

M4 BALLS HILL COMMUNITY PLANNING SECTOR

CHARACTER

This sector is bounded on the north by Georgetown Pike (Route 193), along the southeast by a combination of roads passing through the McLean CBC which includes Chain Bridge Road, Old Dominion Drive, and Dolley Madison Boulevard, and on the west by the Capital Beltway (I-495).

The sector includes that portion of the CBC in the Dolley Madison Boulevard, Old Dominion Drive, and Chain Bridge Road triangle. (The CBC area is discussed separately as a special area in the beginning of the Area II Plan.) This is a residential sector with a considerable range in home style, age and cost. It is primarily developed in single-family residential use, the exception being the Kings Manor townhouse development. The only commercial facilities serving this sector are those located within the CBC.

Housing in this well-established, stable residential area is primarily single-family detached. One townhouse development, Kings Manor, is located near and just north of the CBC on a site designated for townhouse development in the Plan.

Vacant and underdeveloped tracts are found in two sites: one is in the Ingleside/Churchill Road triangle opposite the CBC, another is east of the intersection of Lewinsville Road and Scotts Run Road. These areas have generally been designated for low density residential development. Merryhill and Madison of McLean have been developed as low density townhouses.

A portion of the Langley Fork Historic Overlay District is located within this sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are included in the inventory, most notably Bienvenue.

CONCEPT FOR FUTURE DEVELOPMENT

This sector is recommended as Suburban Neighborhoods under the Concept for Future Development. The area is planned for residential use at predominantly 1-2 and 2-3 dwelling units per acre, except for the area north of Dolley Madison Boulevard and adjacent to the McLean CBC, which is planned as a transitional density at 4-5 and 5-8 dwelling units per acre.

RECOMMENDATIONS

Land Use

The Balls Hill 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.

Figure 28 indicates the geographic location of land use recommendations for this sector.

