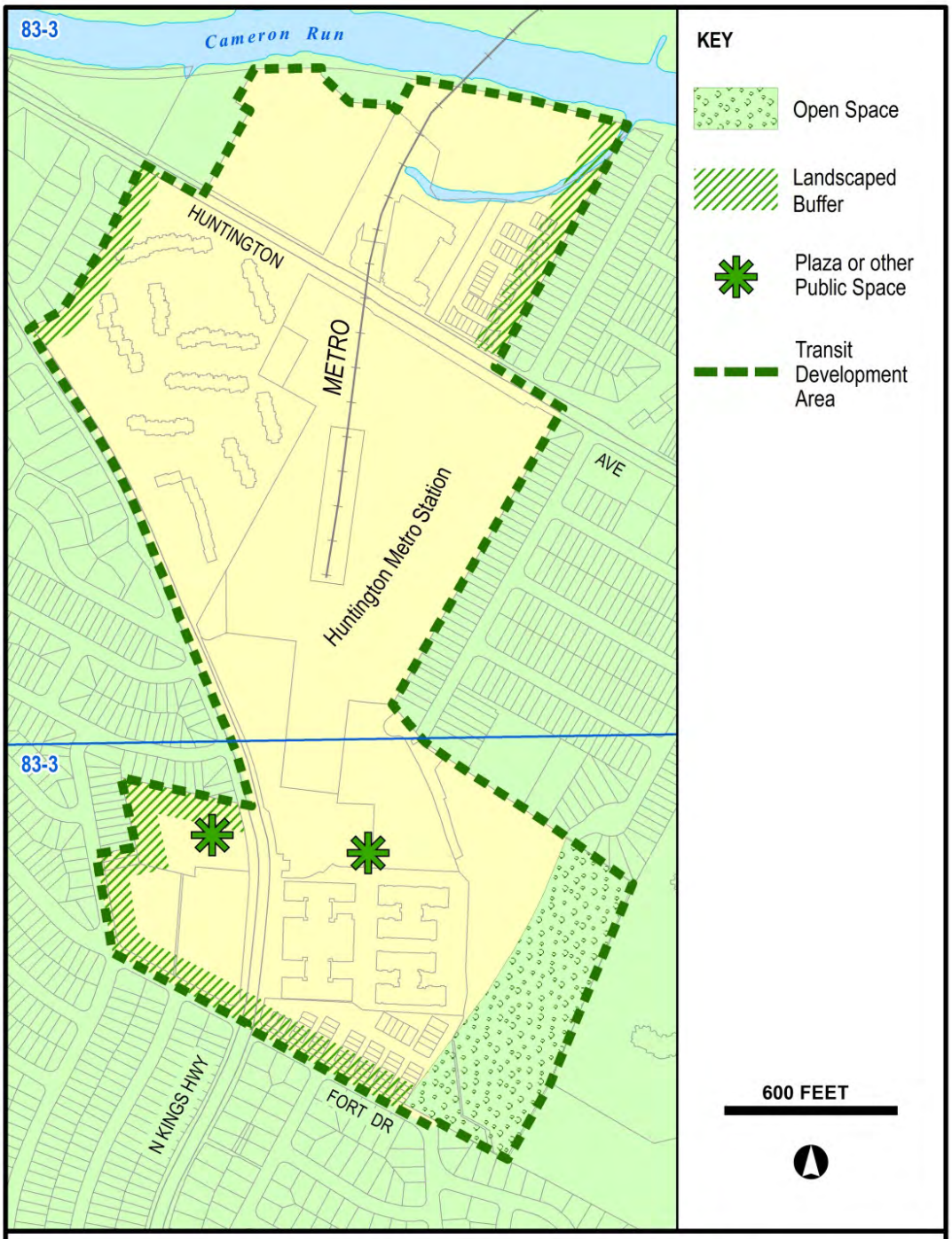

HUNTINGTON TRANSIT DEVELOPMENT AREA
PEDESTRIAN CIRCULATION

**HUNTINGTON TRANSIT DEVELOPMENT AREA** **FIGURE 24**
**PEDESTRIAN CIRCULATION**




HUNTINGTON TRANSIT DEVELOPMENT AREA
HEIGHT LIMITS

**HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS** **FIGURE 25**




HUNTINGTON TRANSIT DEVELOPMENT AREA
OPEN SPACE AND LANDSCAPED BUFFERS

**HUNTINGTON TRANSIT DEVELOPMENT AREA** **FIGURE 26**
**OPEN SPACE AND LANDSCAPED BUFFERS**

- 3,102 dwelling units;
- 200-room hotel with conference facilities or an additional 250 dwelling units on Land Unit E; and
- In Land Unit L, an additional 50,000 to 85,000 gross square feet of retail and office space.

**(Land Units E and F) The WMATA Property**

The 60-acre WMATA property is occupied by the Huntington Metro Station and associated parking facilities and Mount Eagle Park. There is also a privately-owned parcel associated with the WMATA property; Parcel 83-1((7))1A is a .34-acre lot along North Kings Highway planned for office use.

The portion of Land Unit E which is occupied by the Metro station, the parking garage, and the parking lot along Huntington Avenue is planned for public facilities. Air rights development over the station and the parking facilities may have long-term potential. For the 35-acre area south of the station, the following mix of uses is recommended within the maximum levels shown:

- 250,000 gross square feet of office space;
- 30,000 gross square feet of retail space;
- 600 dwelling units; and
- 200-room hotel with conference facilities or 250 additional dwelling units.

In addition, the following uses should be incorporated into this development:

- The existing $900^{+}$ space Metro surface parking lot should be reconfigured into an on-site underground or above-ground facility up to six stories. Adequate buffering and landscaping around the parking structure should be provided adjacent to nearby neighborhoods;
- Approximately 9 to 12 acres of the WMATA property should be dedicated to Fairfax County for Mount Eagle Park in order to provide needed park facilities in this high density area and to buffer Metro-related development from the existing community. The development of both passive and active recreation facilities is suggested; and

The development of the WMATA property should be in accordance with the urban design concept plan shown in Figures 24, 25 and 26. The commercial uses, including the optional hotel, should be clustered around a public plaza near the Metro station and North Kings Highway. Residential use should be located east and south of this cluster to provide a transition to surrounding residential development. As shown in Figure 26, Mount Eagle Park and/or open space should be accessible to, and provide buffering for, the Huntington community, the high-rise residential projects located east of the WMATA property, and the Fairhaven community.

In order to develop except at the base level, all the applicable general development criteria listed for all sites in the Transit Development Area should be satisfied, except that in lieu of criterion #6, affordable housing should be provided in accordance with the county's

Affordable Dwelling Unit Ordinance. In addition, the following site-specific conditions must be met:

- Development should be coordinated under one planning program for the entire site;
- Retail uses should be limited to the ground level of proposed buildings along the main pedestrian access routes to the Metro station;
- Nonresidential uses should be clustered around the public space near the Metro station. Residential development should occur towards the south and east of the station in order to provide an appropriate transition to adjacent neighborhoods;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, enhanced crosswalks providing connections to adjacent neighborhoods, and amenities such as street trees, benches, bus shelters, and adequate lighting;
- Creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks on the site;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver (or comparable rating system) green building certification and innovative stormwater management techniques;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways;
- Underground parking, or parking built into the slope, is preferred to minimize visual intrusion and create a pedestrian oriented atmosphere. Architectural detailing, screening, lighting, and landscaping that is aesthetically appealing should be employed along exposed parking levels to mitigate negative impacts. Efforts should be taken to face above ground parking structures to service streets, and they should be designed to be consistent with surrounding buildings. On-street and incidental surface parking shall be allowed consistent with urban design guidelines; and
- Vehicular access to private development should be separated from vehicle access to the Metro station.

**Land Unit I**

Land Unit I is planned for 16-20 dwelling units per acre and is presently predominantly developed with the Huntington Club Condominiums. This land unit presents an opportunity for redevelopment due to its location within the Transit Development Area, adjacent to the Huntington Metrorail Station.

As an option, redevelopment of Land Unit I with transit-oriented mixed-use up to an intensity of 3.0 FAR is planned. Tax Map parcel 83-1((1))32 should be consolidated with the Huntington Club Condominiums (Tax Map parcels 83-1((23)) ALL) to redevelop under this option. The land use mix should consist of approximately to 75 percent residential use and 25 percent office use, with ground floor retail use. Approximately 120,000 square feet of office use may be converted to hotel use. To reduce the visual impact of new development upon the surrounding community, development height should taper as shown in Figure 25. A maximum height of 200 feet is recommended for the northeastern portion of the land unit, adjacent to the Metrorail property. Building heights are recommended to taper down to 55 feet along the

western and southern edges of the site to be compatible with the existing residential development.

Well-designed, publicly accessible urban plazas and parks that are integrated with the sloping terrain should enhance recreational options and create a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Internal roadways, trails, sidewalks, and street crossings should connect buildings and open spaces. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible.

Redevelopment should address the Guidelines for Neighborhood Redevelopment and be phased in accordance with guidance set forth within the Guidelines for Transit-Oriented Development contained in Appendix 8 and 11, respectively, of the Land Use Element of the Policy Plan. Phasing should be done in such a way as to accommodate the relocation of existing residents of the Huntington Club Condominiums.

Given the projected capacity issues in the Huntington Transit Station Area, the number of single occupancy vehicle (SOV) trips made to the subject site should be reduced. Steps should be taken to encourage carpooling, vanpooling, ridesharing, bicycle and pedestrian use, transit use, teleworking, flexible work schedules, and alternative work schedules. Integrated pedestrian and bicycle systems with features such as, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting should be provided. To more easily facilitate transit ridership, a new direct pedestrian and bicycle connection to the Huntington Metrorail Station should be constructed from within the site.

In accordance with the Guidelines for Transit-Oriented Development, a higher level of delay may be acceptable as a result of redevelopment within Land Unit I. If the necessary transportation improvements are found to be in conflict with pedestrian and bicycle access recommendations found in the Guidelines for Transit-Oriented Development, improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be made.

As a component of transportation mitigation, a substantial Transportation Demand Management (TDM) program should be implemented within Land Unit I. The following TDM program elements should be considered:

- A TDM trip reduction goal of 45 percent TDM goal should be sought for both the residential and office components of the site;
- TDM program components appropriate for a moderate to full TDM plan;
- A substantial monitoring and reporting program which would include annual traffic counts and model split surveys every three years;
- Annual reports, to be submitted to the Fairfax County Department of Transportation, relaying the results of the monitoring and any programmatic highlights;
- Monetary contributions to an incentive fund and a remedy fund, as well as fees for non-compliance;
- Parking reductions, providing less parking than required by code; and
- Bicycle amenities, including multi-use trails and bicycle lanes, covered and secure bicycle storage facilities, and shower/locker facilities.

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water in to the ground or reuse it and should include such features as rooftop landscaping. Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED®-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED®-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

In addition to the satisfaction of Criterion 6 of the Transit Development Area general development criteria and Criterion 3 of the Guidelines for Neighborhood Redevelopment, consideration should be given to providing affordable housing in partnership with a non-profit organization.

Affordable housing units should be provided on-site and dispersed throughout the development to the extent feasible. The provision of a portion of the affordable units as accessible units is strongly encouraged.

**Land Unit L**

The Jefferson Manor Conservation Plan, adopted by the Fairfax County Board of Supervisors on June 17, 1991 and amended on September 27, 2011 includes Land Unit L. See the Plan text for Land Unit M for further explanation of the Jefferson Manor Conservation Area.

This area is envisioned to redevelop into a vibrant and walkable mixed-use transit oriented development (TOD) with a significant residential component, supporting local-serving retail, and office uses. An opportunity should be provided for the residents of the Jefferson Manor Conservation Area to review the design and development of Land Unit L. Development on Land Unit L should reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area.

Proximity to the Huntington Metrorail Station encourages the implementation of safe, attractive, and logical pedestrian and bicycle connections to adjacent residential streets and the metro station. The redevelopment of Land Unit L should provide a pedestrian-oriented urban plaza or other similar type of public space. Well-designed and strategically located public spaces along with other features such as high quality streetscapes and architectural design elements should enhance the character of the community and foster a unique identity.

The approximately 7.1 acre area [Tax Map parcels 83-3 ((1)) 87; 83-3 ((3)) A, B, 18; 83-3 ((2)) (13) 1A and 1B] is planned for residential mixed-use development an intensity up to 2.15 FAR, or a maximum of approximately 664,000 gross square feet of development. Development should consist primarily of residential uses with a moderate amount of office use and supporting retail and services. These complementary uses should provide for residents' and workers' daily needs such as basic shopping and services.

<u>Land Uses</u>

A range of 300 to 600 residential units is recommended for Land Unit L. The provision of workforce housing and/or affordable dwelling units should satisfy Criterion 6 of the Transit Development Area Conditions and Recommendations. Additionally, workforce and/or

affordable residential units should be provided on-site and dispersed throughout the development to the extent possible. The provision of a portion of the affordable units as accessible units is strongly encouraged.

A range of 50,000 to 85,000 square feet of retail, office, and similar uses is encouraged. Community-serving retail uses should be located in places that would encourage public use and activate the street. These retail uses may include but are not limited to cafes, restaurants, a small grocery store, or book stores. Office uses may include but are not limited to financial, legal and medical professional offices. Drive-through uses are not envisioned.

The land use range is intended to be sufficiently flexible to implement the vision for redevelopment, and the appropriate mix of uses will be evaluated during the development review process. The Guidelines for Transit Oriented Development as found in Appendix 11 of the Policy Plan should be used in conjunction with relevant Area Plans and Policy Plan guidance during the review of redevelopment proposals under the Plan option.

Land Unit Consolidation

Full consolidation of Land Unit L is preferred. If full consolidation is not achieved, Land Bay A is encouraged to be redeveloped first to establish an east-west pedestrian connection through the site to the metro station. If Land Bays A and B shown in Figure 27 are redeveloped separately, the development plan should effectively demonstrate how a coordinated development could be achieved with the remaining land bay in the future. High quality architecture and site design as well as a pedestrian-oriented character is expected with the initial phase of development. Usable and publicly accessible parks and/or recreation spaces and pedestrian connections to the adjacent neighborhood and transit station should be included in the first phase of development.

Figure 27: Land Bays in Land Unit L

Urban Design, Parks, Streetscape, and Parking Guidelines

*Buildings*
High quality architectural design features of windows, facades, and building details are encouraged. Architectural elements should be varied to add visual interest and character. To the extent possible, the buildings should also reflect similar features and/or materials as the Courts at Huntington Station development across from Land Unit L to create a sense of cohesion.

To protect the stable residential neighborhoods, minimize the impact of the development, and provide suitable transitions, development is recommended to taper in building height as shown in Figure 25. Building height is limited to ten stories or approximately 110 feet. The tallest structures should be oriented to and have frontage on North Kings Highway. Structures along the edges of Land Unit L are limited to a maximum of 4 stories or approximately 40 feet. Screening, buffering, and tapering of building heights towards the interior of the site and along the edges of Land Unit L should be used, and buildings along the interior of Land Bay L should fall within the recommended building height range as shown in Figure 25. In general, building height should be varied to provide visual interest, allow for greater amounts of sunlight, and avoid a looming effect. Visible loading areas and blank walls should be avoided. Where visible loading areas and blank walls are unavoidable, screening, architectural details and landscaping that is aesthetically appealing should be employed to mitigate negative effects.

Buildings along North Kings Highway and those internal to the site should foster an active streetscape with features such as multiple entrance points, display windows, arcades, and awnings to support the pedestrian realm. Blank walls or facades should be avoided. Structures should be oriented to and aligned with the street on which the building is located to frame the street and visually reinforce the building line on the street. Buildings along North Kings Highway and those internal to the site should have minimal setbacks from the sidewalk and/or property line, taking into consideration the need to accommodate entranceways, browsing zones for window shopping, arcades, sidewalk cafes, or other urban design amenities. Rear facades should be treated in a way that does not detract from the pedestrian experience or adjacent residential areas.

Development should consider the sloping topography along adjacent residential streets and explore building configurations that would lessen the overall visual impact to these residential properties.

Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways.

*Parks and Recreational Amenities*
A well-designed central civic plaza or square oriented to the Huntington Metrorail Station is recommended to provide a publicly accessible gathering place for residents, employees, and shoppers. This pedestrian-oriented space should also provide visual enhancement and a sense of identity to the site. Hardscape elements, trees and other landscaping, and public art and/or water features should be provided. This space could support open air markets, concerts, outdoor exercise classes, or other special events. The civic plaza should include and connect to a landscaped east-west linear park or pedestrian and bicycle corridor to provide access between Huntington Metro Station and Monticello Road.

In addition to a central gathering space, other reasonably distributed and publicly accessible urban recreation spaces such as pocket parks are recommended. Consideration should be given to implement enhanced pedestrian and bicycle linkages between onsite parks and those in the vicinity of the site to the extent possible. Non-traditional locations for recreational space such

as publicly accessible rooftops should be explored. Indoor program space within private buildings is also desirable, which may include space for exercise and fitness classes and community meeting space. Urban park spaces should be consistent with the Urban Parks Framework document, as modified by the Fairfax County Park Authority.

*Streetscape*
Street trees and planting strips should form barriers between vehicular and pedestrian traffic as shown in Figure 24. Street trees and other landscaping should be planted in an environment that promotes healthy root growth. A consistent line of street trees and landscaping elements is preferable to provide continuous shading. Consideration should be given to the use of a broad palette of native and drought tolerant species.

Street lighting should maintain the overall identity, character and quality of the area, providing adequate lighting levels that ensure public safety without creating glare or light spillage. Street furnishings such as benches, water fountains and bike racks should reflect a unified design. Bicycle storage should be located in a safe and visible place.

*Parking*
Parking should be consolidated and provided either underground and/or in structures with underground parking given preference. If above-ground structured parking is necessary, facades should be attractive and inviting from both the pedestrian and vehicular perspectives. Architectural elements and screening and/or buffering should be incorporated to achieve these goals.

Surface parking lots should be avoided. Creative approaches to reduce the amount of parking provided on site should be considered. Accompanied by a parking analysis, reductions to parking standard minimums should be encouraged with an appropriate mixed use project.

Transportation

Proximity of Land Bay L to the Huntington Metrorail Station should be maximized by creating safe, attractive, and logical pedestrian and bicycle connections to adjacent residential streets and the Metro station. Enhanced pedestrian connectivity from the site to the Metro station is essential to the redevelopment of this site. A well-designed east-west connection should provide direct pedestrian and bicycle access between the site and the Metro station. A pedestrian circulation plan is also recommended.

The number of vehicular access points along North Kings Highway should be minimized to enhance pedestrian and bicycle accessibility, reduce interruptions to traffic flow, and improve safety. The main vehicular access to the site on North Kings Highway should be reconfigured to align with the Huntington Metro Access Road. Vehicular access is not recommended on Farmington Drive and Monticello Road. Limiting vehicular access to ingress only is the preferred approach on Fort Drive. Consultation with the Fairfax County Department of Transportation (FCDOT), Virginia Department of Transportation (VDOT), and other appropriate agencies will be required to determine whether limited access on Fort Drive is feasible.

In accordance with the Guidelines for Transit Oriented Development, a lower standard for level of delay of Level of Service (LOS) E may be acceptable as a result of redevelopment. If the necessary transportation improvements are found to be in conflict with pedestrian and bicycle access recommendations found in the Guidelines for Transit Oriented Development, improvements, measures and/or monetary contributions to a fund enabling the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be made.

Given the projected roadway capacity issues in the Huntington Transit Station Area, the number of single occupancy vehicle (SOV) trips made to and from this site should be reduced while encouraging transit ridership. A transportation demand management (TDM) program that includes a TDM trip reduction goal of 30-40 percent should be pursued for the residential and office components of the site. Steps should be taken to encourage carpooling, ridesharing, bicycle and pedestrian use, transit use, teleworking, flexible work schedules, alternative work schedules, parking management and other TDM strategies.

Environment

The Policy Plan's Environment section provides guidance for green building practices and standards applicable to Transit Station Areas. Redevelopment should include sustainable practices in accordance with the Environment section of the Policy Plan.

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it, and should include such features as rooftop landscaping.

Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or the Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

**Land Units C and D**

On the north side of Huntington Avenue across from the Metro station parking lot, there are approximately 14 acres which are currently being used for interim parking by Metro. Land Unit D is a four-acre strip that is planned for public facility use and serves as the right-of-way for the Metrorail guideway which passes over Huntington Avenue and Cameron Run. Any development on Land Units C and D should be coordinated and access to development on these lots should be designed to conform with General Development Criterion #9 since this site is located across the street from the Huntington Avenue entrance to the Metro station.

On these parcels, a maximum of 400,000 gross square feet of office space including a service retail component is recommended. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west, and would also serve as a transitional use from the industrial area on the west.

Any nonresidential development affecting Land Units C and D should satisfy all applicable general development criteria and address each of the following site-specific conditions:

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 25. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.

- Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.

- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 26 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.

- Development affecting Land Units C and D should provide adequate measures to mitigate against undue environmental impact. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations, such as the Chesapeake Bay Act.

- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

As an option, residential use up to a maximum of 450 dwelling units in a mix of townhouse units and high-rise multifamily units is appropriate for the southern portion of Land Units C and D, provided that all the applicable general development criteria are met, except that in lieu of criterion #6, affordable housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance. In addition, residential development should also satisfy the following site-specific conditions:

- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.

- Taper building heights by placing the townhouse portion of the development with maximum heights of 40' on the eastern portion of the Land Unit and building heights up to a maximum height of 150 feet for the high-rise residential on the western portion of the land units nearest the Metrorail guideway to reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area.

- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 26, for the adjacent neighborhood conservation area.

- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

- Provide adequate measures to mitigate undue environmental impacts. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as other applicable guidelines and regulations such as the Chesapeake Bay Act.

- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

**Land Units A, B and T (Huntington Conservation Area)**

The land use recommendations for the Huntington community seek to preserve the stability of this residential area, upgrade local community shopping facilities, improve parklands and provide better pedestrian linkage to the Metro station. The Huntington Conservation Area is comprised of Land Units A, B and T as shown in Figure 28.

A neighborhood improvement program and the Huntington Conservation Plan were adopted for the community by the Board of Supervisors in March, 1976. The basic goal of that document is the conservation and development of a viable and sound residential community in the Huntington neighborhood. First, the neighborhood improvement program lists a series of public improvement projects that will be necessary to improve the livability of Huntington. Second, the Conservation Plan provides the legal mechanisms for carrying out the activities of the neighborhood improvement program; it firmly establishes land use densities for the Conservation Area; and it sets standards for future development and rehabilitation in the community.

Land Unit A comprises most of the northern portion of the Huntington Conservation Area. The developed area of duplex residential units is planned for residential use at 8-12 dwelling units per acre. The undeveloped land along the south side of Cameron Run, north of the rear property line of parcels on the north side of Arlington Terrace, should be acquired for additional public park use to serve the residents of the Huntington area. It is suggested that the park be developed with passive and active recreation facilities.

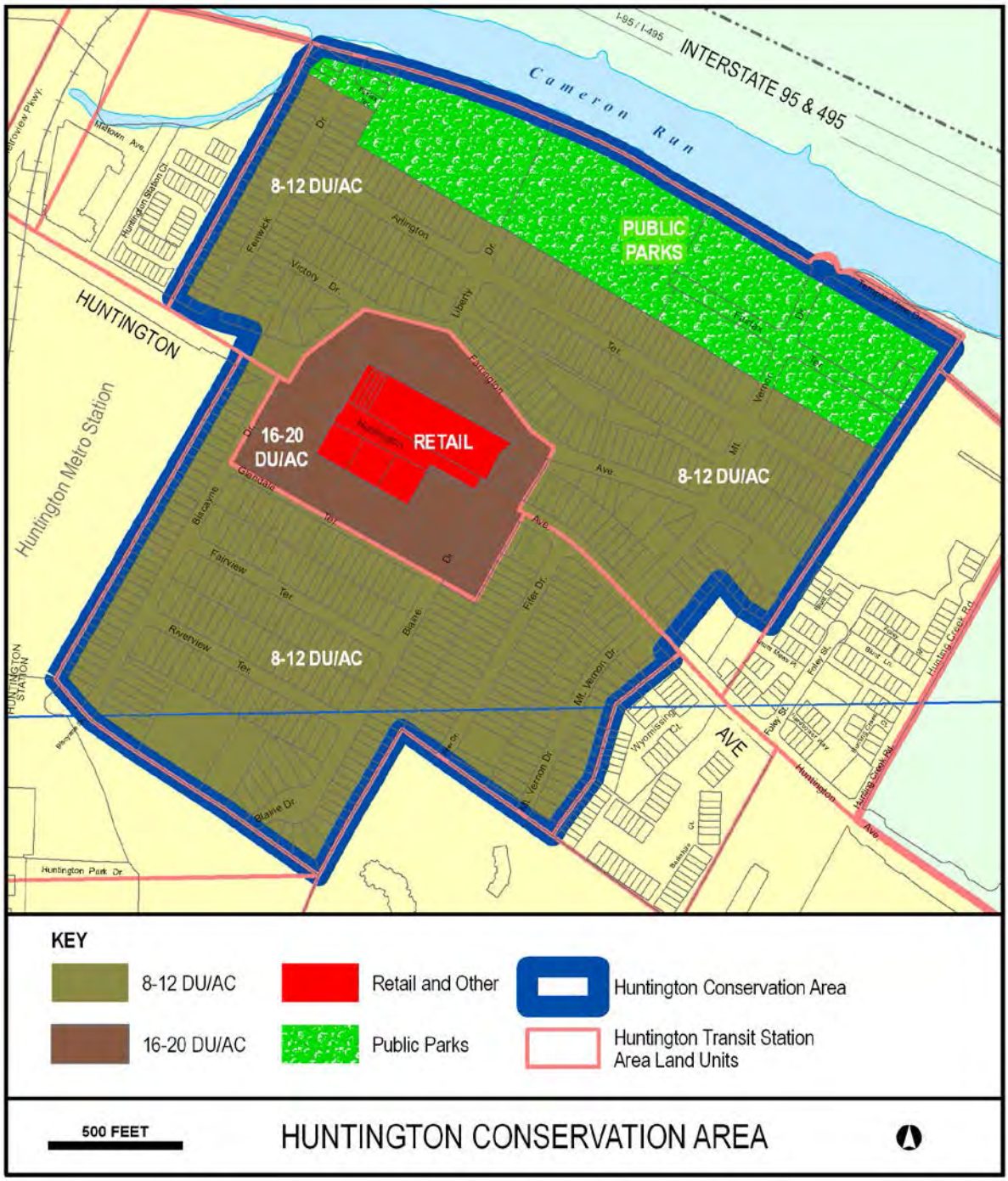
Land Unit B comprises most of the southern portion of the Huntington Conservation Area. It is developed with duplex residential units and is planned for residential use at 8-12 dwelling units per acre. Pedestrian facilities from the terminal points of Blaine Drive and Biscayne Drive should be provided to facilitate pedestrian movement between the Huntington community and the Metro station and Mount Eagle Park.

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 28). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;

- Provide landscaping between the existing residential uses and areas redeveloped with nonresidential uses or parking facilities to buffer the residential areas from adverse impacts;

- Encourage the retention and rehabilitation of existing garden apartments on the site; and




**HUNTINGTON CONSERVATION AREA** **FIGURE 28**

- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.

As an option, provided this option is in conformance with the Huntington Conservation Plan, the area bounded by Huntington Avenue, Biscayne Drive, Glendale Terrace and Blaine Drive is planned for transit oriented mixed use with an FAR up to a maximum of 3.0, incorporating approximately 75% residential, 20% office, and 5% retail uses with a significant portion of workforce housing. Building heights adjacent to Huntington Avenue closest to the Metro station should not exceed 120 feet, transitioning to lower building heights toward Glendale Terrace. High rise residential and office buildings along Huntington Avenue should incorporate street level community retail uses and a pedestrian friendly streetscape with convenient sidewalk access to the Metro station. Buildings along Glendale Terrace limited in height to 40 feet or less should be used as a transition to the adjacent neighborhood. Development along Glendale Terrace should be compatible in scale and architectural treatments to the surrounding residential neighborhood, incorporating sidewalk connections to the Metro and a pedestrian friendly streetscape. To encourage consolidation, portions may seek rezoning without the need for the entire block to be included at one time, provided that the applicant can demonstrate that any unconsolidated parcels would be able to develop in conformance with the Plan. Development within this area should also include the following:

- Creative stormwater management techniques;
- Green building design to meet the criteria for certification as LEED Silver;
- Integration of urban park features within the site; and
- Consistency with the Policy Plan, Parks and Recreation, Objective 6 Policies.

**Land Units G, H, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)**

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and, except as noted below, is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

Parcel 83-1 ((1)) 34C falls within the Transit Development Area. This parcel is planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. Redevelopment of the site should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;

- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;
- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
- The impact on parks and recreation should be mitigated per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and
- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.

Land Unit H contains highway-oriented retail use located at the intersections of Telegraph Road with North Kings Highway and Huntington Avenue. Land Unit H is planned for retail use up to .35 FAR. A significant portion of this land unit may be required as right-of-way for the planned roadway and interchange improvements of the Telegraph Road/North Kings Highway/ Huntington Avenue intersections. Therefore, no substantial redevelopment or new development should occur prior to the construction of the planned road improvements.

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 22. The

Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. Both of these subdivisions should be maintained as stable residential neighborhoods.

At the intersection of Telegraph Road and Farmington Drive, Land Unit K is planned for retail use up to .25 FAR where retail uses currently exist and residential use at 3-4 dwelling units per acre where existing residential development is located and as shown on the Plan map.

**Land Unit M (Jefferson Manor Conservation Area)**

Located between Telegraph Road and North Kings Highway is the Jefferson Manor Conservation Area, a stable neighborhood of primarily duplex units that is planned for 8-12 dwelling units per acre. Pedestrian facilities within this neighborhood should be improved to provide better access to the Metro station. Non-local "cut-through" traffic on Farmington Drive should be discouraged.

The Jefferson Manor Conservation Plan was adopted by the Board of Supervisors on June 17, 1991. The goal of the Jefferson Manor Conservation Plan is to preserve the Jefferson Manor neighborhood as a stable residential community, to prevent the area from further deterioration, and to provide for its improvement in the future. The Jefferson Manor Conservation Area includes Land Unit M, the adjoining commercial properties in Land Unit L, as well as the adjoining single-family detached homes in Land Unit K.

In the southwest corner of Land Unit M is an area of garden apartments planned at 16-20 dwelling units per acre. An adjacent four-acre parcel of vacant land (Tax Map 83-3((2))(7)B and C) should also be developed at 16-20 dwelling units per acre if it can be demonstrated that the new development will have adequate parking and the additional traffic generated by the development will not have a negative impact on the Jefferson Manor community. Development at the high-end of the density range should be considered if the new development includes the rehabilitation of the adjacent garden apartments. Building heights should not exceed four stories.

**Land Unit N (Penn Daw Area)**

Land Unit N, located north and west of the Penn Daw Shopping Center, includes Mount Eagle School which is planned for public facilities use and Penn Daw Village which is a subdivision of single-family homes planned for residential use at 3-4 dwelling units per acre.

The balance of Land Unit N, is an area of largely undeveloped land at or adjacent to the terminus of Poag Street and includes Parcels 83-3((11))7, 8, 9, 10; 83-3((1))5; 83-3((4))B; 82-4((1))24. With substantial consolidation, these parcels are planned for residential use at 3-4 dwelling units per acre. Development should be designed and specially engineered to address sensitive environmental areas, including steep slopes, marine clays and drainage problems. Poag Street should be improved to include resurfacing and drainage management. Poag Street should serve as the principal access to these parcels with no connection of Poag Street to Shaffer Drive.

**Land Unit O (Wilton Woods Neighborhood)**

This land unit is located at the western edge of the sector and primarily consists of stable single-family residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

The Browne Academy located on the east side of Telegraph Road is allowed by special permit and should be retained. However, if redevelopment of this site is proposed, it should conform to the general land use recommendation for infill development. The planned density for this area (TM 82-4((1))30A) is for residential use at 2-3 dwelling units per acre.

Most of the western portion of Parcel 30A (TM 82-4((1))30A) is within a Chesapeake Bay Resource Protection Area. Any development should be at the low end of the Plan range and should avoid the environmentally sensitive area. The density of development may be reduced due to the extent of environmental constraints.

**Land Unit P (Fairhaven Neighborhood)**

The Fairhaven neighborhood is located south of the Metro station and is generally bounded by Fort Drive on the north, commercial uses along Richmond Highway on the east, Jamaica Drive on the south and North Kings Highway on the west. The land use recommendations for this area (Land Unit P) encourage the preservation of the Fairhaven community.

Fairhaven (Land Unit P) is a stable neighborhood of single-family detached dwellings that is planned for 3-4 dwelling units per acre.

As an option, mixed-use development on Tax Map Parcels 83-3 ((9)) (1) A, 1, 2, 3 and 4 to include midrise multifamily residential use with ground floor retail and office uses may be appropriate (see Subunit F-1 for detailed recommendations).

**Land Units Q, R, S and U (North Gateway Area)**

The area south of Huntington Avenue and west of Richmond Highway is built-out. Land Unit Q is designated for residential use at 35-40 dwelling units per acre, reflecting the build-out of the Montebello and Belle Haven Towers high-rise residential projects. The Berkshire townhouse developments which comprise Land Unit U have been built in conformance with the planned density of 8-12 dwelling units per acre.

Near the intersection of Richmond Highway and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is developed with a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (Tax Map 83-3((1))76) is planned for residential development at 52 dwelling units per acre, plus a full service hotel up to 200,000 square feet to replace the existing commercial uses, in the event that the following conditions are met:

- Project design, building materials, and layout provides a high quality development and pedestrian focused site design which should include street-oriented building forms;
- Buildings should be designed in a way that unifies the site and minimizes negative impacts on the adjacent uses;
- Building height and orientation shall be coordinated to minimize blockage of river views from the adjoining residential units;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways;
- Underground structured parking is provided to serve the development;
- Implementation of an effective transportation demand management (TDM) program to reduce auto travel in the area, which could include coordinated shuttle service to Huntington Metro Station for both residents and hotel users;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters and adequate lighting;
- Creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks on the site;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- The impact on parks and recreation should be mitigated per county policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;

- Development is screened to provide an adequate transition toward the lower residential densities existing and planned south of Richmond Highway and west of Fort Hunt Road;

- Mixed-use is encouraged provided that the traffic impact is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service acceptable to the Virginia Department of Transportation and the county;

- There is an internal circulation system to allow connection with adjacent parcels;

- Vehicular access points are limited to locations as far from the Richmond Highway/Huntington Avenue intersection as possible;

- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the county; and
- Adequate right-of-way is provided for the improvement of the intersection of Huntington Avenue and Richmond Highway as planned, or other improvements found to be necessary.

In the area north of Huntington Avenue and west of Richmond Highway, in Land Unit S, is a group of older single-family detached dwellings and undeveloped land that is mostly a designated Resource Protection Area (RPA). This area is planned for residential use at 3-4 dwelling units per acre. As a redevelopment option, if substantial consolidation, which shall be defined as 75 percent of the parcels outside the Resource Protection Area (RPA) and all the RPA, less publicly owned land, is accomplished, redevelopment at a density up to 16-20 dwelling units per acre may be appropriate.

An alternative redevelopment option at a density up to 16-20 dwelling units per acre may be appropriate if at least 10 percent of the RPA, less publicly owned land, and 75 percent of the parcels outside the RPA portion is consolidated, and the following conditions are met:

- In order to foster a transition from the high rise buildings east and the lower density residential units to the west, the area fronting Huntington Avenue may be developed as multifamily units provided that building height does not exceed 50 feet. The remainder of the area outside the RPA should be developed as townhouse style units at least 22 feet in width;

- Development should provide adequate measures to mitigate against undue environmental impact. The related Environmental Quality Corridor and RPA areas should be protected in accordance with Plan objectives, as well as other applicable guidelines and regulations such as the Chesapeake Bay Act; and

- Effective screening should be provided to all unconsolidated areas. In addition, a buffer of at least 75 feet in width that is planted with trees should be provided along the northern boundary of the area to be developed. This buffer area may include amenities such as pathways, a tot lot or passive recreation areas.

Due to environmental constraints, RPA properties that are not consolidated as a part of the alternative redevelopment option may not be able to achieve the planned baseline of 3-4 du/ac.

**Area Outside of the Huntington Transit Station Area**

The Kings Garden Apartments (Tax Map Parcels 83-3((1))7A and 82-4((1))21) are planned for residential use at 16-20 dwelling units per acre.

Transportation

Transportation recommendations for this sector are shown in Figures 29, 30, 31 and 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.

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

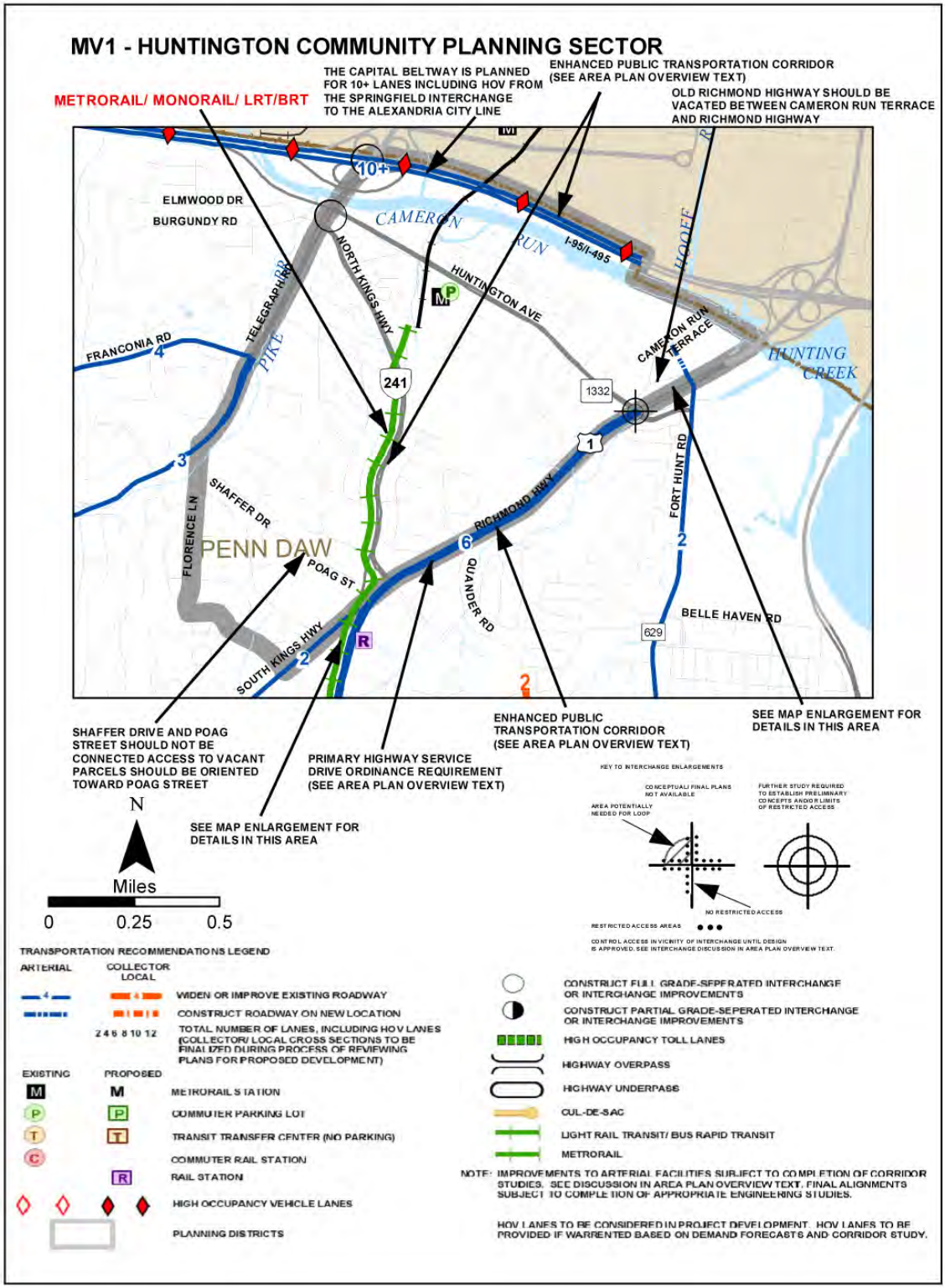
Because of these environmental concerns and development patterns and due to the need for access for existing residents from the large number of driveways, cul de sacs and feeder streets, a maximum width of three lanes should be the primary consideration for any improvement of the section of Telegraph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

Pedestrian Circulation

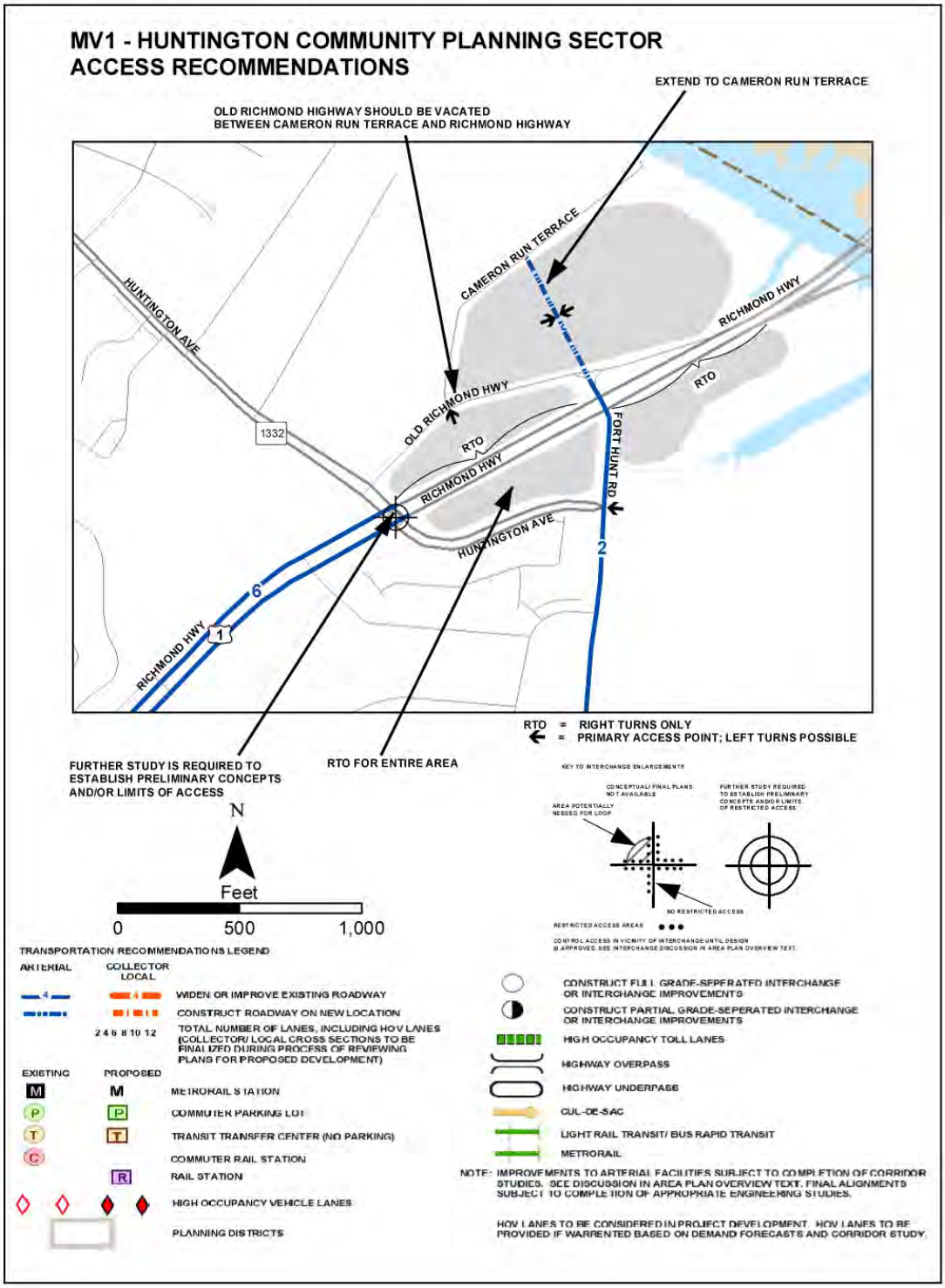
Improvements in pedestrian circulation are needed throughout the Transit Station Area to facilitate access to the Metro station and proposed new development. Such improvements can also improve the appearance of the area and create a sense of identity and organization throughout the community.

