# MCLEAN PLANNING DISTRICT

## OVERVIEW

The McLean Planning District is located in the northeast portion of Fairfax County. It is bounded on the northeast by the Potomac River, on the southeast by Arlington County and the City of Falls Church, on the southwest by Route 7 and the Dulles Airport Access Road, and on the northwest by Difficult Run, Route 7, Towlston Road, and Old Dominion Drive. (See Figure 1.)

The residential communities of the McLean Planning District are predominantly stable, low density areas, with very little vacant land and are not anticipated to change substantially in the future. Single-family residences occupy nearly 70 percent of the total developed land in the District. The Federal government owns approximately 12 percent of the developed land. All multi-family, commercial, and industrial development in the McLean Planning District, with a few minor exceptions, is located in Tysons Corner, the McLean Community Business Center (CBC) or in four neighborhood shopping areas. The West Falls Church Transit Station Area is also planned for commercial and mixed-use development.

Economic analysis reveals that existing neighborhood and community shopping centers in McLean are below the County average of the ratio of shopping floor space to population. However, in order not to disrupt the largely built-out stable neighborhoods, existing shopping facilities, rather than new ones, are planned to provide any additional commercial space that may be required in the future.

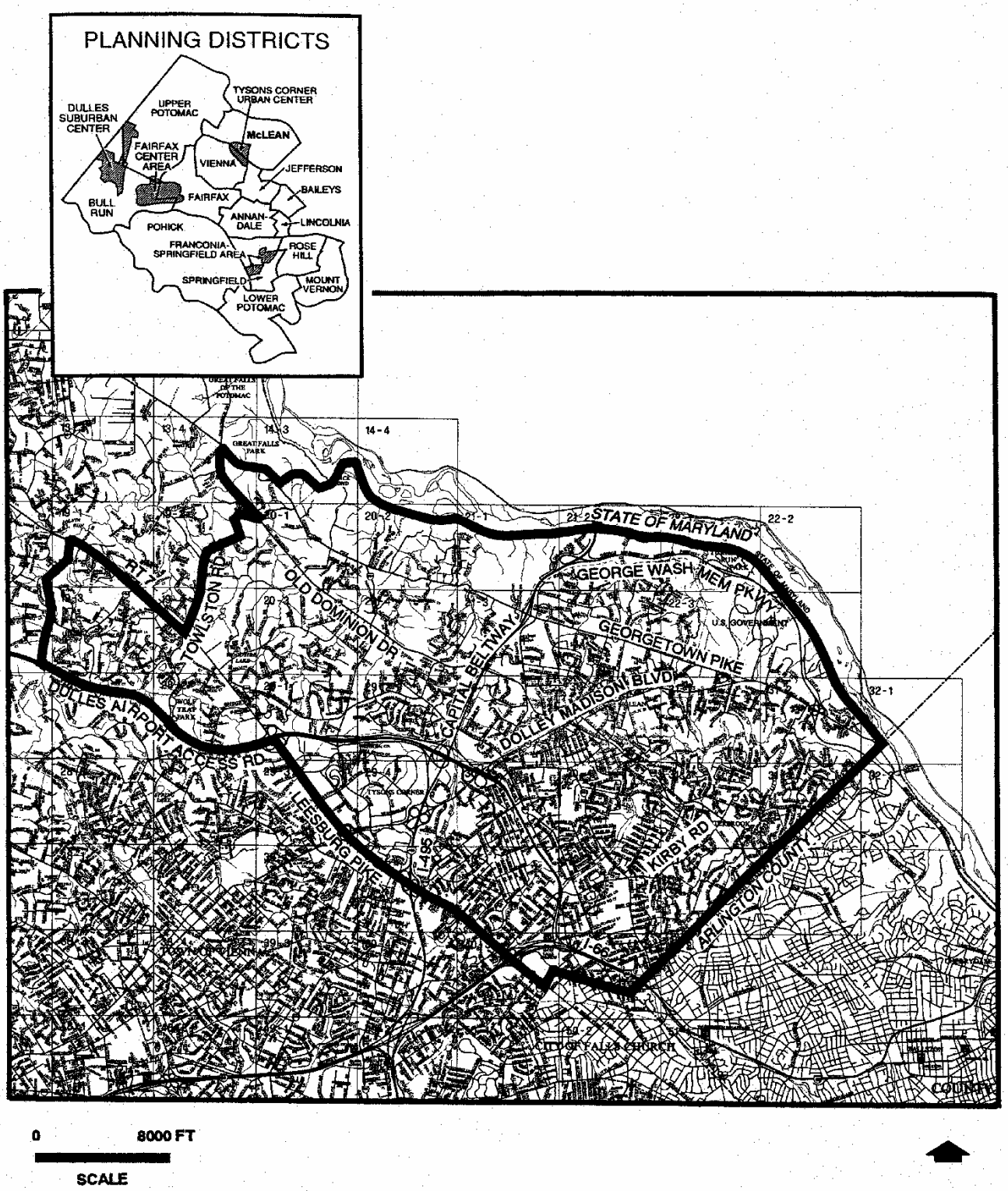
## CONCEPT FOR FUTURE DEVELOPMENT

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

The majority of the McLean Planning District has been recommended as Suburban Neighborhoods and Low Density Residential Areas in the Concept for Future Development. The Low Density Residential Area is generally located in that portion of the District that borders the Potomac River. Development in this area is generally limited to large lot single-family residential uses. Limited commercial and institutional uses are found in this portion of the District.

Most of the District's residential development is in areas recommended as Suburban Neighborhoods. These areas include a range of housing types, as well as supplemental neighborhood-serving commercial uses, public facilities, and institutional uses.

Several special development areas are located in the District. These include the Tysons Corner Urban Center, the McLean Community Business Center and the West Falls Church Transit Station Area. Tysons Corner is the only area in the County that has been designated as an "urban center." The fact that Tysons is a regional employment center with more non-residential development than many major cities warrants the special attention suggested by this unique classification. Tysons Corner should consist of a mixture of high intensity office, retail and residential uses. To the extent possible, pedestrian access and an urban character should be promoted.




**MCLEAN PLANNING DISTRICT** **FIGURE 1**

Planning within the McLean Community Business Center is intended to encourage the retention of areas for community-serving retail use. Office, retail and residential uses are encouraged at a scale which strengthens a pedestrian-oriented character for the area.

## MAJOR OBJECTIVES

Planning objectives within the McLean Planning District include the following:

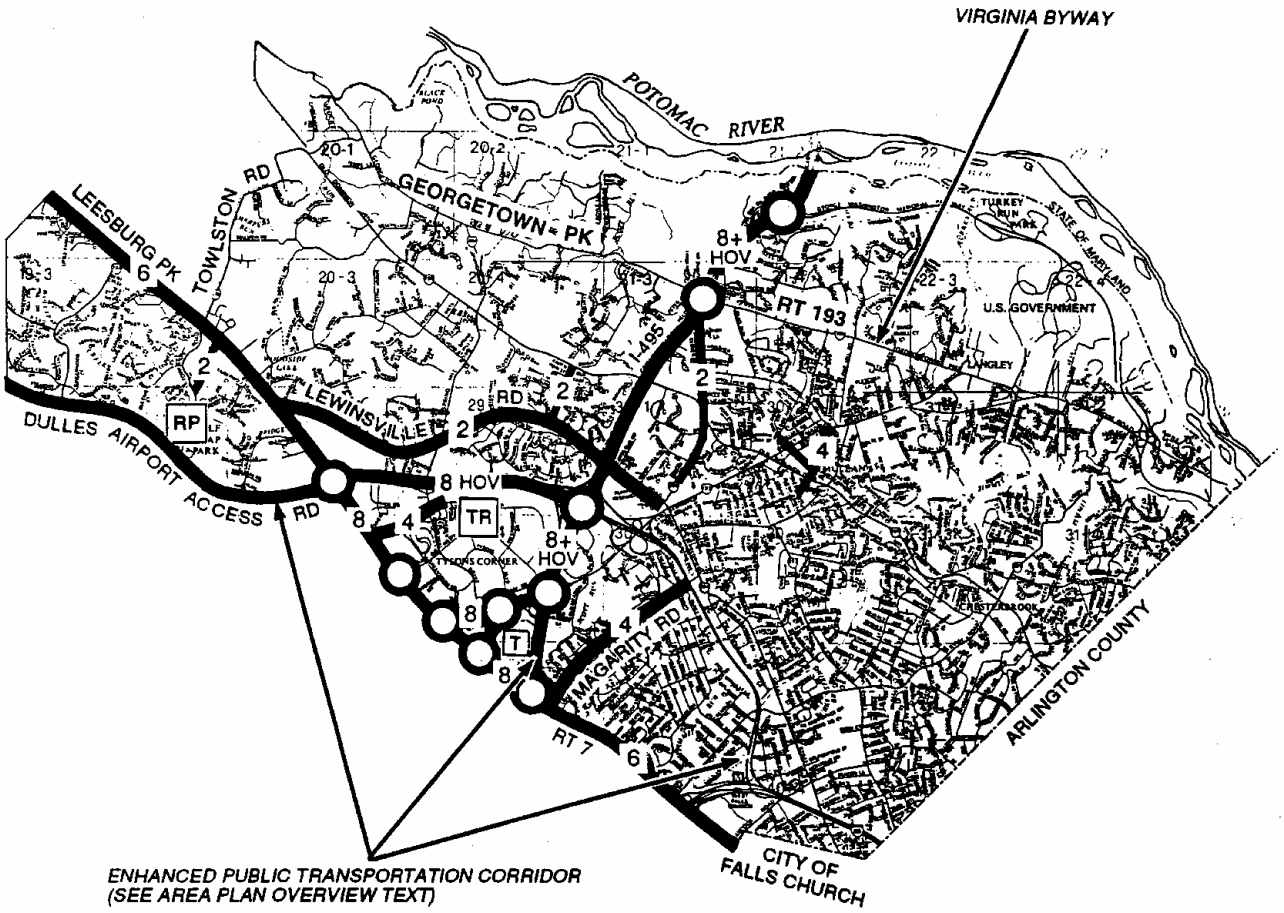
- Balance growth in the Tysons Corner area with internal and external traffic demands generated by regional and local travel;
- Ensure that development within the McLean CBC is at a scale compatible with the service requirements and shopping needs of McLean residents and compatible with the CBC's transportation facilities;
- Provide improved vehicular and pedestrian access to the West Falls Church-VT/UVA Metro Station while at the same time preserving the stability of nearby neighborhoods;
- Contain commercial and higher density residential development within the McLean CBC, Tysons Corner, West Falls Church Transit Station Area and the four small shopping areas;
- Provide maximum environmental protection for the Potomac Palisades, its tributary stream valleys and steep slopes, and along Georgetown Pike which is designated as a scenic and historic byway;
- Improve the physical condition of non-residential areas, such as the McLean CBC and Chesterbrook Shopping Center; and
- Preserve existing heritage resources and investigate sensitive areas.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

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

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




*THE CAPITAL BELTWAY IS BEING CONSIDERED FOR EXPANSION BY VDOT. UPON COMPLETION OF THEIR ANALYSES, ADDITIONAL LANES WILL BE CONSIDERED FOR INCLUSION ON THE PLAN.*

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

**COUNTYWIDE TRANSPORTATION RECOMMENDATIONS** **FIGURE 2**
**MCLEAN PLANNING DISTRIT**
**(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)**

## TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION

TRANSPORTATION RECOMMENDATIONS LEGEND FIGURE 2

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 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 to widen 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.

Housing

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

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

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

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

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

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

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

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

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

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

| Location | Planning Sector | Number of Assisted Units | Type of Ownership And Program |
|---|---|---|---|
| Rental Projects | | | |
| McLean Hills<br>Enola Street | M1 | 25* | Fairfax County Rental |
| Tysons Landing<br>Tysons landing Court | M1 | 40 | Private/Section 8 |
| The Lewinsville<br>Great Falls Street | M3 | 144 | Private/Section 202/8 (Elderly) |
| Lewinsville Residences<br>Great Falls Street | M3 | 22 | Fairfax County Rental |
| The Ashby<br>Beverly Road | M4 | 51 | Private/Section 8 |
| Homeownership | | | |
| Enola Street | M1 | 1 | MIDS |

*Scattered Units

**PROPOSED ASSISTED HOUSING**
**(As of December 31, 1997)**

| Location | Tax Map ID | Planning Sector | Number of Assisted Units | Type of Ownership And Program |
|---|---|---|---|---|
| Lewinsville Residences (expansion)<br>Great Falls Street | 30-3((1))42 | M3 | 52 beds | Adult Care Residence |

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

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

Environment

The McLean Planning District has a variety of environmental contrasts. It has unique features such as the Potomac Palisades and contains within its boundaries all of five small watersheds: Bull Neck Run, Scotts Run, Dead Run, Turkey Run, and Pimmit Run. Despite the rapid development of Tysons Corner, the area remains ecologically significant, with extensive stream valleys and related steep slopes, large areas of undisturbed forestland, wetlands, and rugged terrain. The westernmost watersheds remain unsewered.

Policies for the McLean Planning District should account for the contrasts between intense urban development and the remaining open space. A two-fold approach is recommended: environmental mitigation and containment for Tysons Corner and environmental preservation and reclamation of natural areas outside Tysons Corner. The former approach will focus on ways to mitigate the impacts of intense development on the environment through structural means, such as innovative stormwater management controls. The latter approach will focus on land use measures, such as low density development, to preserve and reclaim ecological resources.

The McLean Planning District is impacted by air, noise, and water pollution. Air pollution is a localized problem within the Tysons Corner area. Due to intense automobile traffic, Tysons Corner occasionally violates air quality standards. The solution to poor air quality lies mainly in relieving congestion and decreasing the number of automobiles on the road.

Water pollution is due primarily to nonpoint sources in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Sediment from highly erodible soils finds its way into the stream valleys during construction, especially if these soils are located on steep slopes next to streams.

The McLean Planning District contains an extensive array of environmental resources. The predominant features include the Potomac Palisades and the Georgetown Pike. Outside the Tysons Corner area, development is heavily constrained by rugged terrain associated with the Potomac River, extensive EQCs, highly erodible soils, and areas of hardwood forests. Low density development and innovative subdivision designs should be used to maximize the preservation of these features. Policies should be addressed to maintaining these areas for the valuable habitat they support. The following are environmental objectives for the McLean Planning District:

- Ensure a diversity of habitat types through the provision of wetland, forestland and meadowland EQCs;

- Protect the aesthetic character of Georgetown Pike, a Virginia byway. Fairfax County should limit densities on the land abutting the Pike running in a band on both sides for a depth of 100 to 150 feet; and

- Encourage continued efforts to conserve land along the Potomac River shoreline by the Northern Virginia Regional Park Authority and the Federal government.

Heritage Resources

The McLean Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Office of Comprehensive Planning.

Numerous known and potential heritage resources reflect the prehistory and history of the McLean Planning District. The prehistoric sites that exist in deeply buried contexts along the Potomac River shore are some of the most sensitive in the County. Other similar sites have been located in the Pimmit Run, Turkey Run, Dead Run, Scott Run, Bullneck Run and Difficult Run floodplains. Stratified prehistoric sites in upland areas may still exist and, if found, are significant. Historic resources have been identified throughout the District, and potential historic resources may be located in open spaces and within developed areas.

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

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

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

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

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

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

| Name | Address | Parcel Number | Date |
|---|---|---|---|
| Adams-Nelson-Sewell-Hirst-Cemetery | 1445 Layman Street, McLean | 31-1((9))40A | c.1800 |
| Andrew Chapel Methodist Church | 9201 Leesburg Pike, Vienna | 19-4((1))57 | 1855 + 1907 |
| Andrew Chapel School | 9325 Leesburg Pike, Vienna | 19-4((1))60 | 1914 |
| Ballantrae | 1288 Ballantrae Farm Drive, McLean | 31-1((20))26 | 1925 |
| Beauford Park | 7301 Georgetown Pike, McLean | 21-3((26))B | 1940 |
| Bethel Primitive Baptist Church | 9101 Leesburg Pike, Great Falls | 19-4((1))45 | c.1880 |
| Bienvenue | 6800 Churchill Road, McLean | 30-2((22)A, 23C | c.1840 + 1928 |
| Bull Neck Gold Mine | 8008 Georgetown Pike, McLean | 20-2((1))8,V,Z,13 | 1873-1940 |
| Claude Moore Colonial Farm (Re-creation) | 6208 Georgetown Pike, McLean | 22-3((1))40A | 1973* (construction date) |
| D.C. Boundary Stone (A) W. Cornerstone | 814 West Street, Falls Church | 40-4((26))1B | 1791 |
| D.C. Boundary Stone N.W. Line #1 (B) | 2139 Powhatan Street, McLean | 41-1((1))66 | 1791 |
| D.C. Boundary Stone N.W.Line #2 (C) | 5298 Old Dominion Drive Arlington | 41-1((23))1A | 1791 |
| D.C. Boundary Stone N.W. Line #3 (D) | 4013 N. Tazewell St., Arlington | 31-4((15))65 | 1791 |
| Dower House | 7728 Georgetown Pike, McLean | 20-2((1))28 | C.1722 |
| Downcrest | 1115 Crest Lane, McLean | 22-4((1))14B | |
| Drover's Rest | 8526 Georgetown Pike, McLean | 20-1((1))13 | c.1730 |
| Eglin House* | 1515 Great Falls Street, McLean | 30-3((1))62 | c. 1780 |
| Elmwood | 7167 Old Dominion Dr, McLean | 30-1((1))60 | 1905 |
| Faulkner House | 837 Dolley Madison Blvd., McLean | 31-2((1))112 | c.1840 |
| Filene Center (Wolf Trap Farm) | 1551 Trap Road, Vienna | 28-2((1))3 | 1971 |
| Fort Marcy | 639 Chain Bridge Road, McLean | 31-2((1))40 | 1862 |
| Hickory Hill N,V,H | 1147 Chain Bridge Rd., McLean | 31-1((1))1 | c.1870 + 1931 |
| Hitaffer Road | 1071 Bellview Road, McLean | 19-4((1))36 | c.1810 + 1940 |
| Jackson House | 1157 Swinks Mill Rd., McLean | 20-4((1))56 | c.1730 |
| Kenmore | 1410 Montague Dr., McLean | 19-3((2))C | c.1785 |
| Langley Friends Meeting House N,V,H | 6410 Georgetown Pike, McLean | 22-3((1))48 | 1893 |
| Langley Fork Historic District N | Georgetown Pike and Chain Bridge Road | 22-3 | |
| Langley Ordinary N,V,H | 1101 Chain Bridge Rd., McLean | 22-3((1))63 | c.1850 |

| Name | Address | Parcel Number | Date |
|---|---|---|---|
| Langley Toll House & Gunnell's Chapel N,V,H | 6324 Georgetown Pike, McLean | 22-3((1))43 | Unknown |
| Leigh, Vernon, House | 9305 Leesburg Pike, Vienna | 19-4((1))63 | c.1920 |
| Lewinsville Post Office | 1554 Great Falls Street, McLean | 30-3((2))2 | c.1850 |
| Little Falls | 1211 Crest Lane, McLean | 31-2((1))18 | c.1920 |
| Mackall House N,V,H | 6418 Georgetown Pike, McLean | 22-3((1))49 | 1858 |
| Maplewood* | 7676 Old Springhouse Road, McLean | 29-4((5))6 | c.1870 |
| Merryhill | 1222 Stuart Robeson Dr., McLean | 30-2((45))19 | c.1870 |
| Merrywood | 700 Chain Bridge Rd., McLean | 31-2((1))33 | 1919 |
| Othman House* | Hampton's of McLean, Old Dominion Drive, McLean | 30-2((43))A1 | c.1910 |
| Peacock Station | 8906 Old Dominion Dr, McLean | 13-4((1))35 | |
| Pleasant Grove Church | 8641 Lewinsville Rd., McLean | 29-1((1))6 | 1892 |
| Rokeby | 800 Dolley Madison Blvd., McLean | 31-2((1))12 | c.1814 |
| Salona N,V | 1235 Dolley Madison Blvd., McLean | 30-2((1))41A | c.1805 |
| Shiloh Baptist Church | 1331 Spring Hill Road, McLean | 29-1((1))58A | c.1920 |
| Shotroff House | 8027 Georgetown Pike, McLean | 20-2((1))42 | c.1910 |
| Spring Glade | 1442 Towlston Road, Vienna | 19-4((14))186A | c.1840 |
| Spring Hill Farm | 1121 Spring Hill Road, Vienna | 20-4((1))76 | c.1780 |
| Springhouse | 6351 Linway Terrace, McLean | 31-3((1))38 | Unknown |
| Swinks Miller's House | 808 Swinks Mill Road, McLean | 21-3((1))6A | c.1878 |
| Towlston Grange | 1213 Towlston Road, Great Falls | 19-4((1))14 | 1767 |
| Watters', William, Grave | 6444 Linway Terrace, McLean | 31-3((1))22 | |
| Windy Hill Farm | 7409 Windy Hill Ct., McLean | 30-1((26))5 | |
| Wolf Trap Farm | 1555 Trap Road, Vienna | 28-2((1))3 | |

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

Public Facilities

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

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

1. In order to meet additional requirements for public water, water storage may be required by the City of Falls Church Department of Public Utilities at its sites in Sectors M1 and M3.

2. Expand the Lewinsville Senior Center and Housing Facilities in Sector M3.

3. In order to meet the growing need for public utilities, an additional electrical substation will be required by Virginia Power in Sector M6.

4. Construct a fire and rescue station near the intersection of Beulah Road and Leesburg Pike in Sector M7.

5. Expand the Tysons-Pimmit Regional Library in Sector M2.

6. Expand the Dolley Madison Community Library in Sector M4 or relocate it to a core area of the McLean Community Business Center.

7. Renovate and expand the McLean Pumping Station in Sector M3.

8. Install the portion of Second River Crossing Transmission Main in Sector M5 parallel to the First River Crossing Transmission Main between the Chain Bridge Pumping Station and Washington Aqueduct Treatment Plant.

Parks and Recreation

Public parks located within the McLean Planning District are identified on Figure 6. Additional recreational facilities are provided at County public school sites. The combination of Countywide Parks and Federal lands along the Potomac Palisades provide an extensive greenway system with linkages to the interior of the Planning District via several stream valley parks. These parklands contain a rich and extremely valuable diversity of scenic natural and heritage resources which merit protection.

Major Countywide Parks included in this system are Scotts Run Nature Preserve, Langley Oaks, Marie Butler Leven Preserve and the Difficult Run, Scotts Run, Bull Neck, Pimmit, Little

## FIGURE 5
## MCLEAN PLANNING DISTRICT
## EXISTING PUBLIC FACILITIES

| | Schools | Libraries | Public Safety | Human Services | Public Utilities | Other Public Facilities |
|---|---|---|---|---|---|---|
| M1 | Westgate Elem. | | Tysons Fire Station Co. 29 | | City of Falls Church Water Storage, *Federal Communications Tower, Bell Atlantic Tower, Sewage Pumping Station, Va. Power Tysons Substation, City of Falls Church Pumping Station, FCWA Tysons Corner 1 & 2 Storage and Pumping Stations | *West McLean P.O. |
| M2 | Lemon Road Elem., George Mason High, Pimmit Alt. High, Mt. Daniel Elem., (City of Falls Church) | Tysons/ Pimmit Regional | | Pimmit Hills Senior Center | City of Falls Church Pumping Station, FCWA Pimmit Hills Storage Tank Nos. 1 & 2 | *Tysons P.O. |
| M3 | Haycock, Kent Gardens, Chesterbrook, Franklin Sherman Elem., Longfellow Middle, McLean High | | McLean Fire Station Co. 1 | Lewinsville Adult Day Health, Senior Center and Housing | *FAA Tower, Recycling Drop-off, Sewage Pumping Station | |
| M4 | Churchill Road Elem., Elem. Site, Cooper Middle | Dolley Madison Comm.. | McLean Dist. Police Station | McLean Community Center, McLean Government Center | Sewage Pumping Station, FCWA Langley Pumping Station | *McLean P.O. |
| M5 | Langley High | | | | Va. Power CIA Substation, Sewage Pumping Station, City of Falls Church Water Pumping Station FCWA Pimmit Hills Storage Tank Nos. 1 & 2 | |
| M6 | Spring Hill Elem. Elem. Site | | | | Sewage Pumping Station | |
| M7 | Elem. Site | | Fire & Rescue Station Site | | Recycling *Drop-off | *Wolf Trap Farm Park (Federal) |

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

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

| | NEIGHBORHOOD | COMMUNITY | DISTRICT | COUNTYWIDE | REGIONAL | STATE/ FEDERAL |
|---|---|---|---|---|---|---|
| M1 | | Westgate | | Scotts Run S.V. | | |
| M2 | Fisher<br>Griffith<br>Lemon Road<br>Lisle<br>Mt. Royal<br>Pimmit Hills<br>Pimmit View<br>Tysons/Pimmit | Olney | | Pimmit Run S.V. | | |
| M3 | Bryn Mawr<br>Dolley Madison Estates<br>Franklin Woods<br>Kirby<br>Pathfinder<br>Potomac Hills | Chesterbrook<br>School Site<br>Kent Gardens<br>McLean High<br>Linway Terrace<br>Haycock-Longfellow | Lewinsville | Little Pimmit Run S.V.<br>Pimmit Run S.V.<br>Marie Butler<br>Leven Preserve | | Fort Marcy |
| M4 | McLean Knolls | Churchill Road<br>McLean Central | | Dead Run S.V. | | |
| M5 | Tollbrook Ridge | | Langley Fork | Scotts Run S.V.<br>Pimmit Run S.V.<br>Dead Run S.V.<br>Langley Oaks<br>Scott Run Nature Preserve<br>Turkey Run | | |
| M6 | McLean Hunt Estates<br>Falstaff | Greenway Heights<br>Old Dominion School Site<br>McLean Hamlet<br>Timberly | Spring Hill | Bull Neck S.V.<br>Difficult Run S.V.<br>Scotts Run S.V. | | |
| M7 | | | | Difficult Run S.V.<br>Wolftrap S.V. | Wolftrap | |

Pimmit and Dead Run Stream Valleys. Federal land holdings include Turkey Run and Great Falls National Parks, the George Washington Memorial Parkway, an undeveloped portion of the CIA and U.S. Bureau of Public Roads sites. Action required to achieve the full potential and preservation of this greenway system are detailed in the district planning guidelines below.

With more than 40 parks and over 500 acres of "community-serving parkland", including applicable portions of public school sites, the McLean Planning District is generally well-served by existing facilities of this type. However, changing demographic trends are generating a commensurate demand for additional and/or improved active recreation facilities.

The inclusion of Urban Parks in future planning and development of the McLean Community Business Center and West Falls Church Transit Station Area will provide a significant amenity and improve the "quality of life" for these vital commercial and transportation focal points.

Major park and recreation guidelines for the McLean Planning District are as follows:

- Interagency coordination with the Federal government and Arlington County Potomac Palisades Commission should be initiated to ensure consistent natural and cultural resource management practices on contiguous land holdings;

- Facility development commensurate with, and necessary to, resource management objectives should be completed at Scotts Run Nature Preserve and Langley Oaks, which are classified as Natural Resource Parks, and the Leven Preserve, a Special Purpose Area planned for horticultural development. Additionally, adequate environmental and visual buffering should be ensured for these sites and the ecologically sensitive stream valley areas;

- Private sector involvement should be encouraged through donation/acquisition of conservation and public access trail easements to complete the greenway system;

- Donation of historic preservation easements should be encouraged to protect significant historic properties and archaeological sites on private properties;

- Interconnections of existing trails, especially with the W&OD regional trail, should be made to provide a network of trails for recreation and pedestrian circulation; and

- Existing active recreation facilities should be upgraded and expanded, where possible, to meet projected needs. Major new development should provide additional recreation facilities commensurate with increased demand.

## MCLEAN COMMUNITY BUSINESS CENTER

The Plan for the McLean Community Business Center (CBC) consists of a discussion of the area's character; planning history; approaches for implementing the Plan; recommendations concerning land use, urban design, and transportation; and Subarea Guidelines, as well as a separate document entitled "McLean CBC Open Space Design Standards."

### CHARACTER

The McLean CBC is a large community shopping, service and residential area approximately 230 acres in size centered at the intersection of Chain Bridge Road and Old Dominion Drive. The triangle bounded by Old Dominion Drive, Route 123, and Chain Bridge Road is in Sector M4, while the rest of the CBC is in Sector M3 (See Figure 7).

The McLean CBC is comprised of several neighborhood shopping centers located along Chain Bridge Road and Old Dominion Drive. Interspersed among these centers are a number of automobile service stations, fast food establishments, freestanding banks and a number of former residences being used for real estate and professional offices or small retail establishments.

An office district is located between Dolley Madison Boulevard and Chain Bridge Road, and a secondary office and retail area is developing along Old Dominion Drive, southwest of the Old Dominion and Chain Bridge Road intersection. Single family residential use is found mainly west of Ingleside Avenue and north of Chain Bridge Road. Residential townhouse uses are located at the southwest corner of Chain Bridge Road and Westmoreland Street, east of Old Dominion Drive south of Chain Bridge Road, and to the north of Fleetwood Road.

The CBC provides shopping and professional services to the surrounding community. It is located within two miles of Tysons Corner, a major regional employment center with extensive residential, employment, and retail uses. In order to preserve its separate identity as a community-serving business district, the McLean CBC is planned to continue to serve the needs of the surrounding community and not to provide regional facilities such as those located at Tysons Corner. All identifiable community needs should be accommodated by the CBC Plan--retail commercial, medical and professional services, other services and repair, limited office and medium density residential apartments and townhouses.

The proximity of Tysons Corner causes some spillover traffic in the CBC and adjacent residential neighborhoods during peak hours. Access from the CBC to Dolley Madison Boulevard (Route 123) during peak hours is hindered. At present most internal traffic within the four sectors of the CBC must use the central intersection of Old Dominion Drive, Chain Bridge Road and Elm Street. The capacity of this intersection is limited. While some relief can be achieved by the construction of alternate circulation routes to accommodate turning movements, no alternative exists for through- traffic. Furthermore, additional anticipated growth in the northern sector of the County will compound these traffic problems. With a clear delineation of the different roles of the CBC and Tysons Corner, this Plan reflects land use densities consistent with the idea of the CBC as a community center as well as recognizing the need for not overloading the traffic circulation network.

