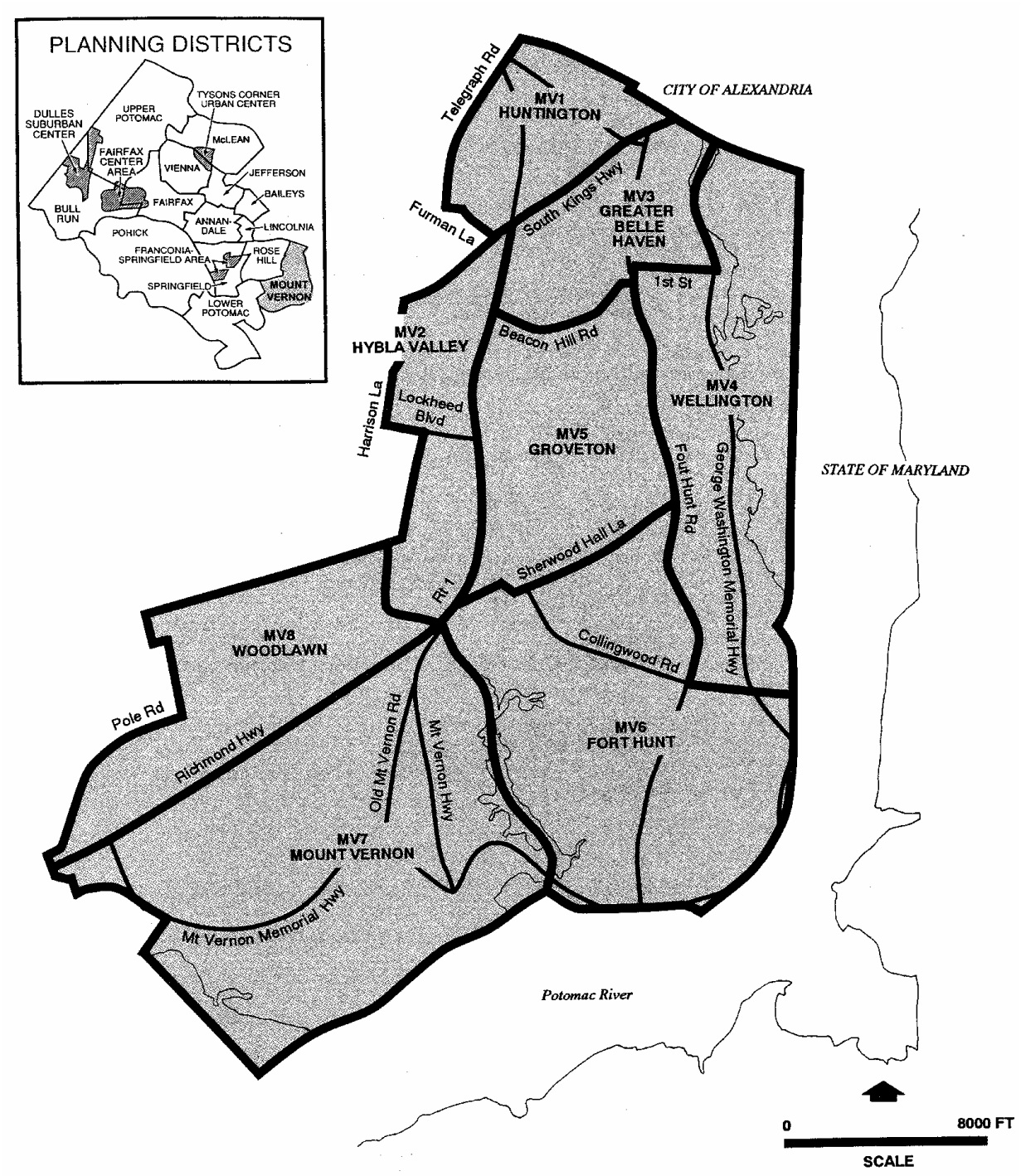


COMMUNITY PLANNING SECTORS **FIGURE 19**
MOUNT VERNON PLANNING DISTRICT

MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

OVERVIEW

This planning sector generally coincides with the Huntington Transit Station Area. The sector is generally bounded by the Capital Beltway on the north, Telegraph Road, Furman Lane and South Kings Highway on the west and Richmond Highway on the east. The Transit Station Area is divided into land units with specific recommendations made for each land unit. The area closest to the Metro station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington Transit Station Area and the Transit Development Area are outlined on the area maps in Figure 20.

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

CONCEPT FOR FUTURE DEVELOPMENT

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

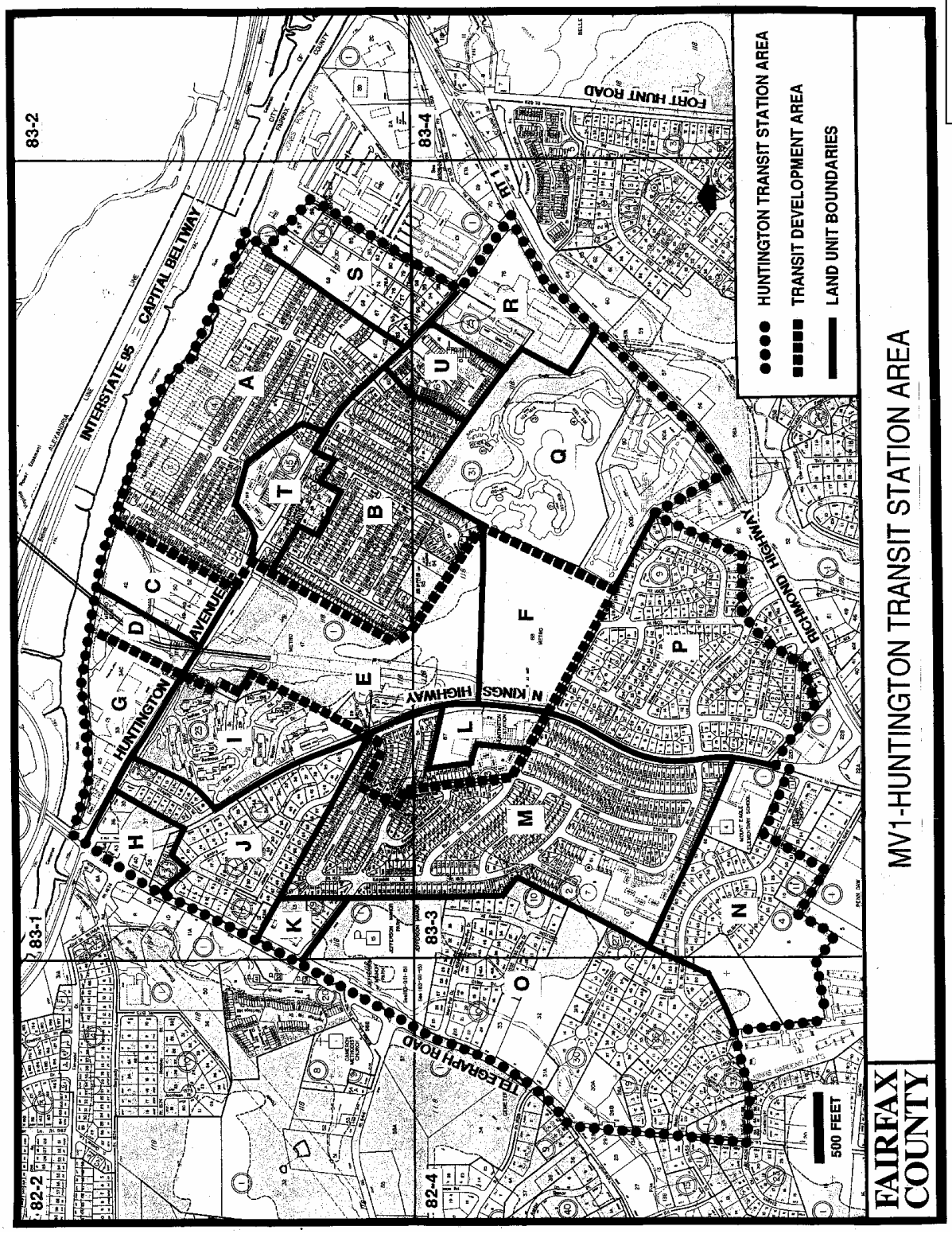
The Transit Development Area, is a smaller area, located within a 5 to 7 minute walk of the transit station, and planned for higher-density, mixed-use development. This concept of the Transit Development Area is appropriate for the Huntington Metro Station Area in particular. Within the Transit Station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