Public plazas, or other public spaces such as courtyards or atriums, should be provided on the WMATA property and at the Huntington Station Shopping Center site when it is redeveloped. Such public spaces on these two sites would serve several purposes:

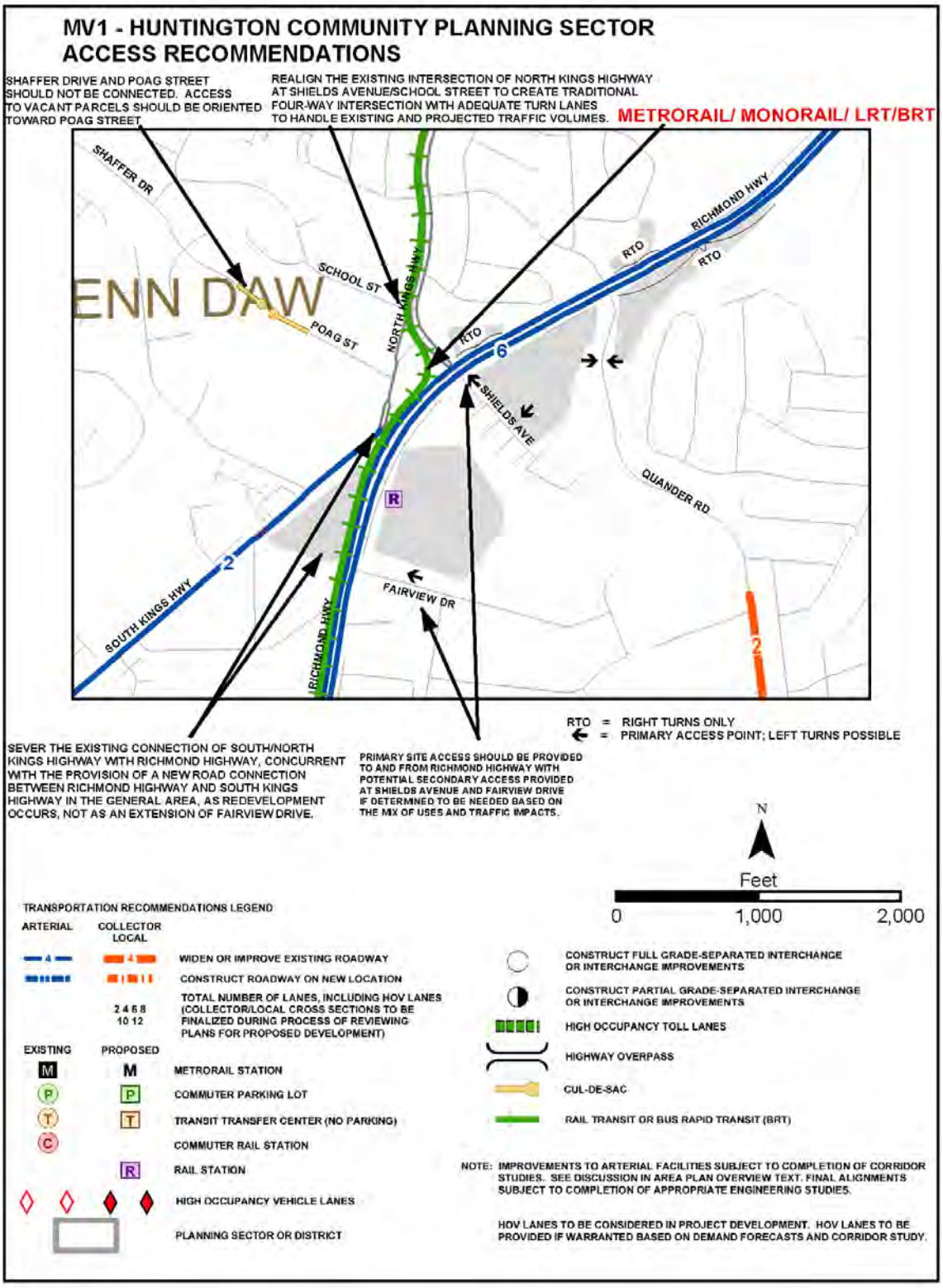
- Provide an organized means of circulation between the Metro station and buildings constructed on the sites;
- Serve as focal points for community activities related to new development and the Metro station;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;
- Enhance the overall image of this area and create a special identity for the Metro station area; and
- Provide a strong physical and visual relationship between the Huntington Station Shopping Center, the WMATA property development and the Metro station.



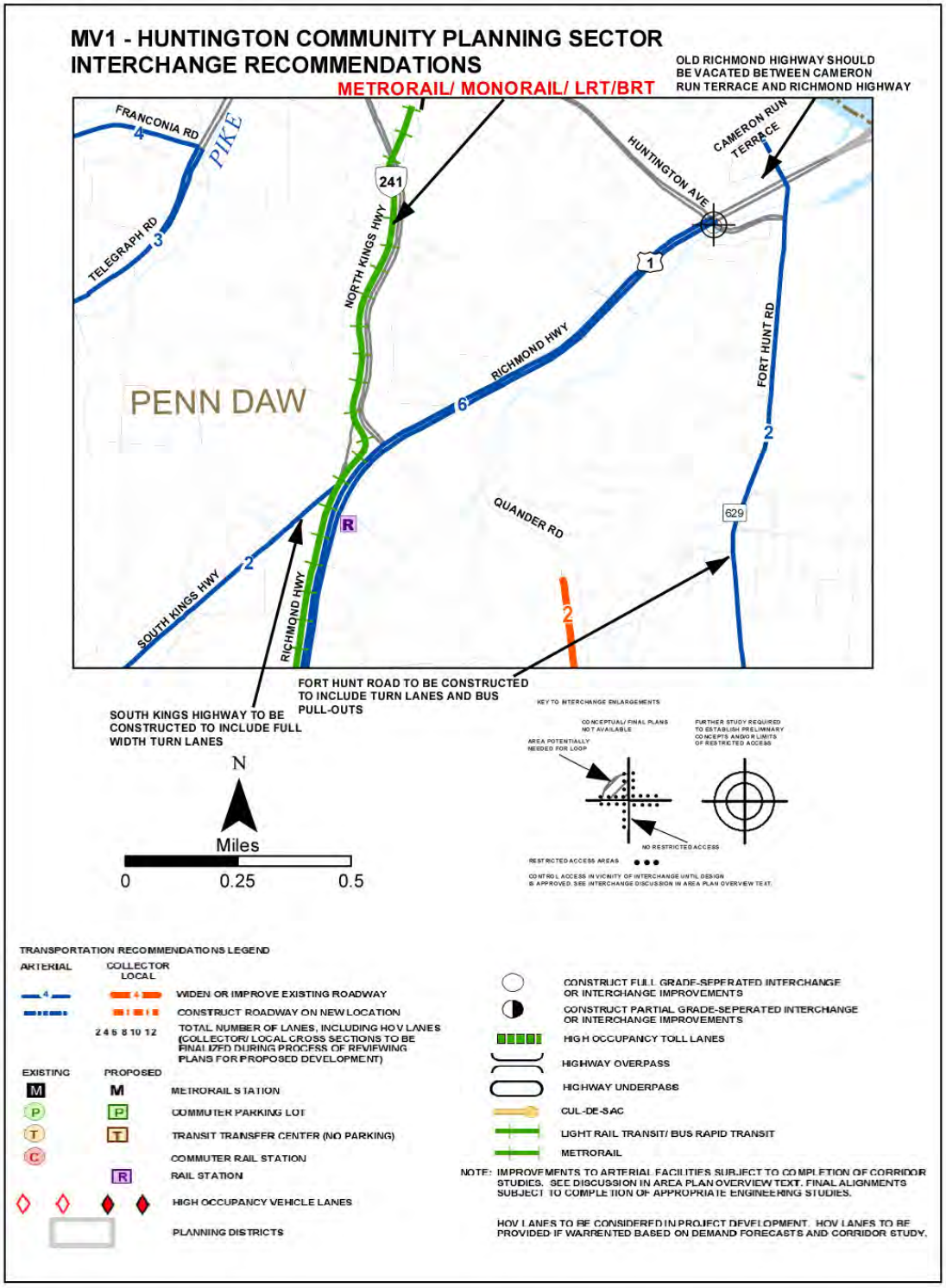

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 29**




**ACCESS RECOMMENDATIONS** **FIGURE 30**
**MV1 HUNTINGTON COMMUNITY PLANNING SECTOR**




**ACCESS RECOMMENDATIONS** **FIGURE 31**
**MV1 HUNTINGTON COMMUNITY PLANNING SECTOR**




**INTERCHANGE RECOMMENDATIONS** **FIGURE 32**
**MV1 HUNTINGTON COMMUNITY PLANNING SECTOR**

For the entire Transit Station Area, a pedestrian circulation system is proposed to provide an interconnected system of walkways linking pedestrians to their destinations. This system provides new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience. The elements of this system are presented in Figure 33. In order to meet functional needs of commuters and make the walk to the Metro station more pleasant, a streetscape program should be developed and implemented for the segments of Huntington Avenue and North Kings Highway that lie within the Transit Station Area as well as for the streets defining the boundary of the Transit Development Area west of North Kings Highway. Special treatment along both sides of these streets include street trees, pedestrian level lighting, special paving, coordinated graphics and street furniture. Sidewalks have been recently constructed on both sides of Huntington Avenue and the programmed improvements to North Kings Highway will include sidewalks on both sides of the road. Streetscape design should be retrofitted into the existing rights-of-way and augment the existing and programmed sidewalks rather than require their replacement. Developers should be encouraged to provide this streetscape treatment as part of their new development.

Throughout the Transit Station Area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development and existing neighborhoods.

A circuit trail is recommended for the WMATA property to provide Metro station access to the adjacent existing development without intruding upon the proposed new development. This trail should incorporate the pathway between Montebello and the Metro station, the proposed sidewalk on the north side of Fort Drive, and the public space around which the mixed-use development will be clustered. In addition to the existing connection to Montebello, new connections should be provided to the Belle Haven apartments, Biscayne Drive and Blaine Drive.

Full consideration should be given for those pathways within the Transit Station Area which can accommodate possible bicycle trails.

Heritage Resources

The Browne Academy "Greystone" building at 5917 Telegraph Road and Tax Map 8-24((1))32 should be evaluated for inclusion in the Fairfax County Inventory of Historic Sites.

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. Two activity rooms are planned to be added to the Huntington Community Center located in Sector MV1 between Arlington Terrace and Farrington Avenue to meet future community needs.

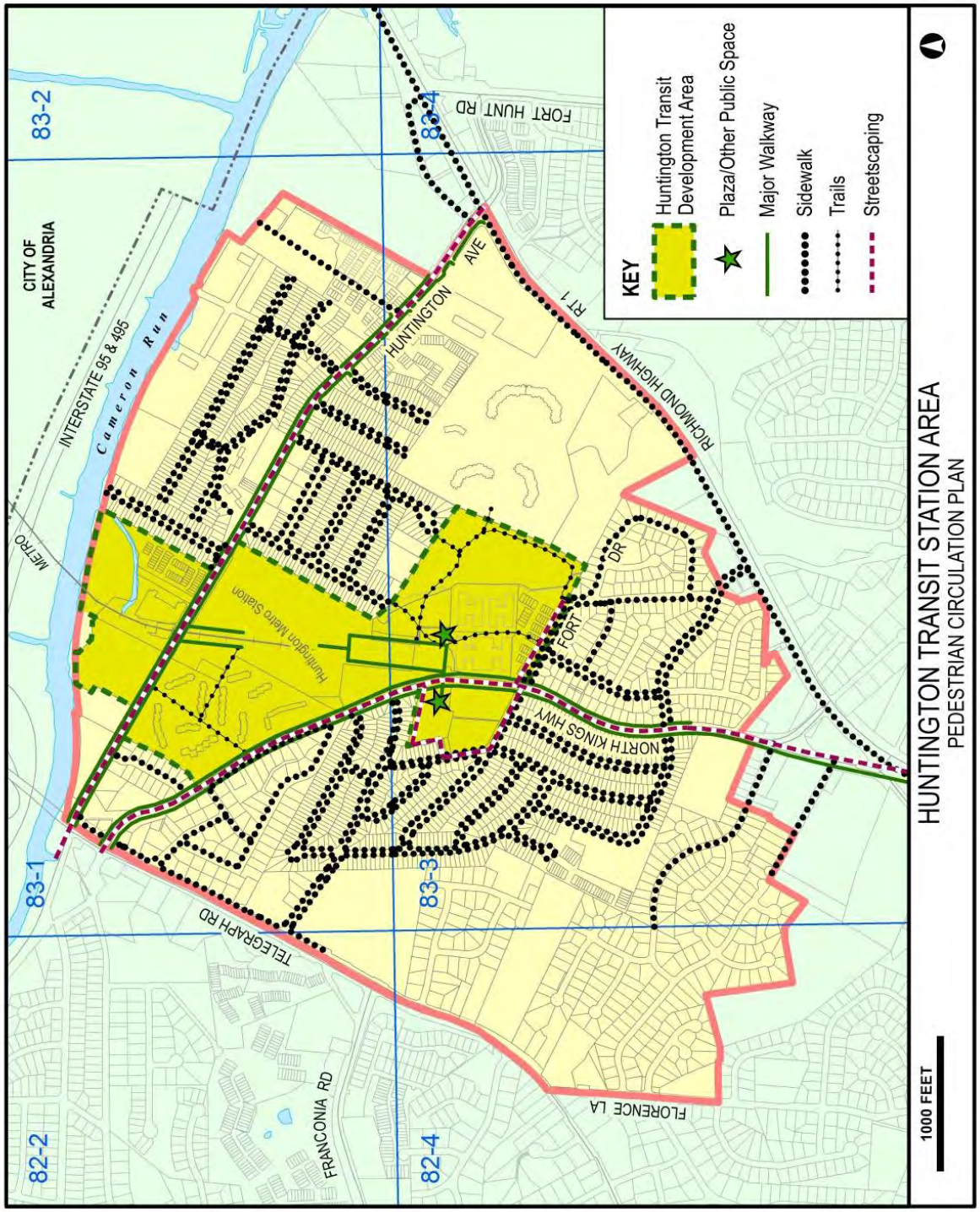

KEY
Huntington Transit Development Area
Plaza/Other Public Space
Major Walkway
Sidewalk
Trails
Streetscaping
HUNTINGTON STATION AREA
PEDESTRIAN CIRCULATION PLAN
1000 FEET
CITY OF ALEXANDRIA
INTERSTATE 95 & 495
Cameron Run
METRO
Huntington Metro Station
HUNTINGTON AVE
FORT HUNT RD
RT 1
RICHMOND HIGHWAY
FORT DR
NORTH KINGS HWY
TELEGRAPH RD
FRANCONIA RD
FLORENCE LA
83-2
83-4
83-1
83-3
82-2
82-4

**FIGURE 33**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 34. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 35 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 34**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV1**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Farrington | Plan and develop Urban Parks within the Huntington Transit Station Area and Penn Daw Community Business Center.<br><br>Neighborhood Park facilities should be provided in conjunction with new residential development. |
| COMMUNITY PARKS: | |
| Huntington | Acquire the Fairfax County Water Authority parcel which bisects this park site; revise approved master plan and implement accordingly. (Also noted in land use recommendations.) |
| Jefferson Manor | |
| Mt. Eagle | Acquire Mt. Eagle Park site as presently configured, in conjunction with development of Huntington Transit Station Area. Develop park with a mix of active and passive recreational facilities in accordance with approved master plan. (Also noted in land use recommendations.) |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Lee District Park. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 35**

## MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

### CHARACTER

The Hybla Valley Community Planning Sector is located on the west side of Richmond Highway (Route 1) south of South Kings Highway. The Hybla Valley Community Planning Sector contains portions of the Penn Daw, Beacon/Groveton, and Hybla Valley/Gum Springs Community Business Centers (CBCs), located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this planning sector.

Residential land use predominates in this planning sector. There are stable, single-family subdivisions like Groveton Heights, Valley View, and Hybla Valley. There are also concentrations of apartments such as Beacon Hill Apartments, several condominiums and some privately-owned recreation sites.

Three of Fairfax County's mobile home parks are located in this planning sector. There is a large variation in quality and extent of accommodations among these mobile home parks. At least one park has provided wide streets with curb and gutter, open space between units, landscaping, and a generally attractive appearance. Other older parks do not meet minimum mobile home park standards.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5.

#### Groveton Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Groveton Community Improvement Plan to upgrade and preserve the neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The portion of the Groveton Community Improvement Area in the Hybla Valley Community Planning Sector is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Hill Road and Richmond Highway.

#### Groveton Redevelopment Area

On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Area Plan to facilitate the redevelopment of the area. The redevelopment plan permits the Fairfax County Redevelopment and Housing Authority to acquire property within the area, to dispose of any property acquired, and to provide financial assistance for the redevelopment of the area. The area is generally bounded by Richmond Highway on the east, Memorial Street on the north, Donora Drive on the west, and the Groveton Heights subdivision on the south.

Plan recommendations for the Groveton Redevelopment Area are discussed in the Richmond Highway Corridor section of the Plan under the Beacon/Groveton CBC, Land Unit D.

### CONCEPT FOR FUTURE DEVELOPMENT

The southern portion of the Penn Daw Community Business Center and the western portion of Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers are located in this sector. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Hybla Valley Community Planning Sector contains stable residential neighborhoods. Infill development within this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

**Richmond Highway Corridor Area**

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. Community Business Centers in Sector MV2 include the southern portion of Penn Daw, and the western portions of Beacon/Groveton and Hybla Valley/Gum Springs.

**Outside Richmond Highway Corridor**

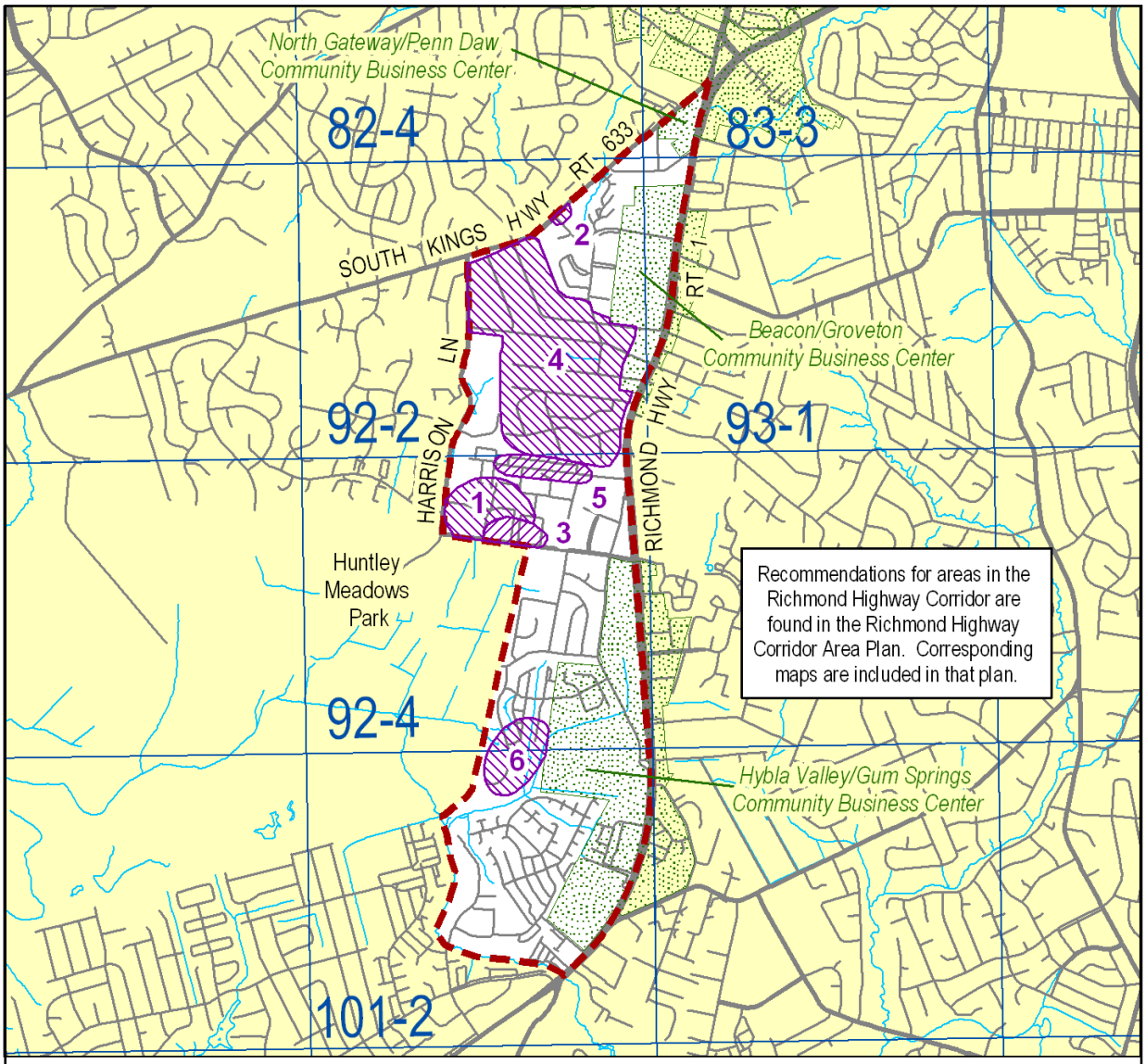
Figure 36 indicates the geographic location of land use recommendations for this sector.