The present McLean CBC has no real focal points or vistas. The dispersion of shopping centers together with the new higher intensity development has added to traffic congestion and detracted from the community service role of the CBC. The large number of overhead utility lines

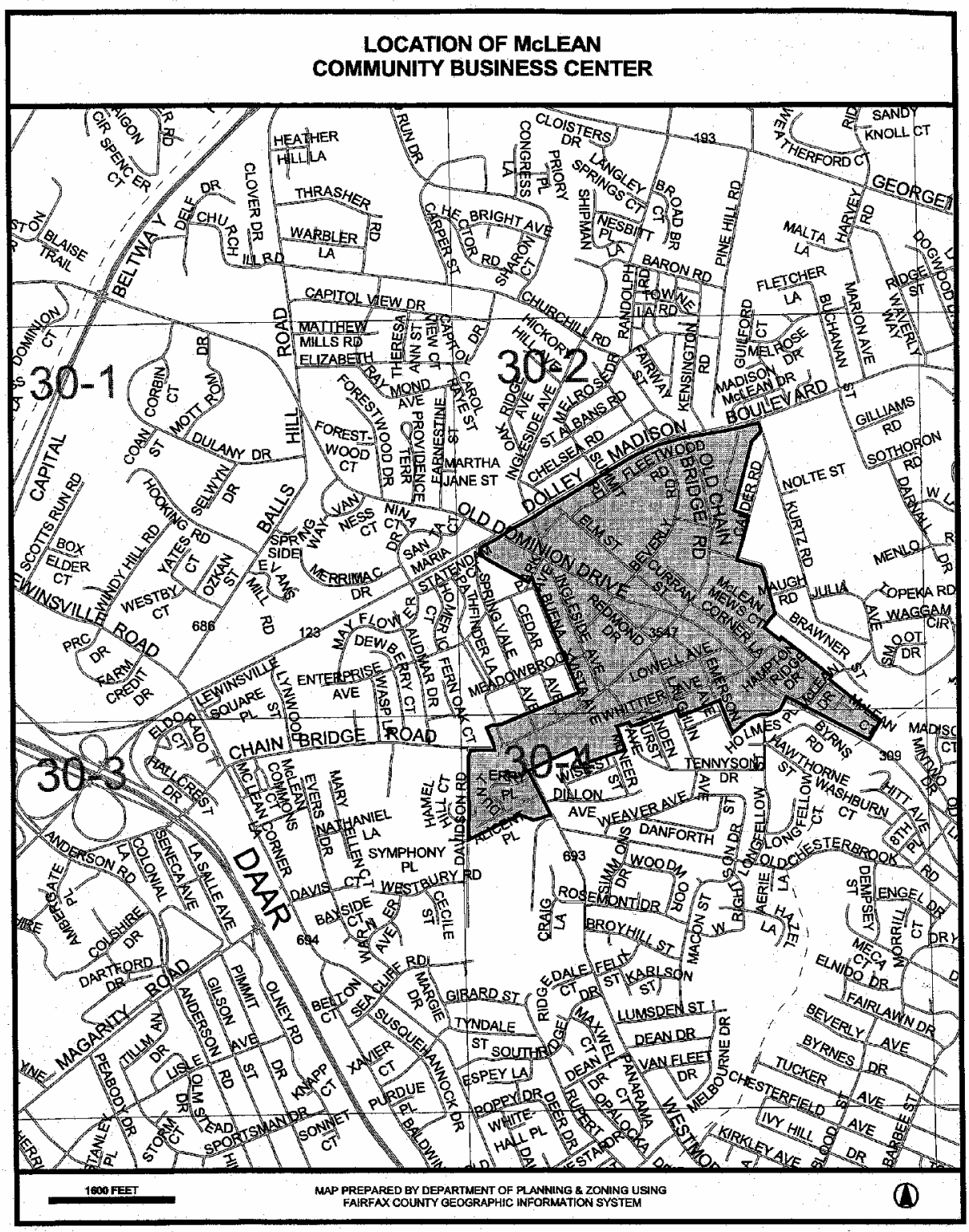

LOCATION OF McLEAN
COMMUNITY BUSINESS CENTER
30-1
30-2
30-3
30-4
DOLLEY MADISON BOULEVARD
OLD DOMINION DRIVE
CHAIN BRIDGE ROAD
DAAR
BELTWAY
CAPITAL BELTWAY
1600 FEET
MAP PREPARED BY DEPARTMENT OF PLANNING & ZONING USING
FAIRFAX COUNTY GEOGRAPHIC INFORMATION SYSTEM

**FIGURE 7**

creates visual clutter. Combined with the scarcity of both street trees and planted areas, this significantly diminishes the overall visual experience.

Older residences along Ingleside Avenue, the west side of Old Dominion Drive (between Ingleside Avenue and Dolley Madison Boulevard), the north side of Chain Bridge Road (between Buena Vista Avenue and Pathfinder Lane) and the south side of Whittier Avenue currently are used for professional and real estate offices, some of which operate under special use and special exception permits. This shift from residential to commercial uses jeopardizes the existing community of West McLean just beyond the CBC boundary.

Recent development within the CBC has been primarily infill office structures, although a large townhouse development has been completed between Old Dominion Drive and Salona Village in the southeast quadrant. Since a number of underutilized sites remain in the CBC which are considered prime for redevelopment, it is anticipated that new office and retail projects will continue to develop.

## PLAN HISTORY

The first McLean Central Area Plan was adopted in 1970 to develop an action plan for public and private improvements directed toward providing the most attractive shopping, working, and living environment possible. The objective of this Plan was to encourage the stability of surrounding residential neighborhoods while promoting the success of downtown McLean as a community shopping district.

In 1988, the McLean Central Business District Study was completed by consultants for the Office of Comprehensive Planning and the McLean Planning Committee. The primary purpose of the study was to establish parameters for new development and identify means of ensuring the continuation of the existing service function of downtown McLean. Another objective of the study was to address the perception that McLean lacks an identity and attractiveness which set it apart as a community. The study's land use and transportation recommendations were incorporated into the Comprehensive Plan as part of the Fairfax Planning Horizons process in 1991 and the study area became known as the McLean Community Business Center. Also, the study's public space and building design guidance, described in the chapter "Proposed Urban Image and Open Space," became part of the Plan by reference at that time.

In 1997 a series of public town meetings and design charettes were sponsored by the McLean Planning Committee, the Fairfax County Department of Housing and Community Development and the Dranesville District Supervisor to review the goals and objectives of the local residents, land owners and business owners for the purpose of revitalizing the McLean CBC. This process was conducted over a period of several months, involved hundreds of participants, and culminated in a series of plans and recommendations identified in the document entitled "McLean, A Vision for the Future."

On October 27, 1997, the Board of Supervisors designated the McLean CBC as a Special Study area for the purpose of considering changes to the Comprehensive Plan that would support community revitalization efforts. The McLean Planning Committee and planning staff worked together to translate the concepts described in the vision plan into proposed Comprehensive Plan text, which resulted in the following Concept for Future Development and Plan Recommendations, presented below. As part of the implementation of the Plan, a non-profit entity was formed in 1998 which will facilitate public, private, and volunteer efforts in the development and execution of the Plan.

## CONCEPT FOR FUTURE DEVELOPMENT: VISION FOR MCLEAN CBC

The Concept for Future Development recommends downtown McLean as one of several areas designated as Community Business Centers, which are mixed-use centers that provide community-serving commercial uses as well as serve as a community focal point. To reinforce these community-serving characteristics and ensure that the McLean CBC will continue its service function, the 1997 Concept Plan was formulated which envisions future development intensification to be focused in two areas, identified as a "North Village" and a "South Village." The "South Village" generally encompasses a "Main Street" anchored by an extended-stay inn or hotel at its north end and by a "Civic Place," which provides a mix of residential and commercial uses as well as a plaza for public gathering at its south end. The "North Village" concentrates commercial uses around an"apex" park and complementing focal point building. Other major elements of the Plan include a roundabout at the intersection of Old Dominion Drive and Chain Bridge Road and a general set of streetscape improvement recommendations (See Figure 8).

The overall strategy for achieving this future concept is built around the following major objectives: to stabilize the CBC's intended function as a community-serving retail and business center while upgrading its existing image through the creation of the two pedestrian oriented "Villages;" to adhere to the McLean CBC Design Standards; to place utilities underground, especially along Chain Bridge Road and Old Dominion Drive; and to enhance the public streetscape and improvement of private property, especially large parking lots. Such enhancement may include, but is not limited to, additional trees and other plantings, appropriate lighting, decorative paving and a coordinated system of signs. Essential to this revitalization effort is an increased emphasis on an integrated transportation and traffic circulation plan.

The opportunity to upgrade the physical character throughout the area should be seized, both by defining the appropriate design characteristics for new development and the limited improvements which can be made to the existing structures. A concerted effort is needed to foster revitalization and to encourage property owners to redevelop or to improve their properties in conformance with the McLean CBC Design Standards. Revitalization of the McLean CBC will be achieved through private efforts, volunteer efforts, public/private cooperation, and County initiatives as they apply.

The Concept Plan recognizes that the CBC is comprised of a number of subareas, each of which needs separate planning guidelines. These subareas can be classified as Redevelopment, Stabilization & Enhancement, Buffer and Minimum Change. (See Figure 9.)

The **Redevelopment Areas** are those which are most likely to change and are concentrated around two major cores of the CBC. Existing retail within the large shopping center sites should be retained and enhanced with additional recreation, entertainment and supporting office uses. Particular emphasis should be given to redevelopment in the "North and South Villages."

The **Stabilization & Enhancement Areas** comprise the many smaller parcels within the CBC, especially along both sides of Chain Bridge Road, which have potential for redevelopment, and the smaller shopping centers along Chain Bridge Road and Old Dominion Drive which offer a wide variety of shops and services. Important components for enhancement, in keeping with defining the visual edges and core of McLean, are the intersections of Old Dominion Drive and Chain Bridge Road and the four entry points of these two streets into the CBC.

The **Buffer Areas** are on the fringes of the CBC, and include the critical areas which are adjacent to single family neighborhoods. The treatment of these buffer areas should vary between residential and commercial development as appropriate for their location within the CBC.

**McLEAN COMMUNITY BUSINESS CENTER**
1997 CONCEPT PLAN

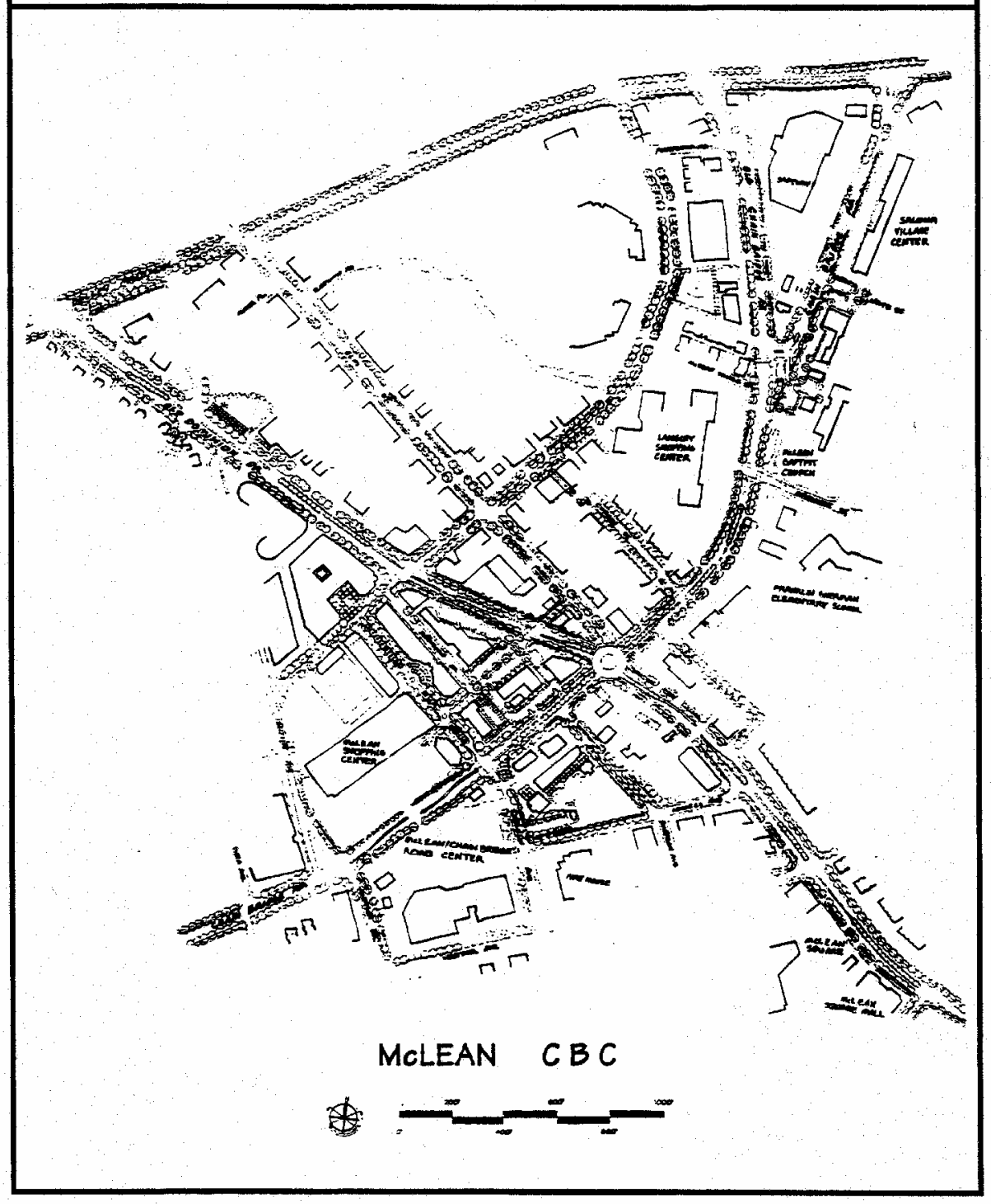
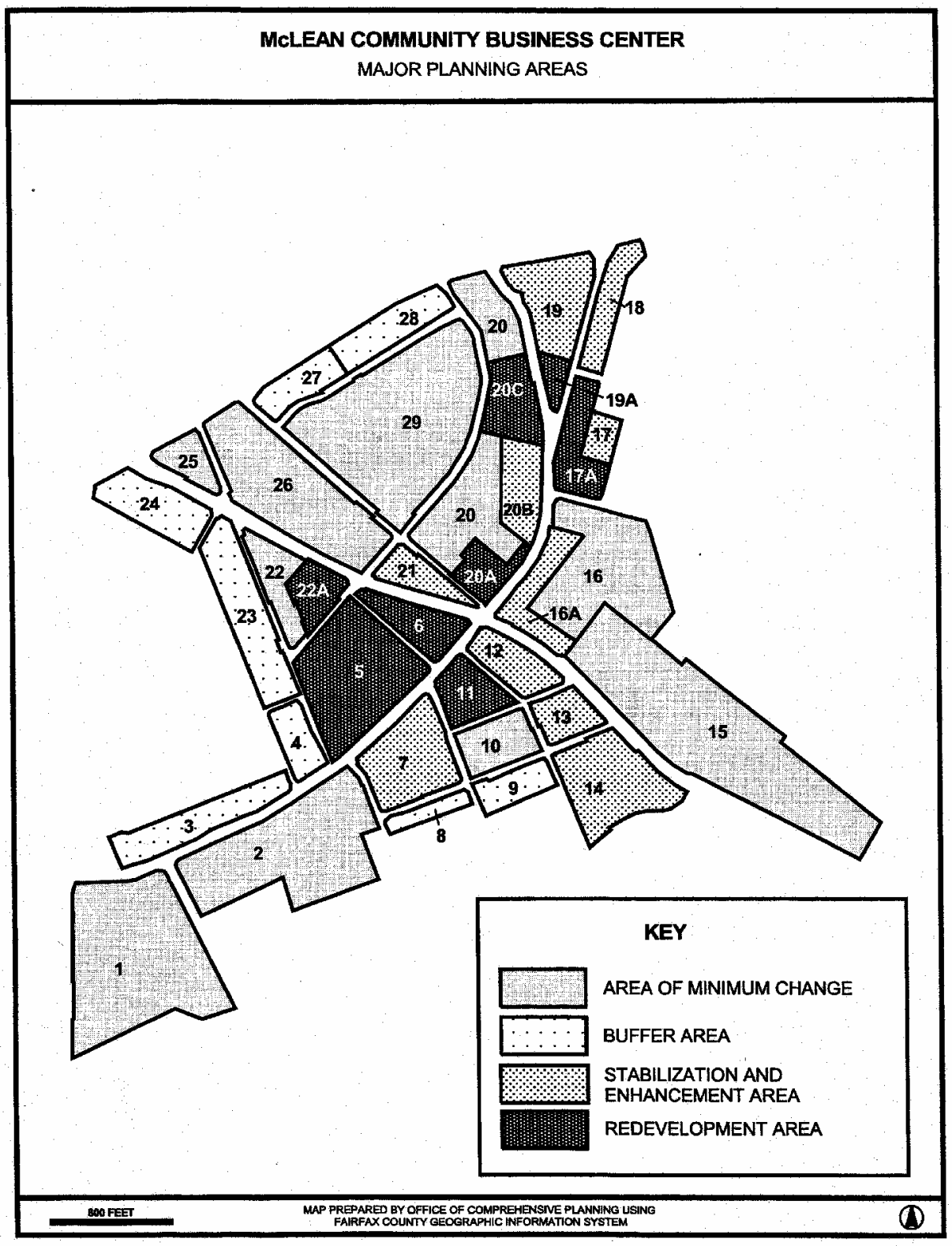



**FIGURE 8**


McLEAN COMMUNITY BUSINESS CENTER
MAJOR PLANNING AREAS
1
2
3
4
5
6
7
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9
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11
12
13
14
15
16
16A
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17A
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19
19A
20
20A
20B
20C
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22
22A
23
24
25
26
27
28
29
KEY
AREA OF MINIMUM CHANGE
BUFFER AREA
STABILIZATION AND ENHANCEMENT AREA
REDEVELOPMENT AREA
800 FEET
MAP PREPARED BY OFFICE OF COMPREHENSIVE PLANNING USING
FAIRFAX COUNTY GEOGRAPHIC INFORMATION SYSTEM

**FIGURE 9**

The final subarea type, **Areas of Minimum Change**, represent recently constructed or built up areas in which new development is unlikely, although some infill development or redevelopment with consolidation may occur.

**IMPLEMENTATION**

To achieve the vision for the McLean CBC, an integrated program of implementation strategies is needed to address short- and long-term issues for the entire area and on a site-specific level. Such implementation strategies should meet the major objectives for the CBC and may be grouped into the following categories:

1. Citizen Involvement - The continued involvement of citizens is necessary to implement the McLean CBC Plan. For example, the McLean Planning Committee, composed of representatives from the McLean Citizens Association, the McLean Chamber of Commerce, the McLean Landowners Association, and the Surrounding Citizens Association, is an organization that has long been involved in planning activities within the CBC, which includes reviewing development proposals for consistency with the guidance provided for the McLean CBC within the Comprehensive Plan. As another example, the creation of a non-profit corporation which is conceived as a public-private partnership, will help to promote revitalization efforts and to facilitate the provision of streetscape amenities within the context of the Comprehensive Plan's guidance. Such a non-profit organization's statement of purpose should include the following:

   - Facilitate community enhancing development within the CBC through innovative partnerships between the private, public, and volunteer sectors;

   - Leverage available funds and to generate new funding sources through grants and fund raising from the business and government communities;

   - Implement the above within the context of the Policy and Area Plans and under the policy guidance of the McLean Planning Committee; and

   - Provide initiative, feedback, and advice to the McLean Planning Committee on development planning, legal, marketing, public relations, real estate, and land development opportunities.

2. Review of Selected Zoning Ordinance Provisions - In some instances where the Plan recommends mixed use development with a pedestrian orientation, the McLean CBC Plan can be implemented by rezoning and building under the regulations of the Planned Development or "P" Districts or under existing conventional zoning districts. For example, under a property's existing conventional zoning district, Section 2-418 of the Zoning Ordinance allows administrative approval of reduction of yard requirements to encourage a pedestrian oriented environment, in areas where the Comprehensive Plan provides specific design guidelines. Additional aspects of the Zoning Ordinance should be evaluated to determine if other amendments are necessary to better facilitate the implementation of the CBC's urban design and development objectives.

3. Public/Private Cooperation for Funding Improvements - Creative funding approaches will need to be developed to provide for the improvement of streetscape, the placing of utilities

underground, the improvement of the transportation network, the provision of parking facilities, as well as the provision of other urban design amenities in the CBC. Some public funds (i.e. bond money) as well as some private funds may be used for this purpose. In cooperation with Fairfax County, an entity should be established to increase federal, state, and local funding for transportation and community improvement projects within the CBC. A non-profit organization or a Business Improvement District may be an appropriate entity to be entrusted with responsibility for pursuing public and private funding sources, managing improvement projects, and developing maintenance plans.

4. Special Processing of Development Applications - Future amendments to this Plan may be coordinated with rezoning applications to facilitate development if a development proposal demonstrates that it meets many of the revitalization objectives of this Plan.

## RECOMMENDATIONS

The McLean CBC Plan has three components providing guidance on future land use and character of development. The first component describes land use, urban design, and transportation concepts and recommendations for the CBC. The second component, the Subarea Guidelines, provides further guidance for the development of each of twenty-nine subareas generally one block in dimension. The third component, being a separate document entitled "McLean CBC Open Space Design Standards," provides specific public space and building envelope design guidance, which relates to the recommendations in the Subarea Guidelines. Any development proposal in the CBC should be in conformance with all three components.

### Land Use

Land use recommendations are organized according to the four planning categories, or policy areas, as described in the Concept for Future Development. Within these four areas, specific recommendations for each of the subareas is given. Site development within all subareas will need to address a wide variety of planning issues including, but not limited to, transportation improvements, urban design amenities, and storm water management.

### A. Redevelopment Areas

A principal element of this Plan is the desire to stimulate change at the core areas of the CBC. The core areas are generally defined as those areas within a one block radius of the intersection of Chain Bridge Road and Laughlin Avenue ("South Village") and the fork intersection of Chain Bridge Road and Old Chain Bridge Road ("North Village") and at the northeast corner of Elm Street and Chain Bridge Road.

These core areas, which are designated as part of the **Redevelopment Area**, present an opportunity to establish a stronger image within the area and to direct future change in the overall CBC.

To maintain the current scale of the McLean CBC and to preserve and encourage future development of primarily neighborhood-serving retail, with supplemental office uses, a baseline intensity of .35 FAR is recommended. A general maximum of .70 FAR for the core areas with options for higher intensity in some subareas (i.e., 11, 20a, 20c, and 22a) is also recommended. The higher intensity level can be considered only if several criteria are fulfilled: 1) predominantly three

story structures are provided which define the public space of the street, except in specific redevelopment areas (i.e., subareas 11, 19a, 20a, 20c, and 22a), where higher buildings are appropriate to encourage the establishment of focal points; 2) mixed land uses are provided; 3) there is a reduction in the amount of surface parking; 4) substantial pedestrian improvements are provided; 5) substantial landscape and streetscape amenities, including the placement of utilities under ground or a contribution in lieu are provided; and 6) a major effort toward achieving the revitalization objectives of this Plan is demonstrated.

The generally three-story structures are intended to preserve the modest scale of the McLean CBC and encourage pedestrian activity. It is critical to establish these design and land use guidelines at the core areas where development may first occur, since they can serve as a model for future development elsewhere in the CBC.

With a base FAR of .35, a method has been established to achieve the higher level of intensity noted for certain subareas. To exceed a .35 FAR all of the following elements should be addressed:

- Utilities are placed underground, where applicable, or a contribution is made to help offset the cost of placing utilities underground in the future;
- Public amenities are provided per the McLean CBC Design Standards;
- Open space and public areas are provided per the McLean CBC Design Standards;
- Parking is screened with either evergreen landscape planting or masonry fencing to at least three feet high from street(s), as applicable, and with adequate pedestrian cross throughs being provided;
- Vehicular inter-parcel access is provided, wherever possible;
- Architectural features are provided, such as materials, roof line, facade, and massing that distinguish the project as above the ordinary;
- Urban Design features and focal points are provided, such as those described in the McLean CBC Design Standards and in the Urban Design section;
- Pedestrian oriented public space and enhanced pedestrian circulation are provided within and through the site; and
- Compatibility with the surrounding community is ensured in terms of both the architectural design and density.

Where core redevelopment abuts an existing or planned residential community, there should be no significant impact, and full adherence to the McLean CBC Design Standards is strongly recommended. The Subarea Guidelines, which are incorporated as part of this Plan contain specific recommendations for development, including base and maximum intensities in terms of floor area ratio (FAR), public space guidelines, and special considerations.

The following recommendations describe the Plan objectives for each of the Subareas in the Redevelopment Areas of the CBC:

1. The block bounded by Ingleside Avenue, Beverly Road, Redmond Drive and Chain Bridge Road (Subarea 5) should continue to serve as a shopping center, but should be encouraged to accommodate the "Main Street" concept as illustrated in the Concept Plan diagram (See Figure 8). A new "Main Street" should run parallel to Redmond Street between Beverly Road and Chain Bridge Road. "Main Street" will be created by the reuse of existing retail facilities in conjunction with added retail buildings. This urban space will be defined by 2-3 story, mixed-use buildings of varied and articulated facades and roof lines. "Main Street" should provide for small kiosks, parallel parking, and 15'0" to 25'0" wide decorative sidewalks with ample provision for outdoor dining, street trees and other streetscape amenities. The creation of public parking on Tax Map 30-2((1))24A could be provided in order to replace the parking that will be displaced by "Main Street." The "Old Firehouse" and the areas around it should be planned for a public gathering space. The building should be maintained as an historic structure and adaptive reuse should be considered.

2. The area defined by Old Dominion Drive, Chain Bridge Road, Redmond Drive, and Center Street (Subarea 6) is suitable for redevelopment with office or retail over ground floor retail. Mass, height and style should be compatible with the existing building at the corner of Chain Bridge Road and Old Dominion Drive. With the recommended closing of Center Street, adjacent private properties should be redesigned to provide parking access and a public space as described by the McLean CBC Design Standards; vehicles would be permitted for access and service. The closure of the southern portion of Redmond Drive to vehicular traffic is recommended, provided that a landscaped pedestrian plaza is installed and connected to other pedestrian ways. All development should respect the historic integrity of the existing "Old Firehouse" at the southeastern corner of Subarea 5.

3. The southeastern corner of the block defined by Old Dominion Drive, Beverly Road and Ingleside Avenue (Subarea 22a) should act as the northernmost anchor for the proposed "South Village," incorporating an extended-stay inn, hotel, or other mixed use that will serve the local residents and businesses of McLean and act as an after-work hours activity generator. In Addition, this development should have four to five stories in order to establish the visual and spatial terminus to "Main Street," and include a public plaza and main entrance facing Beverly Road. The building should include ground floor restaurants and shops.

4. The block bounded by Chain Bridge Road, Emerson, Lowell and Laughlin Avenues (Subarea 11), which is mostly vacant, should be developed as a "Civic Place" to anchor the southern end of "Main Street" with a mix of community-oriented retail, service retail, office, senior housing, or other appropriate public uses. Street level retail, service uses and/or other uses which encourage the public to gather are recommended to be oriented around a plaza or park on the "Main Street" side of this subarea. This subarea is intended to include plaza in a park-like setting for general gathering and performances. The closing of a section of Lowell Avenue alongside the fire station is encouraged for additional public gathering space. Property consolidation is strongly encouraged, although the objectives of this Plan could still be realized with two to three development parcels. Parking could also be incorporated onto neighboring parcels. Its design should address the public's safety and convenience concerns about such facilities. The short pedestrian route to and from such parking should be interesting and engaging. Here, blank walls are to be avoided, preferably replaced by small specialty shops or services, activity areas, and a police satellite station, if possible. The site should also interconnect with the pedestrian network, especially between Laughlin and Emerson Avenues at mid-block and offer the opportunity to develop public spaces and building design features.

5. Subareas 17A, 19A, and 20C, which abut the fork intersection of Chain Bridge Road and Old Chain Bridge Road should be developed to achieve the "North Village" of the McLean CBC. This area should provide pedestrian access to link the existing high density housing and offices on Beverly Road to the existing retail along Chain Bridge Road and to extend and enhance the existing "parklets" into a "Linear Town Green" leading to Franklin Sherman Elementary School. Such access should provide an integrated architectural facade between any proposed parking structure and existing or renovated buildings and encourage retail uses to face the pedestrian corridor. Property consolidation is strongly encouraged, especially in subarea 19A in order to improve the streetscape, place utilities underground, improve traffic circulation, and visually anchor the area. Consolidation of parcels at the southern tip of the block is encouraged with the aim of establishing a focal point "apex" park at the intersection with a complementing focal point building. A significant building at this apex site could be three to four stories tall with an articulated and variegated roof line befitting its focal point location. The building mass should be set back from and mitigated by the street trees and trees in the relocated public plaza at the apex. Nolte Street and adjacent private properties should be coordinated for parking access and public space treatment. Consolidation of parcels between Nolte Street and Brawner Street is encouraged as part of coordinating for access and public use treatment at Nolte and part of Chain Bridge Road.

**B. Stabilization & Enhancement Areas**

Stimulating redevelopment within the CBC needs to be balanced with preserving and enhancing the existing large shopping center sites and the main thoroughfares and intersections of McLean. The overall physical character of the CBC will also be enhanced as the design standards are implemented.

The primary objective of Stabilization and Enhancement areas is to preserve and enhance the existing shopping centers, enhance and clearly mark the four main CBC entry points, and improve the visually prominent intersection of Chain Bridge Road and Old Dominion Drive.