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations is to guide and direct development in the Huntington Transit Station Area by recognizing the opportunities and constraints. The area impacted by these recommendations is divided into land units as presented in Figure 20. 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 20



MV1-HUNTINGTON TRANSIT STATION AREA

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

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

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

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

Transit Development Area Conditions and Recommendations

An area determined to be appropriate for higher intensity, mixed-use development within the Huntington Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 20, the Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment. The concentration of development in the Transit Development Area recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station. Development within this convenient walking distance would generate a substantial number of walk-on Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metro station. In suburban locations such as Huntington, mixed-use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the non-residential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The predominance of residential uses within the Transit Development Area is appropriate for Huntington, reflecting the residential character of this area and recognizing the limited market for office use. The Transit Development Area also will provide a strong visual and functional focus for the Huntington community due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place where County residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the County's key policy objectives.

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

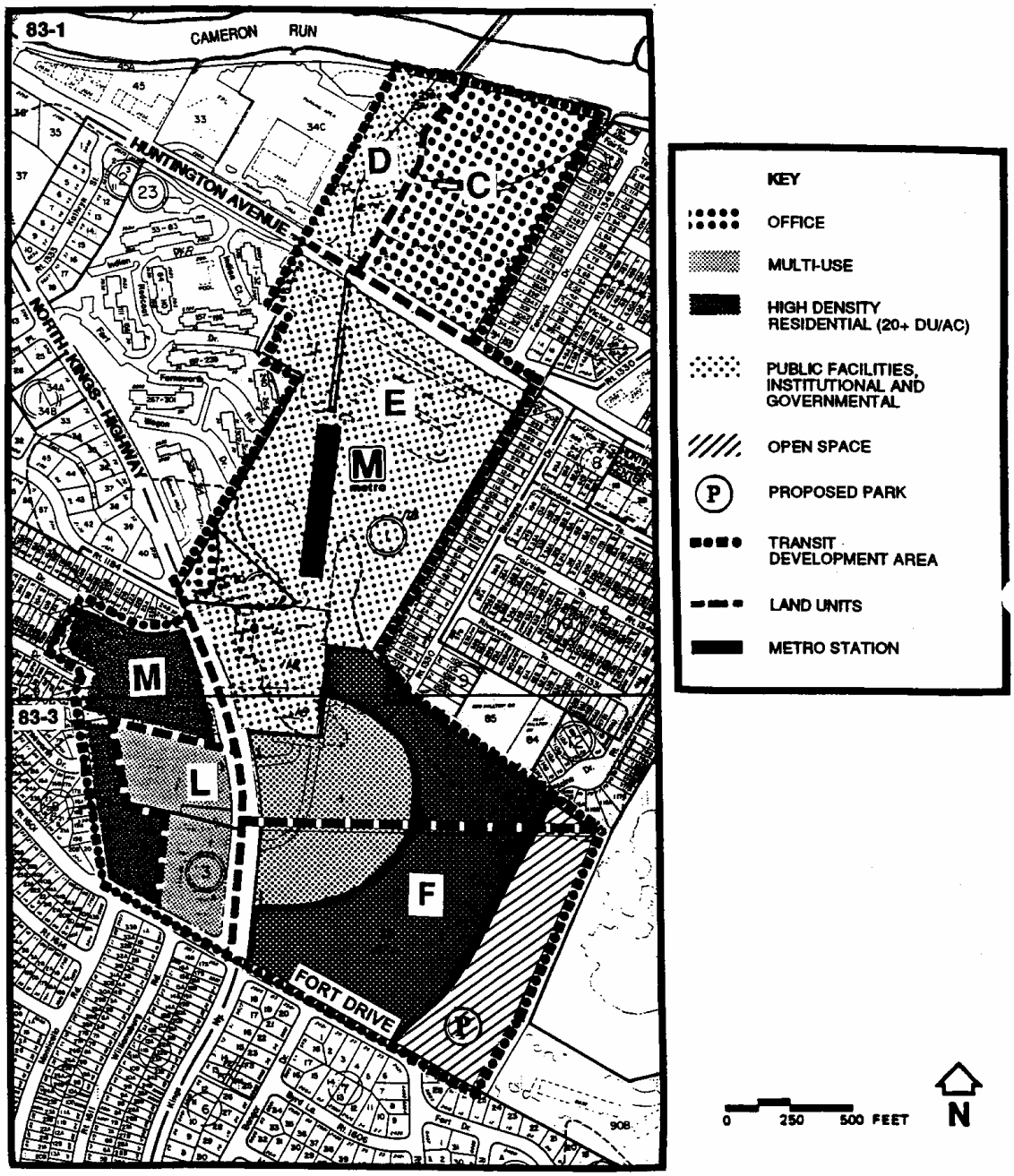
As shown on Figure 20, the Huntington Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment within a 5 to 7 minute walk of the station. It includes the Washington Metropolitan Area Transit Authority (WMATA) property (Land Units E and F), the Huntington Station Shopping Center (Land Unit L), an area just west and north of the Huntington Station Shopping Center (a portion of Land Unit M), and an area on the north side of Huntington Avenue (Land Units C and D). The recommended land use plan for the Transit Development Area is illustrated on Figure 21.

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

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

North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor, is not recommended north of Jefferson Drive, west of Monticello Road, or south of Fort Drive to limit the impact upon the Jefferson Manor neighborhood and adjoining subdivision. Northwest of the WMATA property are two stable residential neighborhoods which represent boundaries to the Transit Development Area: Fort Lyon Heights and the Huntington Club Condominiums. On the north side of Huntington Avenue, across from the station, is an area of largely undeveloped land which is appropriate for Metro-related development. Land Units C and D are within a five minute walk of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and an office building on the west.

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



HUNTINGTON TRANSIT DEVELOPMENT AREA **FIGURE 21**
RECOMMENDED LAND USE PLAN

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

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 22, 23 and 24.