1. Groveton Gardens apartment development is planned and should be completed at 16-20 dwelling units per acre: (Tax Map 92-4((1))13). Adequate buffering should be provided to adjacent detached homes on the east side of Harrison Lane. Part of this area of Groveton Gardens falls within the Huntley Historic District which imposes additional restrictions that are addressed in Sector RH7 of the Rose Hill Planning District Plan.

2. Parcels 92-2((1))16G-21 located on the east side of South Kings Highway adjacent to Beacon Field Apartments are planned for residential use at 8-12 dwelling units per acre, provided the following conditions are met:

   - Full consolidation of all lots is achieved;
   - Proposed development is compatible with surrounding development;
   - A transition is provided between the apartments to the east and townhouse complex to the west;
   - All vehicular access is provided from Southgate Drive; and
   - Environmental impacts are mitigated.

3. Several single-family homes are currently located adjacent to Groveton Gardens apartments and front on Lockheed Boulevard and Tavenner Lane. With appropriate consolidation, Tax Map 92-4((1))9, 10, 11, 12, 12A, 17A, 22, and 23; 92-4((7))(32)1A-3B; 92-4((7))(34)1A-3B, are planned for multifamily residential use at 16-20 dwelling units per acre.




**MV2-Hybla Valley 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 36**

4. The Groveton neighborhood should be preserved and upgraded in accordance with the Groveton Community Improvement Plan. Development in the area to which the Richmond Highway Corridor policy does not apply should be of the same use, character and density as existing development.

5. Parcels located on the north side of Holly Hill Road west of the Nazarene Church are planned for residential use at 5-8 dwelling units per acre and should meet the following conditions:

   - Parcel consolidation should be achieved to promote a coordinated development plan; and

   - Substantial and effective screening between this property and the stable Groveton residential neighborhood should be an integral element of the development plan.

6. Tax Map 92-4((1))58 and 101-2((1))11A located adjacent to Mount Vernon Plaza and Huntley Meadows Park contain environmental constraints including wetlands and marine clay soils. The most desirable use for this land is open space. As an option, residential development in the range of 5-8 dwelling units per acre would be an acceptable alternative provided the following conditions are met:

   - The development is sensitive to the existing wetlands and Environmental Quality Corridor;

   - At least fifty percent (50%) of the gross area is provided as open space as defined in the Zoning Ordinance;

   - Suitable buffering is provided for Huntley Meadows Park, which may vary in width, but shall consist of a minimum width of fifty (50') feet of open space;

   - Traffic Management:

     a. Access serving all single-family detached units will be provided only via existing street(s) to the north through existing similar development;

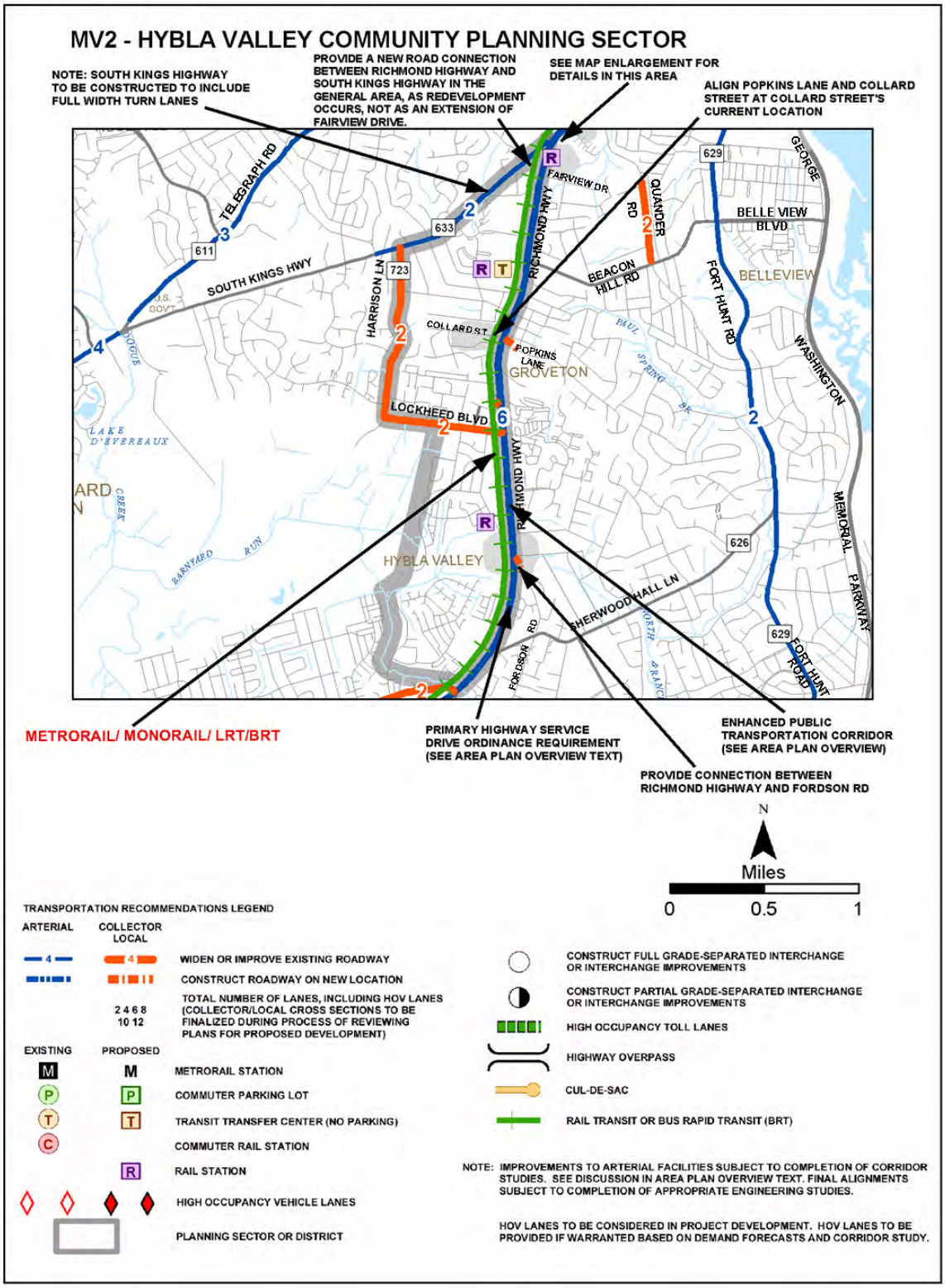
     b. Access serving all townhouse and multifamily units will be provided only via existing street(s) to the east; and

     c. The project shall address access for emergency vehicles.

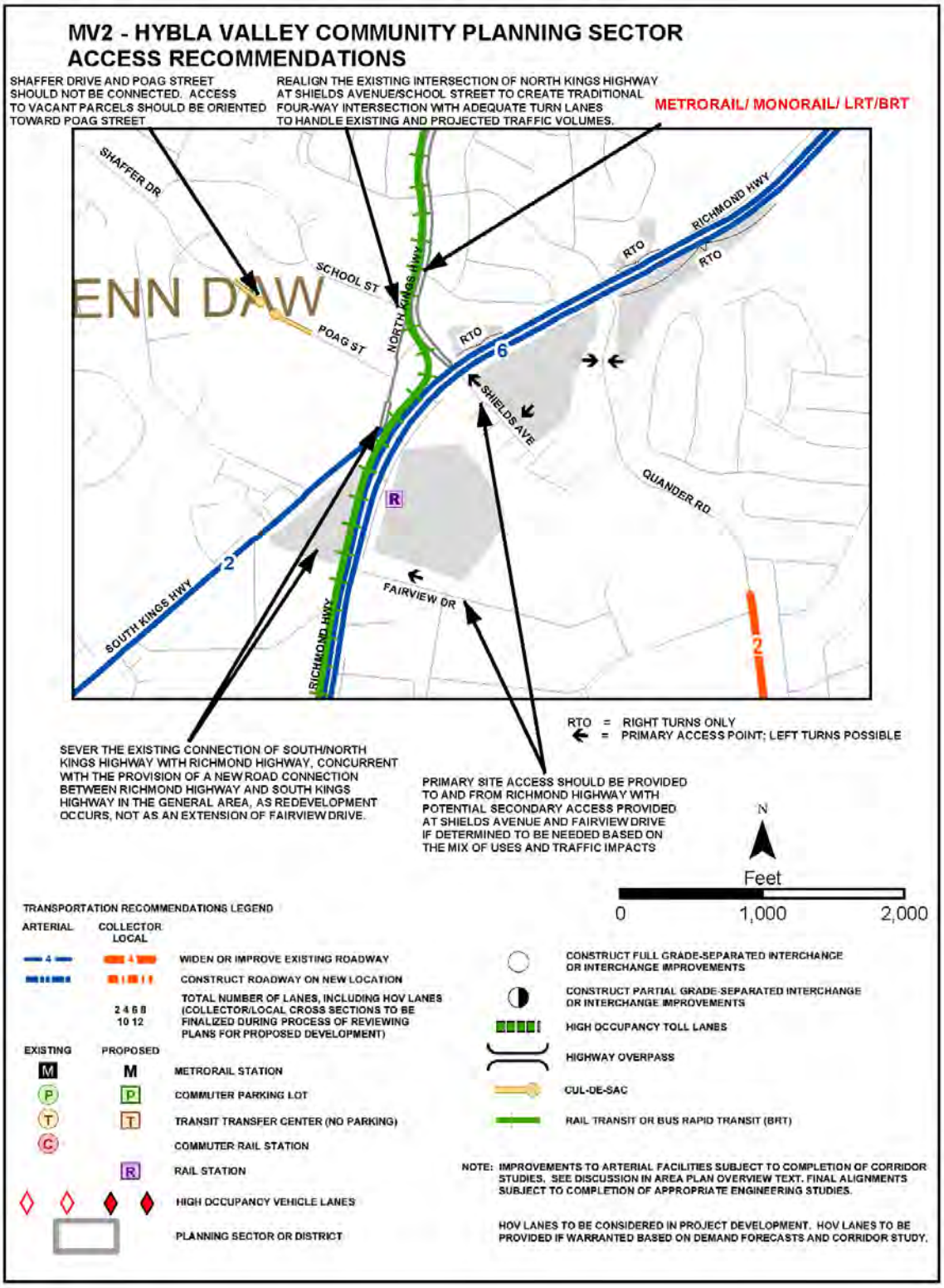
   - A mixture of unit types, including single-family detached and attached, is appropriate provided it is done as a coordinated development. Multifamily development is appropriate provided that such use shall not exceed fifty percent (50%) of the total number of units proposed. Only single-family detached units and storm water management facilities are appropriate adjacent to the buffer area for Huntley Meadows Park.

Transportation

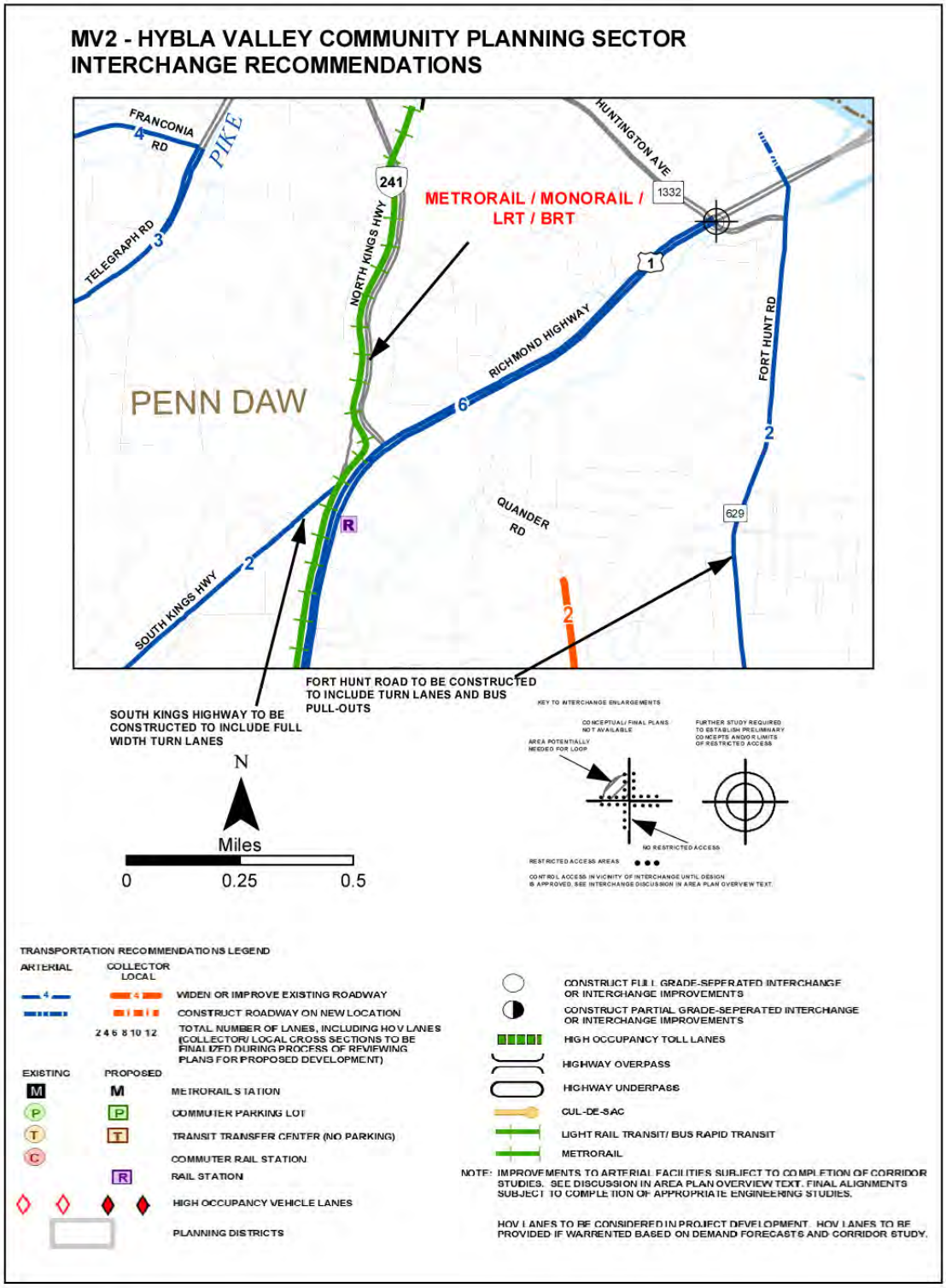
Transportation recommendations for this sector are shown on Figures 37, 38 and 39. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 37**




**ACCESS RECOMMENDATIONS** **FIGURE 38**
**MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR**




**INTERCHANGE RECOMMENDATIONS** **FIGURE 39**
**MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR**

requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Remaining undeveloped areas as well as early and mid 20th century and more dispersed neighborhoods remain in this sector and could contain significant heritage resources. These resources 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 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.

Part of the Huntley Historic Overlay District lies within this sector. Regulations for this district are discussed in Sector RH7 of the Rose Hill Planning District.

Public Facilities

Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Richmond Highway between Memorial Street and Groveton Street.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 40. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 41 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 40**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV2**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Hybla Valley | |
| Lenclair | No development is currently planned for this park.<br><br>Plan and develop urban parks in Community Business Centers located within this sector; Neighborhood Park facilities should also be provided in conjunction with new residential development. |
| COMMUNITY PARKS: | |
| Groveton Heights | Transfer ownership of Parcel 92-2((1))9 to the Fairfax County Park Authority for expansion of Groveton Heights Park. Revise master plan and develop to provide additional active recreation facilities. |
| DISTRICT PARKS: | This sector lies within the service area of Lee District Park. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 41**

## MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

### CHARACTER

The Belle Haven Community Planning Sector is generally bordered by Cameron Run, the City of Alexandria, the Potomac River, Beacon Hill Road, I Street, North Kings Highway (Route 241), and Richmond Highway (Route 1). The portions of the North Gateway, Penn Daw and Beacon/Groveton Community Business Centers (CBCs) located on the east side of Richmond Highway are located in this planning sector. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

The predominant land use in this planning sector is residential. The planning sector includes a range of housing types. Single-family detached units in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Richmond Highway and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Richmond Highway area. In addition, a mobile home park, is located along Shields Avenue near Richmond Highway.

This planning sector contains a large segment of open space land along the George Washington Memorial Parkway owned by the National Park Service. The Belle Haven Country Club utilizes approximately 120 acres for recreational facilities that include an 18-hole golf course, tennis courts, a driving range, and a swimming pool.

The planning sector contains areas that may have been settled as early as the 17$^{th}$ century. It includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a county-owned park. Fort Willard Circle is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory.

#### New Alexandria/Riverview Community Improvement Area

On May 18, 1987, the Board of Supervisors adopted the New Alexandria/Riverview Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Fort Hunt Road on the west, Olde Towne Road and Belle Haven Road on the north, Boulevard View on the east and I Street on the south.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept depicts the western portions of this sector as the Penn Daw/North Gateway, and Beacon/Groveton Community Business Centers. The remainder of the sector is recommended as Suburban Neighborhoods.

### RECOMMENDATIONS

#### Land Use

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

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

**Richmond Highway Corridor Area**

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and Suburban Neighborhood Areas between these centers. Community Business Centers in Sector MV3 include the eastern portions of North Gateway, Penn Daw and Beacon/Groveton.

**Outside Richmond Highway Corridor**

Figure 42 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. Infill development in Belle Haven Estates and on Parcels 93-1((1))71B and 71C and 83-3((32))A is planned for residential use at 3-4 dwelling units per acre. A maximum of six clustered home sites, with access from Princeton Drive or Cygnet Drive, should be developed on these parcels.

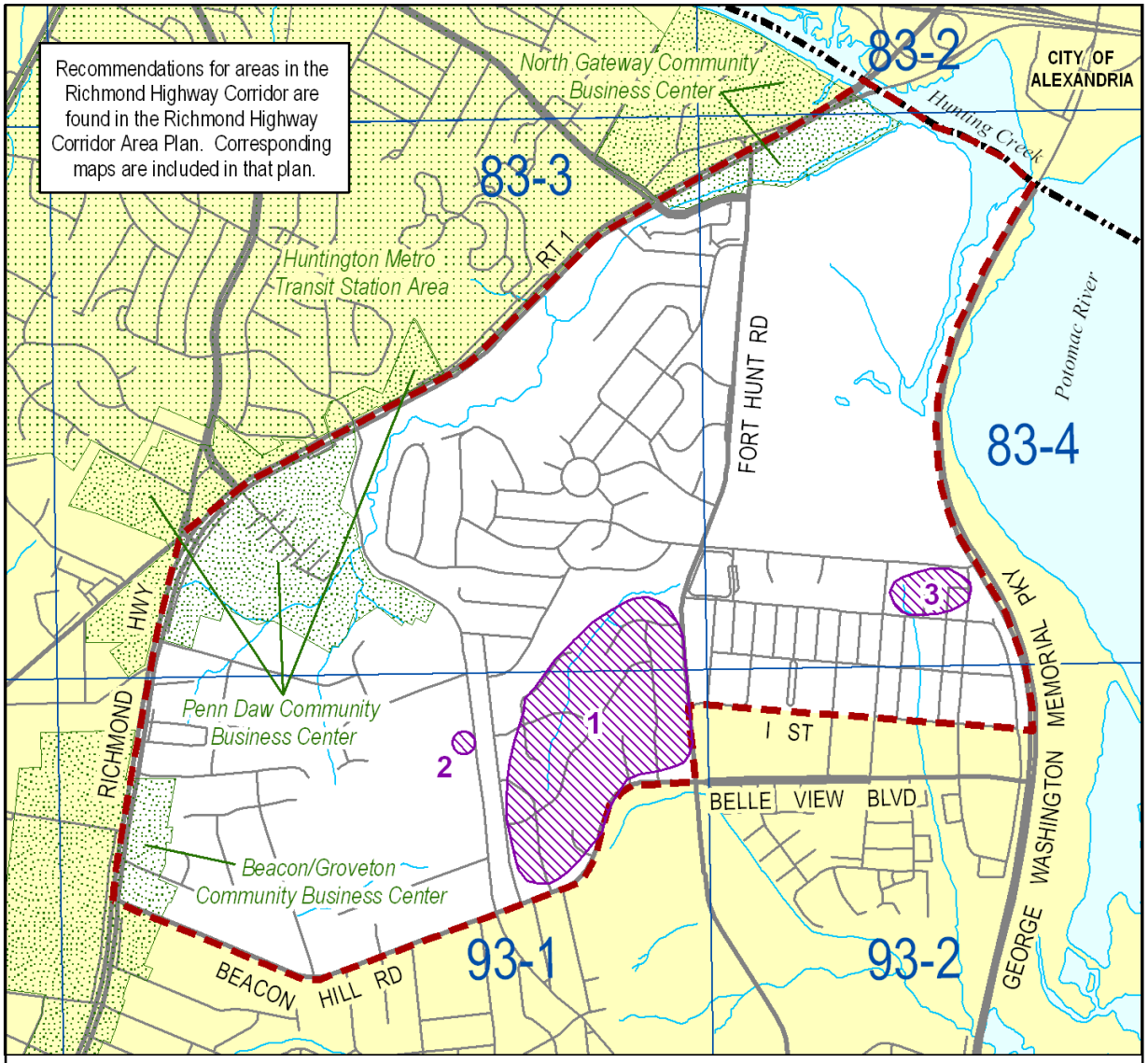
2. Parcels located on the west side of Quander Road next to West Potomac High School (Tax Map 93-1((1))46A-53) are planned for public facilities use as an addition to the West Potomac High School.