Despite being generally profitable, the shopping centers are older structures which occupy a low percentage of their allowable building area and, unlike the rest of the CBC, represent large assemblies of land in single ownership. If redevelopment is to occur, the most important criteria must be to ensure that a critical mass of retail use, especially convenience retail, will be replaced on the site. One valuable aspect of redevelopment will be the opportunity to implement other planning and design objectives recommended by this Plan and to tie the shopping center sites to the community's enhancement objectives and other community objectives of the Plan.

One intent of this Plan is to retain the large shopping centers at their present locations and encourage their upgrading through private, public and volunteer initiatives. Coordination and support for these stabilization and enhancement efforts should be a primary task of the McLean Planning Committee's proposed implementation and fund raising entity.

1. The block bounded by Tennyson Drive, Whittier Avenue, Laughlin Avenue and Chain Bridge Road (Subarea 7) should continue to serve as a shopping center. Public sector programs for retail retention and private sector building and public space improvements are encouraged. As redevelopment occurs, projects should conform to the guidelines defined by this Plan including realignment of Laughlin Street with the proposed "Main Street". All development should connect to and enhance the pedestrian network within the CBC including clustering of

buildings along Laughlin Street to visually and functionally extend "Main Street."

2. The block bounded by Old Chain Bridge Road, Dolley Madison Boulevard and Chain Bridge Road (Subarea 19) should continue to serve as a shopping center. Public sector programs for retail retention and private sector building and public space improvements are encouraged. As redevelopment occurs, projects should conform to the McLean CBC Design Standards. All development should provide connections to and enhancement of the pedestrian network within the CBC.

3. Properties along Chain Bridge Road between Curran Street and Dolley Madison Boulevard (Subarea 17, 18 & 20B) should continue to serve a predominantly retail function, especially the Langley and Salona Village Shopping Centers. Public sector programs for retail retention and private sector building and public space improvements are encouraged. As redevelopment occurs, projects should conform to the McLean CBC Design Standards. All development should connect to and enhance the pedestrian network within the CBC.

4. The two blocks bounded by Old Dominion Drive, Lowell Avenue, Emerson Avenue and Holmes Place (Subareas 13 and 14) should continue to serve a predominantly retail function. Public sector programs for retail retention and private sector building and public space improvements are encouraged. As redevelopment occurs, projects should conform to the McLean CBC Design Standards. All development should connect to and enhance the pedestrian network within the CBC.

5. The triangular block bounded by Old Dominion Drive, Elm Street and Beverly Road (Subarea 21) is planned for office over ground floor retail uses. Consolidation of properties into one development site is strongly recommended. The land at the tip of the block at the Elm Street and Old Dominion Drive intersection should be developed as a focal point for the CBC in coordination with a possible roundabout.

6. The properties at the southeast corner of Chain Bridge Road and Old Dominion Drive (Subarea 16A) provide opportunities for enhancement. Consolidation of properties is strongly encouraged in order to create unified development. Surface parking lots should be interconnected and located at the rear of the properties, with Corner Lane serving as an access street. New projects should be office over ground floor retail uses.

7. The area bounded by Chain Bridge Road, Old Dominion Drive, Emerson Avenue and Lowell Avenue (Subarea 12) is appropriate for office over retail uses. Development should provide for a pedestrian orientation to Emerson Avenue between Lowell and Chain Bridge Road with limited vehicular traffic.

### C. Buffer Areas

The McLean CBC, as a community-serving center, gains much of its prosperity and economic strength from the close interaction of its commercial uses with the surrounding residential areas. The objective of this Plan is to concentrate intensity in the "North and South Villages," and thus maintain lower densities and heights adjacent to the CBC's borders. Potential effects on surrounding neighborhoods should be considered when reviewing new development or redevelopment within the CBC.

The buffer areas are equally affected by both the land use direction within the CBC and the need to protect surrounding neighborhoods. Although both commercial and residential are considered appropriate uses at the buffer areas, the recommendations of one use instead of another is primarily based upon its potential impact beyond the CBC boundary. A critical planning issue has always been the need to restrict commercial uses within the CBC such that their unchecked expansion may not adversely affect adjacent neighborhoods. Therefore, the proposed treatment for each buffer area responds to the specific conditions of that neighborhood.

In order to encourage and facilitate redevelopment in the CBC in accordance with the Comprehensive Plan, special exceptions and special permit uses in Buffer Areas should be limited to interim uses that do not create permanent disincentives to redevelopment. Such uses in Buffer Areas should only be allowed when they are housed in structures with a well maintained, residential appearance; when applicants demonstrate that the proposed use does not create a negative traffic impact upon the adjacent neighborhood; when parking is screened from adjacent properties with landscaping and decorative fences and/or walls; and when existing healthy, mature trees are maintained.

1. The area bounded by Chain Bridge Road, Pathfinder Lane, Buena Vista Avenue, and the rear property lines of land fronting Chain Bridge Road (Subarea 3) should develop in medium density residential townhouses to serve as a buffer between CBC commercial uses and single family residential uses in West McLean. A base density range of 5-8 dwelling units per acre would be appropriate provided that: complete blocks are consolidated; an innovative layout of townhouses is provided with no direct vehicular access to Chain Bridge Road, streetscape improvements are made according to the McLean Design Standards, including street trees and a landscaped median; building heights are limited to a maximum of 35 feet; appropriate buffering to adjacent single-family residential is provided; five-foot wide sidewalks wrapping to side streets are installed; and, a bus shelter on Chain Bridge Road is provided.

2. The block bounded by Chain Bridge Road, Ingleside, Buena Vista and Meadowbrook Avenues, (Subarea 4) should remain in private recreation uses. If redevelopment occurs, infill of low intensity commercial or medium intensity mixed-use with no retail would be appropriate, provided building heights do not exceed three stories; all offices access to Ingleside Avenue; and extensive landscaped buffering to residential uses is provided. An on-street bikeway should be provided along Ingleside Avenue and a primary pedestrian connection to West McLean should be enhanced along Meadowbrook Avenue. If developed with office uses, an urban park should be provided.

3. Subareas 23 (Ingleside, Meadowbrook, Buena Vista and Park Avenues) and 24 (Old Dominion Drive, Park Avenue, Pine Crest Avenue and Dolley Madison Boulevard) should develop in medium density townhouses. In order to contain future commercial growth within the CBC, to provide additional housing within the CBC, and to establish a residential buffer for West McLean, future development should be townhouse residential at a base range of 5-8 dwelling units per acre. A mid range density of 8-12 dwelling units per acre could be achieved provided there is consolidation of minimum areas of one acre; pedestrian amenities include five foot wide sidewalks on all streets with mid block pedestrian connections; landscaped buffers between single family residential are included; innovative design and architectural compatibility with single family detached areas is achieved; and buildings are limited to 35 feet in height. Parking should be below ground, in structures, or screened. An overlay density range of 12-16 dwelling units per acre can be achieved along Ingleside Avenue or Old

Dominion Drive only, with complete block consolidation, provision of affordable dwelling units, and all design elements listed above. Development along Pine Crest Avenue and Buena Vista Avenue is encouraged to be residential detached single family housing.

4. The area bounded by Tennyson Drive, Laughlin Avenue, Whittier Avenue and the southern border of the CBC (Subareas 8 and 9) would be appropriate for residential development but is zoned for commercial use. Sensitive commercial development such as low density townhouse office would be appropriate in this two-block area since commercial development already exists on adjacent blocks. Development should be carefully screened from surrounding residential properties.

5. The area bounded by Dolley Madison Boulevard, Beverly Road, Fleetwood Road and Elm Street (Subareas 27 and 28) should develop as low-rise commercial. Future development should be carefully sited to face toward Dolley Madison Boulevard with access from Fleetwood Road. This area is intended as a transition from the higher density commercial core along Elm Street to the residential neighborhood beyond the CBC boundary. As an option, townhouse-style residential use at 12-16 dwelling units per acre may be appropriate contingent upon substantial and logical parcel consolidation; high quality design and landscaping; to the extent practical preservation of existing specimen trees along the periphery of the site; the provision of pedestrian connections to adjacent properties; and vehicular access limited to Fleetwood Road.

## D. Areas of Minimum Change

Areas of Minimum Change comprise the existing built up sectors of the CBC. Primarily recent construction, these areas are centered along the office corridor of upper Old Dominion Drive, Elm Street, and Beverly Road, and the large residential concentrations at the southeast and southwest CBC boundaries. These areas (i.e., Subareas 1, 2, 10, 15, 16, 20, 22, 25, 26, and 29) represent the concentration of new development which has occurred within McLean and which can be anticipated to remain for the foreseeable future. Although some new infill development may occur within these areas, essentially no change is expected. Any future development should follow the McLean CBC Design Standards.

### Urban Design

One of the most important design concepts in implementing improvements for a sense of place for downtown McLean is a strong unique appearance gained through creative and flexible urban design. Using good urban design principles, the primary task of this Plan should be to provide the missing focused density nodes needed to create identity-producing urban spaces.

The principal foci for changes in the McLean CBC involve the creation of enclosing urban spaces to foster clearly identifiable and engaging magnets for community gathering and day-extending activities as a “Sense of Place.” Another important urban design goal is to clearly distinguish the extent of the CBC through major streetscape enhancements, improved pedestrian amenities and boundary signage.

Appearance-enhancing and community-building urban design initiatives most applicable to the community's stated objectives for a uniquely McLean “Sense of Place” include:

1. Establishing magnets for community gathering such as the “North and South Villages” as

described in the Concept for Future Development and Land Use Recommendations 1-5 under the Redevelopment Areas subheading;

2. A network of CBC-wide streetscape improvements that clearly distinguish the extent of the CBC, with the provision of underground utilities, street trees, other landscaping, decoratively paved sidewalks, street furniture, lighting and coordinated signage;

3. The inclusion of CBC-wide directional signage, entry to the CBC signage and the gradual phase-out of all pole signs; and

4. The provision of exterior lighting for any single building or project that is consistent in general type throughout the downtown to maintain the overall character and quality, and that is designed to provide adequate lighting to ensure public safety without creating glare or light spillage into neighboring properties.

Additional guidance concerning the above design components are found in the Subarea Guidelines within this document and in a separate document entitled, "McLean CBC Open Space Design Standards." The "McLean CBC Open Space Design Standards" provides extensive guidance for encouraging a more pedestrian-oriented environment by providing standards for streetscape, parking lot landscaping, building orientation, and design treatment of public spaces. These standards are grouped into twelve categories as follows:

**A.** **Main Street** - the most significant shopping street;

**B.** **Civic Place** - mixed-use development accompanied by a lush and green public gathering place;

**C.** **Special Places** - gathering areas at mid block on axis with pedestrian streets or at major and minor corners and entryways to the CBC;

**D.** **Expansive Parking Lot** - large parking lot that would benefit from defined pedestrian paths incorporating ample landscaping and lighting;

**E.** **Major Public Walkway** - adjacent to parking along small shopping centers that cater to convenience goods shopping;

**F.** **Major Public Walkway** - pedestrian oriented streets which encourage walking and shopping;

**G.** **Minor Public Walkway** - a minor street where minimal sidewalk area between curb and building is possible and retail is not the predominant use;

**H.** **Commercial Office Walkways** - predominately office oriented streets with specialty retail and/or restaurants;

**I.** **Freestanding Retail** - single-use destination retail along a public street;

**J.** **Mixed-Use Shopping Center** - redevelopment areas where retail, office and residential uses can be assembled to create a unique sense of place;

**K.** **Rowhouse Office** - office development along the edges of the CBC that can be designed as a

harmonious transition to adjacent residential areas;

**L.** **Residential Frontage** - streets such as Ingleside Avenue, defined by their residential use which provide a land use and scale transition to adjacent residential neighborhoods.

**Transportation**

McLean has developed from a small rural crossroads into an area made up of medium density residential, office, retail and public uses with a primary focus on convenience retail. Chain Bridge Road and Old Dominion Drive dominate the urban character and reflect the function of the CBC.

The overall objective in planning McLean's transportation future is to continue to accommodate the needs of automobiles, trucks and buses while implementing the changes necessary to encourage further pedestrian and bicycle use and creating a sense of place within the CBC. In addition to enhancing mobility, transportation improvements must also increase safety, enhance the aesthetic beauty and contribute to the overall goal of revitalizing McLean.

The arterial and major collector roadways affecting the McLean CBC are shown on Figure 10. The transportation improvements listed below are additional important components of the revitalization and enhancement process.

1. Chain Bridge Road and Old Dominion Drive - A landscaped roundabout may be considered as a replacement for the existing 5-phase traffic signal, subject to a feasibility study and detailed engineering. This action may result in some additional land requirements from adjacent properties, as determined by subsequent detailed engineering study. Pedestrian crossings should be set back from the roundabout intersection so as not to impede vehicular traffic or create safety problems for the pedestrians.

2. Improve the traffic flow in the CBC by adding a two-lane roadway ("Main Street") between Chain Bridge Road and Beverly Road, parallel to Redmond Drive. This new roadway is intended to be privately owned and maintained. Public access easements will be needed in order to ensure the right of public passage over this area. The roadway should be designed with parallel parking along both sides of the roadway, ten foot sidewalks, ample space for street trees, as well as landscaping. The new roadway should be aligned with Laughlin Avenue at the intersection with Chain Bridge Road and the streetscape should be continued along Laughlin Avenue to Whittier Avenue. Redmond Drive should continue to function as a service drive and loading access to abutting businesses.

3. Implement Transportation Demand Management (TDM) actions, e.g., ride sharing, transit use, staggered work hours, shared parking, etc., for all employment in the CBC, including existing employment sites as well as planned development. These actions are supported by this Plan, with enforcement provided by the County and/or a local group. Commercial landowners should designate and enforce separate employee parking spaces.

4. Chain Bridge Road - Existing curb cuts should be eliminated wherever possible to limit the places where turning movements are made, especially in the area of the planned roundabout; provided this does not adversely affect existing businesses. The resulting reduction in side friction and the potential for vehicular conflict will improve traffic flow along Chain Bridge Road.

5. Incorporate off-street parking into the building design to permit better traffic flow on Tennyson Drive (to Whittier Avenue only) and along Whittier Avenue.

6. Any roadway improvements should include sidewalks, street trees and public space elements as defined by the McLean CBC Design Standards. Sidewalks should be constructed along all roadways into and within the CBC to complete the existing pedestrian network. In addition, whenever possible, roadway or streetscape improvements at intersections should convert the existing suspended traffic signals to cantilever arm units to eliminate visual clutter and to be in conformance with the Plan's Design Standards.

7. Center Street could be reconfigured and integrated with adjacent private properties with the streetscape amenities described in this Plan and the McLean CBC Design Standards.

8. Explore the feasibility of creating a multi modal transportation center along or near Chain Bridge Road in Subarea 7. The facility would include a small park-and-ride lot, a covered bus stop, bicycle lockers and incorporate the taxi rest area currently on Whittier Avenue. Current Metrobus and Fairfax Connector routes should be routed to serve this facility, particularly the route with direct service to the East Falls Church Metro Station.

9. Within the large blocks east and west of Old Dominion Drive north of Chain Bridge Road, through block pedestrian walkways and inter-use pedestrian connections should be constructed. This will allow greater pedestrian movement and provide an alternative to automotive travel for trips internal to the CBC.

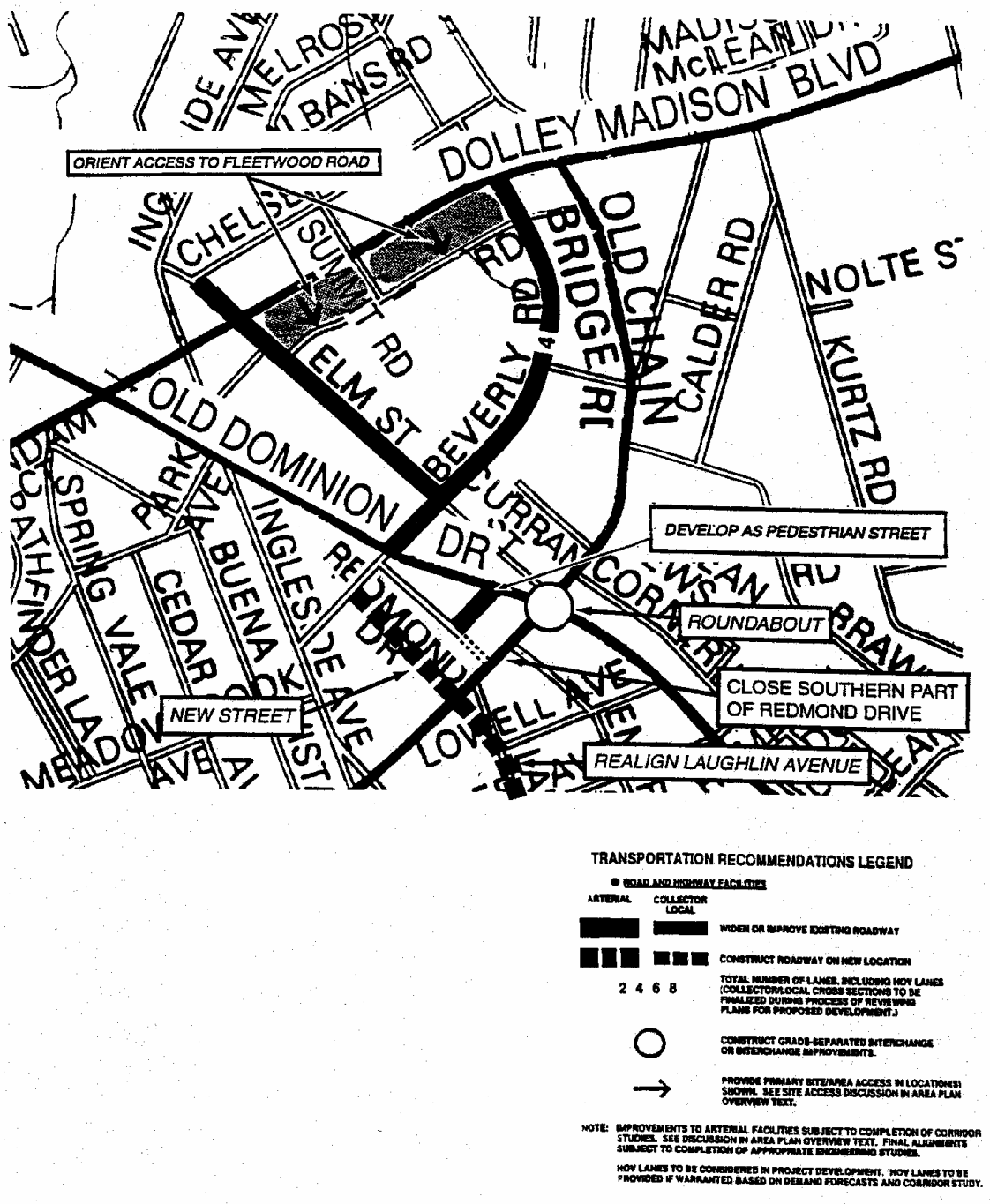
10. The beneficial interaction between residential areas and commercial core can be considerably enhanced by the construction of off-street trails using stream valleys and existing park lands, and by the maintenance and signage of existing pedestrian ways into the CBC, through the CBC, and connecting to the Community Center & Library complex north of the CBC. In addition, to avoid conflicts between pedestrians and cyclists within the CBC, on-street bicycle lanes should be considered as an alternative to trails identified on the Countywide Trails Plan and along other roadways as identified in the Subarea Guidelines.

**11.** Automobile traffic has had a profound impact on the character of the McLean CBC and the adjacent neighborhoods. Since the anticipated growth in traffic will be a significant safety and quality-of-life issue, traffic calming methods should be utilized along pedestrian-oriented streets within the CBC and along local streets entering the adjacent neighborhoods.

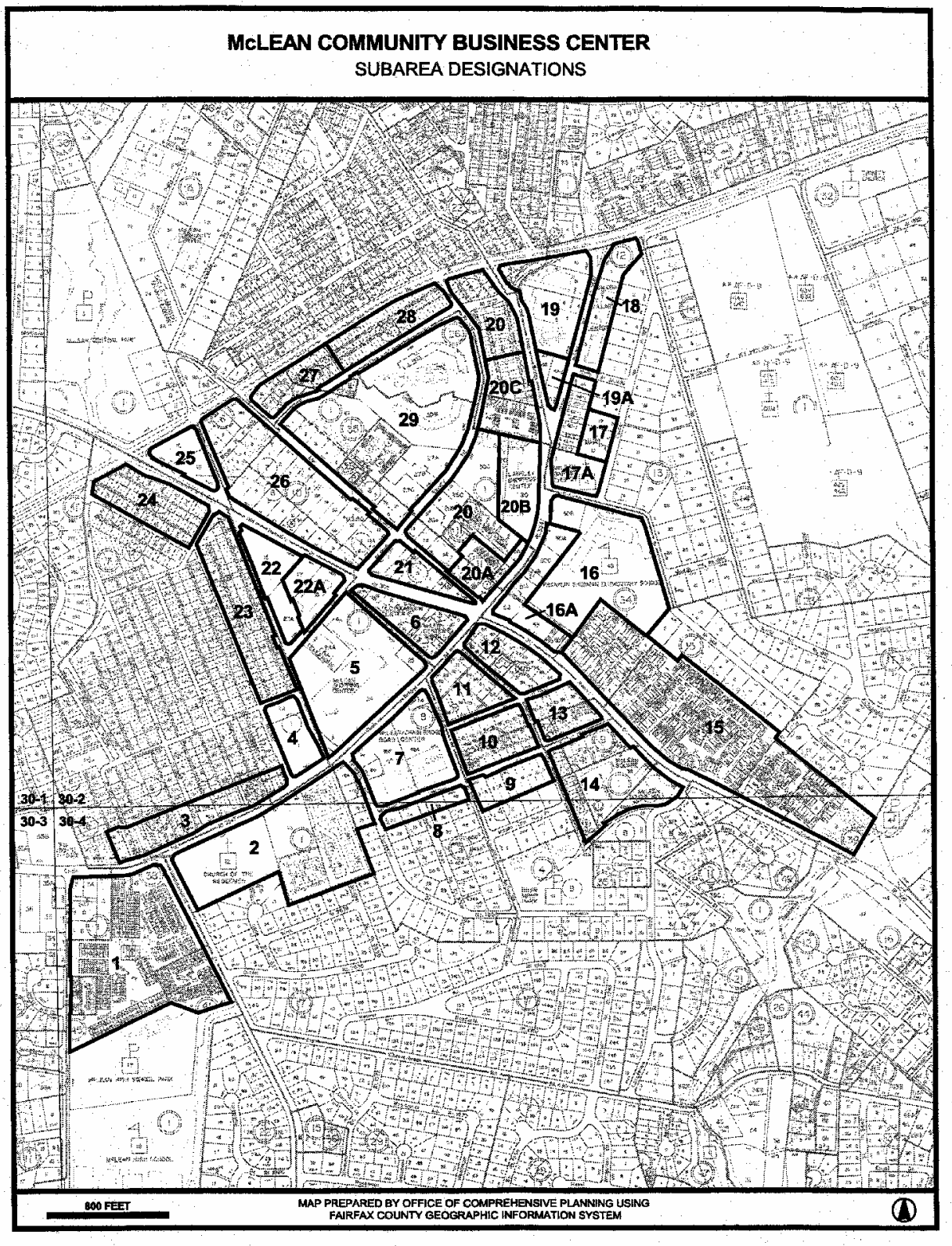
## SUBAREA GUIDELINES

The McLean CBC has been subdivided into a number of areas, generally one block in dimension, which will allow specific planning and design objectives to be further refined. For each subarea, a one page summary is prepared which describes existing and proposed zoning and objectives for planning, land use, and implementation. These objectives are intended to serve as the criteria for site plan review of all future redevelopment projects. The design objectives establish physical guidelines for future development and should be reviewed in conjunction with the public space and building design guidelines described in the McLean CBC Design Standards**.**

The subarea boundaries were originally formulated for the collection of economic base data, and have subsequently been used for traffic projections and planning evaluations. (See Figure 11.)




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 10**
**MCLEAN COMMUNITY BUSINESS CENTER**
**M3, M4 COMMUNITY PLANNING SECTORS**


McLEAN COMMUNITY BUSINESS CENTER
SUBAREA DESIGNATIONS
1
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16A
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17A
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19A
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20A
20B
20C
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22
22A
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26
27
28
29
30-1
30-2
30-3
30-4
800 FEET
MAP PREPARED BY OFFICE OF COMPREHENSIVE PLANNING USING
FAIRFAX COUNTY GEOGRAPHIC INFORMATION SYSTEM

**FIGURE 11**

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #1:** Chain Bridge Road, Westmoreland Street, McLean High School, and Davidson Road.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Medium density residential buffer between single-family neighborhood and CBC. |
| **Land Use Objective** | Low to medium density residential at 8-12 du/ac. |
| **Implementation Strategy** | Preserve existing large trees. Central drainage swale should become future open space. All remaining lots to be consolidated for development. New development to be compatible in size and appearance with existing townhouses. |
| **Parking Requirement** | As required by existing zoning. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Chain Bridge Road): Public Walkway type E or G<br>East (Westmoreland Street): Public Walkway type E or G |
| **Building Envelope Guidelines** | Residential frontage type L. |
| **Building Relationships** | Cluster rowhouse with surface parking areas broken by landscaping and varied building forms. Existing open space at corner of Chain Bridge Road and Westmoreland Street to remain. |
| **Special Considerations** | Provide landscaped buffer when adjoining single-family housing. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #2:** Chain Bridge Road, Tennyson Drive, CBC Line, and Westmoreland Street.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Institutional use (church) and low scale townhouse office as transitions between single-family neighborhood and CBC. |
| **Land Use Objective** | Maintain institutional use (church) and low/medium density commercial office. If church site redevelops, it should be as low density townhouse residential use. For office use, retain transitional character, height no more than 40 ft., landscaped 30% open space and pedestrian plaza along Chain Bridge Road frontage, no new retail, bus shelter. Retain existing retail. |
| **Implementation Strategy** | Existing zoning. |
| **Parking Requirement** | As required by existing zoning. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Chain Bridge Road): Public Walkway type E or G or Commercial Office Walkway type H<br>East (Tennyson Drive): Public Walkway type E or Commercial Office Walkway type H<br>West (Westmoreland Street): Public Walkway type E or G |
| **Building Envelope Guidelines** | Mixed-Use Shopping Center type J or Rowhouse Office type K. |
| **Building Relationships** | Cluster townhouse with surface parking areas broken by landscaping and varied building forms. |
| **Special Considerations** | Provide landscaped buffer when adjoining single-family housing. Bikeway on eastern side along Tennyson Drive. Add landscaping and street trees along Chain Bridge Road and Tennyson Drive. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #3:** Chain Bridge Road, Pathfinder Lane, Buena Vista Avenue, rear property lines of Chain Bridge Road.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. |
| **Land Use Objective** | Medium density residential townhouse at 5-8 du/ac. |
| **Implementation Strategy** | Change existing zoning to medium density residential. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | East (Buena Vista Avenue): Residential Frontage type L<br>South (Chain Bridge Road): Public Walkway type E or G (for streetscape only)<br>West (Pathfinder Lane): Residential Frontage type L |
| **Building Envelope Guidelines** | Residential Frontage type L |
| **Building Relationships** | Cluster rowhouses with surface parking areas broken by landscaping and varied building forms. |
| **Special Considerations** | Provide landscaped buffer when adjoining single-family housing. To achieve 5-8 dwelling units per acre, the property should have innovative layout of townhouses, no direct vehicle entrance on Chain Bridge Road. Maximum 2-stories height, up to 35 feet. Provide bus service. Consolidation of each block is encouraged. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #4:** McLean Indoor Facility, Chain Bridge Road, Ingleside Avenue, Meadowbrook Avenue, Buena Vista Avenue

| **Guidelines** | |
|---|---|
| **Planning Objective** | Retain private recreational uses. If redeveloped, provide infill of low intensity office as a buffer between CBC commercial uses and single-family residential outside the CBC. |
| **Land Use Objective** | If redeveloped, low intensity office or medium density mixed-use up to .50 FAR. No retail. Three stories maximum. Access for office on Ingleside Avenue only. |
| **Implementation Strategy** | Change existing R-3 zoning to a district allowing low intensity office if recreational uses are to be redeveloped. |
| **Parking Requirement** | As required by existing zoning. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Meadowbrook Avenue): Residential Frontage type L<br>East (Ingleside Avenue): Public Walkway type G or Commercial Office Walkway type H<br>South (Chain Bridge Road): Public Walkway type E or G, or Commercial Office Walkway type H<br>West (Buena Vista Avenue): Residential Frontage type L |
| **Building Envelope Guidelines** | Rowhouse Office type K or Residential Frontage type L. |
| **Building Relationships** | Redevelopment should orient to Ingleside Avenue and buffer residential to the south. |
| **Special Considerations** | Provide landscaped buffer where adjoining recreation facility or redevelopment. Bikeway on eastern side, along Ingleside Avenue. Primary pedestrian connection to West McLean should be enhanced along Meadowbrook Avenue. Provide neighborhood park if developed with office uses. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #5:** Chain Bridge Road, Ingleside Avenue, Beverly Road, and Redmond Drive.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Maintain a concentration of convenience retail, including supermarket. The primary objective of this parcel is to create a pedestrian-oriented gathering place around a new street to run parallel to Redmond Street between Beverly Road and Chain Bridge Road. |
| **Land Use Objective** | Minimum 100,000 sq. ft. retail, approximately 50,000 sq. ft. must be convenience retail including supermarket. Maximum FAR to be .50. Opportunity to develop structured parking concentration and entertainment. Office as residual use. |
| **Implementation Strategy** | If redevelopment occurs, allow reduction in yard requirements through the rezoning and/or site plan review processes to further encourage a pedestrian-oriented environment. |
| **Parking Requirement** | Large sites offer opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 25% of retail parking requirement to be at grade and directly accessible to retail. Structured parking will be necessary to accommodate new street. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Beverly Road): Public Walkway type F or Commercial Office Walkway type H; Underground Utilities.<br>East (Redmond Drive): service alley<br>South (Chain Bridge Road): Expansive Parking Lot type D or Commercial Office Walkway type H; Underground Utilities.<br>West (Ingleside Avenue): Expansive Parking Lot type D or G<br>Mid-Block (between Beverly Road and Chain Bridge Road): Main Street Type A. |
| **Building Envelope Guidelines** | Main Street Type A, Expansive Parking Lot type D, or Mixed-Use Shopping Center type J. Building entrances oriented<br>toward Main Street. Service oriented toward Redmond Drive. |
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Beverly Road. Building mass should frame space of new street. Landscaped buffer along Ingleside Avenue. |