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

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

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

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

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

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

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

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

10. Identification and preservation of significant heritage resources.

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. For the maximum level of development, the following must be met:

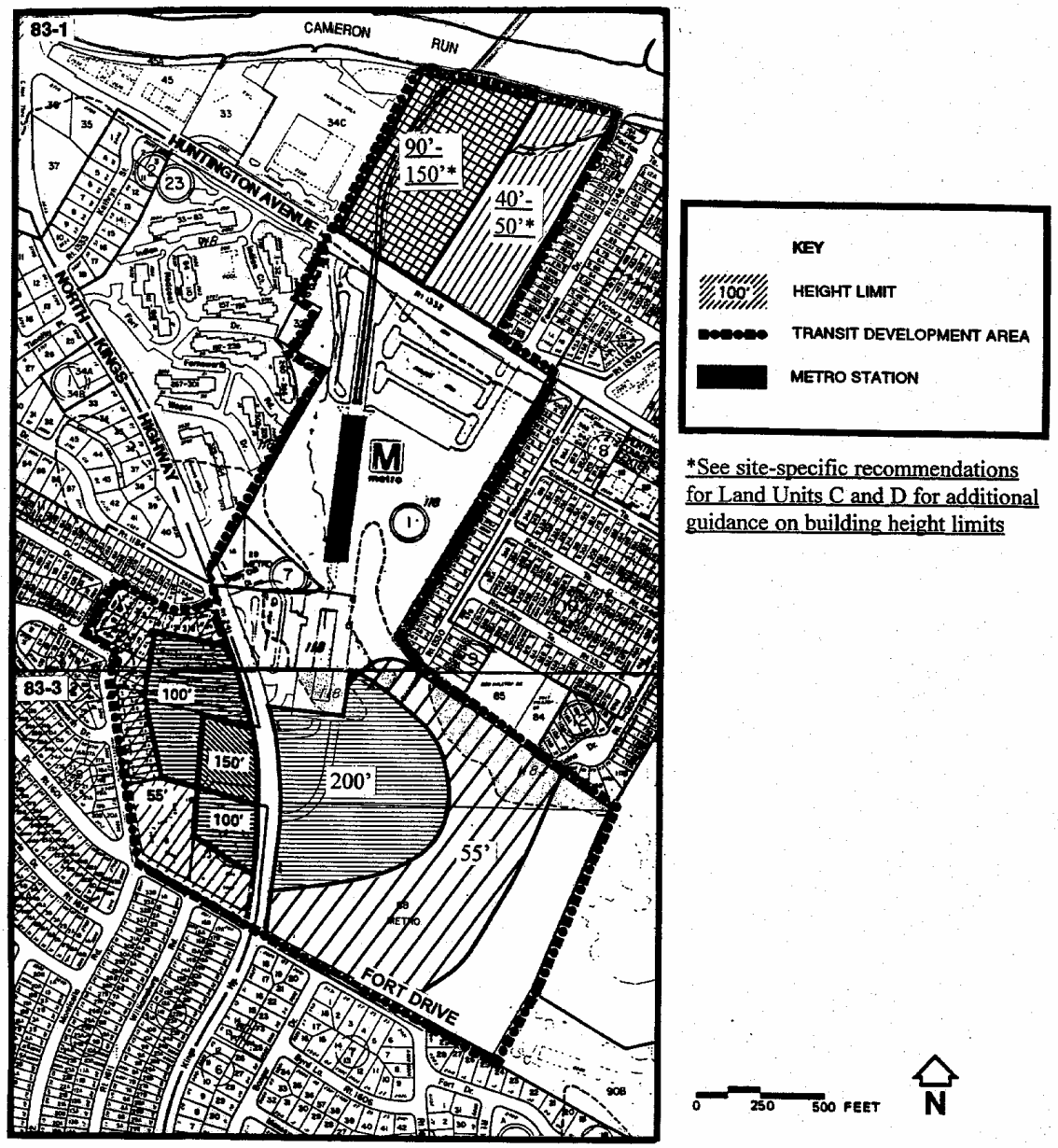
- All site-specific conditions;

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

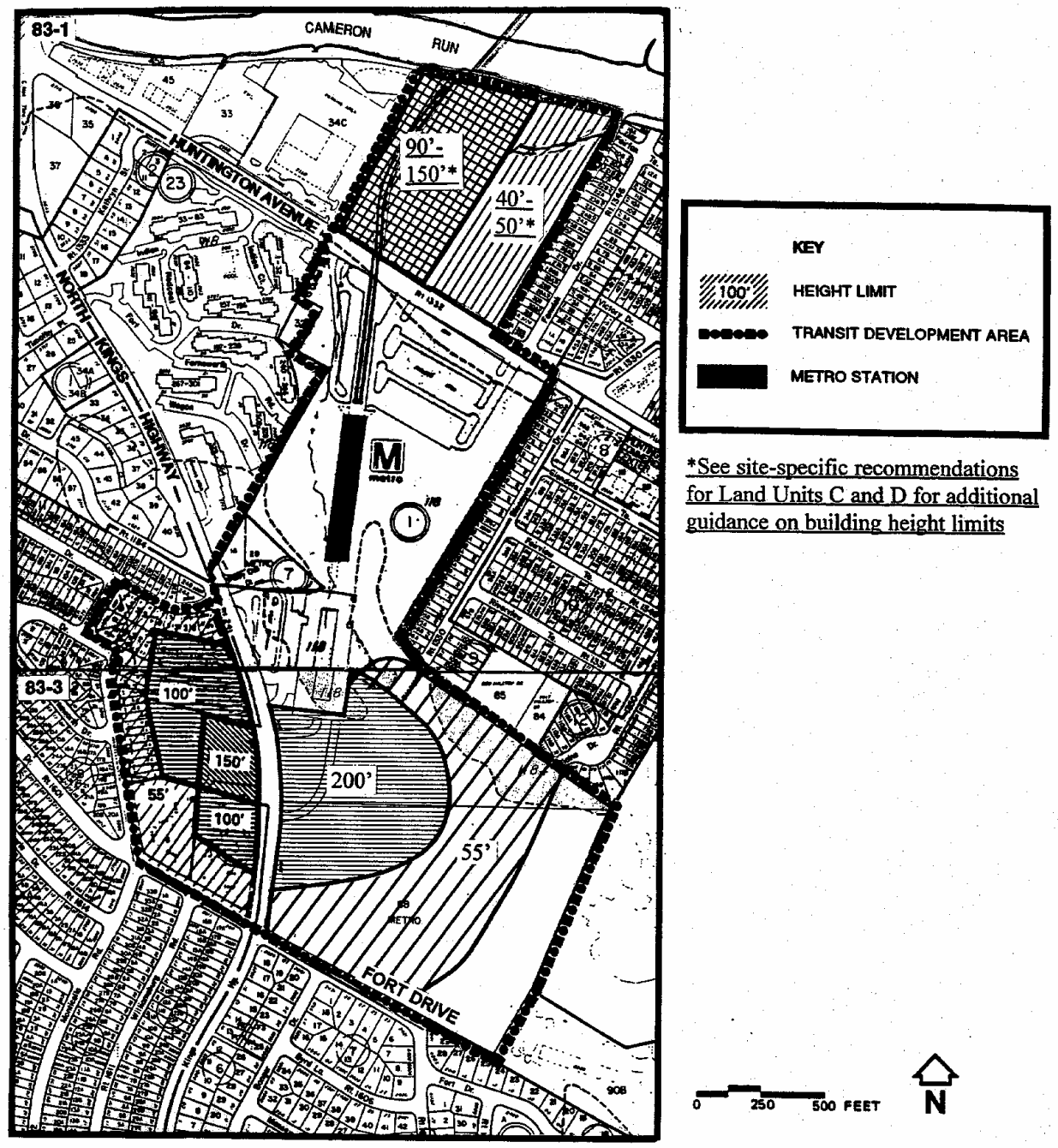
- All of the remaining applicable general development criteria.