3. The area between Belle Haven Road and Olde Towne Road, east of Potomac Avenue is planned for residential development at 3-4 dwelling units per acre with the exception of lots fronting on Belle Haven Road east of 11th Street which are planned for office use at .30 FAR with maximum building heights of 35 feet. These office uses should be well-buffered and screened from existing and planned residential uses located on the north side of Olde Towne Road. In any development proposal, adequate storm drainage outfall, which will require major construction and is consistent with the county's policy regarding development within flood-prone areas, should be provided.

4. Any new development having visual impact upon the George Washington Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low-density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses should be permitted, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]

<u>Transportation</u>

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



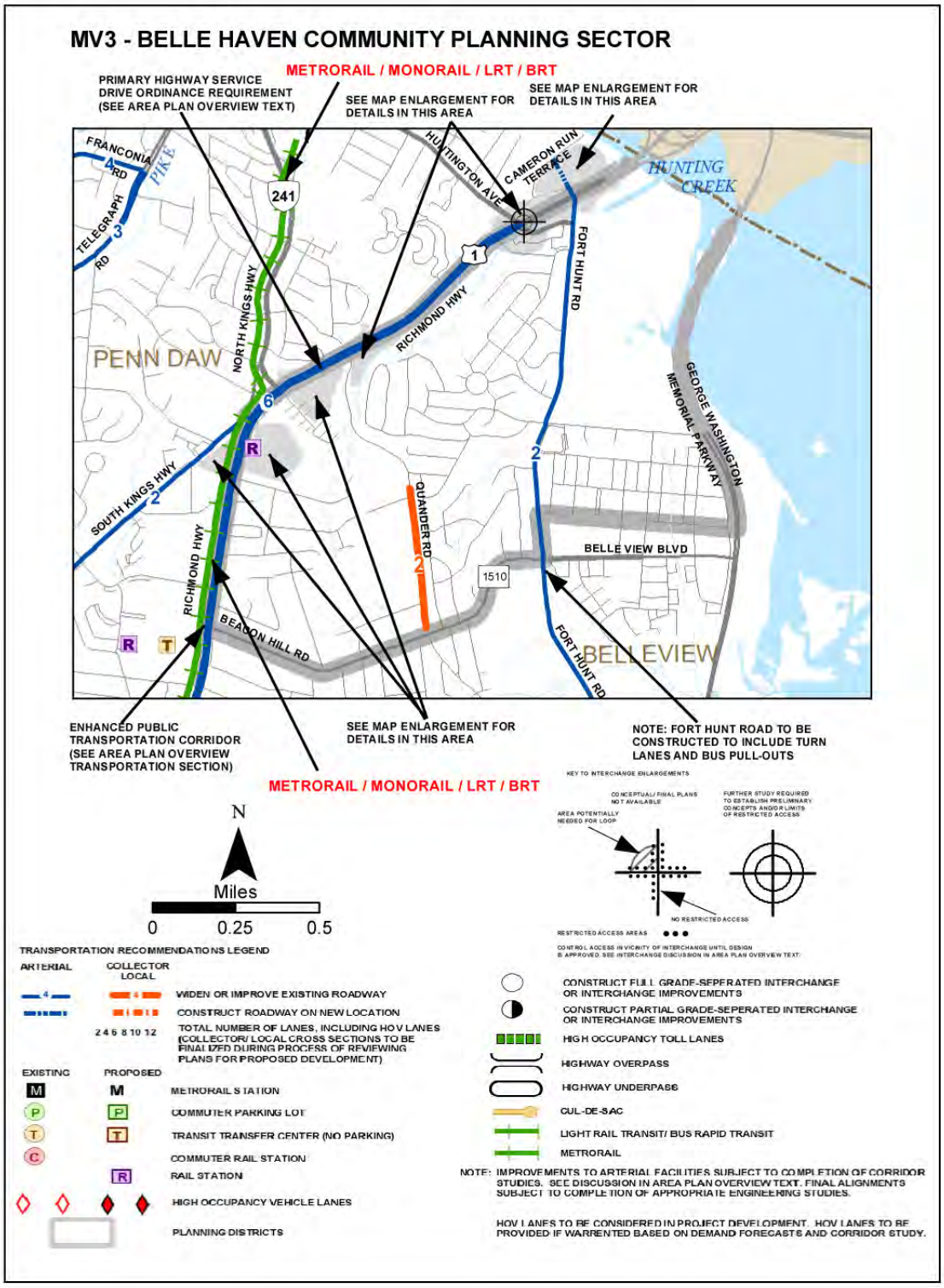

**MV3-Belle Haven Community Planning Sector**
**Land Use Recommendations**
**General Locator Map**

Land Use Recommendation. Number corresponds to recommendation in text.

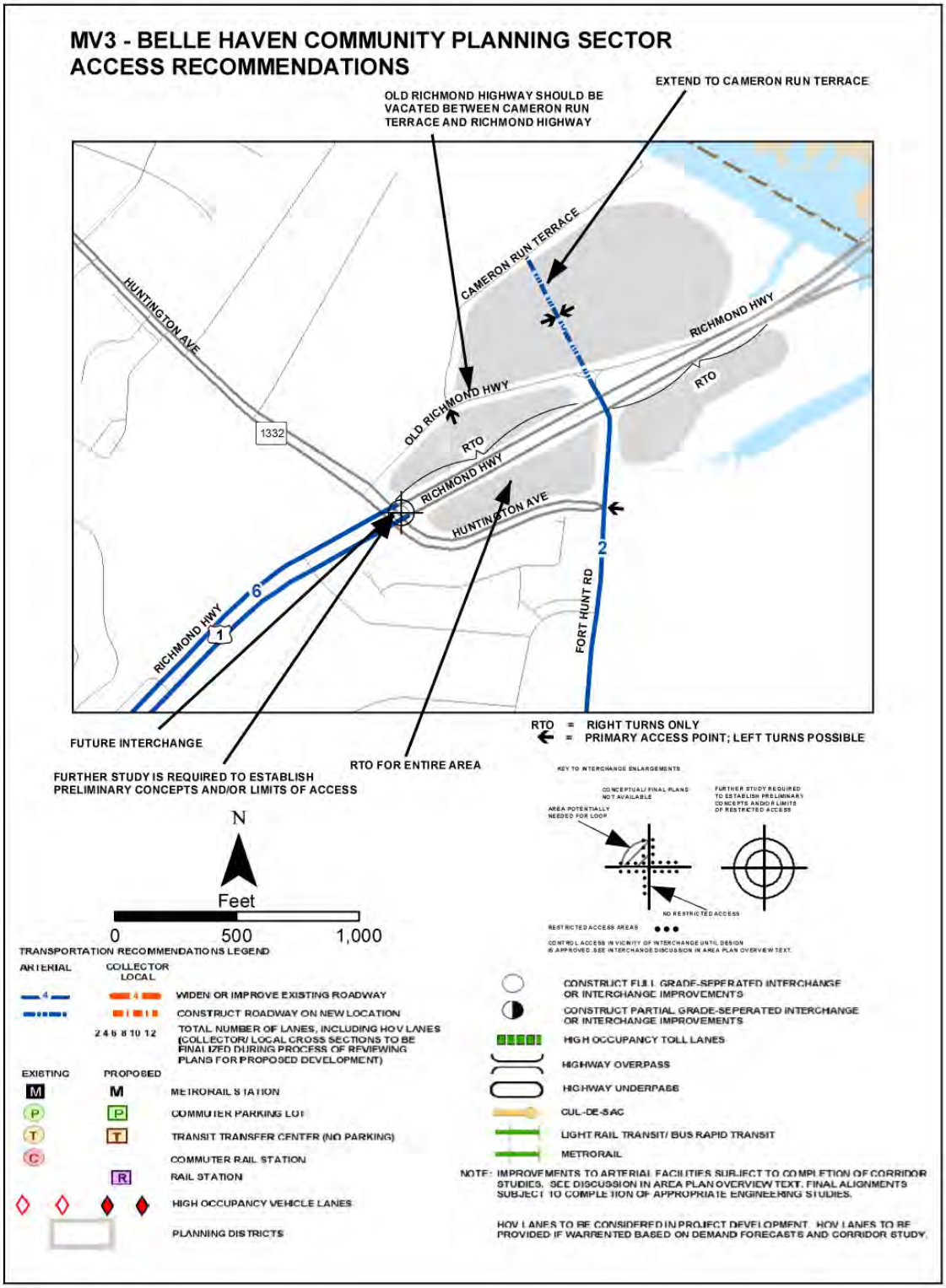
1600 FEET

MAP PREPARED BY DPZ

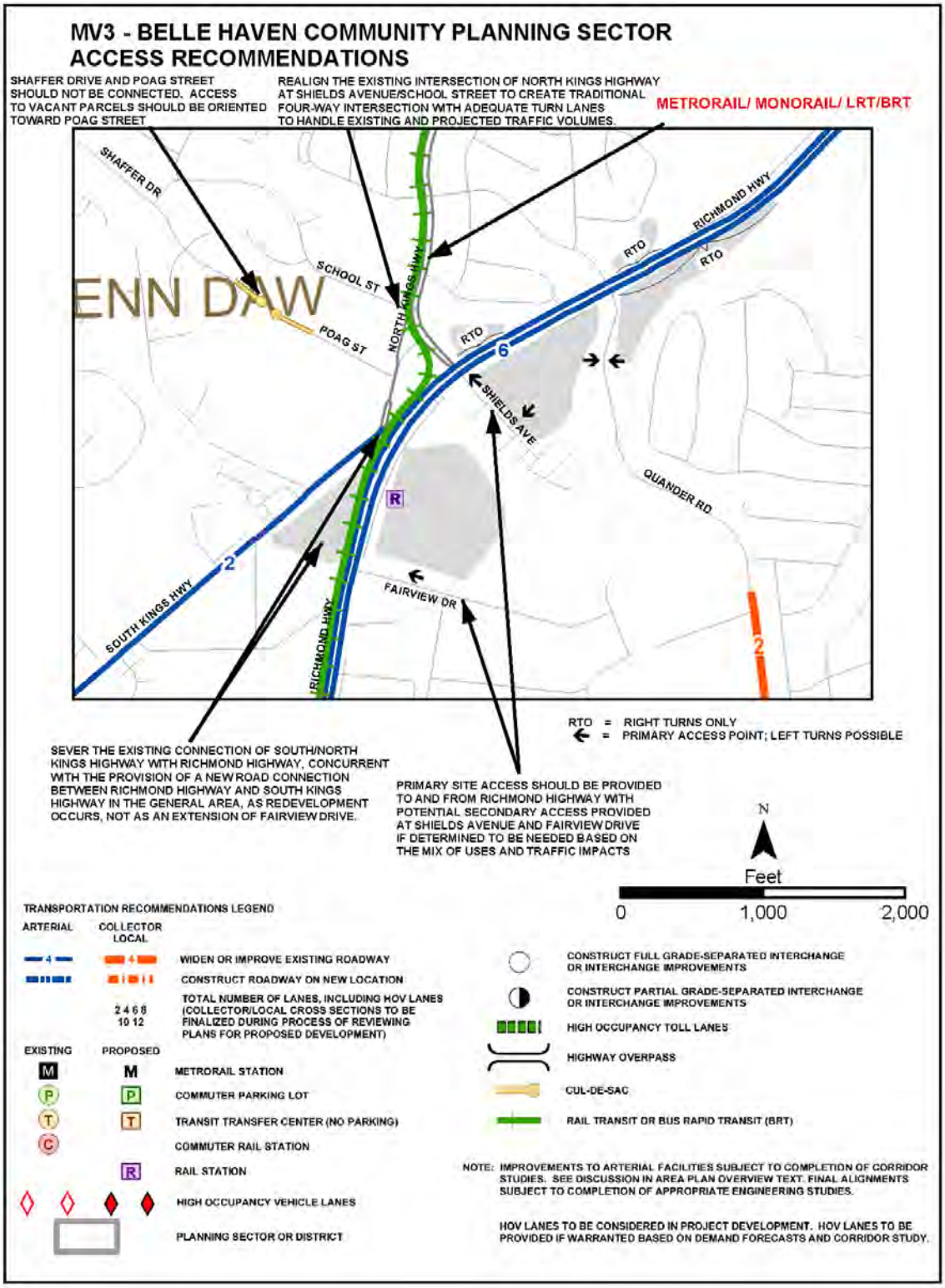
**FIGURE 42**



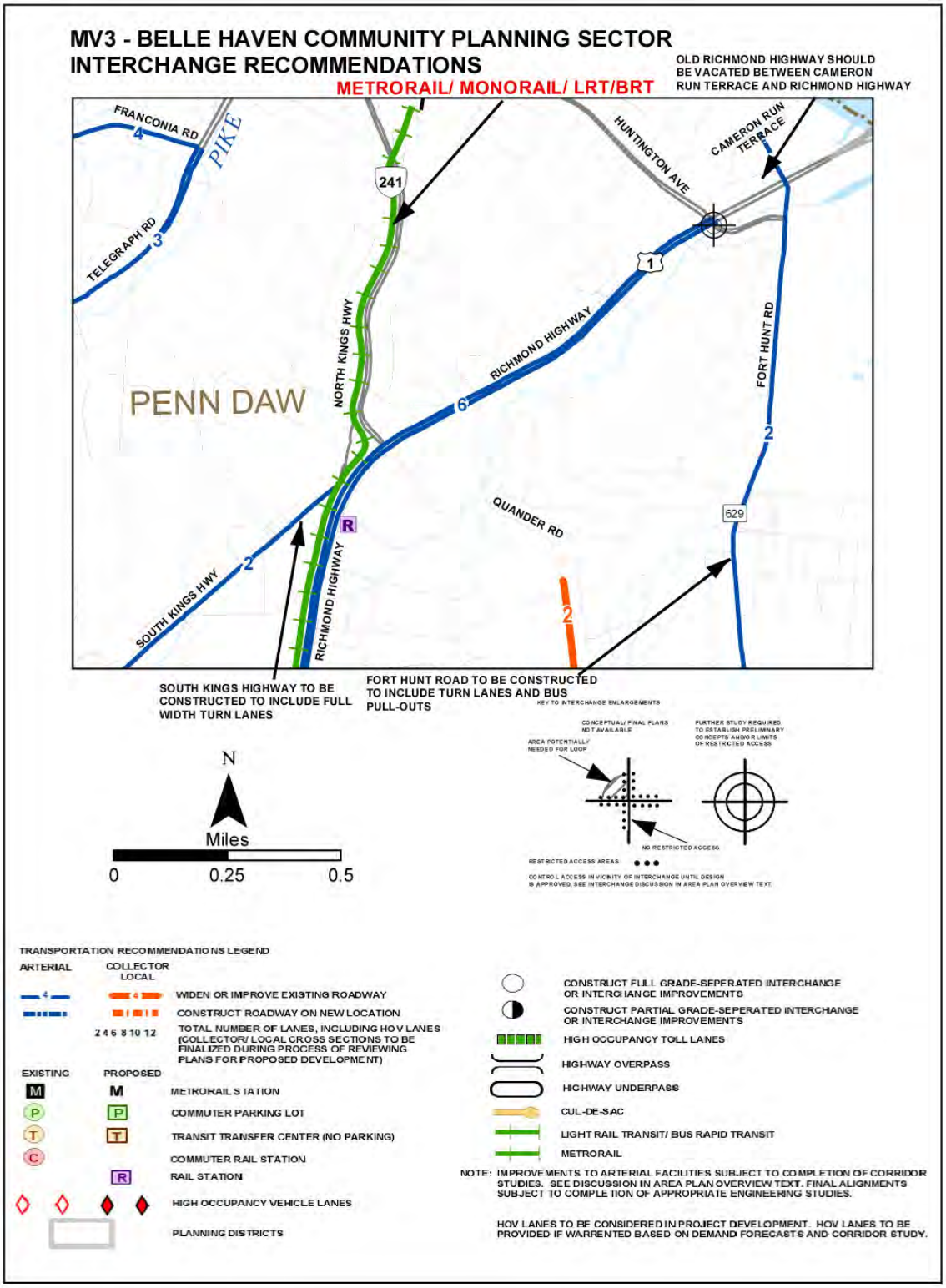

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 43**




**ACCESS RECOMMENDATIONS** **FIGURE 44**
**MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR**




**ACCESS RECOMMENDATIONS** **FIGURE 45**
**MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR**




**INTERCHANGE RECOMMENDATIONS** **FIGURE 46**
**MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR**

Figure 46: MV3-Belle Haven Community Planning Sector, Interchange Recommendations requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The sector is likely to produce significant heritage resources, particularly in open spaces and early and mid 20th century or more dispersed neighborhoods. 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

Parcels 93-1((1))46A-53 are recommended for planned public uses, for future addition to the West Potomac High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 47. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 48 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 47**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV3**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| | Neighborhood Park facilities should be provided in conjunction with new residential development. |
| COMMUNITY PARKS: | |
| Belle Haven | Complete transfer of ownership of Belle Haven Park to Fairfax County Park Authority as scheduled. Initiate master planning process and develop this 16+ acre park when feasible in accordance with the approved master plan. |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Lee District Park. |
| COUNTYWIDE PARKS: | |
| Fort Willard Circle | Initiate master planning process and develop this park in accordance with the approved plan.<br><br>Seek historic preservation easements on selected properties. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 48**

## MV4 WELLINGTON COMMUNITY PLANNING SECTOR

### CHARACTER

The Wellington Community Planning Sector is bounded by I Street, the Potomac River, Collingwood Road and Fort Hunt Road. The northern portion of the planning sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family detached homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

Fort Hunt Road and the George Washington Memorial Parkway are the major roadways in this sector. Belle View Boulevard, Westgrove Boulevard, Morningside Lane, Alexandria Avenue, and Collingwood Road function as links between residential areas and the Parkway. Bike and hike trails traverse the Parkway.

This planning sector contains areas that may have been settled as early as the 17th century. Historic sites in this sector include Wellington which is open to the public, as well as privately owned buildings. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. There may also be historic shipwrecks located in these underwater areas.

Wellington and the Tauxemont Historic District are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. Tauxemont is also listed in the National Register of Historic Places and Virginia Landmarks Register. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

### CONCEPT FOR FUTURE DEVELOPMENT

All of Sector MV4 is recommended to develop in Suburban Neighborhoods as described in the Concept for Future Development.

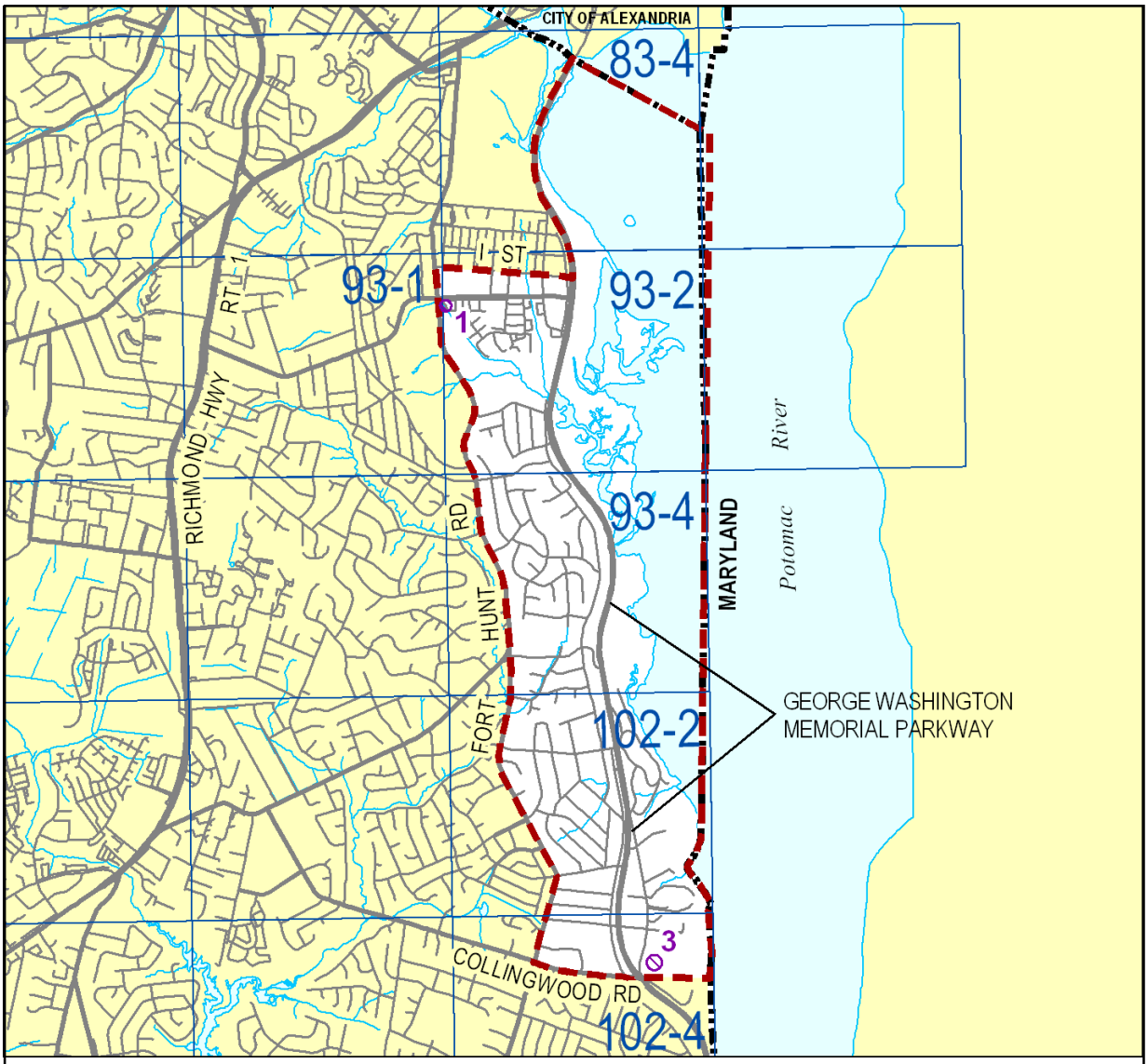
### RECOMMENDATIONS

#### Land Use

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

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.