| | |
|---|---|
| **Special Considerations** | Opportunity to create a mixed (vehicular/pedestrian) shopping street; gateway feature at southwest corner focus. Public amenities to enhance pedestrian crossing at Center Street, southwest and southeast corners and pedestrian crossing at Old Chain Bridge Road and Redmond Drive. Pedestrian crossings at Chain Bridge Road and pedestrian through-block facility between Ingleside Avenue and Center Street. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #6:** Chain Bridge Road, Redmond Drive, Beverly Road, and Old Dominion Drive.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Create single or interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, meet design objectives and retain existing retail and restaurant uses. |
| **Land Use Objective** | Minimum 30% development to be retail, of which half must be classified convenience. Base intensity of .35 FAR. Maximum intensity of .50 FAR. Restaurant and entertainment uses encouraged. Office as residual. |
| **Implementation Strategy** | Encourage provision of amenities, consolidation of properties and design objectives through a rezoning application and/or a site plan review. |
| **Parking Requirement** | Should qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Old Dominion Drive): Public Walkway type E or Commercial Office Walkway type H<br>South (Chain Bridge Road): Public Walkway type E or G, or Commercial Office Walkway type H; Underground Utilities<br>West (Redmond Drive): Commercial Service Alley; Underground Utilities Center Street: Public Walkway Type E or F. |
| **Building Envelope Guidelines** | Public Walkway type E or Mixed-Use Shopping Center type J. Building entrances oriented toward Chain Bridge Road, Center Street and Old Dominion Drive. Service and parking oriented toward Redmond Drive. Building features encouraged at street corners. Plaza feature at Center Street and Old Dominion Drive in open space. |
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Redmond Drive; below grade structured parking accessible from Redmond Drive. Building mass should frame space of all surrounding streets where not set back for convenience parking. |

| | |
|---|---|
| **Special Considerations** | Major building and retail entrances must orient toward pedestrian focus on Center Street. Public amenities to enhance pedestrian crossings at Chain Bridge Road, Old Dominion Drive and Redmond Drive. Existing or equivalent retail to be retained. Pedestrian connection between Center Street and Chain Bridge Road to line up with Emerson Avenue. Close southern portion of Redmond Drive to create a landscaped pedestrian plaza. Provide street trees on Old Dominion Drive, Chain Bridge Road, and Beverly Road, and full streetscape on Center Street. The brick building at the intersection of Chain Bridge Road and Old Dominion Drive is an exemplary sample of the proposed quality of redevelopment in the McLean CBC. As such, it should not be subject to any further taking of property in conjunction with any proposed improvements at this intersection. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #7:** Chain Bridge Road, Tennyson Drive, Whittier Avenue, and Laughlin Avenue

| **Guidelines** | |
|---|---|
| **Planning Objective** | Maintain a concentration of convenience retail, including supermarket. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office, and entertainment uses. |
| **Land Use Objective** | Minimum 75,000 sq. ft. retail, approximately 35,000 sq. ft. must be convenience retail including supermarket. Base intensity of .35 FAR. Maximum intensity of .50 FAR. Opportunity to develop structured parking concentration and entertainment. Office as residual use. |
| **Implementation Strategy** | If redevelopment occurs, a rezoning application and/or site plan approval process should ensure the provision of a pedestrian-oriented area that is in conformance with the "Main Street" concept. |
| **Parking Requirement** | Large sites offer opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Chain Bridge Road): Expansive Parking Lot type D or Commercial Office Walkway type H; Underground Utilities<br>East (Laughlin Avenue): Special Place type C, or Public Walkway type E, or Commercial Office Walkway type H<br>South (Whittier Avenue): Special Place type C, or Public Walkway type E or G<br>West (Tennyson Drive): Special Place type C, or Public Walkway type E or G, or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Expansive Parking Lot type D or Mixed Use Shopping Center type J. Building entrances oriented toward Chain Bridge Road and Laughlin Avenue. |

| | |
|---|---|
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Whittier Avenue. Building mass should frame space of Laughlin Avenue and Chain Bridge Road where not set back for convenience parking. Landscaped buffer along Whittier Avenue. |
| **Special Considerations** | All surface parking to be landscaped and sustain trees. Realign Laughlin Avenue with new street north of Chain Bridge Road. Consider parking lot for transit facility at Tennyson Drive and Chain Bridge Road. On-street bikeway along Tennyson Drive and Whittier Avenue. Provide bus shelter at existing bus stop on Chain Bridge Road. Pedestrian connection through block to line up with Lowell Avenue and proposed Civic Place in Subarea 11. Pedestrian plaza either at northeast corner or along Chain Bridge Road. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #8:** Tennyson Drive, Whittier Avenue, Laughlin Avenue, and South CBC Line.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish commercial townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. |
| **Land Use Objective** | Low density commercial townhouse up to .35 FAR to be harmonious with single-family detached area to the south. |
| **Implementation Strategy** | Existing zoning. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Whittier Avenue): Public Walkway type E or G<br>East (Laughlin Avenue): Residential Frontage type L<br>West (Tennyson Drive): Residential Frontage type L |
| **Building Envelope Guidelines** | Rowhouse Office type K or Residential Frontage type L. All entrances to face Whittier Avenue. |
| **Building Relationships** | Cluster rowhouses with surface parking areas broken by landscaping and varied building forms. |
| **Special Considerations** | Provide landscaped buffer where adjoining single-family housing. On-street bikeway along Whittier Avenue and Tennyson Drive. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #9:** Whittier Avenue, Laughlin Avenue, Emerson Avenue, and South CBC Line.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish commercial rowhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. |
| **Land Use Objective** | Medium density commercial rowhouses up to .50 FAR |
| **Implementation Strategy** | Existing zoning. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Whittier Avenue): Public Walkway type G<br>East (Emerson Avenue): Public Walkway type G<br>West (Laughlin Avenue): Public Walkway type G |
| **Building Envelope Guidelines** | Rowhouse office type K. All entrances on Whittier Avenue. |
| **Building Relationships** | Cluster rowhouse with surface parking areas broken by landscaping and varied building forms. |
| **Special Considerations** | Provide landscaped buffer where adjoining single-family housing. On-street bikeway along Whittier Avenue. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #10:** Whittier Avenue, Laughlin Avenue, Emerson Avenue, and Lowell Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish public use and office/retail development which contributes to core image of CBC. New development should provide amenities, consolidate properties and meet design standards. |
| **Land Use Objective** | Office and retail use up to .70 FAR. |
| **Implementation Strategy** | |
| **Parking Requirement** | Landscaped parking at rear to be accessible from Whittier Avenue. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Lowell Avenue): Public Walkway type E or G<br>East (Emerson Avenue): Public Walkway type E or G<br>South (Whittier Avenue): Public Walkway type E or G<br>West (Laughlin Avenue): Public Walkway type E or G, or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Mixed-Use Shopping Center type J. Ground floor use must orient toward Emerson Avenue; use corner of Emerson Avenue and Lowell Avenue as opportunity for building or public space feature. |
| **Building Relationships** | |
| **Special Considerations** | Special place amenities at the northeast corner. Bikeway along Whittier Avenue. Height not to exceed three stories. Optional retail uses oriented toward Emerson Avenue; retention of existing trees where and if possible. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #11:** Chain Bridge Road, Laughlin Avenue, Emerson Avenue, and Lowell Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Create interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties and meet design objectives. |
| **Land Use Objective** | Intensity above .70 FAR permitted if housing component is provided and the nonresidential component is limited to no more than .70 FAR. Minimum 30% nonresidential development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged. Office and/or institutional use, such as a post office or library as residual of nonresidential development. |
| **Implementation Strategy** | Encourage provision of amenities, consolidation of properties and design objectives through a rezoning application. The ultimate project should be compatible in scale and character with the surrounding area and be designed to be the focal point of this end of a new "Main Street." |
| **Parking Requirement** | Zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Chain Bridge Road): Public Walkway type E or G, or Commercial Office Walkway type H; Underground Utilities<br>East (Emerson Avenue): Civic Place type B<br>South (Lowell Avenue): Civic Place type B<br>West (Laughlin Avenue): Public Walkway type E or G, or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Building features encouraged at northwest and southeast corners. Civic Place type B at corner of Lowell and Laughlin Avenues. Retail to be optional on first floor; 25% open space. |
| **Building Relationships** | Building mass should frame space of all surrounding streets where not set back for public Civic Place type B. |
| **Special Considerations** | Major building and retail entrances must orient toward pedestrian focus on Emerson Avenue or Laughlin Avenue. Focus public amenities to enhance pedestrian crossing at Chain Bridge Road, corner Type G Emerson Avenue, and Laughlin Avenue. Special pedestrian amenities at the southeast and the southwest corner. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #12:** Chain Bridge Road, Old Dominion Drive, Lowell Avenue, and Emerson Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Create single or interrelated mixed-use development which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives. |
| **Land Use Objective** | Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged with office as residual. Retail uses at ground level. Base intensity of .35 FAR. Maximum intensity of .70 FAR with qualifying amenities in conformance with the Plan. |
| **Implementation Strategy** | Encourage provision of amenities, traffic improvements, consolidation of properties and design objectives through density bonus up to .70 FAR. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Chain Bridge Road): Public Walkway type E or G or Commercial Office Walkway type H; Underground Utilities<br>East (Old Dominion Drive): Public Walkway type E or Commercial Office Walkway type H; Underground Utilities<br>South (Lowell Avenue): Public Walkway type E, or Commercial Office Walkway type H<br>West (Emerson Avenue): Public Walkway type E, or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Special Place type C or Mixed-Use Shopping Center type J. Building entrances oriented toward Chain Bridge Road, Old Dominion Drive and Emerson Avenue. Service and parking oriented toward Lowell Avenue. Landmark feature encouraged at corner of Chain Bridge Road and Old Dominion Drive |
| **Building Relationships** | Building mass should frame space of all surrounding streets where not set back for convenience parking. |

| | |
|---|---|
| **Special Considerations** | Building and retail entrances oriented towards pedestrian focus on Emerson Avenue and Chain Bridge Road wherever possible. Focus public amenities to enhance pedestrian crossings at Chain Bridge Road and at Emerson Avenue. Pedestrian focus on Emerson Avenue. Retail uses on first floor throughout. Bus shelter. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #13:** Old Dominion Drive, Whittier Avenue, Emerson Avenue, and Lowell Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Maintain convenience retail and townhouse office. Infill to be townhouse-type office with at-grade retail or restaurant/retail in 2 stories, residentially compatible architecture. With redevelopment, provide continuous sidewalk and street trees. |
| **Land Use Objective** | Retail and office townhouse development, with maximum intensity of .35 FAR. |
| **Implementation Strategy** | If redevelopment occurs, through the rezoning and/or site plan approval process, provide a more pedestrian-oriented environment in conformance with the Plan. |
| **Parking Requirement** | As required by zoning. Surface parking to be concentrated at rear of site. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Lowell Avenue): Public Walkway type E or Commercial Office Walkway type H<br>East (Old Dominion Drive): Public Walkway type E or Commercial Office Walkway type H<br>South (Whittier Avenue): Public Walkway type E or G<br>West (Emerson Avenue): Public Walkway type E or G |
| **Building Envelope Guidelines** | Mixed-Use Center type J or Rowhouse Office type K. Building entrances oriented toward Emerson Avenue and Old Dominion Drive, service and parking oriented toward Lowell Avenue and Whittier Avenue. |
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Lowell Avenue and Whittier Avenue. Building mass should frame space of street where not set back for convenience parking. |
| **Special Considerations** | Building and retail entrances oriented toward pedestrian focus on Emerson Avenue. Bikeway along Whittier Avenue. Bike and pedestrian crossing at Whittier Avenue and Old Dominion Drive. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #14:** McLean Square, Holmes Place, Emerson Avenue, Whittier Avenue and Old Dominion Drive.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Maintain a concentration of convenience retail. If redevelopment occurs, replace convenience retail and use remaining site as opportunity for parking concentration, office, entertainment uses and high intensity retail. |
| **Land Use Objective** | Retail and office use up to .50 FAR. |
| **Implementation Strategy** | If redevelopment occurs, development proposals should retain restaurant uses and convenience retail. Consolidate parcels to improve internal traffic circulation and provide main vehicular entrance from Whittier Avenue. All orientation toward Whittier Avenue and Old Dominion Drive, with no traffic access to Holmes Place. |
| **Parking Requirement** | Large site offers opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Whittier Avenue): Public Walkway type E or G<br>East (Old Dominion Drive): Expansive Parking Lot type D, or Public Walkway type E, or Commercial Office Walkway type H<br>West (Emerson Avenue): Public Walkway type E or G<br>South (Holmes Place): Public Walkway type E or G |
| **Building Envelope Guidelines** | Expansive Parking Lot type D or Mixed Use Shopping Center type J. Building entrances oriented toward Old Dominion Drive |
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Old Dominion Drive. Building mass should frame space of street where not set back for convenience parking. Maintain landscaped buffer and trail along Holmes Place. |
| **Special Considerations** | Opportunity to create public space at Old Dominion Drive; gateway feature at southeast corner. All development to be screened from surrounding residential uses. Landscaped buffer to adjacent established single-family residential uses. Provide bus shelter and establish internal plaza effect. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #15:** McLean Mews, The Hamptons, and McLean Residential Townhouses.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside CBC. |
| **Land Use Objective** | Medium density residential use at 8-12 du/ac. |
| **Implementation Strategy** | Existing zoning. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | West (Old Dominion Drive): Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Residential Frontage type L |
| **Building Relationships** | Cluster townhouse with surface parking areas broken by landscaping and varied building forms. |
| **Special Considerations** | Provide landscaped buffer where adjoining single-family housing. Provide off-street bike path type N. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #16:** Old Dominion Drive, Chain Bridge Road, Corner Lane, and Brawner Street.

| **Guidelines** | |
|---|---|
| **Planning Objective** | In Subarea A, create single or interrelated mixed-use development which contributes to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives. If redeveloped, the school site could be used as an alternate mixed-use Civic Place. |
| **Land Use Objective** | Minimum 30% development to be retail of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual. Base intensity of .35 FAR. Maximum intensity of .50 FAR. |
| **Implementation Strategy** | Retain existing retail uses; consolidate properties; cluster townhouse office with retail on first floor with surface parking at rear broken by landscaping and varied building forms. Parking lots to be interconnected, with Corner Lane serving as access street for 16A. |
| **Parking Requirement** | |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North ( Chain Bridge Road): Public Walkway type E or G<br>East (Brawner Street): Public Walkway type E or G<br>West (Old Dominion Drive): Public Walkway type E or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Civic Place type B, or Mixed-Use Shopping Center type J or Rowhouse office type K. Building entrances oriented toward Chain Bridge Road, and Old Dominion Drive. Service and parking access from Corner Lane. Retail uses first floor with office above. |
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Corner Lane. |

| | |
|---|---|
| **Special Considerations** | Major building and retail entrances should orient toward Chain Bridge Road and Old Dominion Drive. Focus public amenities to enhance pedestrian crossing at Chain Bridge Road and Old Dominion Drive. Special pedestrian amenities at northwest corner. Bikeway along Old Dominion Drive. Neighborhood pedestrian connection along Brawner Street. Bus shelter, landscape buffer along boundary with Franklin Sherman School property with barrier. Landscaped sidewalk or trail with street trees along Corner Lane on Franklin School property. An opportunity exists to create another Civic Place on the school property, if the site redevelops. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #17:** Chain Bridge Road, Brawner Street, Nolte Street, East CBC Line (McLean Baptist Church included).

| **Guidelines** | |
|---|---|
| **Planning Objective** | Maintain a concentration of convenience retail. |
| **Land Use Objective** | Minimum 20,000 sq. ft. retail, approximately 10,000 sq. ft. must be convenience retail. Maximum intensity of .35 FAR. |
| **Implementation Strategy** | Retain existing retail uses, consolidate properties, cluster rowhouse office with retail on first floor with surface parking at rear broken by landscaping and varied building forms. Parking lots to be interconnected. |
| **Parking Requirement** | 50% of retail parking requirement to be at-grade and directly accessible to retail; remainder of parking located at rear of site or underground. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Nolte Street): Public Walkway type E or G<br>South (Brawner Street): Public Walkway type E or G<br>West (Chain Bridge Road): Public Walkway type E or G |
| **Building Envelope Guidelines** | Freestanding Retail type I or Mixed-Use Shopping Center type J. Building entrances oriented toward Chain Bridge Road, service and parking at rear. Retail first floor with office above. |
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Chain Bridge Road; inter-connected to allow access via Nolte Street. Nolte Street to be landscaped and used for parking, retaining vehicular circulation between Calder Road and Chain Bridge Road. Sidewalk with street trees and streetscape along Nolte, landscaped sidewalk with street trees along Old Dominion Drive. Structured or large at-grade parking accessible from Nolte Street. Building mass should frame space of Chain Bridge Road where not set back for convenience parking. Landscape buffer along Nolte Street. |
| **Special Considerations** | Enhance neighborhood pedestrian connection along Brawner Street. If church site redevelops: .35 FAR maximum with single- family detached residential facing Calder Road or 50' landscaped buffer with 7' high brick wall. No entrances on Brawner Street or Calder Road. Retain mini-park on Chain Bridge Road. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #18:** Chain Bridge Road, Nolte Street, and Dolley Madison (Salona Village).

| **Guidelines** | |
|---|---|
| **Planning Objective** | Maintain a concentration of convenience retail. If redevelopment occurs, retain convenience retail and use remaining site as opportunity for eating establishment and entertainment uses. |
| **Land Use Objective** | Minimum 50,000 sq. ft. retail, approximately 40,000 sq. ft. must be convenience retail. Office as residual use. Maximum intensity of .35 FAR. |
| **Implementation Strategy** | If redevelopment occurs, existing zoning. |
| **Parking Requirement** | 50% of retail parking requirement to be at-grade and directly accessible to retail. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Public Walkway type F<br>South (Nolte Street): Public Walkway type E or G. Potential for Old Chain Bridge Road to be narrowed with center island in between turning lanes to channel traffic and minimize entrances.<br>West (Old Chain Bridge Road): Public Walkway type E or G |
| **Building Envelope Guidelines** | Mixed-Use Shopping Center type J. Building entrances oriented toward Chain Bridge Road. |
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Chain Bridge Road; building mass should frame space of street where not set back for convenience parking. Landscape buffer along Nolte Street and at rear of site. |
| **Special Considerations** | Development must be fully screened from single-family homes to east. Provide special pedestrian feature within subarea at mid block crossing of Chain Bridge Road. Provide streetscape if redevelopment occurs. Nolte street can be used for additional parking if vehicular egress/ingress to Calder Road is retained and landscaping added. Provide sidewalk to Calder Road. Pedestrian mid-block crossing of Chain Bridge Road. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #19:** Dolley Madison Boulevard, Chain Bridge Road, and Old Chain Bridge Road.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Maintain a concentration of convenience retail, including supermarket. If redevelopment occurs, retain convenience retail and use remaining site as opportunity for parking concentration, office and entertainment uses. |
| **Land Use Objective** | Minimum 70,000 sq. ft. retail, approximately 35,000 sq. ft. must be convenience retail. Office as residual use. Maximum intensity of .50 FAR. |
| **Implementation Strategy** | Existing zoning. |
| **Parking Requirement** | Parcel consolidation offers opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail. |
| **Design Objective** | |
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Public Walkway type F - Potential for Old Chain Bridge Road to be narrowed with center island in between turning lanes to channel traffic and minimize entrances.<br>East (Chain Bridge Road): Public Walkway type E or G<br>West (Old Chain Bridge Road): Expansive Parking Lot type D, or Public Walkway type E or G<br>Streetscape and bus shelter; no entrance to parking from Route 123. |
| **Building Envelope Guidelines** | Expansive Parking Lot type D, or Freestanding Retail type I, or Mixed-Use Shopping Center type J. Building entrances oriented toward Chain Bridge Road; service and parking oriented toward Old Chain Bridge Road. Pedestrian plaza/village center opposite Salona Center entrances. Signature building at south corner of Chain Bridge Road and Old Chain Bridge Roads with consolidation of all property, framed by special landscaping and landmark trees, and set back behind public plaza or park. |

| | |
|---|---|
| **Building Relationships** | Clusters of at-grade, short-term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Old Chain Bridge Road. Building mass should frame space of street where not set back for convenience parking. |
| **Special Considerations** | Opportunity to replace existing parking lot with public serving open space at Old Chain Bridge Road; Apex feature at south corner. Focus public amenities to enhance pedestrian crossing at southwest and southeast corners at midblock crossing to Salona Village, and at pedestrian crossing of Dolley Madison Boulevard. Enhance bikeway and pedestrian connections to the neighborhoods along Churchill Road. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #20:** Beverly Road, Elm Street, Chain Bridge Road, Old Chain Bridge Road, and Dolley Madison Boulevard.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Predominantly stable area. Cluster townhouse or low-rise office with surface parking areas at rear broken by landscaping and varied building forms. If redevelopment occurs in Subblock A, create single or interrelated use developments which provide amenities, consolidate properties and meet design standards. Building mass should frame space of corner at roundabout, with entrance oriented to roundabout. Provide through-block landscaped pedestrian walkway along northern edge to connect with Curran Street. |
| **Land Use Objective** | Retail commercial in Subblocks A and B, minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged, office as residual. Base intensity of .35 FAR. Maximum intensity of 1.0 FAR in Subblock A. Maximum intensity of .70 FAR in Subblocks B and C. Maximum intensity of .50 FAR in remainder. |
| **Implementation Strategy** | In Subblock A, encourage provision of amenities, consolidation of properties and design objectives through density bonus. |
| **Parking Requirement** | In Subblock A qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs.<br>Subblock C offers opportunity to develop parking reservoir.<br>50% of retail parking requirement to be at-grade and directly accessible to retail. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Public Walkway type F<br>(Fleetwood Road): Public Walkway type F<br>East (Chain Bridge Road): Expansive Parking Lot type D, or Public Walkway type E or G; Place utilities underground from Brawner Street to Old Dominion Drive.<br>South (Elm Street): Commercial Office Walkway type H<br>West (Beverly Road): Public Walkway type G, or Commercial Office Walkway type H |

| | |
|---|---|
| **Building Envelope Guidelines** | Expansive Parking Lot type D, or Freestanding Retail type I, or Mixed-Use Shopping Center type J, or Rowhouse office type K. Building entrances oriented toward major street. Service and parking at rear of site. |
| **Building Relationships** | Clusters of at-grade, short-term convenience parking accessible from Chain Bridge Road. Building mass should frame space of street where not set back for convenience parking. |
| **Special Considerations** | Opportunity to create public-serving open space at Chain Bridge Road. Bikeway along Fleetwood Road. Plaza feature opposite Brawner Street with bus shelter. Landscaping in excess of CBC Design Standards and creation of public open space on existing Old Chain Bridge Road parking lot. Streetscape on Beverly Road and on Old Chain Bridge Road. Landscaped pedestrian through-block walkway to connect McLean House on Beverly Road with Safeway beyond Old Chain Bridge Road. On-street bikeway along Beverly Road. Curran Square considered model for new design and use. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #21:** Old Dominion Drive, Elm Street, and Beverly Road.

| Guidelines | |
|---|---|
| **Planning Objective** | Create single or interrelated mixed-use developments linked by pedestrian walkways which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, make traffic improvements and meet design objectives. |
| **Land Use Objective** | Minimum 30% development to be retail, of which half must be classified convenience. Restaurant and entertainment encouraged. Office as residual. Maximum intensity of .70 FAR with qualifying amenities, to include consolidation of all parcels south of Market Place, restaurant and entertainment uses, and pedestrian plaza at southeast corner at the roundabout. Through-block landscaped pedestrian facility to connect Center Street with Curran Square. |
| **Implementation Strategy** | Encourage provision of amenities, consolidation of properties and design objectives through appropriate rezoning applications and/or site plan approval process |
| **Parking Requirement** | Structured parking to serve all day office workers. 50% of retail parking requirements to be at-grade and directly accessible to retail. |

| Design Objective | |
|---|---|
| **Public Space Guidelines** | North (Beverly Road): Public Walkway type G, or Commercial Office Walkway type H<br>East (Elm Street): Commercial Office Walkway type H<br>West (Old Dominion Drive): Public Walkway type E, or Commercial Office Walkway type H; Underground Utilities; "Prow" of triangle should be dedicated as part of the roundabout. |
| **Building Envelope Guidelines** | Mixed-Use Shopping Center type J. Low-rise office/retail mixed-use with surface parking areas at Elm Street broken by landscaping and varied building forms. Streetscape along Old Dominion Drive and Elm Street. Public open space features encouraged at southeast corner. Any building or open space should be focused on the roundabout. |

| | |
|---|---|
| **Building Relationships** | Clusters of at-grade, short term convenience parking accessible from Elm Street and Old Dominion; below grade structured parking accessible from Old Dominion Drive. Building mass should frame space of all surrounding streets where not set back for convenience parking. Opportunity for two-level retail with entrances from Old Dominion Drive and Elm Street. |
| **Special Considerations** | Active public use, such as restaurant, must orient toward public space at southeast corner. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #22:** Old Dominion Drive, Beverly Road, and Ingleside Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | In Subblock A, mixed-use development should create a special place midblock along Beverly Road which is centered on axis with the Main Street Type A located within Subarea #5. This space should be animated with restaurants and shops along the edges. An extended-stay inn or hotel is encouraged. |
| **Land Use Objective** | Mixed-use with ground floor retail. Intensity above .70 is permitted in Subblock A, if mixed-use development includes such uses as an extended-stay inn or hotel and is designed as a focal point for the northern end of "Main Street" in a manner that is compatible with the adjacent properties in terms of scale and character. Building heights of four and five stories is appropriate. |
| **Implementation Strategy** | Encourage provision of amenities and conformance with design objectives through appropriate rezoning and/or site plan approval process. |
| **Parking Requirement** | As required by zoning ordinance. Allow for off-site sharing of parking. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines (Subarea #22A)** | East (Old Dominion Drive): Public Walkway type E, or Commercial Office Walkway type H; Underground Utilities<br>South (Beverly Road): Special Place Mid-block type C, or Public Walkway type F, or Commercial Office Walkway type H; Underground Utilities<br>West (Ingleside Avenue): Public Walkway type G, or Commercial Office Walkway type H |
| **Building Envelope Guidelines (Subarea #22A)** | Special Place type C. Building entrances oriented toward Beverly Road and Old Dominion Drive; service and parking entrances from Beverly Road. Any new development should be compatible with adjacent existing and planned development in terms of scale and character. |
| **Building Relationships** | |
| **Special Considerations** | Building mass should frame space of all surrounding streets. Structured parking set behind at center of block. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #23:** Ingleside Avenue, Meadowbrook Avenue, Buena Vista Avenue and Park Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. |
| **Land Use Objective** | Medium density residential townhouses. Base density of 5-8 du/ac; intermediate density of 8-12 du/ac with one acre consolidation; overlay density of 12-16 du/ac with full block consolidation. In existing commercial zone only, townhouse office. |
| **Implementation Strategy** | Change existing zoning to medium density residential. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Park Avenue): Residential Frontage type L<br>East (Ingleside Avenue): Residential Frontage type L<br>South (Meadowbrook Avenue): Residential Frontage type L<br>West (Buena Vista Avenue): Residential Frontage type L |
| **Building Envelope Guidelines** | Residential Frontage type L. Building materials, massing and design to be "neo-traditional" in character. Single-family detached housing encouraged along Buena Vista Avenue. Height and setback requirements as defined in zoning ordinance. Rear alleys with garages are highly encouraged. |
| **Building Relationships** | Rowhouse sited perpendicular to the street with front and rear yards; driveway may be used for half of parking requirement. |
| **Special Considerations** | Bikeway along Ingleside Avenue. Enhance pedestrian connection to neighborhood on Meadowbrook Avenue. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #24:** Old Dominion Drive, Park Avenue, Dolley Madison Boulevard, and Pine Crest Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish medium density residential townhouses as a buffer between CBC commercial uses and single-family residential outside the CBC. |
| **Land Use Objective** | Medium density residential townhouses. Base density of 5-8 du/ac; intermediate density of 8-12 du/ac with one acre consolidation; overlay density of 12-16 du/ac with full block consolidation. |
| **Implementation Strategy** | Change existing zoning to medium density residential. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Residential Frontage type L<br>East (Old Dominion Drive): Residential Frontage type L<br>All access from Pine Crest Avenue or Park Avenue for 12-16 du/ac<br>South (Park Avenue): Residential Frontage type L<br>West (Pine Crest Avenue): Residential Frontage type L |
| **Building Envelope Guidelines** | Residential Frontage type L. Building materials, massing and design to be residential cluster townhouse in character. Single-family detached housing encouraged along Pine Crest Avenue. Height and setback requirements as defined in zoning ordinance. |
| **Building Relationships** | Rowhouses and small lot single family dwellings sited perpendicular to the street with front and rear yards; driveway to be used for half of parking requirement with rear alley access to driveway/garages highly encouraged. |
| **Special Considerations** | None. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #25:** Old Dominion Drive, Dolley Madison Boulevard, and Ingleside Avenue.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Commercial edge of CBC. Creation of Gateway feature through landscaping or building. |
| **Land Use Objective** | Retain restaurant uses or relocate them within new building. Medium density office and/or retail. Intensity of up to .50 FAR. |
| **Implementation Strategy** | If redevelopment occurs, a development proposal should include existing restaurant property and provide a Gateway Building. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Public Walkway type F<br>East (Ingleside Avenue): Public Walkway type E or G<br>West (Old Dominion Drive): Public Walkway type E, or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Freestanding Retail type I or Mixed-Use Shopping Center type J. |
| **Building Relationships** | If redevelopment occurs, parking should be located at center of block. |
| **Special Considerations** | Opportunity to develop gateway feature to CBC. Enhance bikeway and pedestrian connections to neighborhood along Ingleside Avenue. Landscaped buffer to residential uses across Old Dominion Drive and Dolley Madison Boulevard. Streetscape along Dolley Madison Boulevard and Ingleside Avenue. Streetscape along Old Dominion Boulevard. If redeveloped, consolidation of both parcels required for .50 FAR with provision of landscaped buffer toward Route 123. Gateway greenspace feature at Route 123 and Old Dominion Drive. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #26:** Old Dominion Drive, Ingleside Avenue, Dolley Madison, Elm Street, and Beverly Road.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish as the core area of CBC office development. |
| **Land Use Objective** | Office and ground floor retail. Maximum intensity up to .50 FAR. |
| **Implementation Strategy** | Existing zoning. |
| **Parking Requirement** | As required by zoning ordinance. |
| **Design Objective** | |
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Public Walkway type F<br>(Moyer Place): Public Walkway type F<br>East and South (Elm Street, Beverly Road): Public Walkway type E or G, or Commercial Office Walkway type H<br>West (Old Dominion Drive): Public Walkway type E, or Commercial Office Walkway type H<br>(Ingleside): Public Walkway type E or G |
| **Building Envelope Guidelines** | Mixed-Use Shopping Center type J. |
| **Building Relationships** | Building mass should frame space of all surrounding streets. Parking to be set behind building at center of block. |
| **Special Considerations** | Opportunity to develop extensive landscape to provide continuity to the public space, such as the provision of a landscaped pedestrian through-block connection to the post office on Elm street. Bikeway along Noyer Place and Elm Street. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #27:** Dolley Madison Boulevard, Elm Street, Fleetwood Road, vacated Summit Road.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Medium intensity fringe development of office core.<br>Integrated design. |
| **Land Use Objective** | Medium intensity office and potential restaurant uses and an option for townhouse-style residential use at 12-16 du/ac. Encourage consolidation with pedestrian connection to uses not consolidated. |
| **Implementation Strategy** | Office uses with option for townhouse-style residential through a rezoning. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Rowhouse Office type K or Residential Frontage type L<br>Access from Fleetwood Road and Elm Street only.<br>East (Summit Road): Rowhouse Office type K or Residential Frontage type L<br>South (Fleetwood Road): Rowhouse Office type K or Residential Frontage type L<br>West (Elm Street): Rowhouse Office type K or Residential Frontage type L |
| **Building Envelope Guidelines** | Rowhouse Office type K or Residential Frontage type L. |
| **Building Relationships** | Cluster rowhouse with surface parking areas broken by landscaping and varied building forms. All vehicular access from Fleetwood Road or Summit Road. |
| **Special Considerations** | On-Street bikeway along Fleetwood Road. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #28:** Dolley Madison Boulevard, Beverly Road, Fleetwood Road, vacated Summit Road.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Medium density fringe development to office core. Integrated design. |
| **Land Use Objective** | Medium density office with an option for townhouse-style residential use at 12-16 du/ac or 17.5 contingent upon consolidation. |
| **Implementation Strategy** | Office uses and potential restaurant uses. Option for townhouse-style residential use at 12-16 dwelling units per acre or 17.5 dwelling units per acre contingent upon consolidation. Encourage consolidation with pedestrian connection to uses not consolidated. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Dolley Madison Boulevard): Rowhouse Office type K or Residential Frontage type L<br>Access from Fleetwood Road and Beverly Road only.<br>East (Beverly Road): Rowhouse Office type K or Residential Frontage type L<br>South (Fleetwood Road): Rowhouse Office type K or Residential Frontage type L<br>West (Summit Place): Rowhouse Office type K or Residential Frontage type L |
| **Building Envelope Guidelines** | Rowhouse Office type K or Residential Frontage type L. |
| **Building Relationships** | Cluster rowhouse office with surface parking areas broken by landscaping and varied building forms. All vehicular access from Fleetwood Road or Summit Road. Residential frontages Type M encouraged. |
| **Special Considerations** | On-street bikeway along Fleetwood Road. |