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

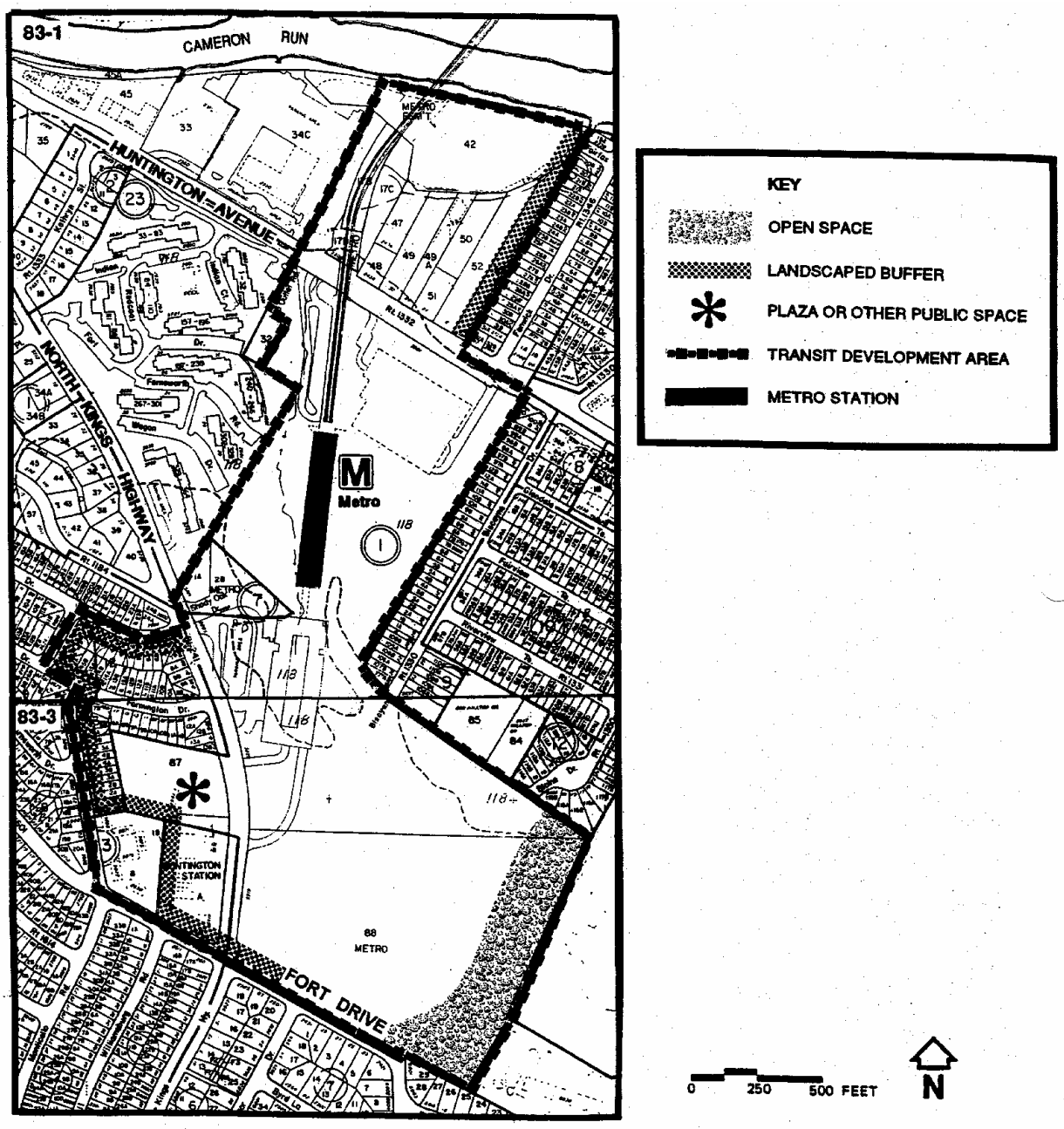
- 650,000 gross square feet of office space;



HUNTINGTON TRANSIT DEVELOPMENT AREA PEDESTRIAN CIRCULATION **FIGURE 22**



HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS **FIGURE 23**



HUNTINGTON TRANSIT DEVELOPMENT AREA **FIGURE 24**
OPEN SPACE AND LANDSCAPED BUFFERS

- 117,000 gross square feet of retail space;
- 845 dwelling units; and
- 200-room hotel with conference facilities or an additional 250 dwelling units.

(Land Units E and F) The WMATA Property

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

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

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

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

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

The development of the WMATA property should be in accordance with the urban design concept plan shown in Figures 22, 23 and 24. The commercial uses, including the optional hotel, should be clustered around a public plaza near the Metro station and North Kings Highway. Residential use should be located east and south of this cluster to provide a transition to surrounding residential development. As shown in Figure 24, Mount Eagle Park and/or open space should be accessible to, and provide buffering for, the Huntington community, the high-rise residential projects located east of the WMATA property, and the Fairhaven community.

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

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

- Development should be coordinated under one planning program for the entire site;
- Retail uses should be limited to the ground level of proposed buildings along the main pedestrian access routes to the Metro station;
- Non-residential uses should be clustered around the public space near the Metro Station. Residential development should occur towards the south and east of the station in order to provide an appropriate transition to adjacent neighborhoods; and
- Vehicular access to private development should be separated from vehicle access to the Metro station.

Land Unit L and a portion of Land Unit M

The Board of Supervisors of Fairfax County directed the development of a Conservation Plan which established a conservation area for Jefferson Manor. It was adopted on June 17, 1991 (See Land Unit M). Land Unit L contains the Huntington Station Shopping Center. It is planned for a mix of retail and high density residential uses in conjunction with the portion of Land Unit M that is bounded by Fort Drive, Monticello Road, Jefferson Drive, and North Kings Highway as shown in Figure 21. Land Units L and M are included in the Jefferson Manor Conservation Area which is discussed under Land Unit M.

Excluding the existing garden apartments on Parcel 83-3((3))B which should be retained and upgraded, the entire area is planned for redevelopment with a maximum of approximately 445 dwelling units (220 units on the portion of Land Unit M within the Transit Development Area and 225 units on Land Unit L), reflecting a density of 45 dwelling units per acre. Incorporated within this high density residential development, a maximum of approximately 87,000 gross square feet of retail space is recommended on Land Unit L, the site of the existing Huntington Station Shopping Center. The redevelopment should include a plaza or other public space that is oriented to the Transit Area in terms of character and location.

The maximum level of development should be granted only if all ten of the general development criteria for the Transit Development Area are met and the following site-specific conditions are satisfied:

- Reduce vehicular access points along North Kings Highway; and
- Coordinate the design and development of Land Unit L and Land Unit M with review by the residents of the Jefferson Manor Conservation Area. Development on Land Units M and L should complement each other and reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area. A pedestrian-oriented public space should be created that is oriented to the public space on the WMATA property to facilitate pedestrian access across North Kings Highway.