1. The Belle View apartment complex located along Belle View Boulevard between Fort Hunt Road and Boulevard View Drive is planned for multifamily residential use at 16-20 dwelling units per acre. Those units located on the south side of Belle View Boulevard between Fort Hunt Road and West Wakefield Drive include various by-right commercial uses which have




**MV4-Wellington Community Planning Sector**
**Land Use Recommendations**
**General Locator Map**

**Land Use Recommendation. Number corresponds to recommendation in text.**

**4000 FEET**

MAP PREPARED BY DPZ

**FIGURE 49**

developed into a pedestrian-scaled mix of office, service retail and residential uses. Commercial uses at this corner should be allowed to continue, but there should be no expansion of these or other commercial uses into any other part of the residential apartment complex.

2. Any new development having visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses should be permitted, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]

3. Development of tax map parcel 102-4((1))72 should be limited to the preservation of the existing dwelling unit and the addition of one single-family dwelling unit and accessory structures. Any new development or action taken on this property should be consistent with the conservation easement agreement held by the Virginia Outdoors Foundation.

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.

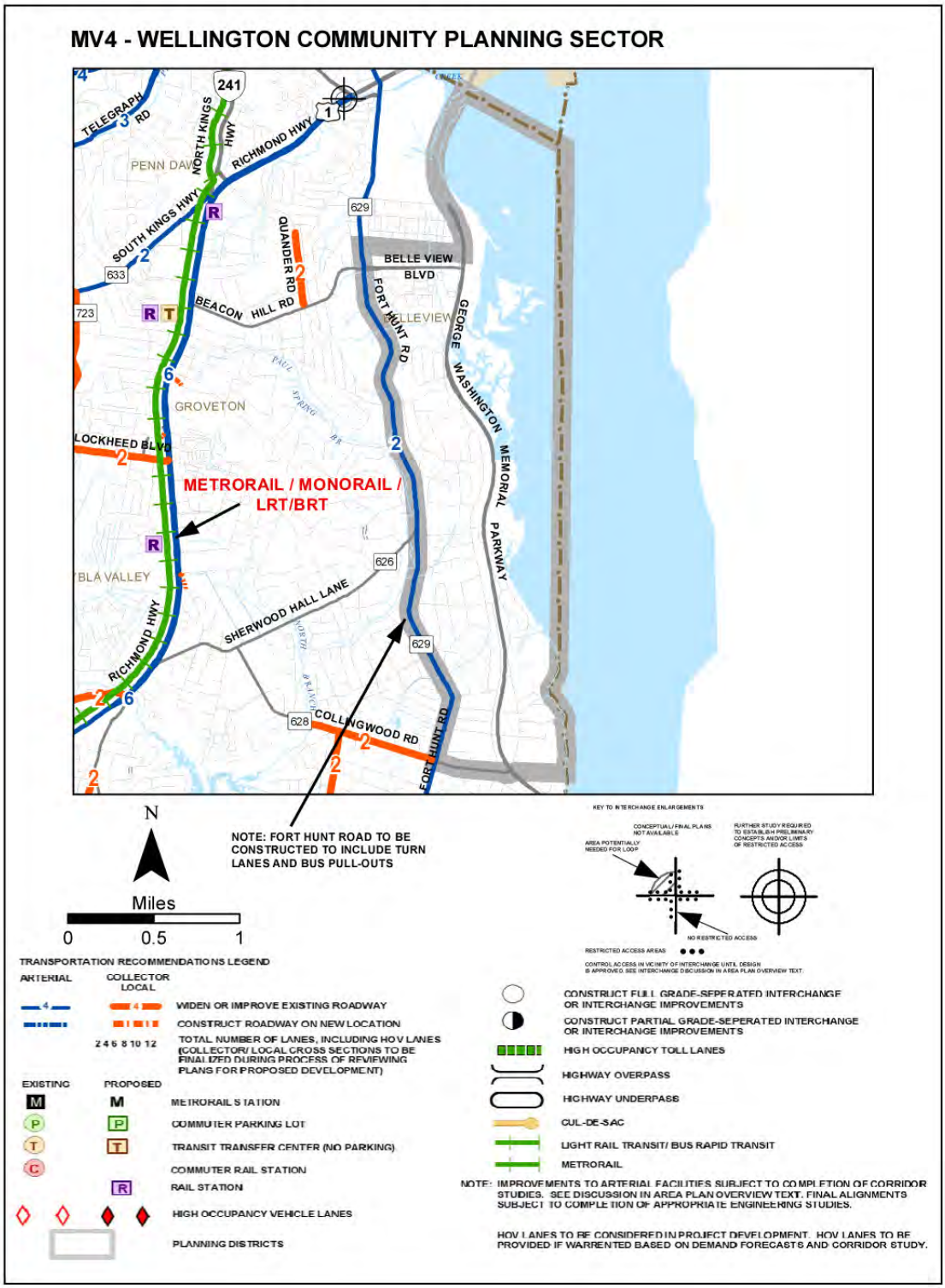
Heritage Resources

Significant prehistoric and historic sites can be expected in this sector. Heritage resources survey work is especially desirable outside the George Washington Parkway area, where some survey work has been undertaken.

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 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.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 50**

**FIGURE 51**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV4**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| | Neighborhood Park facilities should be provided in conjunction with new residential development. |
| COMMUNITY PARKS: | |
| Collingwood | |
| Westgrove | Seek conversion of long-term lease on this publicly-owned land to ownership by the Fairfax County Park Authority. Initiate master planning process and develop with a mix of active and passive recreational facilities in accordance with the approved plan.<br><br>Pursue acquisition of 18-acre Parcel 93-4((1))3 for Community Park use. |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Lee District Park. |
| COUNTYWIDE PARKS: | |
| | Investigate potential for obtaining historic preservation easements on selected properties. |
| STATE/FEDERAL: | |
| George Washington Memorial Parkway | Coordinate with National Park Service in seeking scenic easements on privately owned properties along Potomac shorelines. |
| Fort Hunt (National Park Service) | |

Trails

Trails planned for this sector are delineated on Figure 52 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 52**

## MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

The Groveton Community Planning Sector is generally bordered by Beacon Hill Road, Fort Hunt Road, Sherwood Hall Lane, and Richmond Highway (Route 1). Portions of the Beacon/ Groveton and Hybla Valley/Gum Springs Community Business Centers (CBCs) are located on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

Single-family detached units represent the major land use within this planning sector. A sizable mobile home park and a large apartment development are located in this planning sector as well. The planning sector also contains Mount Vernon District Park. There is an urgent need for community parkland in the western portion of the sector.

The planning sector contains the northern portion of Gum Springs, a 19th century Free Black community and the Hollin Hills subdivision, an excellent example of post-World War II suburban architectural design. Hollin Hills is a significant heritage resource which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Sherwood Farm, are also included in the inventory.

Woodley Hills Estates Redevelopment Area

A redevelopment plan for the Woodley Nightingale Mobile Home Park was adopted by the Board of Supervisors on February 26, 1979. The primary goal of that document is to provide a reconstructed mobile home park which meets modern design standards and is of adequate size to accommodate residents of the existing park who wish to remain in the area, and to preserve the park as a housing resource for low- and moderate-income residents.

The redevelopment plan was amended by the Board of Supervisors on October 25, 1993, changing the name to 'Woodley Hills Estates Redevelopment Plan' and reducing the Plan Area boundary to contain only that area occupied by the Woodley Hills Estates Mobile Home Park.

Gum Springs Redevelopment Area

The Gum Springs Redevelopment Area Plan was approved by the Board of Supervisors on April 16, 1990. The basic goal of this plan is to develop the designated area as a mixed-use complex, primarily residential with some office and retail uses as part of a general program for upgrading conditions in the Richmond Highway Corridor.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

Memorial Heights, Bucknell Heights, Calvert Park, and Hybla Valley Farms Community Improvement Areas

Community improvement plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following community improvement areas are located in the Groveton Community Planning Sector:

Memorial Heights Community Improvement Area, adopted November 25, 1985, is generally bounded by Richmond Highway on the west, the north parcel line of lots along Schooley Drive to the north, Darue Road right-of-way and the east lot lines of parcels located on Elm Drive on the east and Popkins Lane on the south.

The Bucknell Heights Community Improvement Area, adopted on February 8, 1988, includes lots located on both sides of Ross and Davis Streets.

The Calvert Park Community Improvement Area, adopted on June 30, 1986, includes lots located on both sides of Davis Street, Popkins Lane, Stone Hedge Drive, Rita Court and Bertram Lane.

The Hybla Valley Farms Community Improvement Area, adopted on April 9, 1984, includes lots located along both sides of Woodlawn Trail, Boswell Avenue, Schelhorn Road, Frances Drive, Brentwood Place and Delafield Place.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the western portions of this sector as the Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

## RECOMMENDATIONS

### Land Use

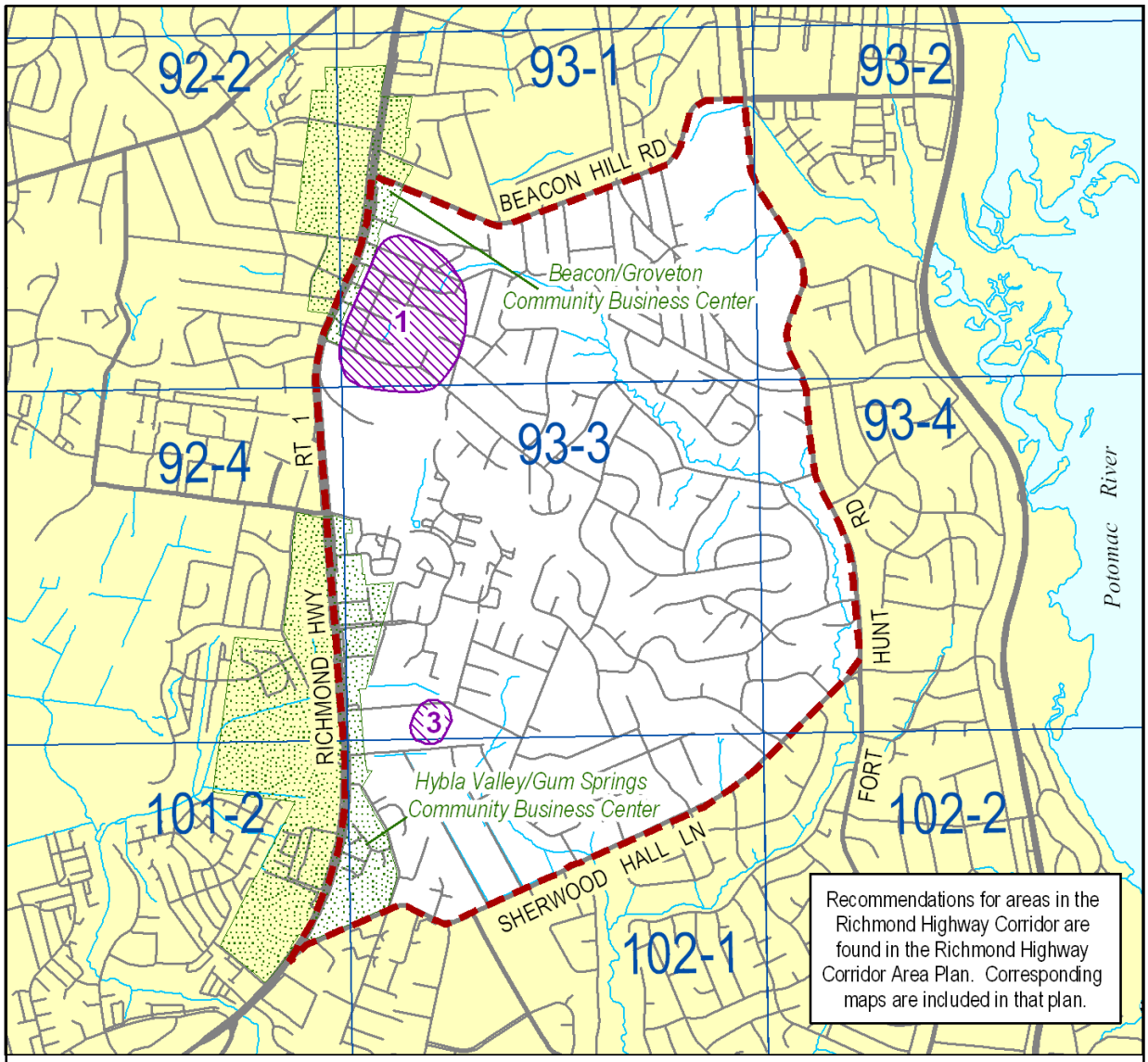
The Groveton Community Planning Sector contains stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

**Richmond Highway Corridor Area**

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The eastern portions of the Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers are located in Sector MV5.

**Outside of Richmond Highway Corridor**

Figure 53 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.




**MV5-Groveton 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 53**

1. Residential infill in Memorial Heights is planned for 3-4 dwelling units per acre. Additional guidance for Tax Map 93-1((18))(D)130 pt. and 138 is included in Land Unit E of the Beacon/Groveton Community Business Center within the Richmond Highway Corridor.

2. Development is planned to conform with the recommendations cited in the Hybla Valley Farms, Gum Springs, Bucknell Heights, Calvert Park and Memorial Heights Community Improvement Plans and the Gum Springs Conservation and Redevelopment Plans as adopted by the Board of Supervisors. [Not shown.]

3. The vacant lots located between Hybla Valley Farms and Milway Meadows are planned for residential use at 2-3 dwelling units per acre.

Transportation

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

Heritage Resources

The early and mid 20$^{th}$ century and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular is Gum Springs, 19$^{th}$ century Free Black community. Survey work should be undertaken to locate and preserve significant heritage resources. Additionally, preservation of the Hollin Hills subdivision is encouraged.

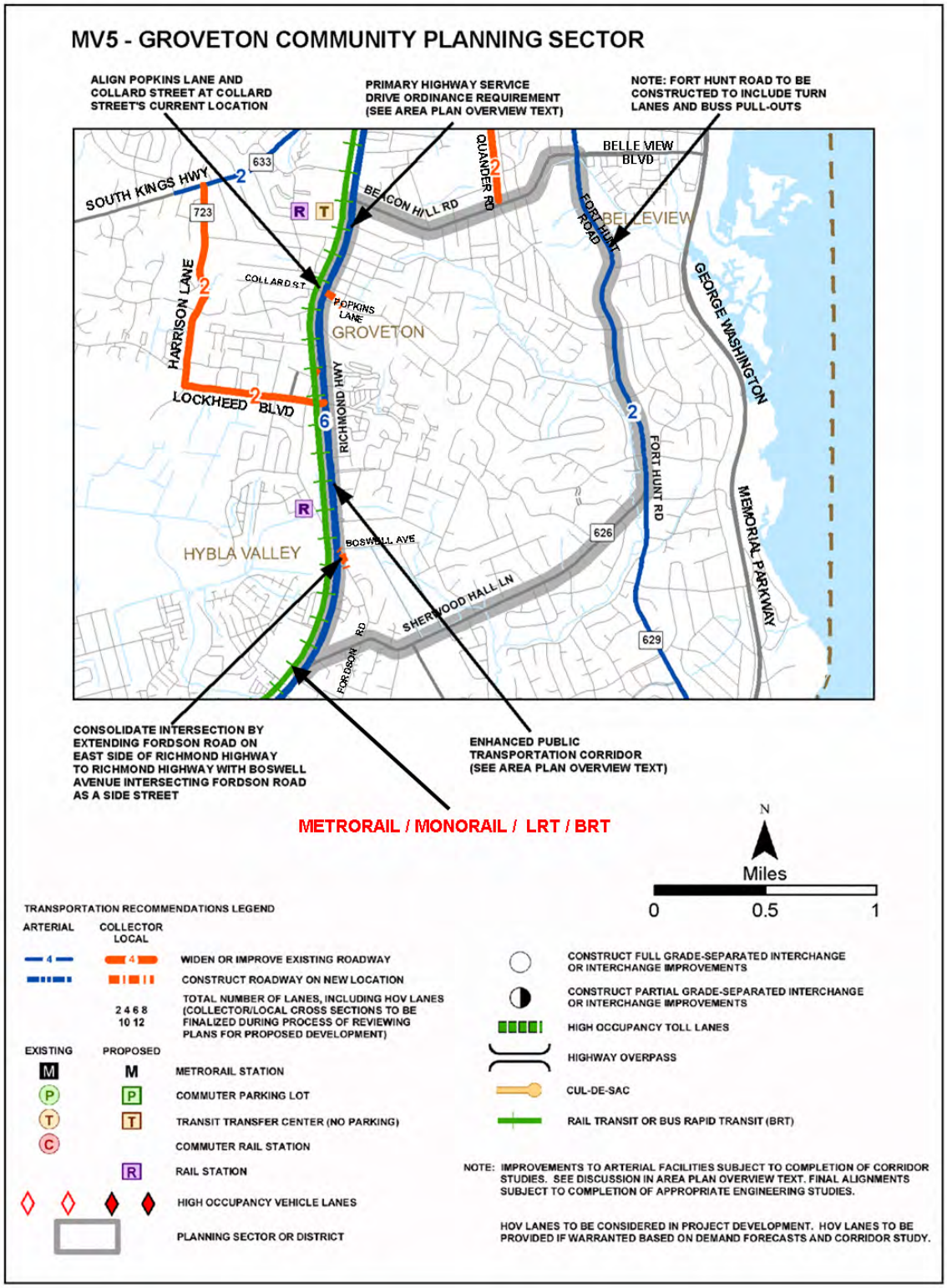
Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage 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

Expand the Martha Washington Community Library consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 55. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 54**

**FIGURE 55**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV5**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Bucknell Manor<br>Hollin Meadows<br>White Oaks | In accordance with approved master plan, the notable environmental resources located on this park site should be preserved in the course of development.<br><br>Plan and develop an Urban Park in the Beacon/Groveton and Hybla Valley Community Business Centers located within this sector. For any park developed in Gum Springs there should be an emphasis on interpreting the history of the Gum Springs area. |
| COMMUNITY PARKS: | Identify a Community Park site where land dedication can be provided singularly or in combination with other development or purchased by the county to provide needed active recreation facilities. |
| DISTRICT PARKS: | This sector lies within the service area of Lee District Park. |
| COUNTYWIDE PARKS: | |
| Mt. Vernon Recreation Center | |
| Paul Spring Stream Valley | Seek open space easements on privately-owned portions of the stream valley and develop pedestrian trail connections to adjacent public parks.<br><br>Investigate potential for obtaining historic preservation easements on selected properties. |

Trails

Trails planned for this sector are delineated on Figure 56 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. 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.

A pedestrian trail should be in the general area of the Boswell Avenue right-of-way between Parcels 102-1((7))(4)53, 54 and 55 on the north side, Parcel 102-1((7))(9)501 on the south and Parcels 102-1((19))(2)20 and 21 to the east. It should be aligned with the end of the paved street of Boswell Avenue and the portion of Woodlawn Trail connected to Elba Road. Trail improvements should be environmentally sensitive to the wildlife sanctuary and woodland being preserved by the Hollin Hills Community Association and be in harmony with the natural character of the area.

That part of the proposed east-west trail along Paul Spring Road should be constructed so that the existing trees are preserved.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 56**

## MV6 FORT HUNT COMMUNITY PLANNING SECTOR

### CHARACTER

The Fort Hunt Community Planning Sector is generally bounded by Sherwood Hall Lane, Fort Hunt Road, the Potomac River, and Little Hunting Creek.

Most of this planning sector is characterized by single-family detached development. However, there are garden apartments located along Richmond Highway (Route 1) and a number of townhouse developments located throughout the sector. The Inova Mount Vernon Hospital and Mount Vernon District Governmental Center are complemented by adjacent private medical offices, elderly housing and a nursing home. Neighborhood retail centers are located within this planning sector.

The Paul Spring Branch that flows through the planning sector becomes part of the North Branch before it flows into Little Hunting Creek. The federally-owned Fort Hunt Park and a large portion of the open space associated with the George Washington Memorial Parkway are located in the planning sector.

Fort Hunt and Tower House are significant heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Little Hollin Hall, are also included in the inventory.