**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #29:** Elm Street, Beverly Road, and Fleetwood Road.

| **Guidelines** | |
|---|---|
| **Planning Objective** | Establish as the core area of CBC office development. |
| **Land Use Objective** | Office and ground-floor retail; maximum intensity of .50 FAR. Eastern portion of subunit planned for housing development. As an option, on Tax Map 30-2((1))61, mixed-use up to 1.0 FAR may be appropriate if a significant residential component (i.e. at least one-third of the gross floor area), which includes independent or assisted living for the elderly, is provided and is designed as a compatible transition to the abutting residential uses. |
| **Implementation Strategy** | Existing zoning. |
| **Parking Requirement** | As required by zoning ordinance. |

| **Design Objective** | |
|---|---|
| **Public Space Guidelines** | North (Fleetwood Road): Public Walkway type G or Commercial Office Walkway type H<br>East and South (Beverly Road): Public Walkway type E or G, or Commercial Office Walkway type H<br>West (Elm Street): Public Walkway type E or G, or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Freestanding Retail type I or Mixed-Use Shopping Center type J. |
| **Building Relationships** | Building mass should frame space of all surrounding streets. Parking to be set behind building at center of block. |
| **Special Considerations** | Provide extensive landscaping along Elm Street, with street tree plantings to provide continuity to the public space. On-street bikeway along Fleetwood Road. Through-block landscaped pedestrian facility connecting Post Office with existing pedestrian walkway along McLean House area. Provide public amenities and tree planting. |

# WEST FALLS CHURCH TRANSIT STATION AREA

## OVERVIEW

The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor between Route 7 and the Dulles Airport Access Road. The Metro station itself lies in the median of I-66 and is bordered on the north by the Washington Metropolitan Area Transit Authority (WMATA) Service and Inspection Yard and Haycock Road. To the south is vacant acreage comprised of parcels owned by WMATA and the City of Falls Church. Adjacent to this land is the University of Virginia/Virginia Tech Education Center and George Mason High School. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses. The only commercial development occurs along Route 7 to the southwest.

The major challenges with respect to the West Falls Church Transit Station Area relate to the appropriate transit station-related development at adjacent sites and the protection of the existing residential communities. An impact of the Metro station is the increased pressure to develop vacant land and to redevelop certain existing uses in the area. The accessibility of rail transit has generated pressure to redevelop the adjacent low density residential neighborhoods to the southeast of the Metrorail site. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metro-related development be compatible with existing uses near the station.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the West Falls Church Transit Station Area as one of several specialized planning areas that are located around the six Metrorail stations in Fairfax County. Each is part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development to occur. The intention of the Transit Station Area designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses.

Figure 12 shows the boundaries of the West Falls Church Transit Station Area. The West Falls Church Transit Station Area has been divided into separate "land units" for the purpose of organizing Plan recommendations.

## RECOMMENDATIONS

### Land Use

The purpose of the planning recommendations for the West Falls Church Transit Station Area is to guide and direct future growth in the area, by recognizing both opportunities and constraints. 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.

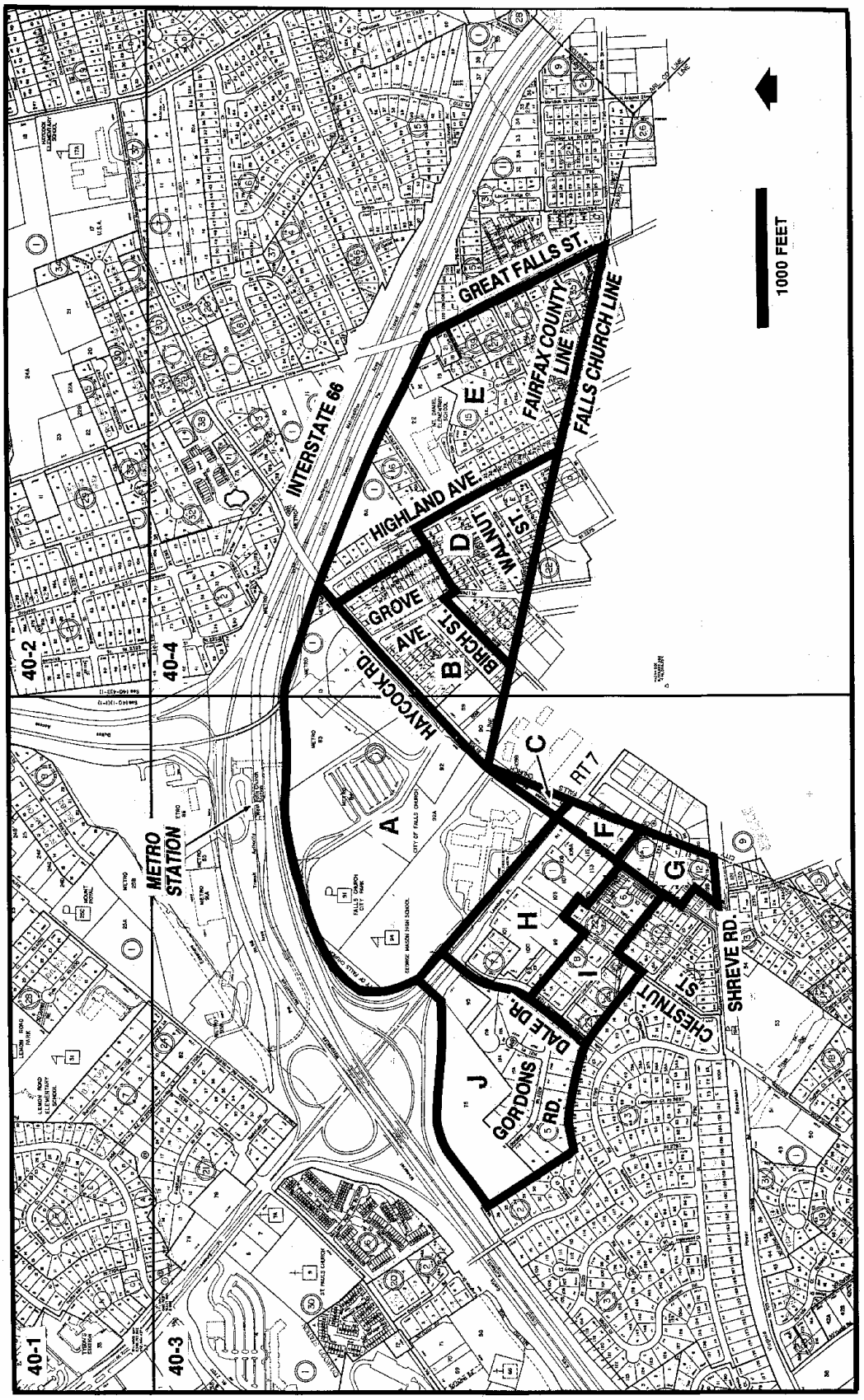



**FIGURE 12**

**WEST FALLS CHURCH TRANSIT STATION AREA BOUNDARY AND LAND UNITS**

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. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, 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 West Falls Church 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.

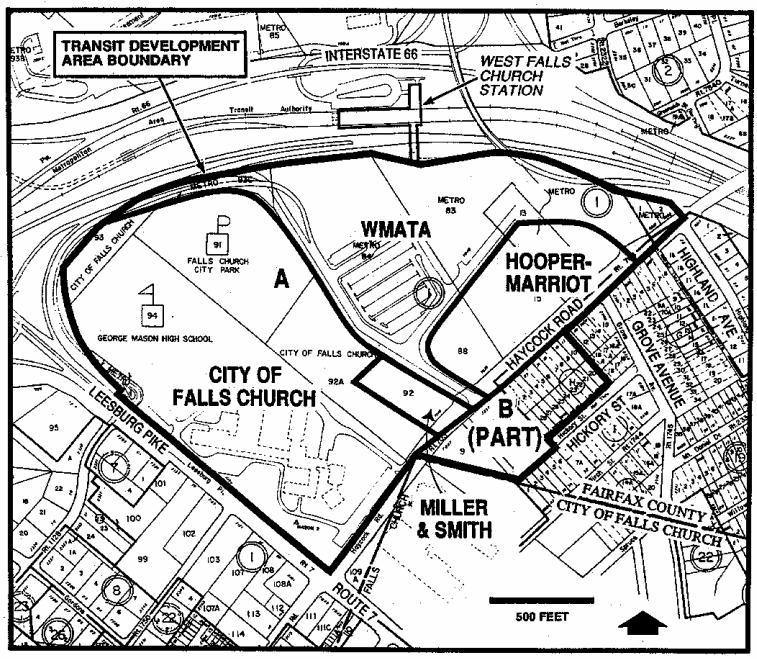
Traffic reduction measures such as ride-sharing, transit incentives and other Transportation Systems Management Strategies (TSMs) are applicable to this area. While the County is striving to implement the planned road improvements and encouraging the use of Transportation Systems Management Strategies, 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 West Falls Church Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Station Area should be encouraged to improve, but additional density to bring about change is not recommended.

Transit Development Area Conditions and Recommendations

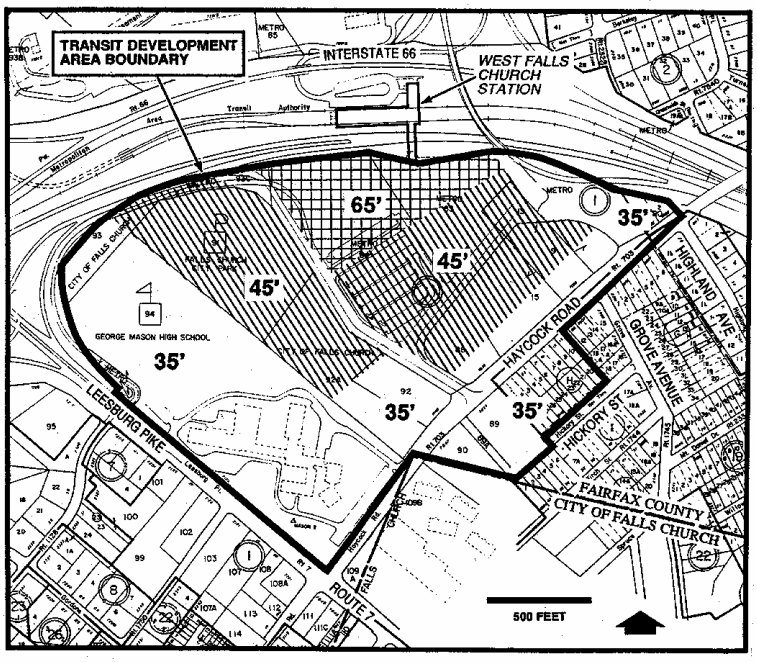
An area determined to be appropriate for higher intensity, mixed-use development within the West Falls Church Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 13, the Transit Development Area is comprised of several land parcels which offer the most viable opportunities for development and redevelopment. This area is generally within a 5 to 7 minute walk of the station. It includes the WMATA property, the City of Falls Church property (school and park), the University of Virginia/Virginia Tech Education Center (which includes the former Miller and Smith tract) and The Villages at West Falls Church and The Pavilion developments ( the former Hooper-Marriott tract) which together comprise Land Unit A. This area also includes the northern portions of the Ellison Heights neighborhood along Haycock Road (Land Unit B) west of Grove Avenue.

The land use plan for the Transit Development Area recommends a maximum level of development of 1,120 dwelling units and 90,000 gross square feet of retail/office space with an option for 240,000 square feet of institutional use as a joint graduate and continuing education facility (education center) on Tax Map 40-3((1))92 and 92A. The option would replace approximately 130 dwelling units and 43,800 gross square feet of office/retail use planned at the maximum level on these parcels.

The maximum level of development is recommended in order to achieve the goals and objectives set forth for the West Falls Church Transit Station Area, especially those relating to the promotion of Metrorail ridership, renewal and improvement of the community, and the reduction of auto dependency while maintaining commuter accessibility. In order to achieve these public goals and objectives, it is necessary that new development be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals




*WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA*




*HEIGHT LIMITS IN THE TRANSIT DEVELOPMENT AREA **

LOW - 35 FEET
MEDIUM - 45 FEET
HIGH - 65 FEET

* These are the maximum heights unless otherwise specified in the text.

**WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA AND HEIGHT LIMITS IN THE TRANSIT DEVELOPMENT AREA** **FIGURE 13**

must be responsive to the following development criteria, which apply to all sites in the Transit Development Area:

1. Development should be in accordance with the design concept illustrated in Figures 13 and 14. In addition, the urban design guidelines for Transit Station Areas contained in the Concept for Future Development should be used as a guide.

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

3. Provide off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provision and implementation of a plan which reduces development traffic to a level deemed satisfactory to the Office of Transportation through Transportation Systems Management (TSM) strategies, especially those which encourage the use of Metrorail.

4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.

5. For residential uses, provide energy conservation features that will benefit future residents of the development.

6. Provide 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.

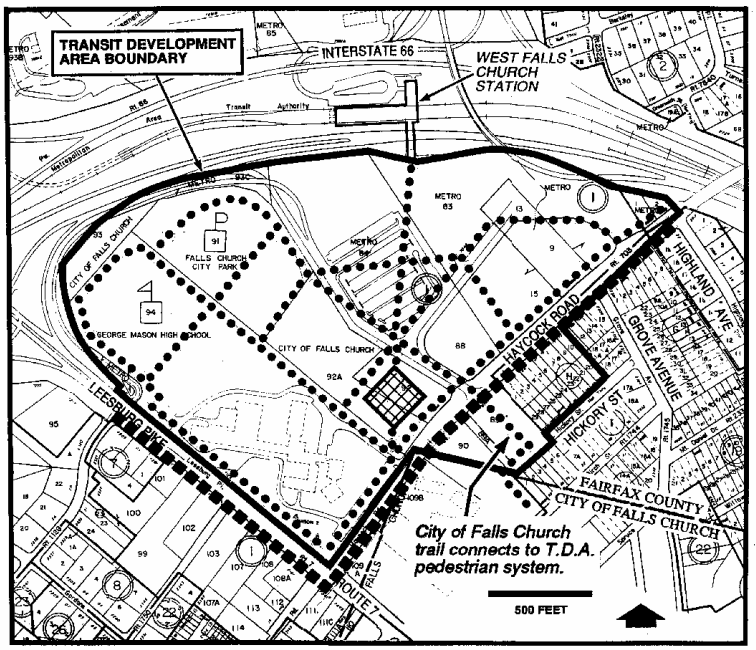
7. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.

8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.

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

10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

In addition to these general development criteria, site-specific conditions are identified with the following recommendations for each of the land units and tracts within the Transit Development Area. The following sections of this document describe the recommended maximum development level for the five component sites of the Transit Development Area: the WMATA tract, the Hooper-Marriott tract, the City of Falls Church tract, the Miller and Smith tract and the land on the south side of Haycock Road between the City of Falls Church line and Grove Avenue. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community.

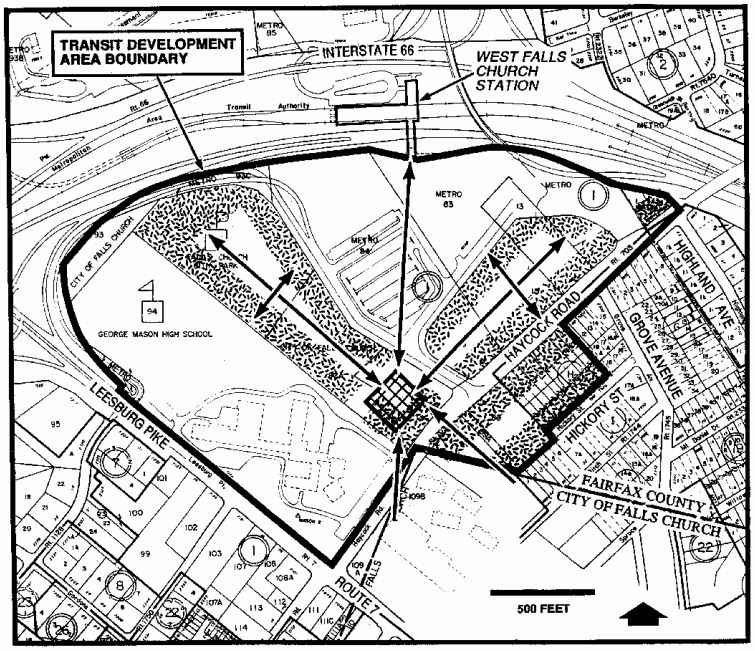



*PEDESTRIAN CIRCULATION IN THE TRANSIT DEVELOPMENT AREA*

MAJOR PEDESTRIAN WALKWAY

STREETSCAPE

PLAZA




*OPEN SPACE AND LANDSCAPED BUFFERS IN THE TRANSIT DEVELOPMENT AREA*

MAJOR PEDESTRIAN AXIS

LANDSCAPED BUFFER OR OPEN AREA

PLAZA

**WEST FALLS CHURCH OPEN SPACE AND LANDSCAPED BUFFERS AND PEDESTRIAN CIRCULATION IN THE TRANSIT DEVELOPMENT AREA** **FIGURE 14**

**The WMATA, Miller and Smith, Hooper-Marriott and City of Falls Church Tracts -Land Unit A**

As illustrated in Figure 12, Land Unit A is comprised of several land parcels which offer the most viable opportunities for mixed-use development. The area includes property owned by WMATA and the City of Falls Church, as well as several privately held parcels. This area, which is approximately 82 acres in size, is the most accessible property from the station and contains parcels having a strong potential for development fronting on Haycock Road. Currently, the City of Falls Church owns and operates the George Mason High School and the adjacent City park. WMATA's Metro station parking, bus pick-up and drop-off facilities and kiss-and-ride facilities are located at the northern edge of the site away from Haycock Road. Several parcels along Haycock Road are adjacent to WMATA property and are in private ownership.

The City of Falls Church's High School site and portions of the park are recommended to remain in the same general use and are therefore planned for public facilities and public park.

There is the opportunity within Land Unit A for a joint development effort between the City of Falls Church, WMATA and the private owners. Taken as a whole, 1,000 additional dwelling units plus 90,000 gross square feet of commercial development are recommended for a portion of the land unit. The distribution of this density is noted below:

- WMATA tract - This 26.25 acre tract is appropriate for residential development at 30 dwelling units/acre to the extent that such development compliments rather than competes with its use as a transit hub and to the extent that the surrounding road network can support additional residential development without diminishing access to the station. A parking garage is planned for the site. The parking garage will serve both transit and University Center demands for additional parking;

- City of Falls Church tract (Tax Map 40-3((1))91, 92A, 93, part 94)- This 24-acre site is appropriate for residential development at 25 dwelling units per acre. It is planned for 600 dwelling units;

- The Villages at West Falls Church and The Pavilion developments (Tax Map 40-3((34)) and Tax Map 40-4((35)), i.e. the former Hooper-Marriott tract). This 9.55-acre site is appropriate for high intensity mixed-use commercial and residential development not to exceed a maximum 1.25 FAR. It is planned for 400 dwelling units and 46,200 gross square feet of office/retail space; and

- Miller and Smith tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.

Under an option in the Plan, there is an opportunity for 240,000 square feet of institutional use on the former Miller and Smith tract and part of the City of Falls Church tract (Tax Map 40-3((1))92 and 92A). The option would replace approximately 130 dwelling units and 43,800 square feet of office/retail use planned at the maximum level on these parcels.

These preceding recommendations represent the maximum development level planned for the respective parcels. The physical distribution of this density should be accomplished under the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan;

- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station;

- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site; and

- Commercial development should be limited to support retail and service uses associated with the planned residential development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

The option for institutional use in the area between the WMATA property and the George Mason High School site may be appropriate for development of an education center provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Parcels 40-3((1))92 and 92A are consolidated.

- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Route 7/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.

- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.

- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.

- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Route 7 and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.

- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.

- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the George Mason High School.

- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.

- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern boundaries, and within parcel 92. Every effort should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

If it becomes necessary in the future to convert the institutional use to another use planned for the Transit Development Area, any conversion would be subject to the approval of Fairfax County either through a proffered condition amendment or rezoning. The following conditions should be met:

- Except for office use needed to serve the Universities (education center), commercial office use is initiated only after institutional use has ceased.

- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.

- No direct access should be provided to Haycock Road.

- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

**Haycock Road South (Portions of Land Unit B)**

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing and the Gates of Westfall townhouse development. (See Figure 12). Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. (See Figure 13). The

portions that are recommended for redevelopment should provide an area of transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

This area is planned for 120 dwelling units. It is recommended for redevelopment at a residential density between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;
- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and
- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

Alternatives for Development

For the development levels that are recommended in the Transit Development Area, all of the sites would require rezoning to permit the higher densities and mixture of uses. In the event that an owner does not want to proceed with a rezoning, or wants to develop property without meeting the conditions and criteria in the recommended plan for each property, development could proceed at the base level permitted under the existing zoning, although this would not achieve many of the goals and objectives identified for the West Falls Church Transit Station Area.

It is also possible that a developer would like to develop above the base level but does not want to meet all development conditions and criteria, or does not want to develop at the maximum level defined in the recommended plan. An intermediate level of development has been identified which would require that the following conditions be met:

- All site-specific conditions;
- Criteria #1, #2, #3 and #4 of the general development criteria; and
- One-half of the remaining general development criteria.

If the developer desires the maximum level of development as outlined in the previous text, the following must be satisfied:

- All site-specific conditions; and
- All of the general development criteria.

The base and intermediate levels of development allow for residential development only. The number of dwelling units associated with each of these development levels is described below.

**Land Unit A**

- Tax Map 40-3((1))83, 84, 93C; 40-4((1))13; and 40-4((2))1 and 2 (WMATA tract) - Base and intermediate level for public facilities.
- Tax Map 40-3((1))91, 92A, 93, and part 94 (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))88 and 40-4((1))15 and 9 (Hooper-Marriott tract) - Base level of 286 dwelling units and intermediate level of 319 dwelling units.
- Tax Map 40-3((1))92 (Miller and Smith tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

**Land Unit B**

- Miller and Smith tract - Base level of 4 dwelling units and intermediate level of 16 dwelling units.
- Mormon Church tract - Base level of 13 dwelling units and intermediate level of 46 dwelling units.
- Other properties - Base level of 4 dwelling units and intermediate level of 24 dwelling units.

For any proposed development beyond the base level, County staff has the discretion to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

Urban Design Concept

The proposed plan for the West Falls Church Transit Station Area is intended to fulfill community objectives to orient development to Metro without significant negative impacts on the stable residential neighborhoods near the station. The reconciliation between new development and the existing community is a formidable task, as new development should serve to enhance the character, appearance and function of the immediate and larger community. Added to this objective are the goals of orienting development toward the Metro Station and improving access to the station. While the land use recommendations provide a method of addressing these concerns, their successful achievement requires the application of an urban design concept.

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. A higher level of urban design also results in positive impacts for the community, since it attracts and encourages redevelopment and revitalization efforts while reinforcing conservation of stable residential areas.

Urban design recommendations for the West Falls Church Transit Station Area are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. These recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the Transit Station Area.

**Building Heights**

To reduce the visual impact of new development upon the surrounding community, it is recommended that development should taper in building heights with the tallest building, a parking garage, adjacent to I-66 on the WMATA property as shown in Figure 13. Other heights on the WMATA property should not exceed 45 and 35 feet (as shown on Figure 13) in order to be compatible with the surrounding residential communities. The 65-foot maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Route 7 and the Dulles Airport Access Road. Outside of this area, heights are recommended to taper from a medium range maximum of 55 feet to a low range maximum of 35 feet.

**Pedestrian Circulation**

Improvements in the pedestrian circulation system are needed throughout the Station Area to facilitate access to the Metro station and new development. Within the Transit Development Area specific attention should be given to a system of pedestrian walkways which not only facilitates access to the station and surrounding development but also serves as a cohesive element to tie parcels and uses together.

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 14. Such a public space on this site would serve several purposes:

- Organize circulation between the Metro station and buildings constructed on various sites;
- Serve as a focal point for community activities related to new development and the Metro station by the transit user;
- 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 link between the City of Falls Church at Haycock Road and the Metro station.

**Open Space and Landscaped Buffers**

Figure 14 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development.

Recommendations Outside of the Transit Development Area

**Surrey Lodge and Areas North of Shreve Road, West of Route 7, and South of Dale Drive (Land Unit H)**

The area contains mostly single-family detached homes, strip retail use including fast food and nursery operations, office use and underutilized parcels. The area has good visibility and access from Route 7. Since proximity to the Metro station is good, that portion of the area west of Chestnut Street is planned for residential use at 12-16 dwelling units per acre. The parcels along Route 7 to the east and the parcel immediately west of Chestnut Street, Tax Map 40-3((1))102, are planned for commercial uses, including office and retail uses as shown on the Plan Map, and should provide screening next to residential areas.

**Historic Highland View Property (Portions of Land Unit J)**

This parcel (Tax Map 40-3((1))75) is mostly vacant with steep slopes to the north. It is well buffered by trees and overlooks I-66 and Route 7. The historic structure should be carefully considered in all site designs. Although the planned density for the site is 2-3 dwelling units per acre, it should be developed in a single-family attached or cluster configuration. Again, preservation of the historic structure and site buffering is a priority.

**Balance of the Transit Station Area (Portions of Land Unit B and Land Units C, D, E, F, G, I, and J)**

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should probably not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties. Finally, a more uniform frontage is encouraged for commercial properties to correct the negative elements associated with strip development. (See Area I Plan, Jefferson Planning District, Sector J10 for additional recommendations that pertain to a portion of the West Falls Church Transit Station Area.)

Transportation

The recommended Transportation Plan includes recommendations for road improvements, public transit improvements and Transportation Systems Management Strategies. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

- Ridesharing programs;
- Bus transit planning and promotion;

- Parking management programs; and
- Non-motorized connections.

**Recommended Road Improvements**

Planned roadway improvements in the vicinity of the West Falls Church Transit Station Area are shown on Figure 15.

**Recommended Public Transit Improvements**

The potential exists to expand County-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church-VT/UVA Metro Station should be given consideration for County-provided service. As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons Corner area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Route 7 to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The County's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.