Land Units C and D

On the north side of Huntington Avenue across from the Metro station parking lot, there are approximately 14 acres which are currently being used for interim parking by Metro. Land

Unit D is a four-acre strip that is planned for public facility use and serves as the right-of-way for the Metrorail guideway which passes over Huntington Avenue and Cameron Run. Any development on Land Units C and D should be coordinated and access to development on these lots should be designed to conform with General Development Criterion #9 since this site is located across the street from the Huntington Avenue entrance to the Metro station.

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

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

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 23. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.

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

- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 24 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.

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

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

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

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

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

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

- Coordinate and integrate development to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 48, for the adjacent neighborhood conservation area.

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

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

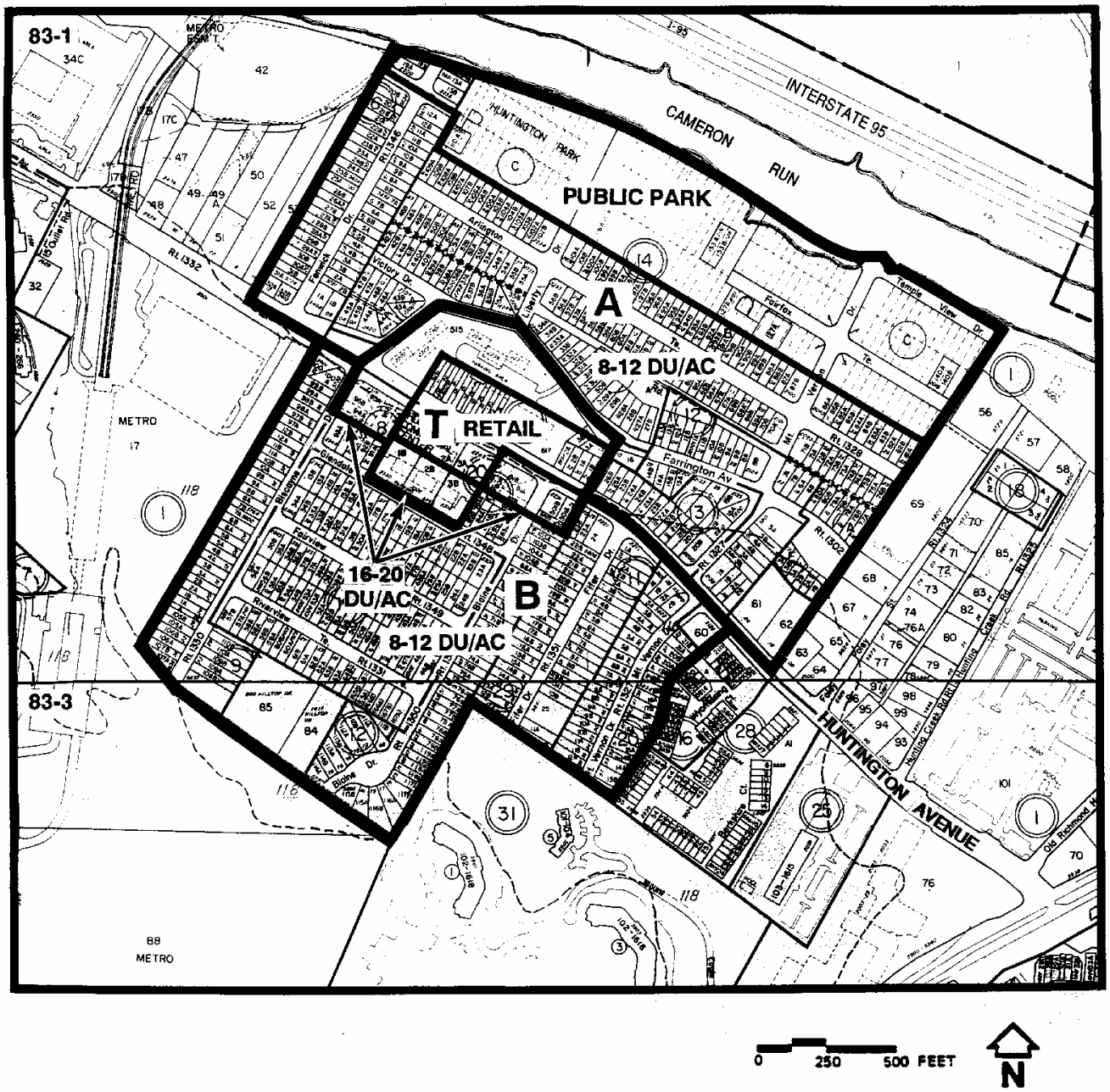
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

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

The land use recommendations for the Huntington community seek to preserve the stability of this residential area, upgrade local community shopping facilities, improve parklands and provide better pedestrian linkage to the Metro station. The Huntington Conservation Area is comprised of Land Units A, B and T as shown in Figure 25.

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

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



HUNTINGTON CONSERVATION AREA **FIGURE 25**

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

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 25). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

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

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

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

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

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

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

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

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

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 20. The

Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. Huntington Club Condominiums (Land Unit I) is planned for 16-20 dwelling units per acre. Both of these subdivisions should be maintained as stable residential neighborhoods.

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

Land Unit M (Jefferson Manor Conservation Area)

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

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

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

Land Unit N (Penn Daw Area)

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

The balance of Land Unit N, is an area of largely undeveloped land at or adjacent to the terminus of Poag Street and includes Parcels 83-3((11))6, 7, 8, 9, 10; 83-3((1))5; 83-3((4))B; 82-4((1))24. With substantial consolidation, these parcels are planned for residential use at 3-4 dwelling units per acre. Development should be designed and specially engineered to address sensitive environmental areas, including steep slopes, marine clays and drainage problems. Poag Street should be improved to include resurfacing and drainage management. Poag Street should serve as the principal access to these parcels with no connection of Poag Street to Schaffer Drive.

Land Unit O (Wilton Woods Neighborhood)

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

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

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

Land Unit P (Fairhaven Conservation Area)

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

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

A neighborhood improvement program and conservation plan for the Fairhaven community was adopted by the Board of Supervisors on September 10, 1979 and amended on June 27, 1994. The basic goal of that plan is the conservation and development of a viable and sound residential community in Fairhaven. The neighborhood improvement program lists a series of needed public improvements in Fairhaven.

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

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

Near the intersection of Richmond Highway and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is approved for a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (Tax Map 83-3((1))76) is planned for residential development at 40 dwelling units per acre in the event that the following conditions are met. Coordinated development should take place so that:

- Project design and layout provides a high quality development in keeping with the character of residential development in the area;

- Development is screened and set back from Richmond Highway to avoid excessive building bulk in proximity to Richmond Highway and to provide an adequate transition toward the lower residential densities existing and planned south of Richmond Highway and west of Fort Hunt Road;

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

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

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

- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the County; and

- Adequate right-of-way is provided for the improvement of that intersection if necessary.

A density of up to 50 dwelling units per acre may be considered in the event that Huntington Avenue and Richmond Highway adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County.