There are many areas consisting of older and more dispersed neighborhoods which retain a high potential for containing significant heritage resources. The planning sector also contains the southern portion of Gum Springs, a 19$^{th}$ century Free Black community.

#### Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

#### Plymouth Haven Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Plymouth Haven Community Improvement Plan to preserve and upgrade this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of the improvements and shared in the cost of some facilities. The community improvement area includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road.

### CONCEPT FOR FUTURE DEVELOPMENT

This entire sector is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

Figure 57 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The approximately 11 acres of Parcel 102-3((11))A1 located adjacent to Little Hunting Creek Park and the Coast Guard Radio Station is planned for open space use.

2. Commercial uses located at the northeast intersection of Elkin Street and Whittington Boulevard (Tax Map 102-3((1))44B, 44C, and 44D) are planned for neighborhood-serving retail and office use up to .25 FAR. This recommendation reflects the current use of this property and is not intended to provide for more intensive commercial development.

3. All development within and adjacent to the Gum Springs Community should be consistent with the neighborhood improvement program and conservation plans for that community. If there is a conflict with the Comprehensive Plan the Community Improvement Plan/ Conservation Plan shall take precedence. Significant heritage resources within the historic community of Gum Springs should be identified prior to development and preserved, recovered or recorded.

4. Any new development having visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]

5. The Mount Vernon District Campus is generally located along both sides of Parkers Lane, east of Holland Road. The campus includes health care, civic, and educational uses. Within the campus, along the north side of Sherwood Hall Lane is an office building, a bank and a service station. South of Sherwood Hall Lane is the Mount Vernon Governmental Center, and Fire and Police Stations, Sherwood Hall Regional Library and Walt Whitman Middle School. The INOVA Mount Vernon Hospital and Sunrise Assisted Living Facility are located north of Hinson Farm Road. The Mount Vernon mental health facility is located south of Hinson Farm Road.

   The Mount Vernon Campus is envisioned to be transformed into an area with a well-lit system of trails, sidewalks, crosswalks, bike paths, plazas, and landscaped open space with mature trees and vegetation that also encourages use of public transportation. The overarching goal for the campus is to develop a pedestrian realm, preserve the existing green space and reduce the extent of impervious surface where possible.

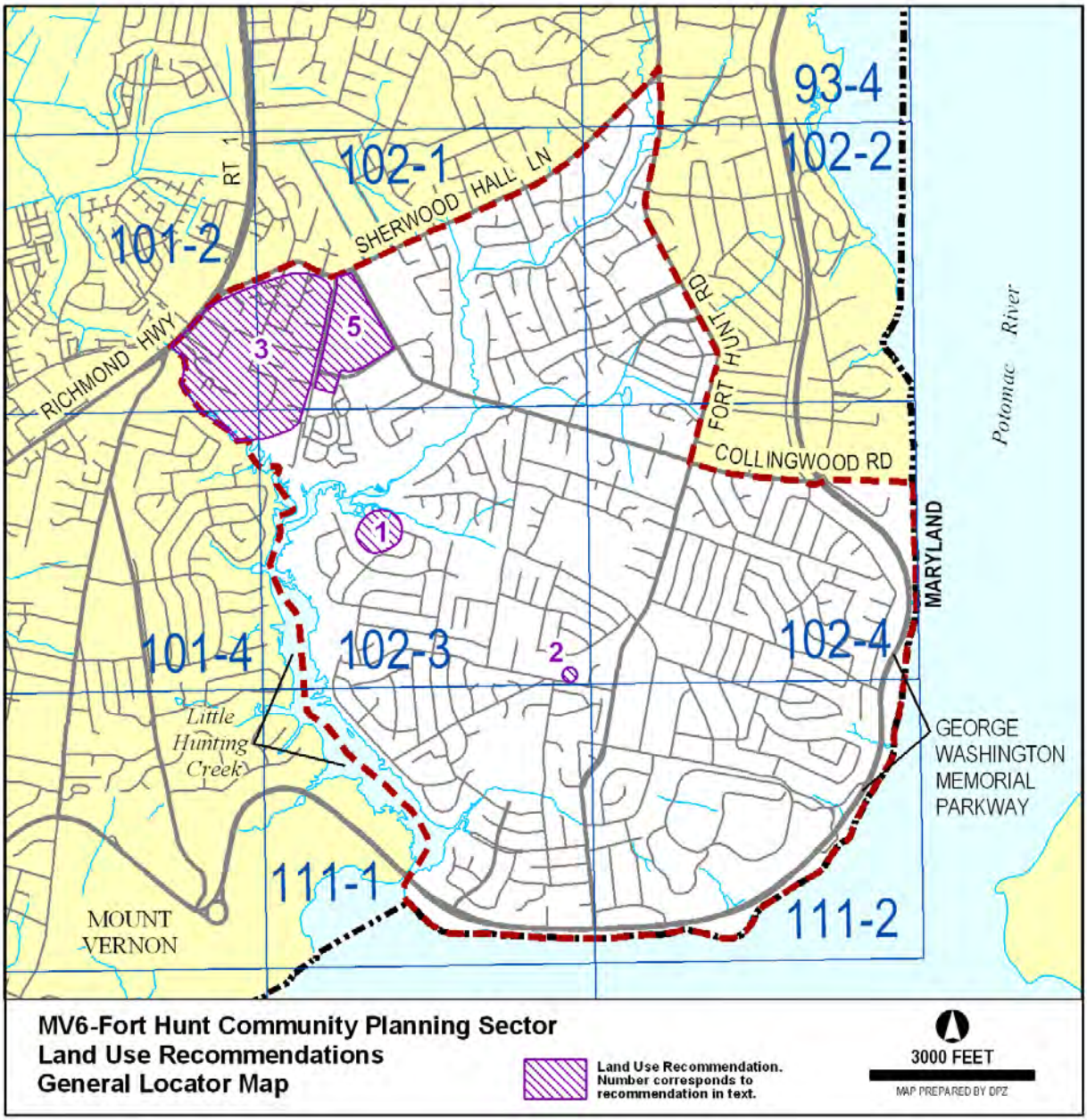

93-4
102-2
102-1
101-2
SHERWOOD HALL LN
RT 1
RICHMOND HWY
3
5
FORT HUNT RD
COLLINGWOOD RD
Potomac River
MARYLAND
1
101-4
102-3
2
102-4
Little Hunting Creek
GEORGE WASHINGTON MEMORIAL PARKWAY
111-1
111-2
MOUNT VERNON
MV6-Fort Hunt Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
3000 FEET
MAP PREPARED BY DPZ

**FIGURE 57**

The existing office, bank and service station uses on the north side of Sherwood Hall Lane are planned to be retained, except that the addition of a table service restaurant is encouraged.

Development is planned at an intensity up to .50 FAR on parcel 102-1((1))4 (approximately 815,450 square feet). The hospital facilities with related ancillary medical service uses, including medical offices and employee childcare facilities and the assisted living facility are planned for a total gross floor area of approximately 708,900 square feet.

Parking should be consolidated into structures in order to minimize surface parking lots. Structured parking should be screened or treated in a manner that contributes to the visual appeal of the campus. Luminaries should be shielded to minimize light spillover and glare onto adjacent land uses to the west and north. The structured parking should be built in such a manner that does not pose a security threat to the adjacent police facility. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

Development should be designed to encourage the concentration of services and the inclusion of retail concessions to serve the local workforce and public as appropriate. Development that improves accessibility and integrates the hospital facilities, civic and public safety institutions, and commercial uses throughout the campus using pedestrian walkways, both covered and uncovered, and bicycle paths that limit the need for vehicular transport should be utilized. A common streetscape theme throughout the campus should be created. Pedestrian activated crosswalks that connect the hospital campus to surrounding uses should be provided.

Any development on parcel 102-1((1))4 should also meet the following conditions:

- Limit the height of buildings on the periphery of parcel 102-1((1))4, to 75 feet in order to minimize visual impacts on the community;

- Provide for substantial, usable landscaped open space. Existing open spaces should be preserved and retrofitted to include features such as plazas, gazebos, gardens, and pedestrian walkways and paths in order to create focal points and gathering places for the hospital;

- Screen the hospital complex with a landscape buffer facing the residentially planned and developed area fronting on Holland Road using evergreen landscaping. Provide additional landscape screening on the west side of Holland Road to provide a more effective buffer for the residential neighborhood;

- For each phase of development, review the traffic impact study dated April 8, 2011 which was accepted by VDOT, in order to identify and implement those transportation capacity and operational improvements shown in the traffic impact study, or appropriate alternate improvements, which are proportional to the relative impact that phase of development will have on the roadway network.

- These reviews shall be coordinated with the Fairfax County Department of Transportation, Virginia Department of Transportation, Mount Vernon District Supervisor and surrounding residential communities.

- Implement a Travel Demand Management (TDM) program ensuring that employees have options other than the automobile for travelling to and from the hospital and ambulatory care centers. In addition, implementation of an Alternative Work Schedule

(AWS) program that allows teleworking and staggered shifts to the greatest extent possible given the requirements of normal hospital operations is encouraged;

- Provide convenient access to public transportation by installing bus stop shelters and bus pullouts in order to reduce vehicular traffic;

- Provide improved bicycle/pedestrian connections between the hospital property and the county's existing and planned sidewalks, bicycle lanes and trails in this area;

- Provide stormwater quantity and quality control measures that are substantially more extensive than minimum requirements. The emphasis should be on low impact development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, or return water to the ground or reuse it. Recommendations in the Little Hunting Creek Watershed Management Plan pertaining to this area should be implemented;

- Encourage implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program or other comparable programs with third party certification) where applicable. Expansions of the hospital which utilize the hospital's existing infrastructure and systems are not subject to this provision.

Transportation

Transportation recommendations for this sector are shown on Figure 58. 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.

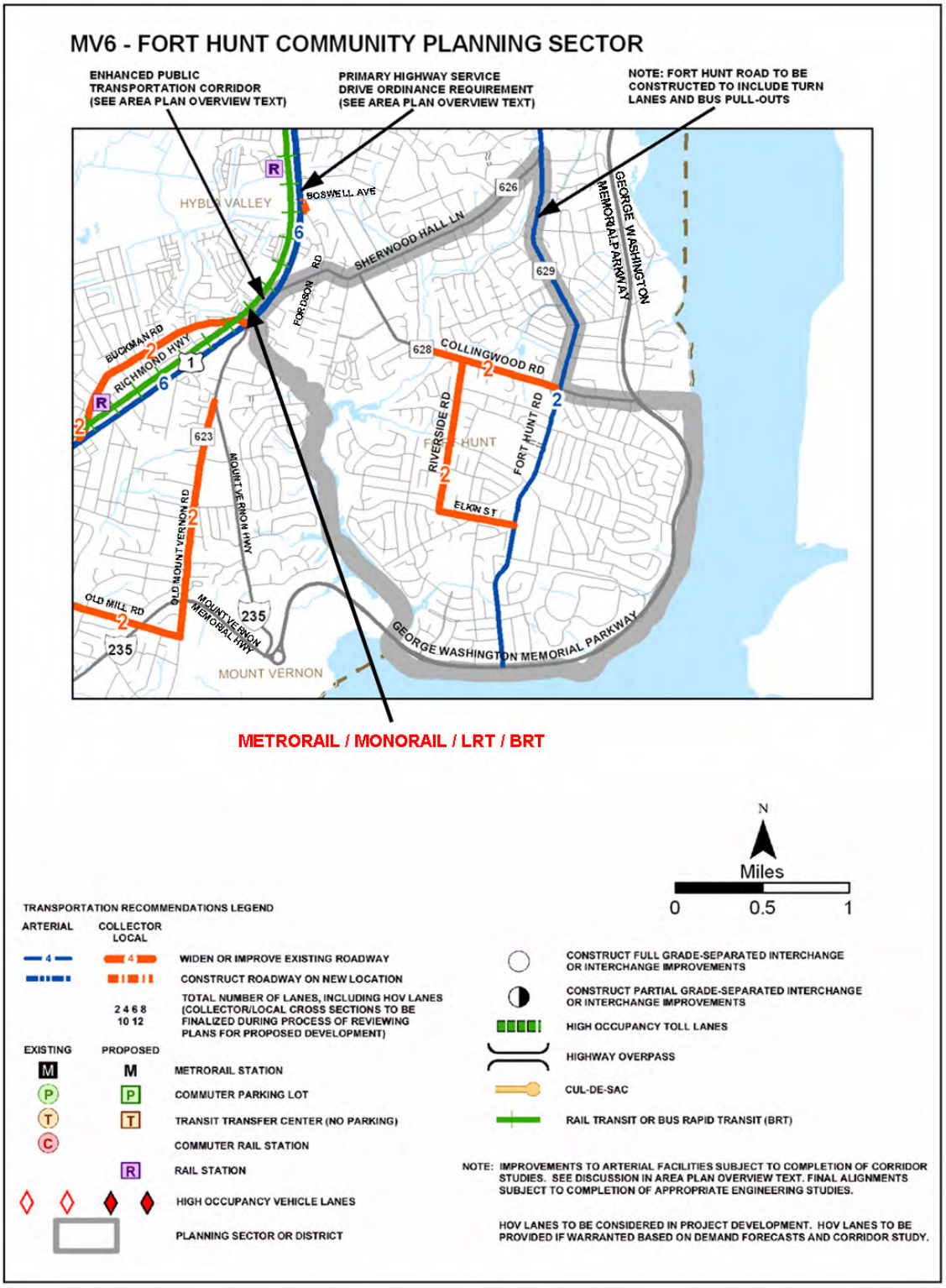
Heritage Resources

The older and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular, the Gum Springs Conservation Area could contain early 19th century archaeological resources representing Free Blacks. Such resources are of the highest level of significance for locating and preserving. Several historic sites, some privately owned, have already been identified and should be protected.

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. The site of the Little Hunting Creek sewage pumping station is planned for community-serving public facilities that will be compatible with the surrounding existing residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 58**

2. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.

3. Renovate and expand the Mount Vernon Police District Station and Governmental Center.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 59. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 60 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 59**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV6**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Carl Sandburg School Site<br>Stafford Landing<br>Kirk | Initiate a master planning process and develop in accordance with approved plan. |
| COMMUNITY PARKS: | |
| Fort Hunt<br>Foster Int. School Site<br>Hollin Hall<br>Martin Luther King, Jr.<br>Walt Whitman School Site<br>Williamsburg Manor | Complete development of existing parks, as needed, in accordance with approved master plan. |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Grist Mill District Park. |
| COUNTYWIDE PARKS: | |
| Paul Spring Stream Valley<br>Little Hunting Creek Stream Valley | Protect Environment Quality Corridors and provide public trail access through acquisition of land and/or donation of easements on privately owned portions of Paul Spring and Little Hunting Creek Stream Valleys in accordance with Fairfax County Park Authority Stream Valley Policy. Complete countywide stream valley trail development. |
| STATE/FEDERAL: | |
| Fort Hunt Park (National Park Service, NPS) | |
| George Washington Memorial Parkway (NPS) | |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 60**

## MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

### CHARACTER

The Mount Vernon Community Planning Sector is generally bordered by Richmond Highway (Route 1), Little Hunting Creek, the Potomac River, Dogue Creek and Fort Belvoir. Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in this planning sector.

Single-family detached units predominate east of the Richmond Highway Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also represent the residential segment of the Mount Vernon Community Planning Sector. A private country club with an 18-hole golf course occupies 42 acres.

Located within the planning sector are Mount Vernon, George Washington's historic home and estate, and George Washington's Grist Mill. Both of these sites are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. Mount Vernon is also a National Historic Landmark. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this planning sector are also included in the inventory. The Grist Mill is included in the Woodlawn Historic Overlay District, which lies partially in this planning sector. In addition to other notable historic sites such as Carlby, there are major areas of open space that potentially contain significant heritage resources.

#### Mount Zephyr and Mount Vernon Manor Community Improvement Areas

Community improvement plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The following community improvement areas are located in the Mount Vernon Community Planning Sector:

The Mount Zephyr Community Improvement Area, adopted March 26, 1990, includes residential properties along and west of Mohawk Lane and Mount Zephyr Drive and along and northwest of Laurel Road, bounded by commercially-zoned parcels along Richmond Highway on the west.

The Mount Vernon Manor Community Improvement Area, adopted January 28, 1991, includes residential properties along and within the boundary defined by Gateshead Road, Union Farm Road, Old Mill Road and Lea Lane. It also includes the subdivision of Colonial Farms which abuts the south side of Old Mill Road.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the portions of this sector along the Richmond Highway Corridor as part of the Woodlawn Community Business Center. The remainder of the sector is recommended to develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

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

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

**Richmond Highway Corridor Area**

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The eastern portion of the Woodlawn Community Business Center is located in Sector MV7.

**Outside the Richmond Highway Corridor**

Figure 61 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential development at 2-3 dwelling units per acre is planned for parcels along both sides of Central Avenue, along Old Mount Vernon Road north of Riverside Elementary School and along the west side of Mount Vernon Highway between Parcel 101-4((1))18A and Parcel 101-2((1))29A. Only a short distance separates the properties from Richmond Highway. Consolidated access points and an interior street pattern which promotes clustering and buffers existing uses adjacent to the property should be provided. As an option, the property identified as Tax Map 101-4 ((6)) 8, 8B, 8C, 8D, 9A, 9B, 9C, 9D is planned for residential use at a density of 4 – 5 du/ac in accordance with the above conditions and in addition to the following:

    - Substantial and logical parcel consolidation should be achieved. If full parcel consolidation is not achieved, then the development should demonstrate how coordinated internal circulation is possible and how unconsolidated parcels will be able to developed at 4-5 du/ac;

    - Single-family detached dwelling units should be the exclusive unit type; and

    - To ensure a proper transition to existing uses to the east, west and south, redevelopment shall incorporate appropriate setbacks, landscaping, building scale, and streetscape amenities at the periphery.

2. Development of Ferry Landing Farm along the Potomac River shoreline south of Ferry Landing Road (Tax Map 110-3((1))18) is planned for 1-2 dwelling units per acre to be consistent with adjacent use, density and character.

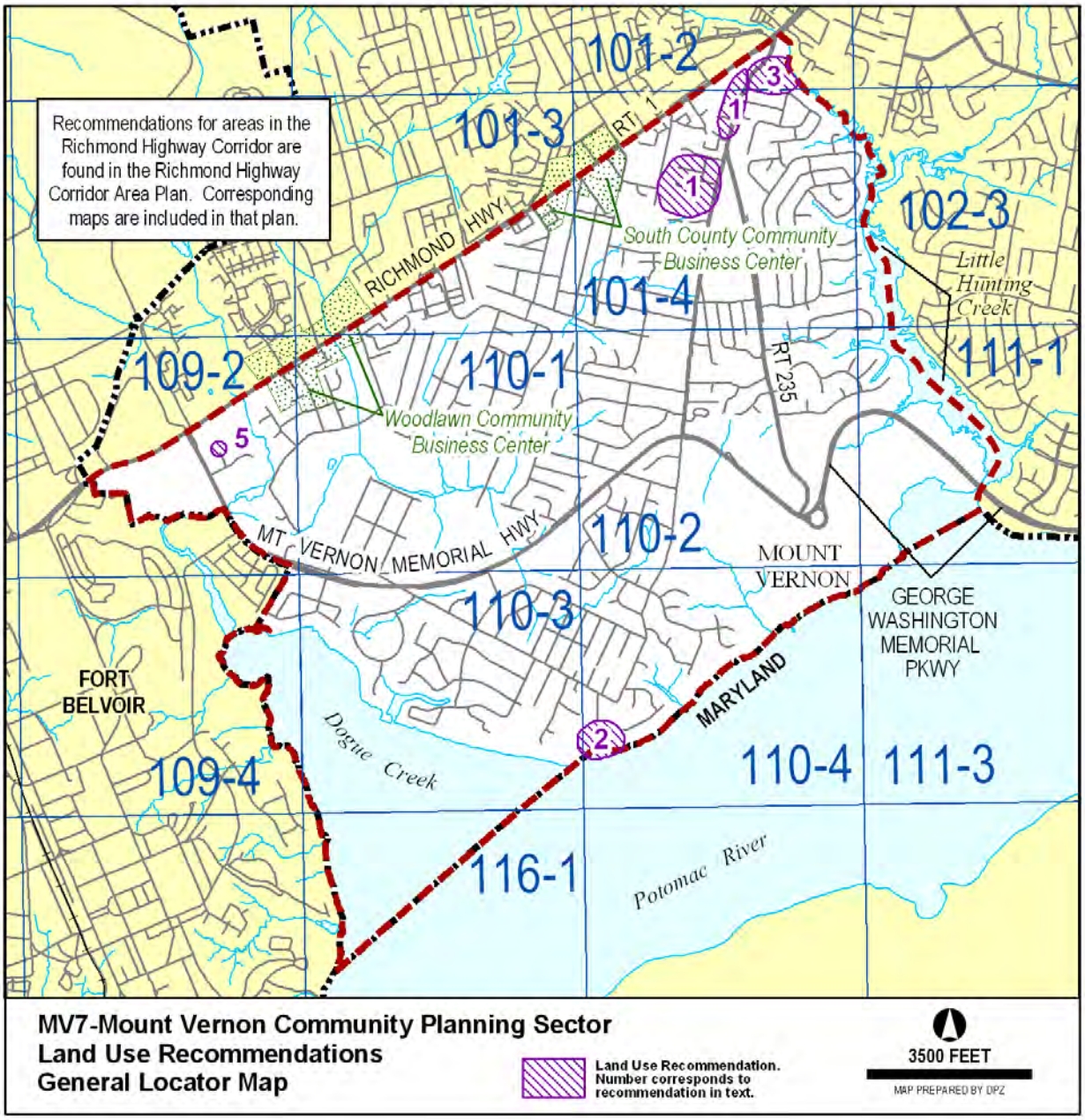

Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.
101-2
101-3
RT 1
RICHMOND HWY
South County Community Business Center
101-4
102-3
Little Hunting Creek
111-1
109-2
110-1
RT 235
Woodlawn Community Business Center
MT VERNON MEMORIAL HWY
110-2
MOUNT VERNON
GEORGE WASHINGTON MEMORIAL PKWY
110-3
FORT BELVOIR
MARYLAND
Dogue Creek
109-4
110-4
111-3
116-1
Potomac River
MV7-Mount Vernon Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
3500 FEET
MAP PREPARED BY DPZ

**FIGURE 61**

3. Residential use at 2-3 units per acre is planned for the approximately 11 acres of land located at the north end of Route 235 North, between Mount Vernon Highway and Little Hunting Creek near its intersection with Richmond Highway. Units should be clustered at the southern end of the property with only one point of access onto Mount Vernon Highway and as little direct frontage as possible. Such development should be attractively designed and well-buffered; the floodplain, along the northeastern edge of the parcel, should be preserved as open space.