**Implementation and Phasing of Transportation Improvements**

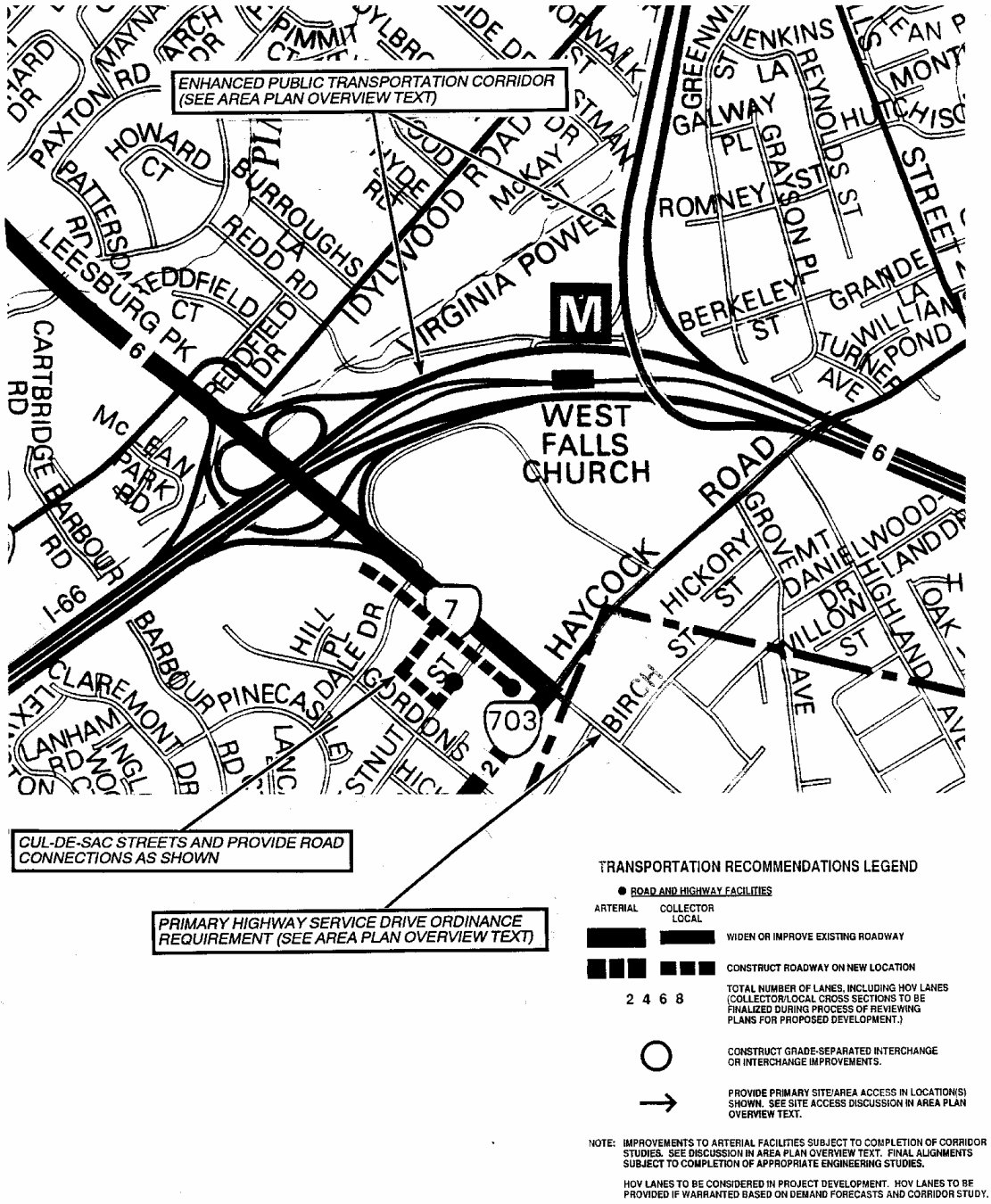
The traffic impact of any proposed development in the station vicinity should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

**Pedestrian Circulation Recommendations**

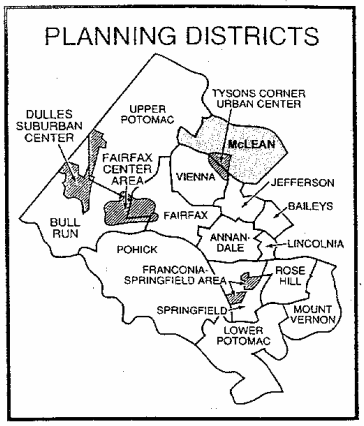
For the entire Transit Station Area, a pedestrian circulation system is recommended which provides an interconnected system of walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience.

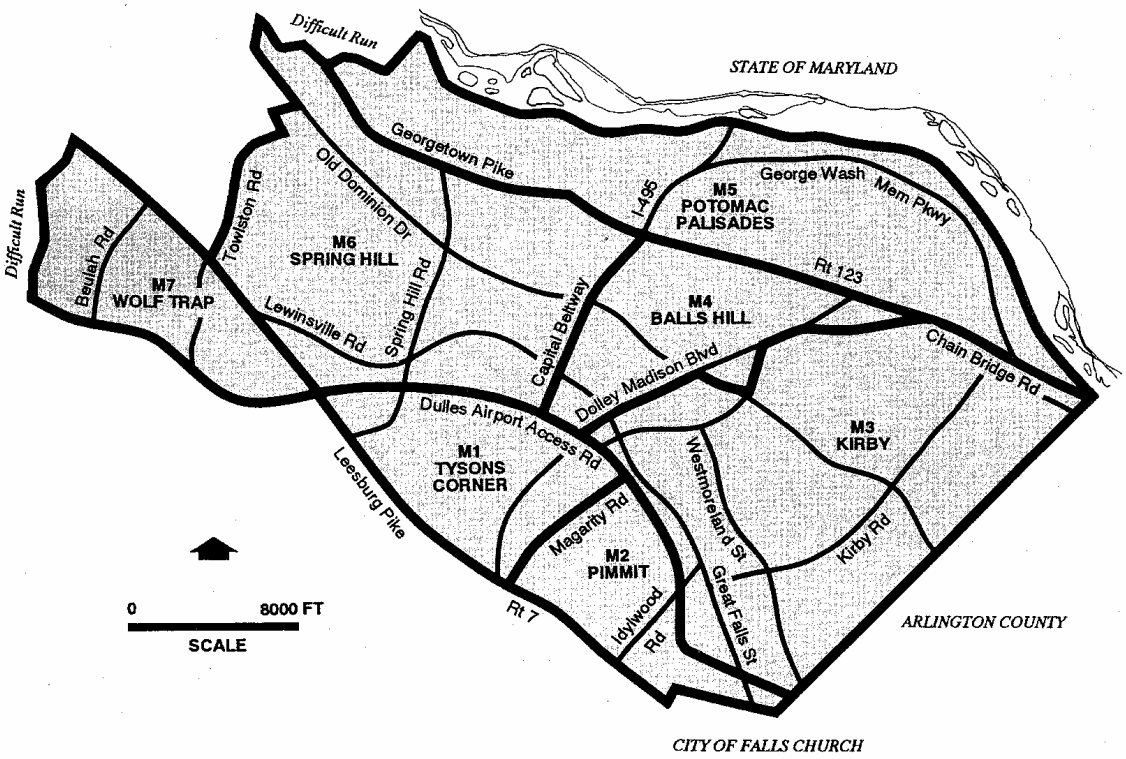
A streetscape program should be developed for the segments of Route 7, Haycock Road and Great Falls Street that lie within the vicinity of the Transit Station Area to meet the functional needs of commuters and make the walk to the Metro station more pleasant. Special treatment along both sides of these streets includes street trees, pedestrian-level lighting, special paving, coordinated graphics and street furniture. Streetscape design should be retrofitted into the existing rights-of-way and should augment existing and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. For those pathways which can accommodate possible bicycle trails, the decision regarding specific bicycle routes should be made by each community.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 15**
**WEST FALLS CHURCH TRANSIT STATION AREA**
**M2, J10 COMMUNITY PLANNING SECTORS**

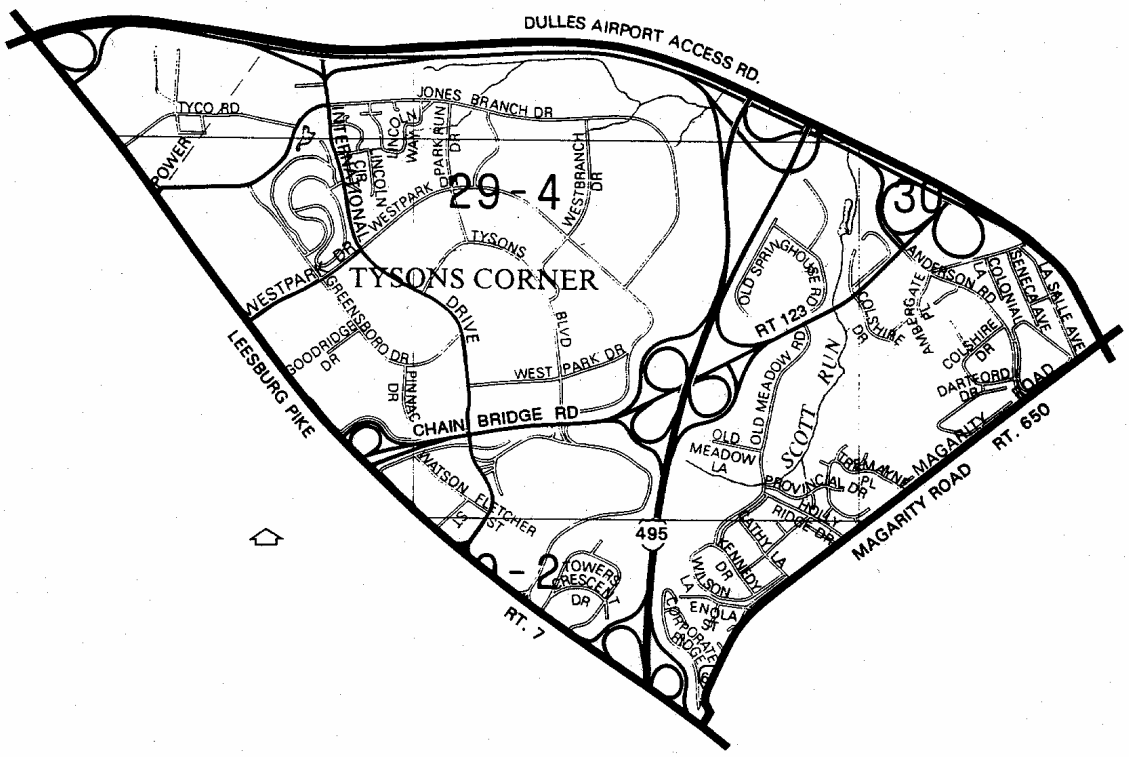



**COMMUNITY PLANNING SECTORS** **FIGURE 16**
**MCLEAN PLANNING DISTRICT**

## M1 TYSONS CORNER COMMUNITY PLANNING SECTOR

The Tysons Corner Community Planning Sector is entirely within the Tysons Corner Urban Center area. Plan guidance for this area is in the Tysons Corner Urban Center area portion of the Area II Plan.




*See Tysons Corner Area text for recommendations.*

**SECTOR MAP** **FIGURE 17**

## M2 PIMMIT COMMUNITY PLANNING SECTOR

CHARACTER

This sector is bounded by Magarity Road, the Dulles Airport Access Road (DAAR)/I-66 right-of-way to the Arlington and Falls Church boundaries, and by Leesburg Pike (Route 7). The Magarity Road/Lisle Avenue intersection in the western corner of the sector is part of the Tysons Corner Area.

A portion of the West Falls Church Transit Station Area is included in this planning sector. Discussion of the transit station area is found in the section of the Plan entitled "West Falls Church Transit Station Area." The remainder of the sector is a stable residential area which is comprised of long-established, single-family residential neighborhoods.

The one area where there are significant vacant tracts remaining is along Idylwood Road, north of the West Falls Church-VT/UVA Metro station, primarily on the west side of Idylwood Road from Hillside Drive to Friendship Lane. A low residential density compatible with the rest of the community should be retained despite any development pressures which may be generated by the presence of the West Falls Church Metro Station.

Commercial activities within the sector are limited. The Tysons Station Shopping Center provides convenience shopping and is proximate to the West Fall Church Metro site. Two buildings have been constructed next to St. Luke's Methodist Church and another office complex is located across Route 7 from St. Luke's Church. Additional local-serving shopping may be needed to meet future growth.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. Remains of the stones have all been recovered and are under the protection of the Daughters of the American Revolution. There are four boundary stones along the Arlington boundary, one being located within this sector. These stones have been approved for nomination to the National Register of Historic Places.

Generally this sector is intensely developed with few areas of undisturbed space. However, even in the residential neighborhood of Pimmit Hills, prehistoric artifacts in excess of 2,000 years old have been reported. Therefore, it is possible that significant heritage resources can be found elsewhere, including Pimmit Hills. The Pimmit Hills neighborhood itself is becoming a significant heritage resource because it represents one of the early post-World War II Veterans Administration financed housing communities.

Ellison Heights Community Improvement Area

On November 26, 1990, the Board of Supervisors adopted the Ellison Heights Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and storm drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Ellison Heights Community Improvement Area is bordered by Haycock Road on the northwest and includes residential properties along Highland Avenue on the northeast boundary, with the City of Falls Church on the south forming the remaining boundary.

CONCEPT FOR FUTURE DEVELOPMENT

Most of this sector is recommended as Suburban Neighborhoods under the Concept for Future Development. It contains predominantly single-family residential uses at 2-3 and 3-4 dwelling units per acre. Commercial and institutional uses are limited to the West Falls Church Transit Station Area and the already developed northeast side of Route 7.

RECOMMENDATIONS

Land Use

A portion of the West Falls Church Transit Station Area is located in this planning sector. Recommendations for this area are found in the section of the Plan entitled 'West Falls Church Transit Station Area."

The Pimmit sector is largely developed as single-family residential neighborhoods. Infill development in that 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 18 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. To preserve the stable residential portions of the sector, infill should be residential in nature and compatible with existing development. Specifically,

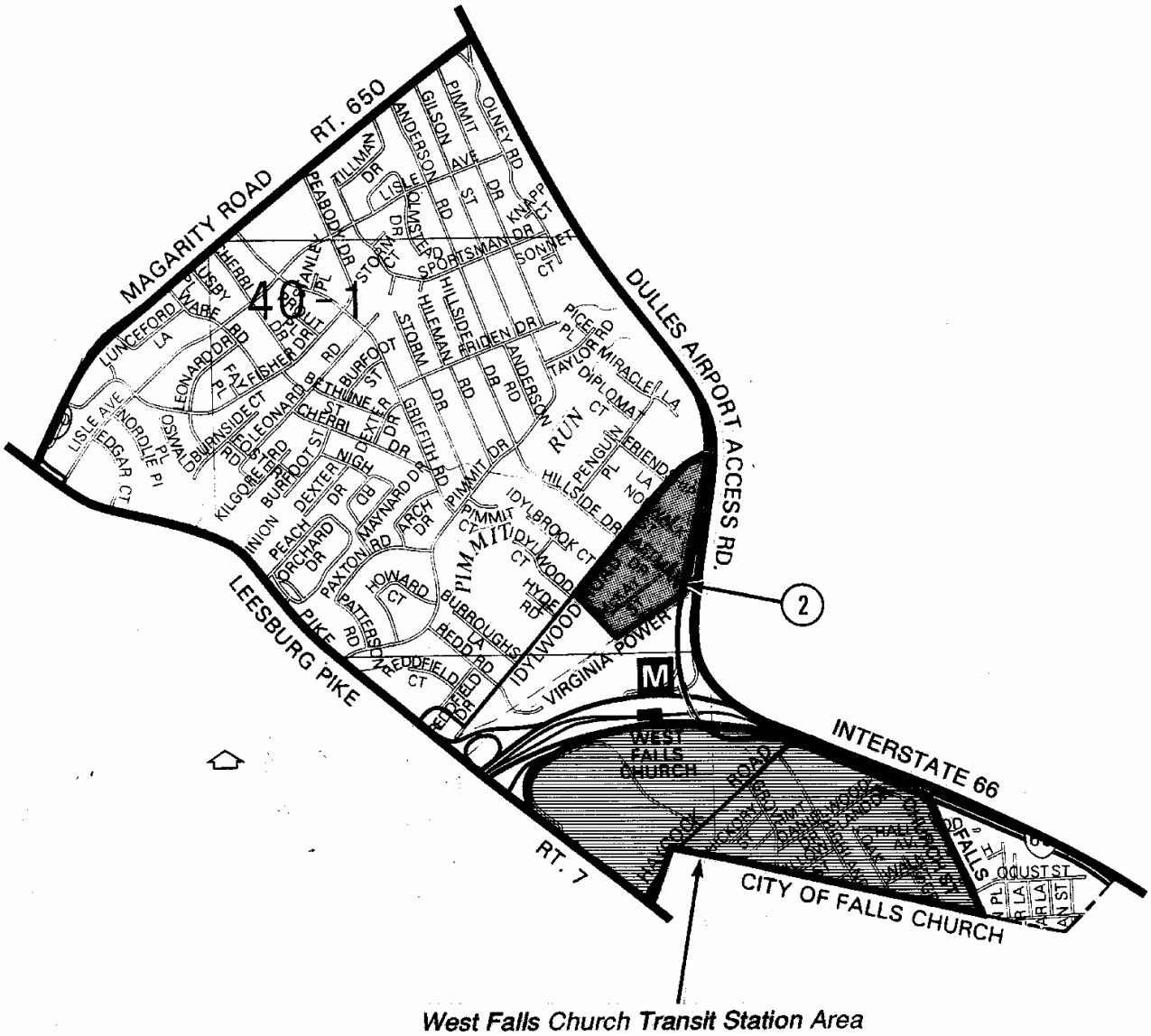
    a. Low density residential infill should be continued northwest of Idylwood Road, between Route 7 and Great Falls Street, to preserve the character of the neighborhood, which is planned for development at 2-3 dwelling units per acre. [Not shown]

    b. The single-family residences with access to Route 7, adjacent to the Reddfield community and northwest of Idylwood Road, are planned for residential use at 2-3 dwelling units per acre. A service road should connect to Idylwood Road as far away from Route 7 as possible (see Figure 19). Buffering should be included along Route 7 as well as between new development and the Reddfield community. [Not shown]

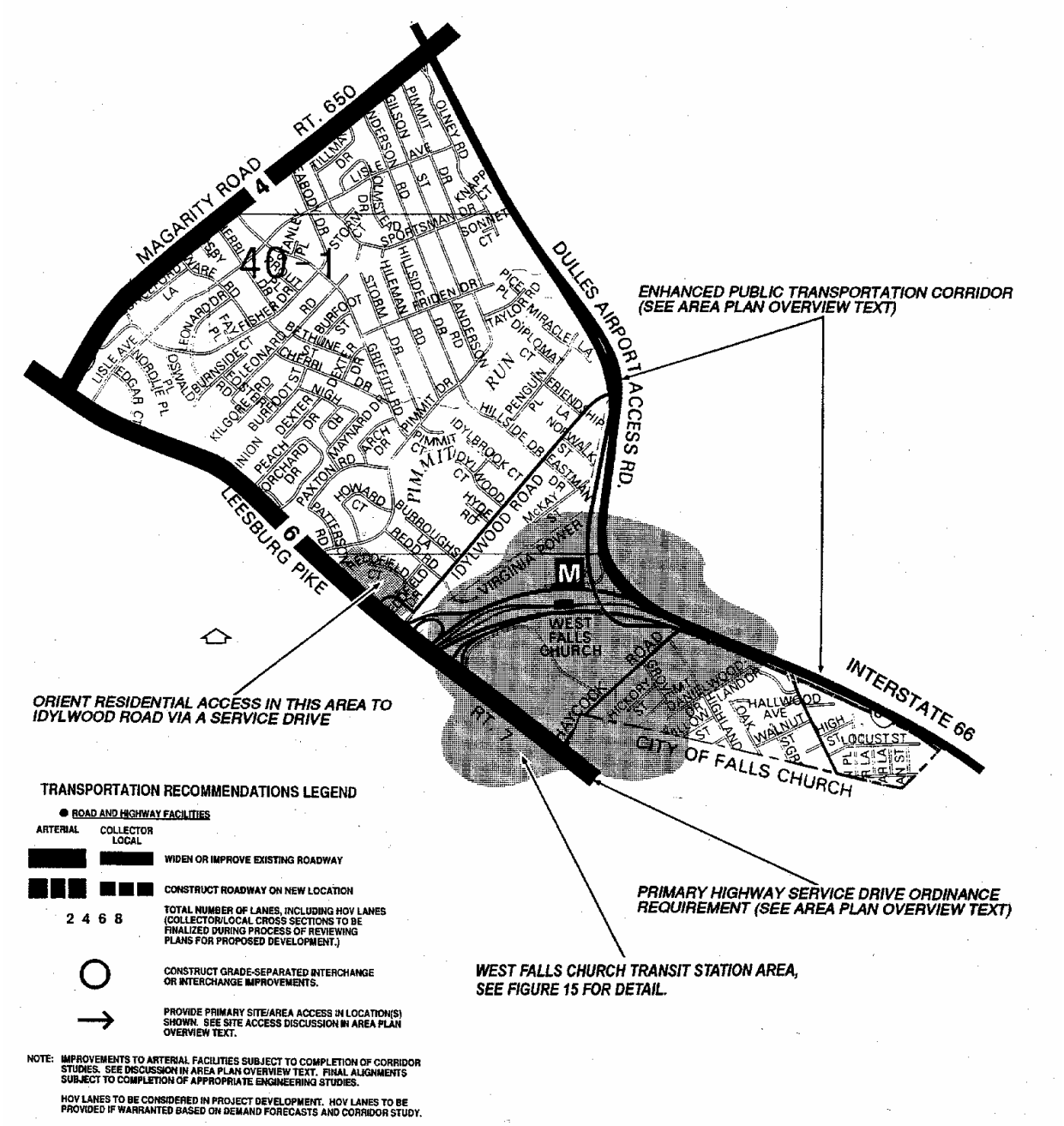
2. The area located southeast of Idylwood Road, west of the Dulles Airport Access Road and north of the West Falls Church Transit Station Area, is planned for 2-3 dwelling units per acre with the exception of Mount Royal Park which is located to the west of the single-family housing. The single-family dwellings should have landscaped buffering from noise and non-residential uses with appropriate pedestrian and vehicular access.

Transportation

Transportation recommendations for this sector are shown on Figure 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized




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


RT. 650
MAGARITY ROAD
4
401
DULLES AIRPORT ACCESS RD.
ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)
LEESBURG PIKE
6
PIMMIT RUN
IDYLWOOD ROAD
VIRGINIA POWER
M
WEST FALLS CHURCH
INTERSTATE 66
RT. 7
CITY OF FALLS CHURCH
ORIENT RESIDENTIAL ACCESS IN THIS AREA TO IDYLWOOD ROAD VIA A SERVICE DRIVE
PRIMARY HIGHWAY SERVICE DRIVE ORDINANCE REQUIREMENT (SEE AREA PLAN OVERVIEW TEXT)
WEST FALLS CHURCH TRANSIT STATION AREA, SEE FIGURE 15 FOR DETAIL.
TRANSPORTATION RECOMMENDATIONS LEGEND
ROAD AND HIGHWAY FACILITIES
ARTERIAL
COLLECTOR LOCAL
WIDEN OR IMPROVE EXISTING ROADWAY
CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8
TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

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.

Public Facilities

1. Expand the Tysons-Pimmit Regional Library.

Parks and Recreation

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

Trails

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

**FIGURE 20**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR M2**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Fisher<br>Griffith<br>Lemon Road<br>Lisle<br>Mt. Royal<br>Pimmit Hills<br>Pimmit View<br>Tysons/Pimmit | Complete development of existing parks where needed in accordance with master plans. |
| | Incorporate an urban park into development of the West Falls Church Transit Station Area (TSA). |
| | Provide Neighborhood Park facilities accessible to the existing residential areas as part of new residential development planned for TSA. |
| COMMUNITY PARKS: | |
| Westgate | |
| Olney | Initiate an interagency coordination effort to optimize active recreation opportunities for local residents at the City of Falls Church Park and School properties adjacent to the TSA. |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Jefferson District Park to the south and Lewinsville District Park north of I-66. |
| COUNTYWIDE PARKS: | |
| Scotts Run Stream Valley | |
| Pimmit Run Stream Valley | Seek conservation/trail easements to protect Pimmit Run Stream Valley and facilitate completion of trails system. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 21**

## M3 KIRBY COMMUNITY PLANNING SECTOR

### CHARACTER

This sector is generally bounded on the north by a combination of roads including Dolley Madison Boulevard, Georgetown Pike (Route 193) and Chain Bridge Road. It is bounded on the southeast by the Arlington boundary to I-66, then is bounded on the southwest by the Dulles Airport Access Road back to Dolley Madison Boulevard.

The entire sector is characterized by stable residential development. The McLean Community Business Center, a portion of which lies within the sector, is discussed as a separate section in the beginning of the Area II Plan. Sector commercial facilities are located in the McLean Community Business Center and in the Chesterbrook neighborhood shopping center.

The predominant housing type in this well-established, stable area is single-family detached. The sector contains a mixture of old and new residential development. Most houses are generally well-maintained and most lots contain mature trees. There are several residential developments, such as Westmoreland Square and Hallcrest Heights, that have been successfully developed at a townhouse density.

#### Westmoreland Park Community Improvement Area

On January 25, 1988, the Board of Supervisors adopted the Westmoreland Park Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and storm drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Westmoreland Park Community Improvement Area includes residential properties bounded on the south and west by I-66 and Great Falls Street, on the north by Haycock Road, and on the east by Westmoreland Street, and includes properties fronting on Gordon Avenue and Meridian Street.

#### Westhampton Community Improvement Area

On September 16, 1991, the Board of Supervisors adopted the Westhampton Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk and improved streets with curb and gutter. Homeowners participate in the design of improvements and share in the cost of some facilities. The Westhampton Community Improvement Area includes single family residential properties bounded on the north by Kirby Road, on the west by Interstate Route 66, on the south by Haycock Road and Grande Lane and on the east by Westmoreland Street.

### CONCEPT FOR FUTURE DEVELOPMENT

This sector is recommended as Suburban Neighborhoods under the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

1. To preserve the residential nature of this sector, infill in this sector should be primarily single-family detached housing. Exceptions should be made for inclusion of medium density townhouse developments or mixed housing development which may include townhouses on selected sites. These sites are generally in the vicinity of Kirby Road and Great Falls Street. Two major locations are suitable for new development:

    a. A major site is located east of the intersection, south of Kirby Road and north of Longfellow Intermediate School. Development here is planned for residential use at 4-5 dwelling units per acre and should provide adequate buffers to the single-family residences across Kirby Road. No more than one entrance onto Kirby Road is recommended. Adequate provisions for improvement to the intersection of Kirby Road should be provided.

    b. Another site is located south of the intersection, east of Great Falls Street and south of Montevideo Square. Mixed housing development at 4-5 dwelling units per acre is planned. To minimize impacts on the surrounding area, development should include: reverse frontage; a heavily treed buffer; single-family detached housing at the perimeter to interface with existing types; exclusion of tall buildings which are incompatible with the vistas of the surrounding community; and an efficient internal circulation system.

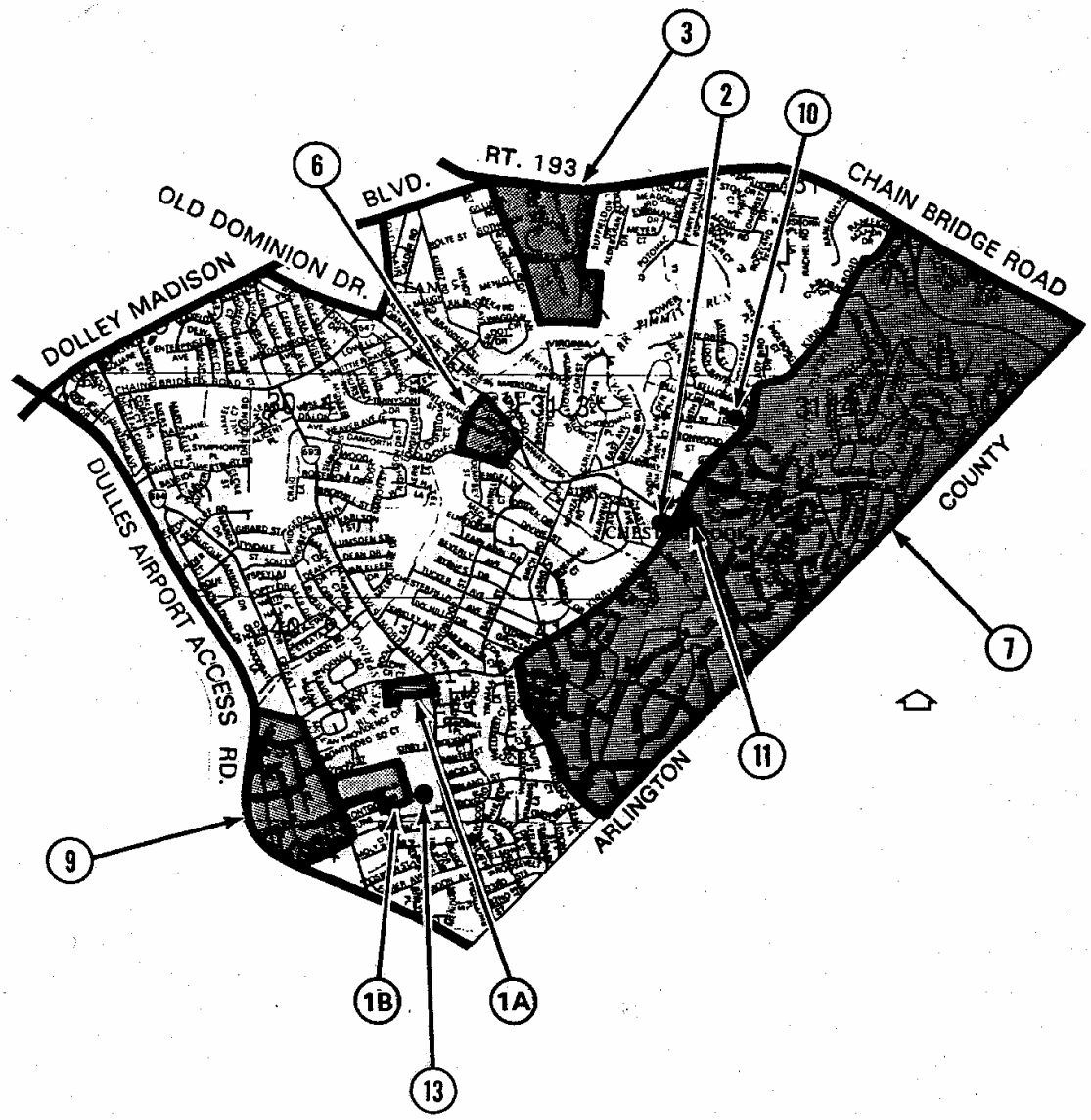
2. Residential development on the vacant and underdeveloped acreage in the vicinity of the Linway Terrace Park, west of Kirby Road, is planned for 2-3 dwelling units per acre. The higher end of the range should only be attained with substantial land consolidation.