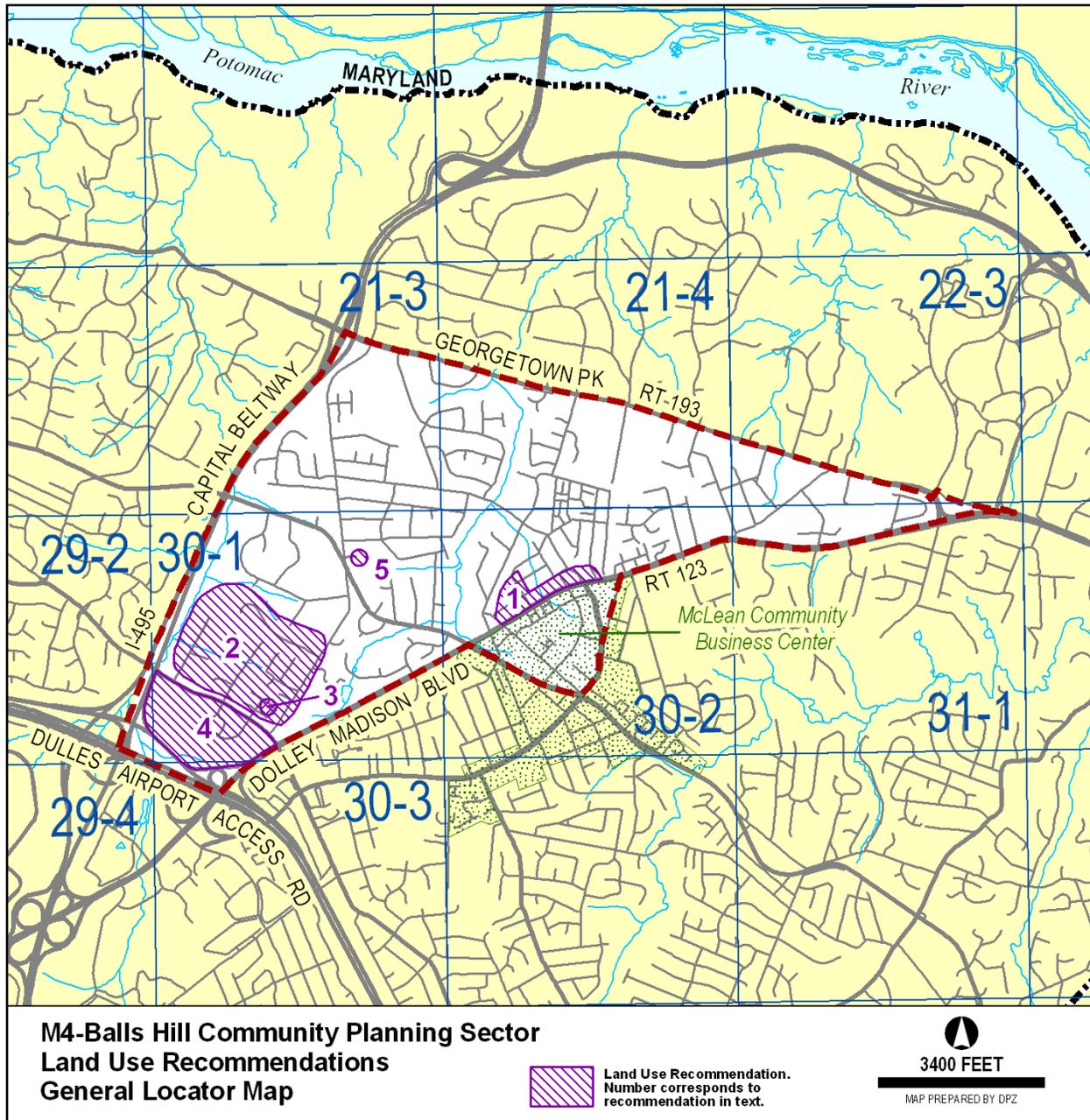


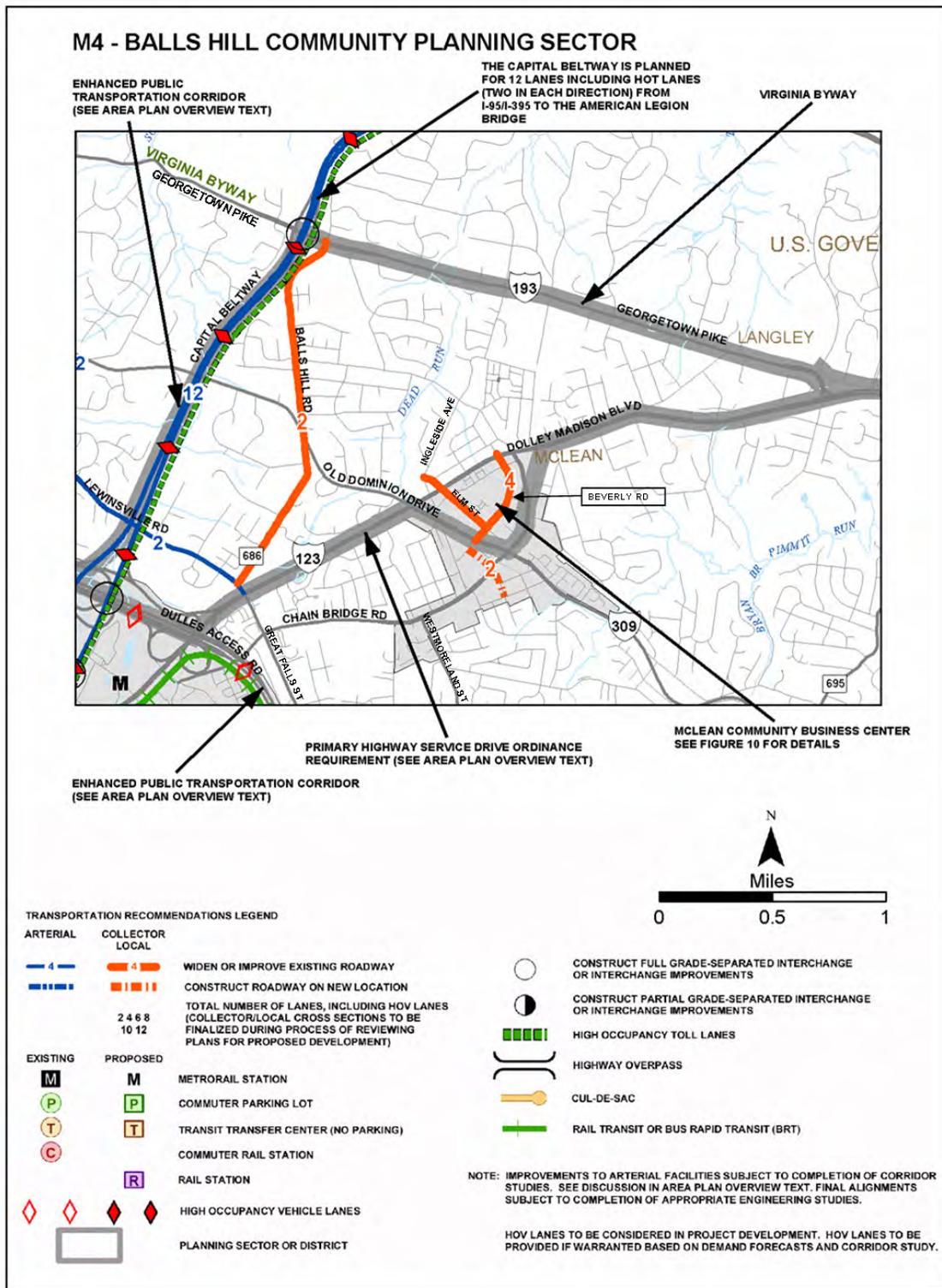
FIGURE 28

1. Infill development should be primarily single-family detached residential. The area opposite the CBC is planned for 4-5 dwelling units per acre in the area of the Madison of McLean townhouses. Any new development west of the Chain Bridge Road intersection should respect the existing scattered development through buffering or compatible structure types.
2. Single-family detached residential use at 1-2 dwelling units per acre is planned for the area north of Lewinsville Road, south of Elmwood Estates and west of Balls Hill Road except for those parcels having frontage on Balls Hill Road where a range of 2-3 dwelling units per acre is planned. Development in this area planned for 1-2 dwelling units per acre should be at the low end of the Plan density range to foster compatibility with existing development. To further ensure compatible development on Scotts Run Road, Tax Map 30-1((9))4, 4A, 5 should develop at the low end of the density range with lot sizes similar in size to the adjacent residential subdivisions or provide buffers to these existing subdivisions. Tax Map 30-1((1))13A and 13B should not exceed 1 du/ac due to environmental constraints; and any development proposal(s) for these parcels should ensure that an Environmental Quality Corridor (EQC) is identified and protected.
3. Given its strategic location to provide a transitional land use, Tax Map 30-1((29)), located at the intersection of Lewinsville Road and Balls Hill Road, may develop at the high end of the Plan density range if access is limited to Lewinsville Road at the intersection of Farm Credit Drive.
4. The area west of Lewinsville Road is developed as offices. The current covenant restrictions should be retained and no intensification of use should be considered. No structure shall be located within 440 feet of the property line along Lewinsville Road and no building roof line should exceed the 400 feet elevation (USGS Datum), with the exception of mechanical penthouses.
5. Tax Map 30-1((1))72 and 72A are planned for residential use at 2-3 du/ac. As an option, public park use may be appropriate if environmentally sensitive or unique areas are preserved.