4. Any new development having a direct access to, or a visual impact upon Old Mount Vernon Road, Mount Vernon Memorial Highway and Mount Vernon Highway should be compatible with the historic and scenic character of these routes and should be low density detached single-family residences. [Not shown]

5. Any new development having visual impact upon the Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low-density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses should be permitted, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]

6. Parcel 109-2((2))18 is planned for residential use at 2-3 du/ac. A six acre portion of the parcel is developed with a building which has been used as a headquarters for a public benefit association. This building may be appropriate for adaptive reuse as an office use up to .25 FAR provided that adequate buffering and screening are incorporated to provide a transition to the surrounding residentially planned area.

Transportation

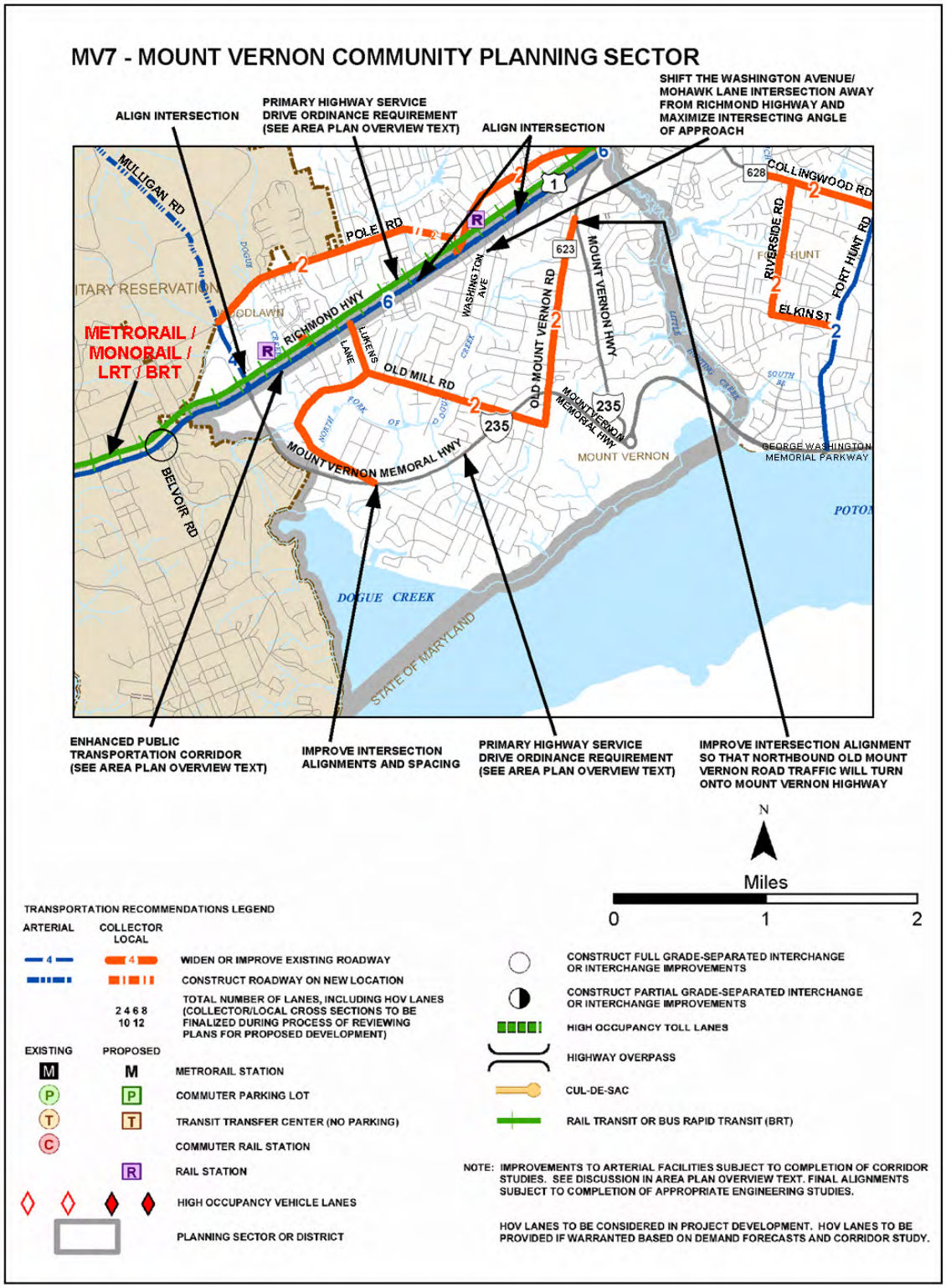
Transportation recommendations for this sector are shown on Figure 62. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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

Part of the Woodlawn Historic Overlay District lies within this sector. Regulations for this district are discussed in Sector MV8 of the Mount Vernon Planning District

The historic Indian hamlet of Namassingakent may be located just north of Dogue Creek or along the Potomac River. This site should be identified, evaluated, and preserved, as appropriate.

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 62**

Public Facilities

The site of the Dogue Creek Sewage Pumping Station is planned for community-serving public facilities that will be compatible with the surrounding existing residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 63. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 64 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 63**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV7**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Woodley Hills<br>Mount Zephyr | |
| Vernon Heights | No development is currently planned for this site. |
| COMMUNITY PARKS: | |
| Mount Vernon Manor<br>Washington Mill | Initiate a master planning process and develop in accordance with approved plan. |
| DISTRICT PARKS: | |
| Grist Mill | Complete development of Grist Mill Park. |
| George Washington Recreation Center/Park | |
| COUNTYWIDE PARKS: | |
| Dogue Creek Stream Valley<br>Little Hunting Creek Stream Valley | Protect Dogue Creek and Little Hunting Creek Environmental Quality Corridors through acquisition of open space easements by the Fairfax County Park Authority. |
| STATE/FEDERAL: | |
| George Washington Grist Mill State Park<br>Mount Vernon Memorial Parkway | |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 64**

## MV8 WOODLAWN COMMUNITY PLANNING SECTOR

### CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The planning sector is bordered by Huntley Meadows Park, Little Hunting Creek, Fort Belvoir and Richmond Highway (Route 1). Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Mount Vernon Planning District text, following the Overview section.

A diverse mix of housing types is found in this planning sector and includes single-family detached homes, garden apartments, townhouses, and condominiums.

This planning sector is best known for Woodlawn, an early 19th century estate, which is part of the Woodlawn Historic Overlay District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Richmond Highway and the Potomac River, dates to between 1800 and 1805. It was built on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelly Custis Lewis. Woodlawn is a National Historic Landmark and is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector, including Grand View and Pope-Leighey House, are also included in the inventory.

Other areas, particularly in the Dogue Creek Watershed, have the potential for producing significant heritage resources, some of which may be linked to Woodlawn and the Quakers who settled the area in the middle 19th century. Significant prehistoric sites also are possible.

#### Engleside Community Improvement Area

On February 8, 1988, the Board of Supervisors adopted the Engleside Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Pole Road on the north, Woodlawn Elementary School and Woodlawn Park on the east, Richmond Highway and Engleside Plaza on the south and the western lot lines along Woodlawn Court on the west.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development depicts the western portion of the South County Center Community Business Center and the Woodlawn Community Business Center located in this sector with the remainder of the sector recommended to develop as Suburban Neighborhoods.

### RECOMMENDATIONS

#### Land Use

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

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

**Richmond Highway Corridor Area**

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas between these centers. The western portion of the Woodlawn Community Business Center and adjacent Suburban Neighborhoods are located in Sector MV8.

**Outside of Richmond Highway Corridor**

Figure 65 indicates the geographic location of land use recommendations for this sector.

1. With the exception of those properties fronting on Richmond Highway, remaining vacant lots in the area between Sacramento Drive and Old Mill Road are planned for residential use at 16-20 dwelling units per acre. Substantial consolidation of parcels within this area is encouraged and should include properties fronting on Richmond Highway to achieve a planned development. Such residential development should exhibit outstanding architectural and site plan design quality. Liberal use of open space, recreational and landscaped areas should be integrated into the overall development concept. The Dogue Creek floodplain area should exist in a natural state. No channelization of this floodplain is recommended. Efforts to protect downstream areas from flooding should be made in conjunction with development on this site. A comprehensive pedestrian network serving on and off-site activity areas should be provided.

2. The two vacant parcels to the northwest of Woodlawn Manor Apartments (Tax Map 101-3((1))6 and 7) are planned for residential use at 8-12 dwelling units per acre. Development of the site should take into consideration the character of the surrounding detached single-family residences to the north and west and apartments to the south.

3. The eighty-nine acre parcel lying between Pole Road, Timothy Park subdivision, and Fort Belvoir is planned for public open space to be added to the Huntley Meadows Park.

4. The property which is currently the site of the Gum Springs WPIK radio mast, adjacent to the northwest section of the Sequoia Development, Huntley Meadows Park and Mount Vernon Woods Park, is planned for residential use at 8-12 dwelling units per acre. Design of the project should take special care to consider adjacent uses, traffic levels along Buckman Road and Seven Woods Drive, the adjacent Mount Vernon Elementary School and the Mount Vernon Woods and Huntley Meadows Parks.

5. Lots along Osman Road are planned for residential use at 5-8 dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners along Osman Road petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.

6. Residential lots bounded by Manor Drive on the south, Frye Road on the east, Pole Road on the northwest and Woodlawn Park on the west are planned for residential use at 5-8

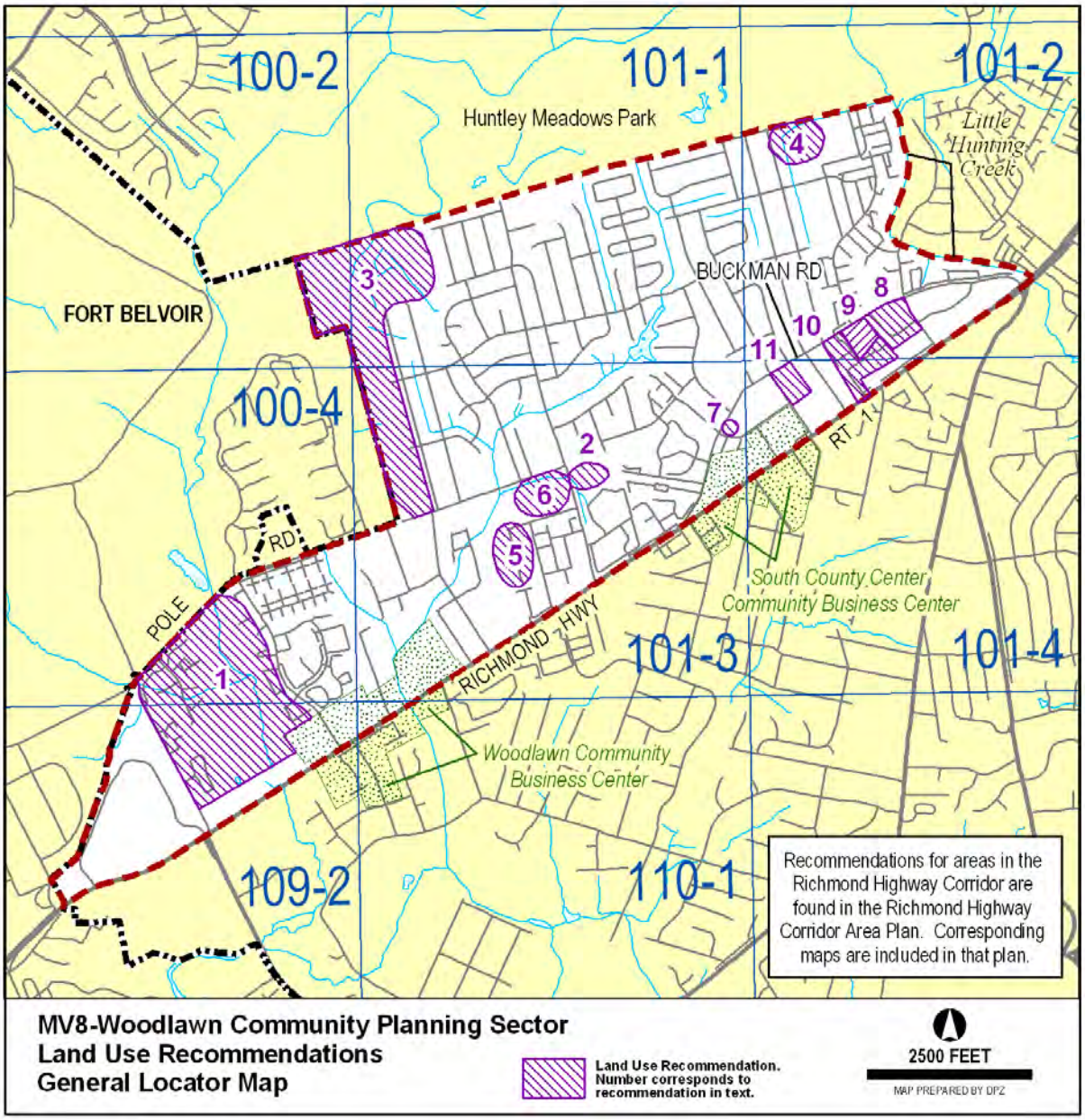

100-2
101-1
101-2
Huntley Meadows Park
Little Hunting Creek
FORT BELVOIR
BUCKMAN RD
100-4
POLE
RD
RICHMOND HWY
RT 1
South County Center Community Business Center
101-3
101-4
Woodlawn Community Business Center
109-2
110-1
1
2
3
4
5
6
7
8
9
10
11
Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.
MV8-Woodlawn 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 65**

dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners in this area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.

7. The property listed under Tax Map 101-3((1))15B is planned for the existing development and uses on the property, which are two structures containing five units. No further expansion to the existing structures and no additional rental units within the structures should occur. In the event that the property is redeveloped, the appropriate density is 2-3 dwelling units per acre, consistent with the adjacent single-family detached subdivision.

8. Parcels 101-2((1))8, 8B, 101-2((5))(1)6A, 7A, 8, west of Janna Lee Avenue are planned for residential use at a density of 16-20 dwelling units per acre.

9. Parcel 101-2((1))6A, on which the Emanuel Baptist Church is located, is planned for residential use at 2-3 dwelling units per acre.

10. Parcels 101-2((14)) inclusive and 101-4((24))A, B, 1, 2A-10A, 11, 12A-15A, 16, 17A-22A, 23-30, 54A-56A, 57, 58, 59A-62A, 63-67 are developed as the Roxbury of Mt. Vernon Townhomes and are planned for residential use at 12-16 dwelling units per acre.

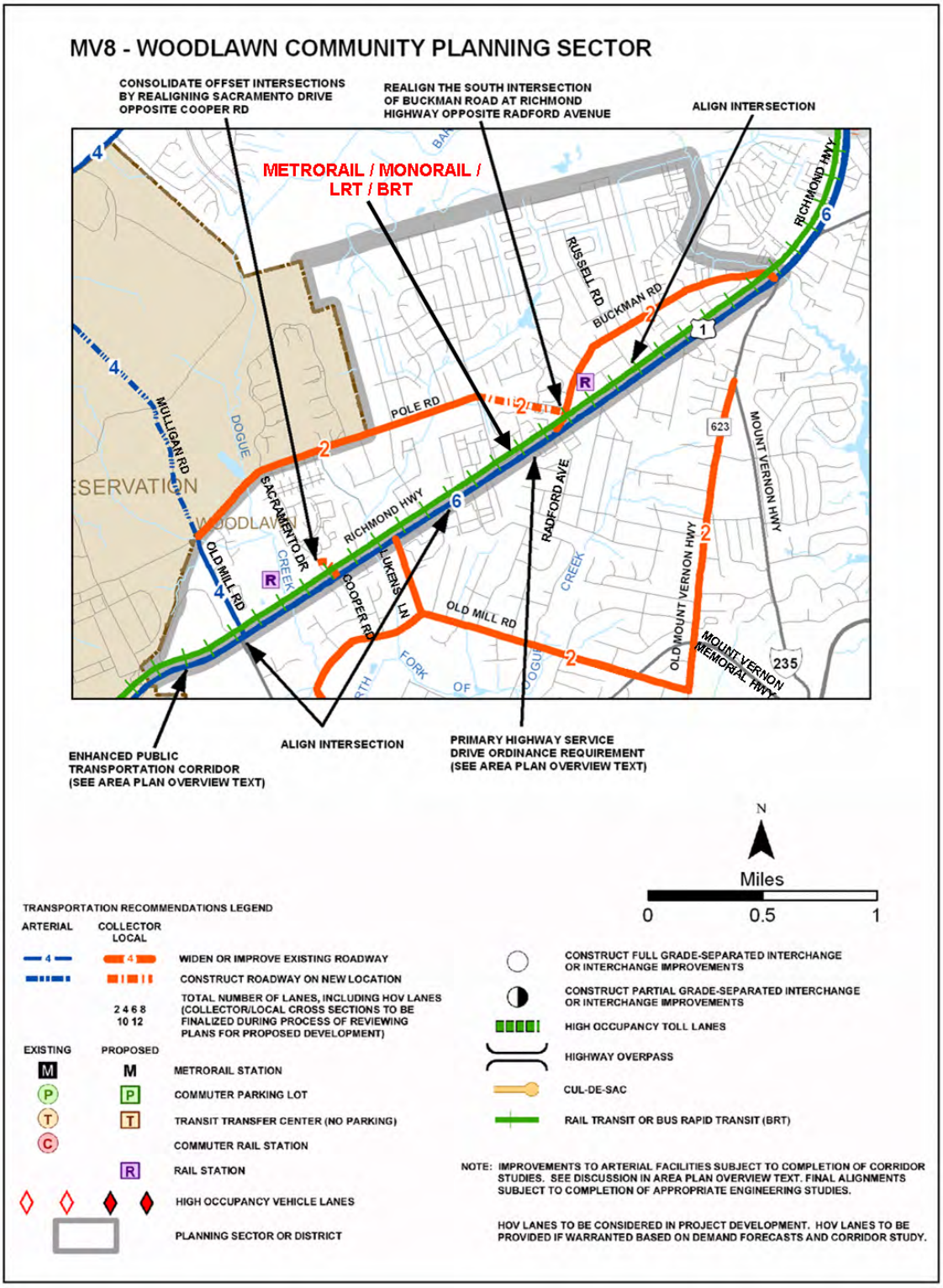
11. Parcel 101-4((1))9 is approximately 8 acres and is developed with multifamily dwelling units. This parcel is planned for residential use at 16-20 du/ac.

Transportation

Transportation recommendations for this sector are shown on Figure 66. 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

Part of the Woodlawn Historic Overlay District lies within this sector. The provisions of the Woodlawn Historic Overlay District are found in Appendix A, A1-200 of the Zoning Ordinance. The district was created to protect against destruction of Woodlawn and the George Washington Grist Mill and encourage uses which will lead to their continuance, conservation and improvement, among other purposes. The Woodlawn Historic Overlay District limits commercial uses to offices and tourist-oriented uses, including but not limited to antique shops, craft shops, eating establishments, hotels and motels. No additional service stations, fast food restaurants, quick service food stores, except those approved as part of an existing service station and subject to limitations on the sale of groceries and alcohol, etc., and industrial uses shall be allowed in the Woodlawn Historic Overlay District. Site design on all development should be aimed at preserving the maximum amount of existing tree cover. All improvements shall be designed and installed to be compatible with the scale and appearance of Woodlawn and the George Washington Grist Mill. All development within the historic overlay district must be reviewed by the Architectural Review Board.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 66**

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

Trails

Trails planned for this sector are delineated on Figure 68 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 67**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR MV8**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Mount Vernon Woods | |
| | Neighborhood Park facilities should be provided in conjunction with new residential development. |
| COMMUNITY PARKS: | |
| Muddy Hole Farm | |
| Pole Road | Complete development in accordance with approved master plan. |
| Woodlawn | Consider acquisition of intervening parcels between Woodlawn Park and Woodlawn Elementary School to provide an expanded school/park complex. |
| Portion of Parcel 100-2((1))4 located adjacent to Huntley Meadows Park within the Mount Vernon Planning District. | Initiate a master planning process and develop accordingly as a separate Community Park with active recreation, where feasible. |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Grist Mill District Park. |
| COUNTYWIDE PARKS: | |
| Dogue Creek Stream Valley | Ensure protection of environmental quality corridor and public access to stream valley park through acquisition or dedication/donation of land and/or open space easements on privately owned property to the Fairfax County Park Authority. This park contains environmentally sensitive natural and cultural resources. Intrusion of non-recreational development should therefore be restricted or prohibited and environmental and visual impacts should be mitigated. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 68**