    As an option, parcels 31-3((1))67 and 74, if consolidated, may be appropriate for housing for the elderly up to .25 FAR. Any development application for this option should provide the following:

    - Adequate buffering and screening along the perimeter of the site adjacent to surrounding residential development; and

    - Access from Kirby Road to parcels located immediately west of Parcels 67 and 74.

3. Compatible infill not to exceed one dwelling unit per acre is planned for the area south of Dolley Madison Boulevard, north of Pimmit Run, west of Potomac School and the Lynwood subdivision and east of the Salona Village subdivision.




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

4. Residential development at 2-3 dwelling units per acre is planned for vacant or resubdivided parcels on both sides of Pimmit Run between Kent Gardens Park and Old Dominion Drive. [Not shown]

5. Residential development at 2-3 dwelling units per acre is planned for the vacant or resubdivided land in the area south of the McLean CBC, east and north of Tennyson Drive and west of Longfellow Street. Since the substantial existing development is single-family detached housing at a lesser density than that permitted by current zoning, it is desirable that new development be limited to the same structure type and density as the existing development, which is generally 2 dwelling units per acre. [Not shown]

6. Residential development on vacant or resubdivided land in the area bounded by Old Chesterbrook Road, Old Dominion Drive, Sixth Place and Pimmit Run should be permitted only at the low end of the range, which is 3-4 dwelling units per acre.

7. The area bounded by the Arlington County line, Powhatan Street, the eastern boundary of the Nantucket and Marlborough subdivisions, the northern boundary of the Marlborough subdivision, Kirby Road, and Route 123 is planned for residential use at 1-2 dwelling units per acre.

   Because of the character of existing development in the northern portion of this area, which is bounded on the south by Dumbarton Street and the Chesterbrook Shopping Center, new development at or near the high end of the 1-2 dwelling units per acre range may be appropriate, except in those subareas where steep slopes and stormwater runoff into the streams feeding Little Pimmit Run require less density to maintain adequate environmental protection.

   The Franklin Park area to the south of the Chesterbrook Shopping Center, which is located between Powhatan and Dumbarton Streets and the Arlington County line and Kirby Road, has predominantly steep slopes and sensitive stream valleys and heavily treed areas. Because of these environmental constraints, infill development is appropriate only at the lower end of the 1-2 dwelling units per acre density range. Other specific recommendations include:

   - The creation of nonconforming pipestem lots should only be encouraged where the result is the protection of EQCs and where the environmental impact of a multi-lot infill development will be minimized by their use.

   - Consolidation of narrow and grandfathered nonconforming lots should be encouraged through strict adherence to setback requirements for the areas planned for 1-2 dwelling units per acre.

   - New multi-lot infill development, which might ordinarily call for a full street, should be accomplished with pipestem drives, where safe access permits, to preserve the character of the neighborhood. Where a standard street is necessary for safe access, adherence to Virginia Department of Transportation standards in such a way so as to conform with the existing character of the roadway network in the area is recommended.

   - To preserve open space and the character of the existing neighborhood, the abandonment and preservation of rights-of-way for segments of eight unbuilt streets in the area is recommended. The abandoned rights-of-way, termed 'natureways' or 'greenways', should be left in their natural wooded state supplemented by a trail, if appropriate, to promote pedestrian circulation, safety and park access. Recommended for preservation as

greenways are segments of Rhode Island Avenue, Birch Road, Maryland Avenue, North Harrison Street, MacArthur Drive, North Kensington Street, John Place and Amherst Avenue.

8. Low density residential uses at 1-2 dwelling units per acre are planned for vacant and underdeveloped properties adjacent to Ballantrae Farms on the north side of Route 123 to provide a transition between the 2-3 dwelling units per acre development planned to the east and the less than one unit an acre in Ballantrae Farms to the west. Reverse frontage development should be required. [Not shown]

9. The area bounded by the Dulles Airport Access Road, Idylwood Road and Great Falls Street is planned for residential use at 2-3 dwelling units per acre, except for the area south of Haycock Road which is planned for 3-4 dwelling units per acre. Development proposals throughout the area should provide landscaped buffers, noise attenuation measures and appropriate pedestrian and vehicular access.

10. The infill land (Tax Map 31-3((1))185) being farmed at Mori Street and Kirby Road should be retained as farmland or parkland. It is planned for residential use at 2-3 dwelling units per acre. If residential development should occur, it should be low density single-family detached development consistent with the surrounding area.

11. The expansion and design improvements of Chesterbrook Shopping Center should be considered within the constraints of currently-zoned commercial space with a maximum intensity of .25 FAR. This facility serves Sector M2 as well as M3 with convenience commercial uses.

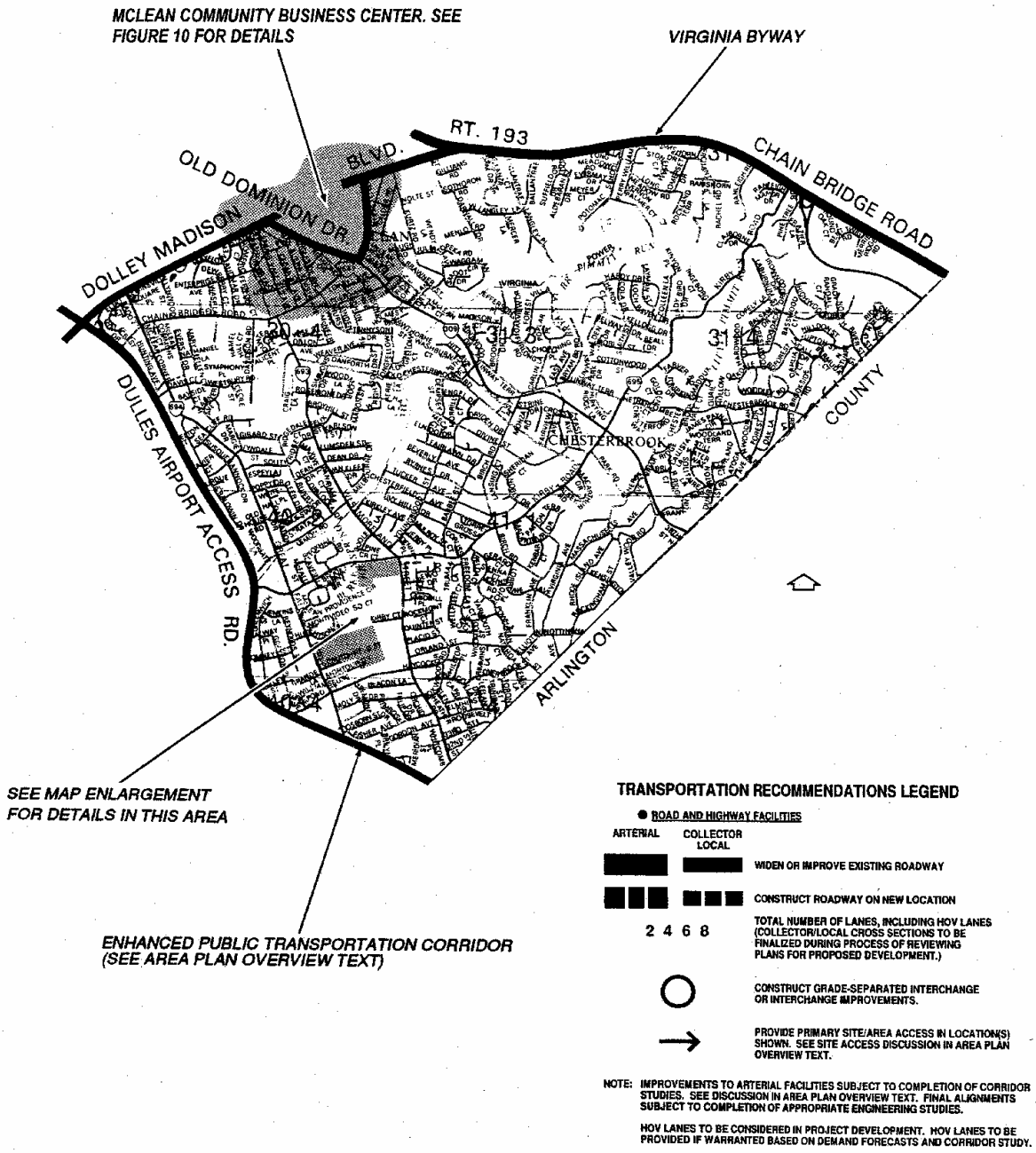
12. The service station at the intersection of Kirby Road and Dolley Madison Boulevard, while considered to serve a function to area motorists using the George Washington Memorial Parkway, represents a nonconforming use and no commercial rezoning or special exception for expansion should be granted. Any modernization should be consistent with the current restrictions on such nonconforming uses. Dolley Madison Boulevard from the Parkway to Tysons Corner should be protected from abutting commercial uses except along the frontage of the McLean CBC. The approach to Washington from Dulles International Airport should continue to be protected from commercial development. [Not shown]

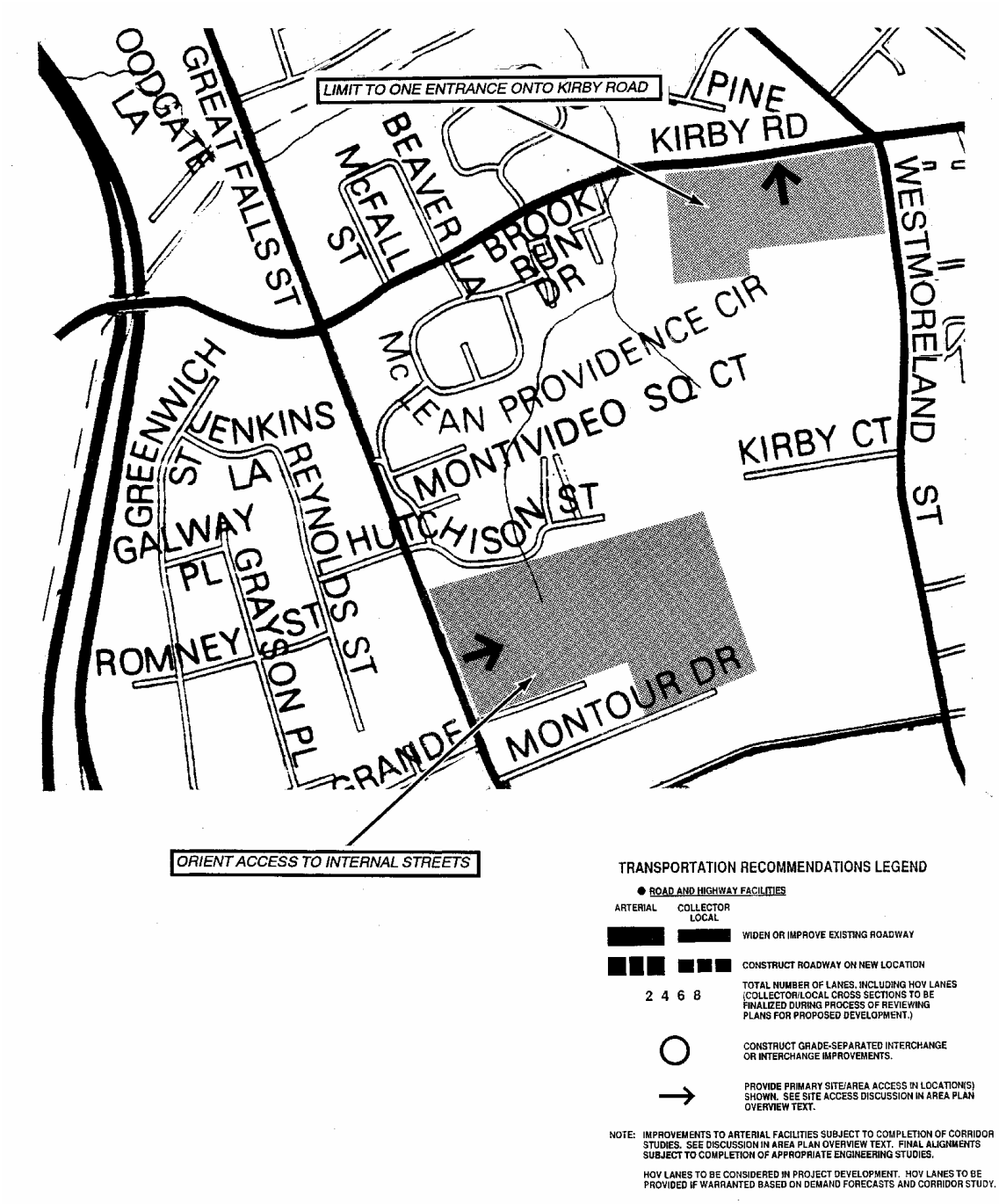
13. Parcel 40-2((1))17, which is located on Haycock Road, is planned for public facilities, governmental and institutional use. As an option, public park use may be appropriate.

Transportation

Transportation recommendations for this sector are shown on Figures 23 and 24. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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


MCLEAN COMMUNITY BUSINESS CENTER. SEE FIGURE 10 FOR DETAILS
VIRGINIA BYWAY
RT. 193
CHAIN BRIDGE ROAD
OLD DOMINION DR.
BLVD.
DOLLEY MADISON
DULLES AIRPORT ACCESS RD.
ARLINGTON
COUNTY
CHESTERBROOK
SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA
ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)
TRANSPORTATION RECOMMENDATIONS LEGEND
ROAD AND HIGHWAY FACILITIES
ARTERIAL
COLLECTOR LOCAL
WIDEN OR IMPROVE EXISTING ROADWAY
CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8
TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.




**ACCESS RECOMMENDATIONS** **FIGURE 24**
**M3 KIRBY COMMUNITY PLANNING SECTOR**

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.

Heritage Resources

1. Langley Fork Historic District - The provisions of the Langley Fork Historic District (Appendix 1, of the Zoning Ordinance) limit development within the 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 should be designed to be compatible with the scale and appearance of the cluster of historic sites. All development proposals should be reviewed by the Architectural Review Board.

2. The Franklin Sherman School archaeological site should remain as a playground.

Public Facilities

1. Renovate and expand the McLean Pumping Station at 1615 Dolley Madison Boulevard (Tax Map 30-1((1))88B) from 10.0 MGD to 13.0 MGD.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 25. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 26 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

## FIGURE 25
## PARKS AND RECREATION RECOMMENDATIONS
## SECTOR M3

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Bryn Mawr | |
| Dolley Madison Estates | |
| Franklin Woods | |
| Kirby | Expand park through acquisition of Pimmit Run EQC on adjacent property to the north. |
| Pathfinder | Improve access. |
| Potomac Hills | |
| COMMUNITY PARKS: | |
| Kent Gardens | |
| McLean High | |
| Chesterbrook School Site | Upgrade existing athletic fields to address other recreational needs. Expand park uses and improve pedestrian access through acquisition of adjacent property. |
| Linway Terrace | Expand park uses through acquisition of the adjacent property. |
| Haycock-Longfellow | Upgrade existing athletic fields at Longfellow Intermediate School to enhance community use. |
| DISTRICT PARKS: | |
| Lewinsville | Complete development in accordance with approved master plan including renovation of the historic property. |
| COUNTYWIDE PARKS: | |
| Marie Butler Leven Preserve | Complete development in accordance with master plan and Horticulture Plan. |
| Pimmit Run Stream Valley<br>Little Pimmit Run Stream Valley | Explore feasibility of a joint public/private sector initiative in cooperation with local civic organizations to establish a "Pimmit Fork" greenway encompassing Pimmit and Little Pimmit Stream Valleys to the Arlington County line and Leven Preserve. |
| STATE/FEDERAL: | |
| Fort Marcy (National Parks Service)<br>Old Georgetown Pike | Acquire scenic easements to protect aesthetic character of this Virginia Bypass. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 26**

## 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.

### 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

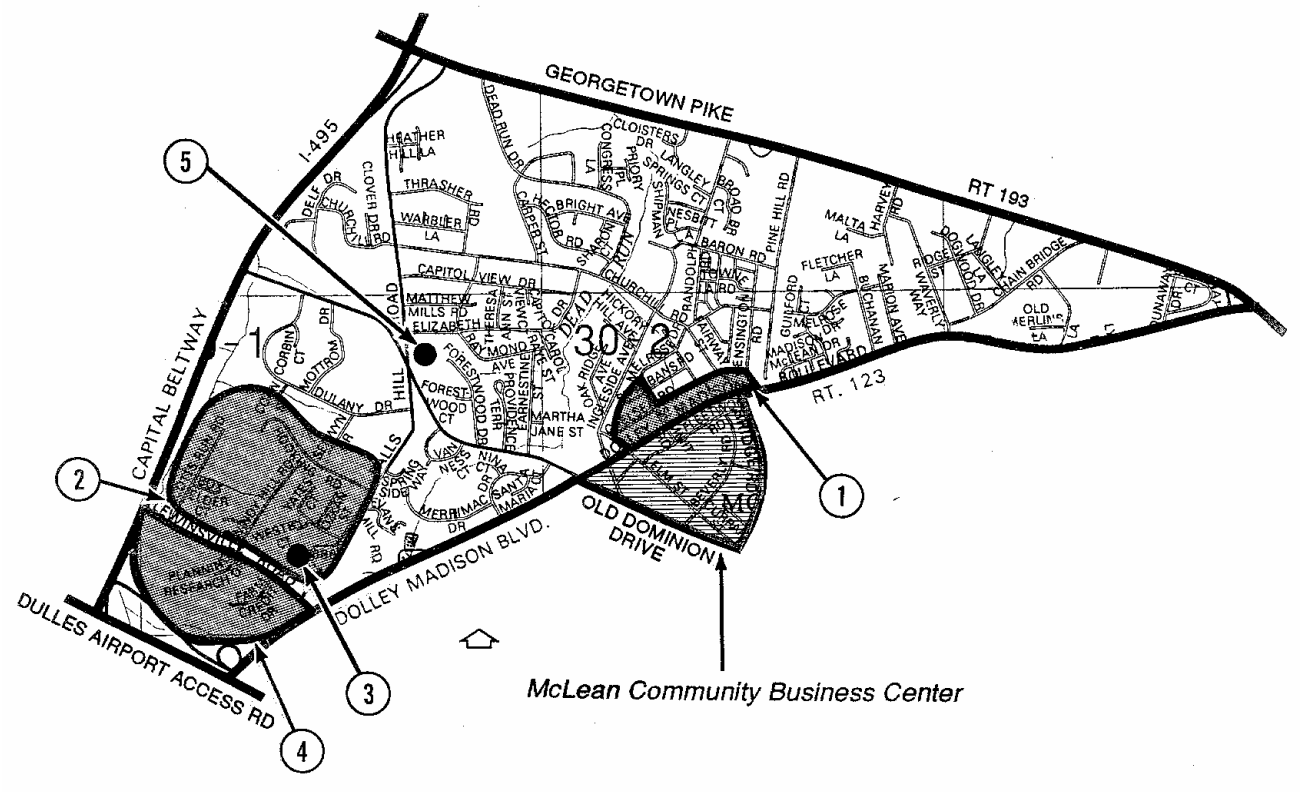
#### Land Use

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

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




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

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.

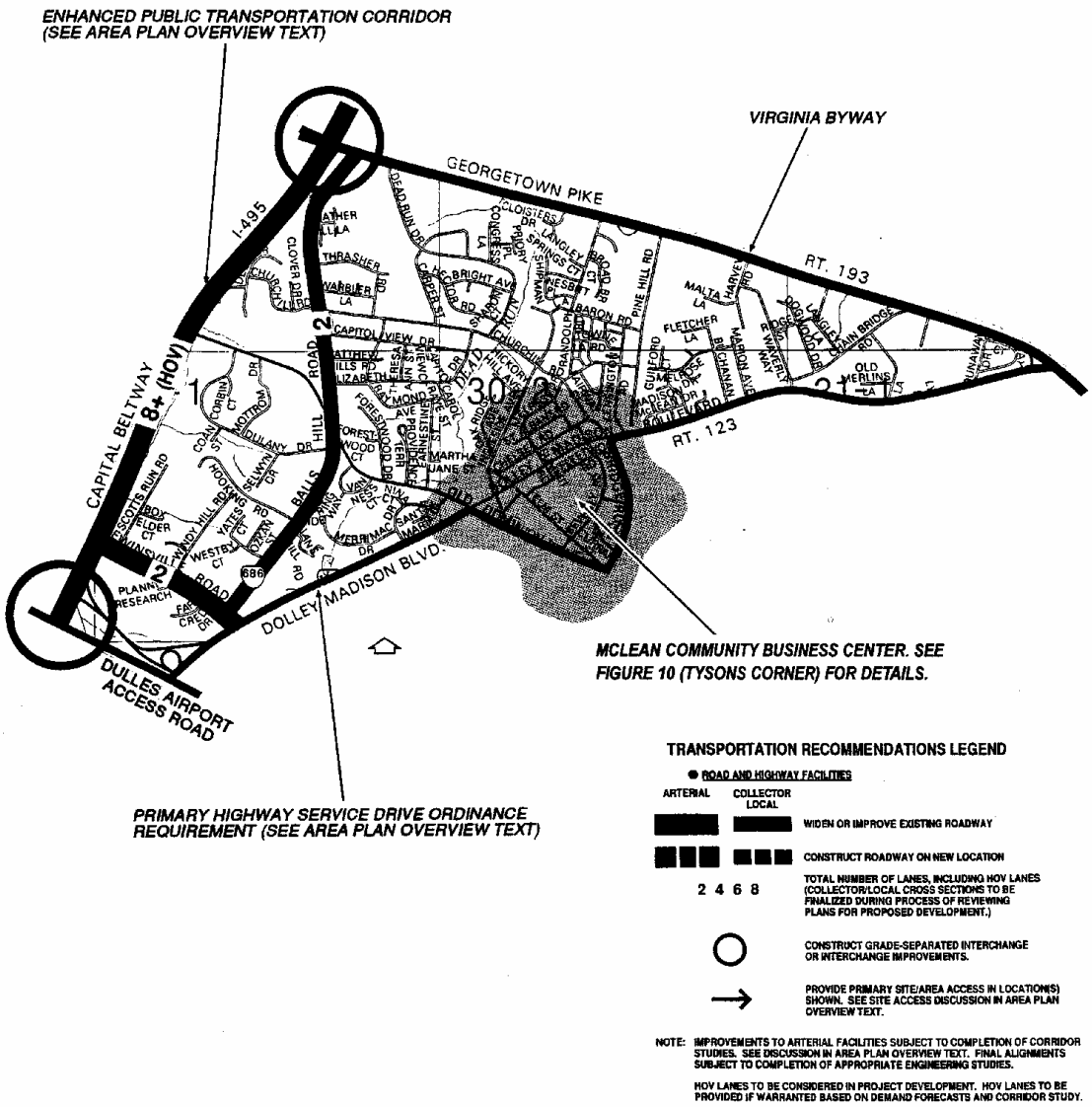
4. The area west of Lewinsville Road is developed as offices. The current covenant restrictions should be retained and no intensification of use should be considered. No structure shall be located within 440 feet of the property line along Lewinsville Road and no building roof line should exceed the 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 28. 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 LEGEND**

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

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

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

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

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

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 28**

**FIGURE 29**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR M4**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| McLean Knolls | Complete development in accordance with master plan.<br><br>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<br>McLean Central | |
| DISTRICT PARKS: | |
| | This sector lies within the service areas of Lewinsville and Langley Fork District Parks. |
| COUNTYWIDE PARKS: | |
| Scotts Run Stream Valley<br>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. |

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

Trails

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 30**

# M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR

## CHARACTER

This sector lies along the Potomac River north of Georgetown Pike and Chain Bridge Road. The entire sector is characterized by stable residential development. Special attention is required in this environmentally fragile area to the impact of future development. Large portions of this sector are devoted to public or institutional uses: Federal agencies and parks; a County park and school; and the Madeira School.

Housing in this stable sector is primarily single-family detached homes, many of which are located on large wooded lots with private drives. There is one townhouse development, Merrywood on the Potomac, located in the easternmost portion of the sector.

There are currently no commercial facilities in this sector. There is no demand or requirement for such facilities because of relatively ready access to regional and community shopping centers.

## CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods, as recommended on the Concept Map, with existing institutional uses, but no planned commercial development.

## RECOMMENDATIONS

### Land Use

The Potomac Palisades 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.

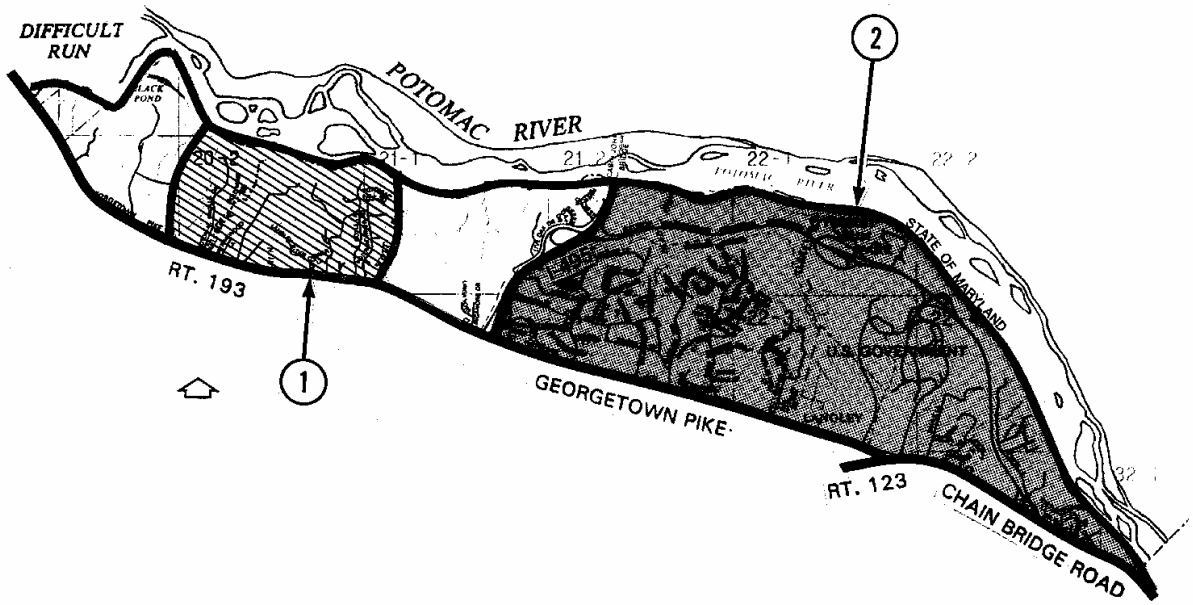
To protect this scenic and environmentally fragile sector, low density development should be continued throughout this sector.

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

1. West of the Beltway, where three stream valleys cross the sector and where the land is not sewered, a density not to exceed .2 dwelling unit per acre is planned.

2. East of the Beltway where the land is partly sewered and most of the land is already developed, compatible infill at a density not to exceed 1 dwelling unit per acre is planned.

3. Commercial development is not planned for and should not be permitted in this sector. [Not shown]




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

Transportation

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

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.