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

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

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

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

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

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

Area Outside of the Huntington Transit Station Area

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

Transportation

Transportation recommendations for this sector are shown in Figures 26, 27, 28 and 29. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

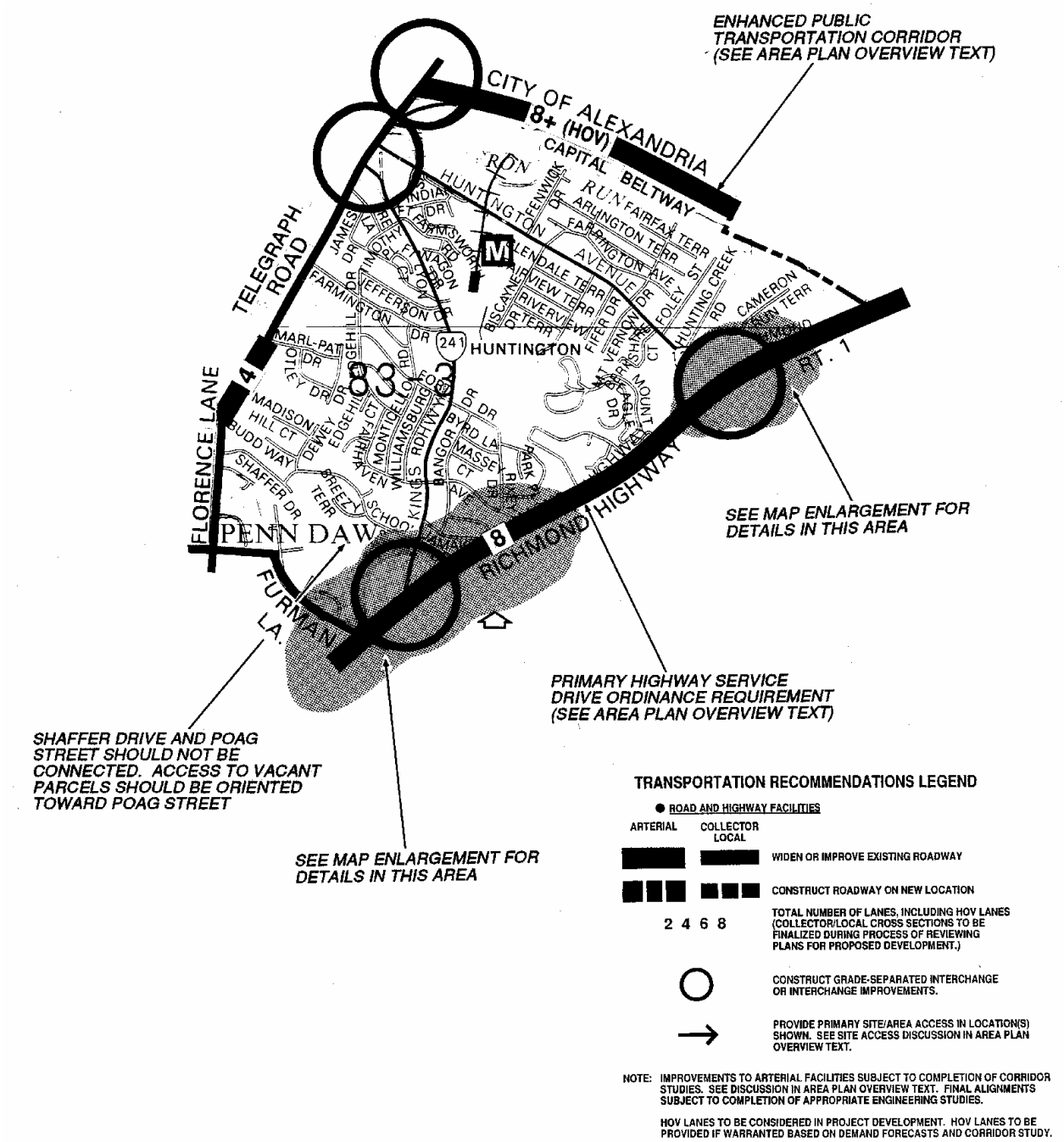
Because of these environmental concerns and development patterns and due to the need for access for existing residents from the large number of driveways, cul de sacs and feeder streets, a maximum width of three lanes should be the primary consideration for any improvement of the section of Telegraph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

Pedestrian Circulation

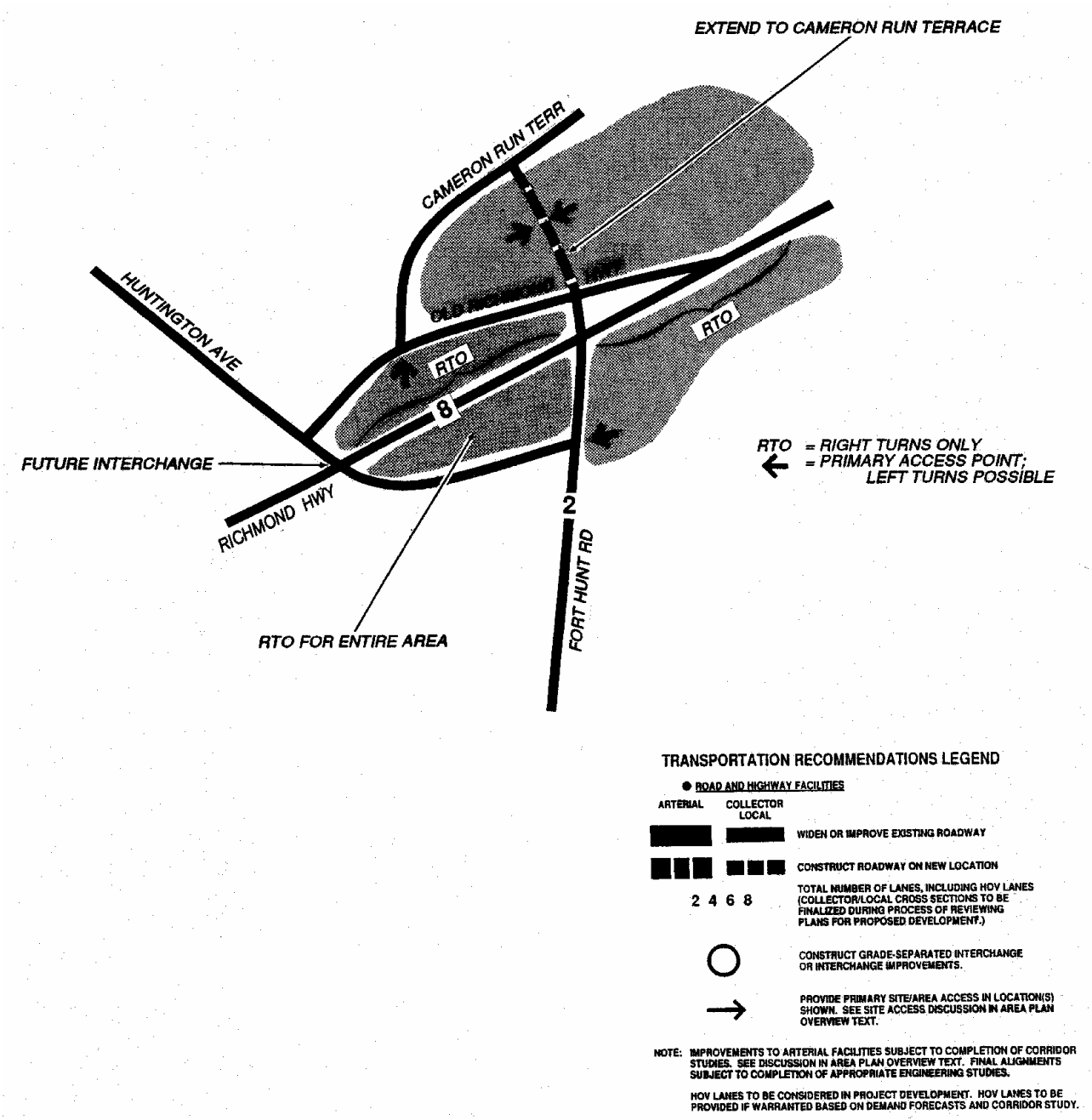
Improvements in pedestrian circulation are needed throughout the Transit Station Area to facilitate access to the Metro station and proposed new development. Such improvements can also improve the appearance of the area and create a sense of identity and organization throughout the community.