Transportation

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

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



TRANSPORTATION RECOMMENDATIONS

FIGURE 29

Heritage Resources

Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. The protection of Georgetown Pike is discussed in the Transportation section above.

A portion of the Langley Fork Historic Overlay District is located within this sector. The provisions of the Langley Fork Historic Overlay District (Appendix 1, A1-900 of the Zoning Ordinance) limit development within the historic overlay district to residential uses. However, present uses include a church and school as well as a service station with a grandfathered use on residential land. All exterior improvements shall be designed to be compatible with the scale and appearance of the cluster of historic sites. All development proposals must be reviewed by the Architectural Review Board.

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. Expand the Dolley Madison Community Library or relocate it to a core area of the McLean Community Business Center.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 30. 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 31 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 30
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
McLean Knolls	Complete development in accordance with master plan. Develop an urban park in the McLean CBC in conjunction with private development to provide a focus for pedestrian oriented activities.
COMMUNITY PARKS:	
Churchill Road McLean Central	
DISTRICT PARKS:	
	This sector lies within the service areas of Lewinsville and Langley Fork District Parks.
COUNTYWIDE PARKS:	
Scotts Run Stream Valley Dead Run Stream Valley	Preserve Scotts Run Stream Valley/EQC and facilitate completion of the trail system from Tysons Corner to the Potomac River through donation/acquisition of conservation and public access trail easements on privately owned properties.

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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