Public Facilities

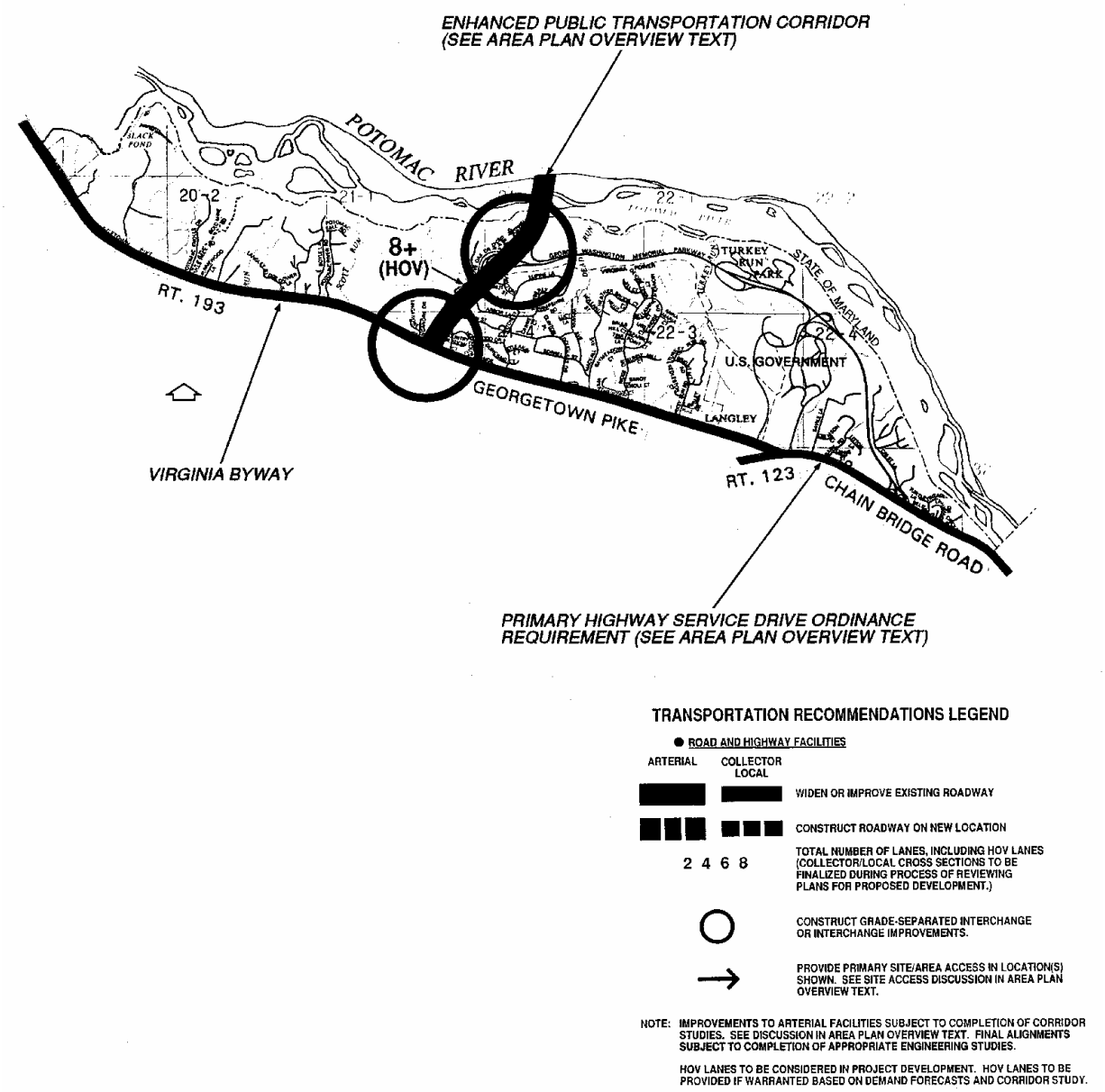
1. Install portion of Second River Crossing Transmission Main parallel to the First River Crossing Transmission Main between the Chain Bridge Pumping Station and the Washington Aqueduct Treatment Plan (Tax Map 22-4).

Parks and Recreation

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

Trails

Trails planned for this sector are delineated on Figure 34 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 32**

## FIGURE 33
## PARKS AND RECREATION RECOMMENDATIONS
## SECTOR M5

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Tollbrook Ridge | Initiate a master planning process and develop this park site. Additional Neighborhood Park facilities are not required in this low density residential area. |
| COMMUNITY PARKS: | |
| | No new Community Park sites are recommended for this sector. Active recreation facilities are available at Langley Fork District Park and the large amounts of publicly owned land provide high quality open space in this sector. |
| DISTRICT PARKS: | |
| Langley Fork | Since this park is the only site in the northeastern quadrant of the planning district developed with athletic fields, these facilities should be upgraded and expanded to maximize their utilization. Should the western portion of the CIA property ever become available, priority should be placed on acquiring a portion of that site to connect Langley Fork with Langley Oaks Natural Resource Park. This addition to Langley Fork Park would also preserve open space to buffer the significant ecological resources of the Countywide Park and facilitate continuity of trail development along the boundary of Turkey Run Park. |
| COUNTYWIDE PARKS: | |
| Scotts Run Nature Preserve | Complete development in accordance with approved master plan. |
| Langley Oaks | Initiate a master planning process and develop with facilities consistent with management objectives for a Natural Resource Park. (See above for additional recommendation.) |
| Scotts Run Stream Valley<br>Turkey Run<br>Pimmit Run Stream Valley | Preserve stream valley/EQCs and facilitate completion of designated trails through acquisition of open space and public access trail easements.<br><br>Seek historic preservation easements on identified historic properties. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 34**

# M6 SPRING HILL COMMUNITY PLANNING SECTOR

## CHARACTER

This sector is bounded on the north by Georgetown Pike (Route 193), on the east by the Capital Beltway (I-495), on the south by the Dulles Airport Access Road (DAAR), and on the west by Leesburg Pike (Route 7), Towlston Road, and Old Dominion Drive.

The sector is characterized as essentially a stable suburban low density residential area comprised of single-family detached dwellings. The DAAR serves as a demarcation line between the expanding commercial and industrial areas in the Tysons Corner quadrangle. Present development within the sector is compatible with similar development in western portions of the McLean Planning District and adjacent portions of the Upper Potomac Planning District.

There is one industrial location, Hazleton Laboratories, Inc., in the eastern quadrant of the Route 7 and Towlston Road intersection. The facility is operating under a special permit on land zoned for residential use at one unit per acre.

## CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods as recommended by the Concept for Future Development.

## RECOMMENDATIONS

### Land Use

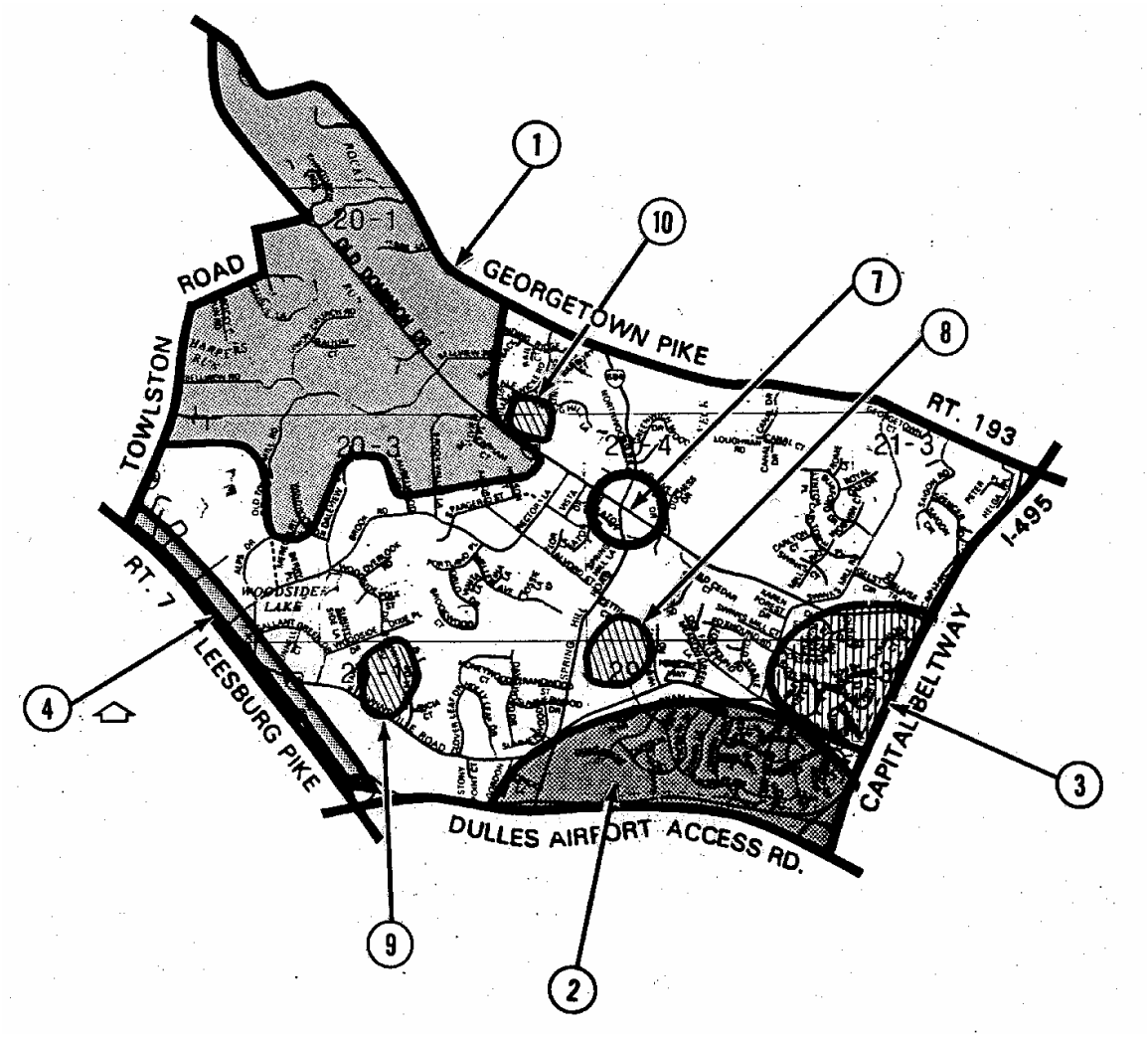
The Spring Hill sector is largely developed as stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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 35 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. Low density residential development should be continued in this sector. Large-lot (2 acres) or estate (5 acres or more) development in the western portions of the sector and extending into the Upper Potomac Planning District is partly in the Difficult Run headwaters and is recommended as a means of achieving the low density development sought in the Difficult Run Environmental Quality Corridor. This area is bordered on the south and east by the Woodside, Woodhaven, Springhaven Estates, and Greenway Heights subdivisions, and the site of the former Hazelton Laboratories, Inc. (Tax Map 19-4((1))16 and 16A).

2. Vacant land south of Lewinsville Road and east of Gordons Lane is planned for residential use at 2-3 dwelling units per acre. Cluster development is encouraged so that land immediately


GEORGETOWN PIKE
TOWLSTON ROAD
RT. 193
I-495
CAPITAL BELTWAY
RT. 7
LEESBURG PIKE
DULLES AIRPORT ACCESS RD.
WOODSIDE LAKE
20-1
20-3
21-3
1
2
3
4
7
8
9
10

adjacent to the Dulles Airport Access Road would remain as open space and provide a buffer to the residential area.

3. Vacant land between McLean Hunt and I-495 is planned for residential use at 1-2 dwelling units per acre and should be developed at the same density as McLean Hunt, with clustering to protect Bradley Branch and buffer the residences from the Beltway.

4. Vacant and underdeveloped land along Route 7 should maintain the present maximum 1 dwelling unit per acre density, but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.

5. All other residential development in this sector except as noted above is recommended for a density not to exceed 1 dwelling unit per acre. The area already has substantial development at 1 unit per acre and varies from the large lot and estate development in the western portions of the sector. [Not shown]

6. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]

7. Commercial use is limited to a small existing area at the junction of Old Dominion Drive and Spring Hill Road.

8. Tax Map 29-2 ((1))1D is planned for a public park or public facility use. Any development proposal for this parcel should ensure that an Environmental Quality Corridor (EQC) is identified and protected, consistent with Objective 9 of the Environment section of the Policy Plan. The EQC in this area should, at a minimum, include all undeveloped land within 100 feet of Bulls Neck Run (i.e. the northern portion of the stream that has not been piped). This recommendation does not preclude the continued use and maintenance of recreational facilities that are already located within 100 feet of the stream.

9. Tax Map #s 29-1((1))70V, 70Z, 71V, 71Z, 72V, 72Z are currently planned at a density not to exceed 1 dwelling unit per acre. Due to the property's size and convenient access, as an option, public park use may be appropriate.

10. Tax Map 20-1((1))16A is currently planned for an elementary school. Until there is a need for a school on this site, park use may be appropriate.

Transportation

Transportation recommendations for this sector are shown on Figure 36. 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

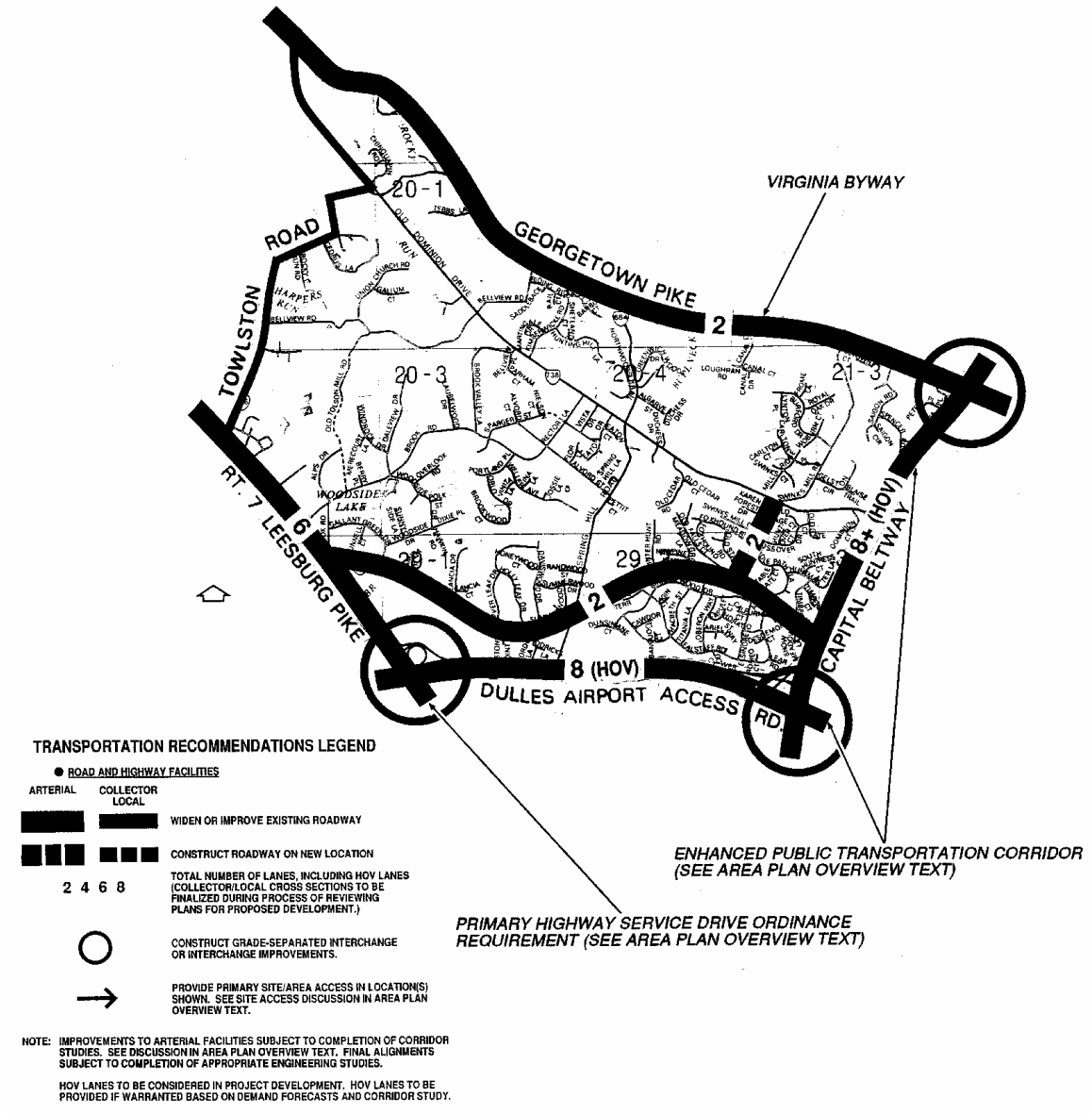
traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Byway. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed 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.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 37. 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 38 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 36**

**FIGURE 37**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR M6**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| McLean Hunt Estates<br>Falstaff | Complete development of existing parks.<br><br>No additional neighborhood park facilities are needed in this Low Density Residential Area. |
| COMMUNITY PARKS: | |
| Greenway Heights<br>McLean Hamlet<br>Timberly | Complete development of Greenway Heights and McLean Hamlet Parks. |
| Old Dominion School Site | There is a critical shortage of active recreation facilities in this sector; therefore, an interim use agreement to develop athletic fields at the "Old Dominion" school site should be considered. |
| DISTRICT PARKS: | |
| Spring Hill | Acquire additional land to expand outdoor recreation facilities.<br><br>The southwestern portion of this sector lies within the service area of Clarks Crossing District Park south of the Dulles Airport Access Road. |
| COUNTYWIDE PARKS: | |
| Difficult Run Stream Valley<br>Bull Neck Stream Valley<br>Scotts Run Stream Valley | Ensure protection of EQC and public access to stream valley parks by acquisition, dedication or donation of open space easements on privately owned properties. Complete development of countywide stream valley trails. These parklands contain environmentally sensitive natural, cultural and recreational resources. Intrusion of non-recreational development should therefore be restricted or prohibited. Environmental and visual impacts should be mitigated.<br><br>Seek historic preservation easements on identified historic properties. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 38**

## M7 WOLF TRAP COMMUNITY PLANNING SECTOR

### CHARACTER

This sector is bounded on the north by Leesburg Pike, on the south by the Dulles Airport Access Road (DAAR), and on the west by Difficult Run.

This sector is primarily a stable area of new residential development interspersed with scattered older farm houses. Residences are single-family detached units on low density, primarily one-half acre lots. The DAAR serves as a demarcation line between the expanding commercial and industrial areas in the Tysons Corner quadrangle. Recent development within the sector is compatible with similar growth in western portions of the McLean Planning District and adjacent portions of the Upper Potomac Planning District.

There are no commercial or industrial facilities in the Wolf Trap Sector and none are planned. There are a few parcels remaining in agricultural uses.

Prominent in the sector are Wolf Trap Farm Park, a Federally-owned cultural center, and the headquarters of the National Wildlife Federation on Leesburg Pike.

### CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods at residential densities of .5 to 3 dwelling units per acre as recommended in the Concept for Future Development.

### RECOMMENDATIONS

#### Land Use

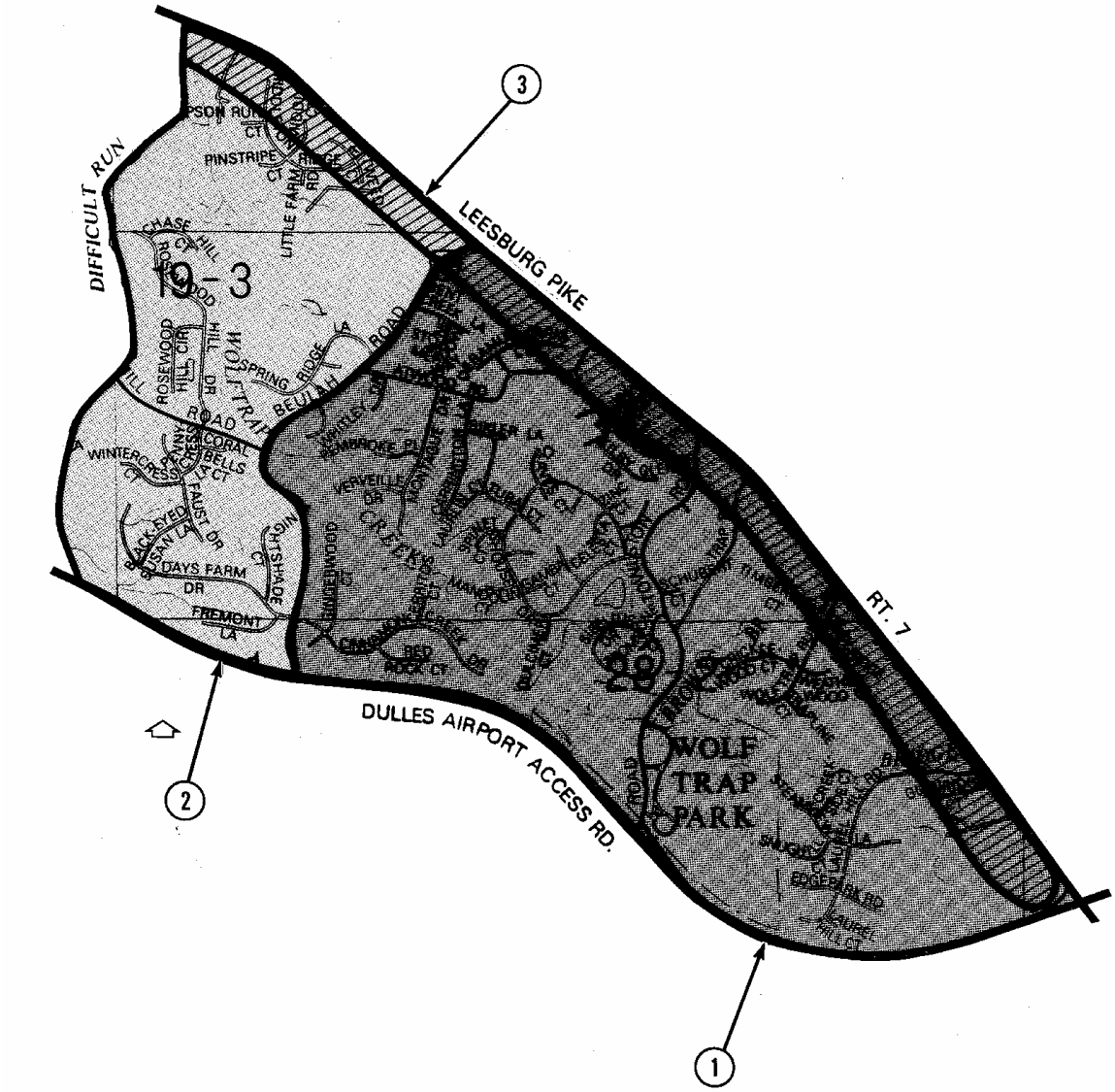
The Wolf Trap sector is largely developed as stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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 39 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. Low-density residential development at 1-2 dwelling units per acre is planned for the area east of Beulah Road.

2. Development west of Beulah Road, which is partly located in the Difficult Run and not sewered, is planned for .2-.5, .5-1 and 1-2 dwelling units per acre as shown on the Plan map. Developers should design with varying lot sizes corresponding to the planned land use densities on the map and existing development even if the area to be developed covers




**LAND USE RECOMMENDATIONS** **FIGURE 39**
**GENERAL LOCATOR MAP**

more than one residential density. Further guidance is found in the environmental section of the Area Overview for Area II.

3. Land along the south side of Route 7 should maintain the pattern of an average density of 1-2 dwelling units per acre, but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.

4. To maintain the present scenic attractiveness of Route 7 in this area, site plans for all developments should be encouraged to feature greater than normal setbacks from the highway and natural buffering as many developments have done. [Not shown]

5. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]

Transportation

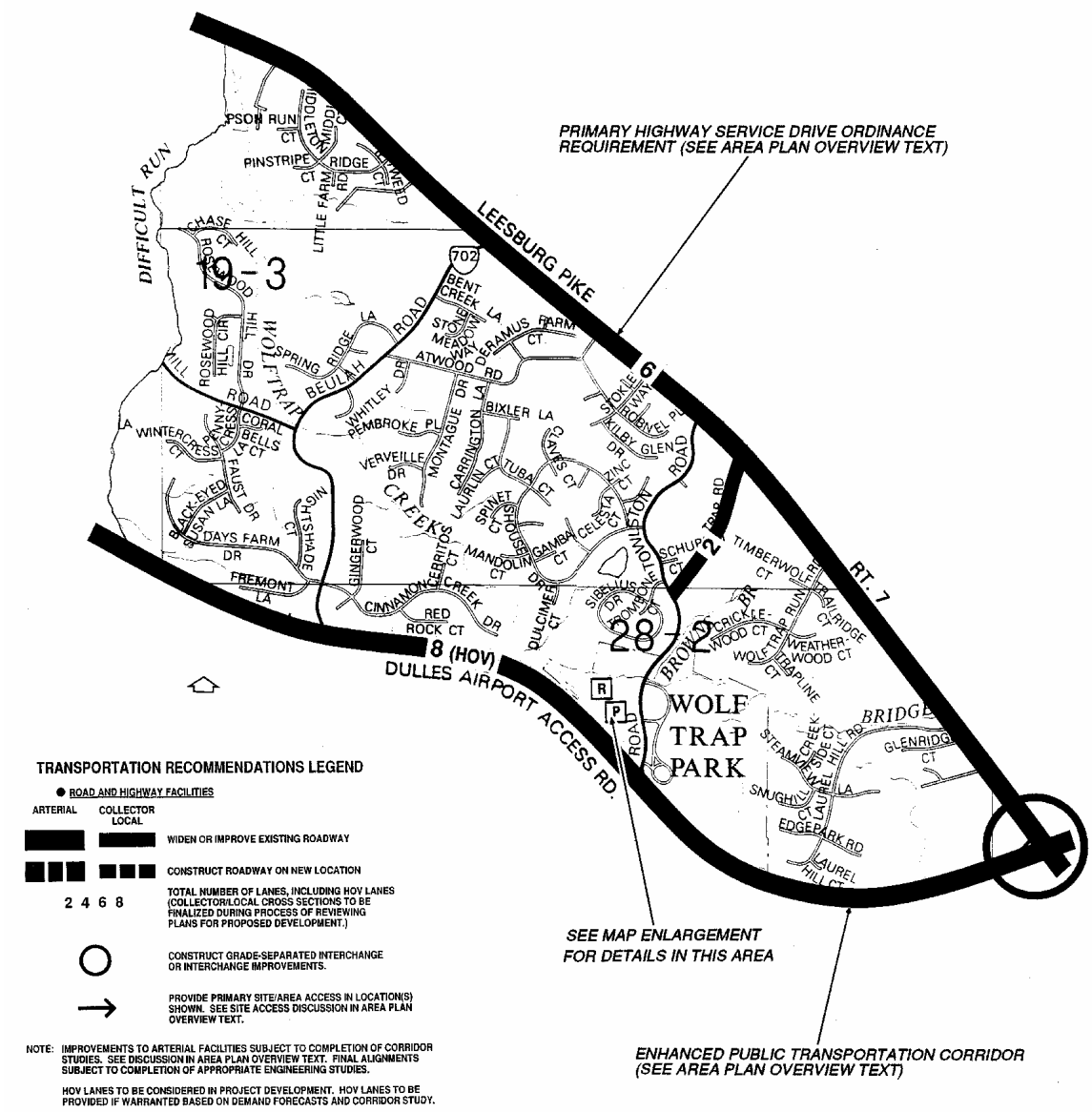
Transportation recommendations for this sector are shown on Figures 40 and 41. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

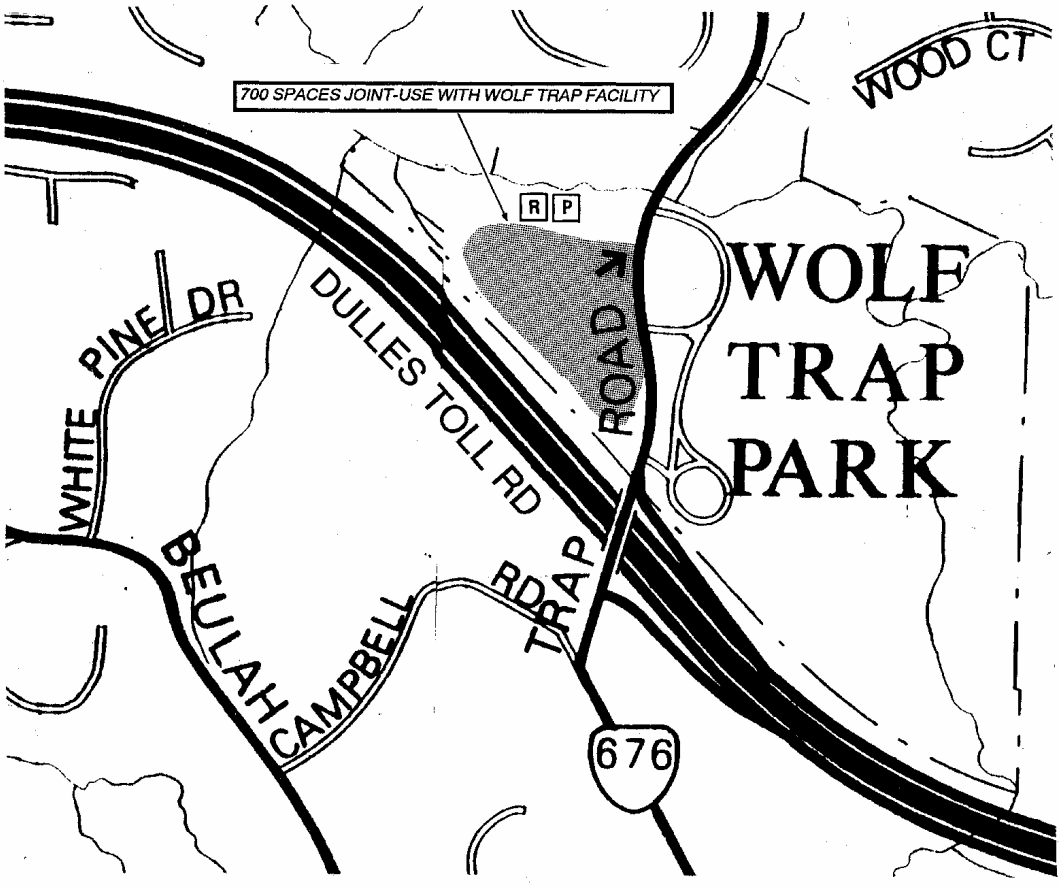
Park and recreation recommendations for this sector are shown on Figure 42. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an 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 43 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 40**




TRANSPORTATION RECOMMENDATIONS LEGEND

- PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)
  - T TRANSIT TRANSFER CENTER (NO PARKING)
  - R RAIL STATION
  - P COMMUTER PARKING LOT
  - C COMMUTER RAIL STATION
  - M METRO STATION

**TRANSIT FACILITY RECOMMENDATIONS FIGURE 41**
**M7 WOLF TRAP COMMUNITY PLANNING SECTOR**

**FIGURE 42**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR M7**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| | Neighborhood Park facilities are not required in this Low Density Residential Area. |
| COMMUNITY PARKS: | |
| | Initiate a maser plan process and develop the Fire House site for active recreation.<br><br>There is a scarcity of active recreation facilities in this sector. An interim use agreement for development of athletic fields at the "Andrew Chapel" School site should be considered. |
| DISTRICT PARKS: | |
| | This sector lies within the service area of Clarks Crossing District Park. |
| COUNTYWIDE PARKS: | |
| Difficult Run Stream Valley<br>Wolf Trap Stream Valley | Acquire public parkland and/or seek conservation/public access trail easements to preserve ecological resources in these stream valleys and complete development of the Difficult Run "Parks to River" trail. |
| STATE/FEDERAL: | |
| Wolf Trap (National Park Service) | |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

**PLANNED TRAIL SYSTEM** **FIGURE 43**