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

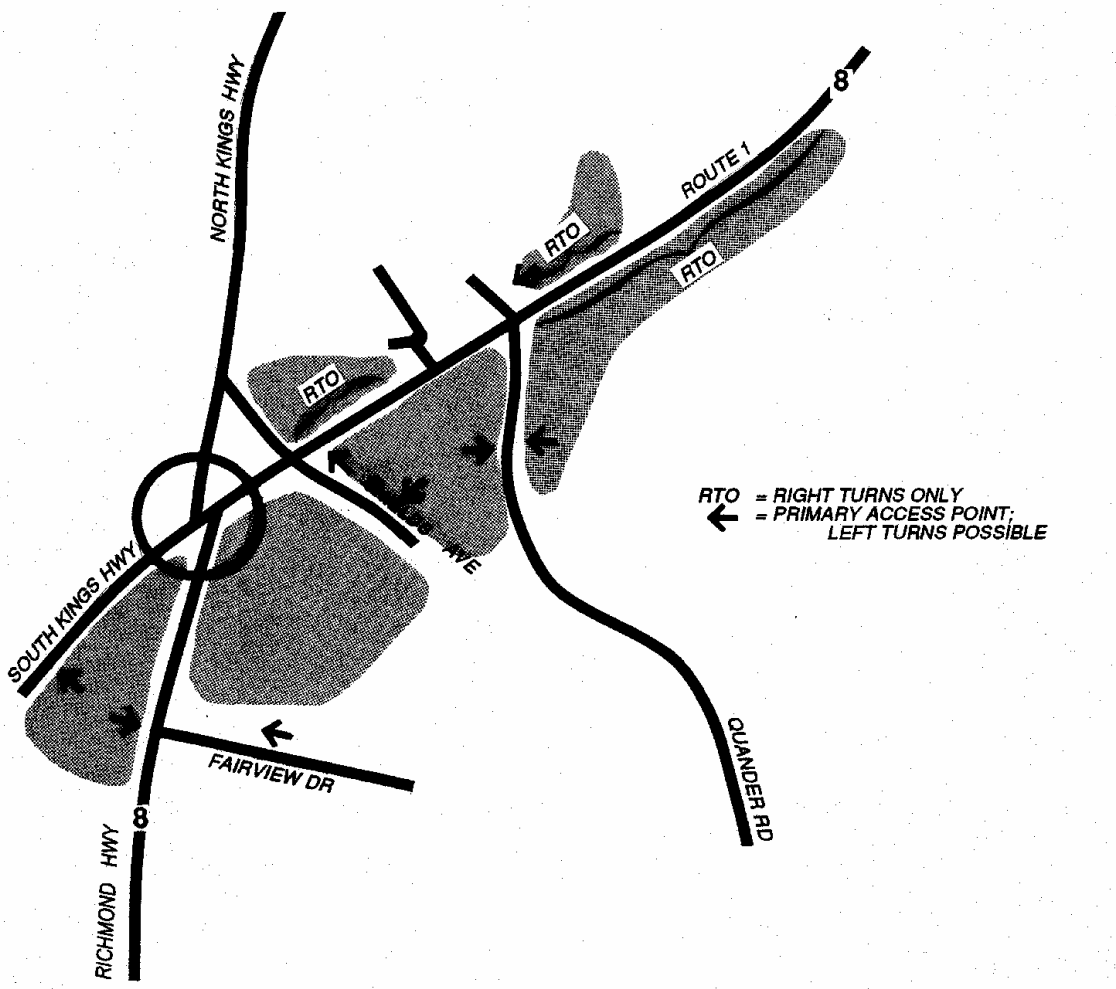
- Provide an organized means of circulation between the Metro station and buildings constructed on the sites;
- Serve as focal points for community activities related to new development and the Metro station;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;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



TRANSPORTATION RECOMMENDATIONS **FIGURE 26**



ACCESS RECOMMENDATIONS **FIGURE 27**
MV1 HUNTINGTON COMMUNITY PLANNING SECTOR



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.)

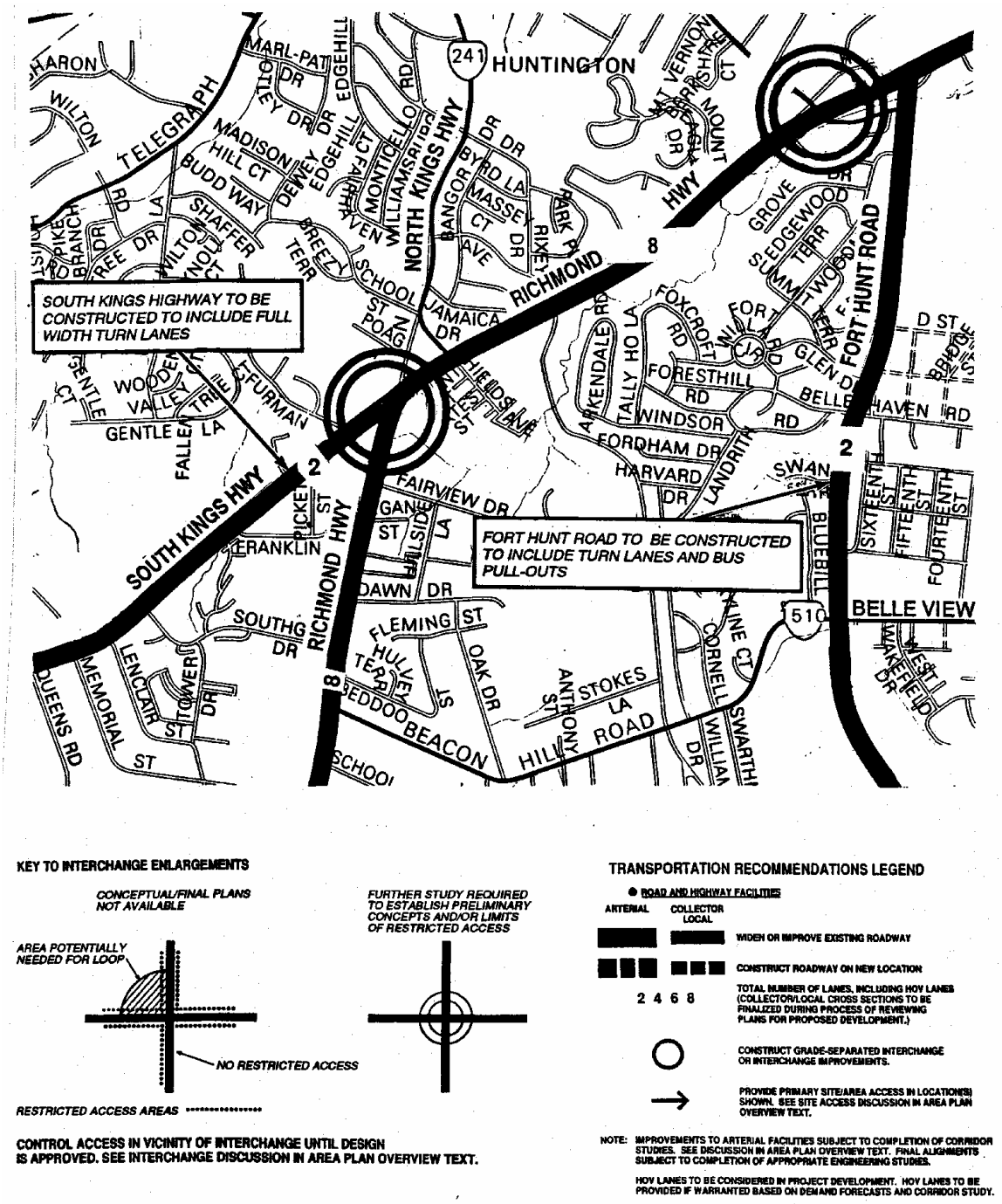
CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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 28**
MV1 HUNTINGTON COMMUNITY PLANNING SECTORS



INTERCHANGE RECOMMENDATIONS **FIGURE 29**
MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

For the entire Transit Station Area, a pedestrian circulation system is proposed to provide an interconnected system of walkways linking pedestrians to their destinations. This system provides new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience. The elements of this system are presented in Figure 30. In order to meet functional needs of commuters and make the walk to the Metro station more pleasant, a streetscape program should be developed and implemented for the segments of Huntington Avenue and North Kings Highway that lie within the Transit Station Area as well as for the streets defining the boundary of the Transit Development Area west of North Kings Highway. Special treatment along both sides of these streets include street trees, pedestrian level lighting, special paving, coordinated graphics and street furniture. Sidewalks have been recently constructed on both sides of Huntington Avenue and the programmed improvements to North Kings Highway will include sidewalks on both sides of the road. Streetscape design should be retrofitted into the existing rights-of-way and augment the existing and programmed sidewalks rather than require their replacement. Developers should be encouraged to provide this streetscape treatment as part of their new development.

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

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

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

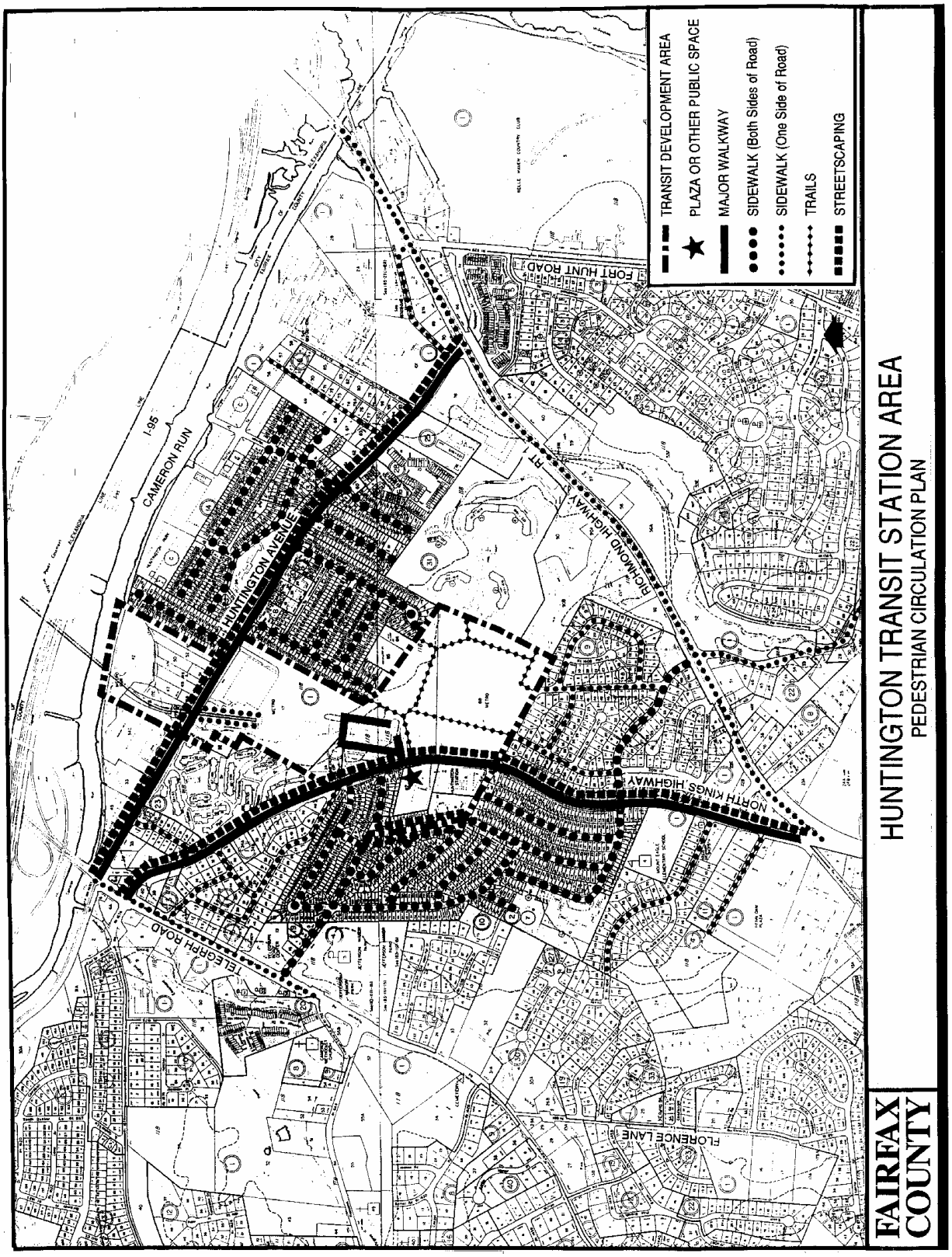
Public Facilities

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

Parks and Recreation

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

FIGURE 30



HUNTINGTON TRANSIT STATION AREA
PEDESTRIAN CIRCULATION PLAN

FIGURE 31
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV1

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

Trails

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 32**

MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Hybla Valley Planning Sector is located on the west side of Richmond Highway south of South Kings Highway. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this sector.

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

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

Strip commercial development along Richmond Highway characterizes the sector for most of its eastern border. Within the boundaries of Sector MV2 are the two largest shopping centers in the Mount Vernon Planning District: Beacon Mall and South Valley Shopping Center.

Richmond Highway and South Kings Highway are the major roadways of this planning sector. The Huntington Metro Station, although not located in this sector, serves residents of the sector.

Groveton Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Groveton Community Improvement Plan to upgrade and preserve the neighborhood by providing public facilities such as sidewalk, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The portion of the Groveton Community Improvement Area in Sector MV2 is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Road and Richmond Highway.

Groveton Redevelopment Area

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

Recommendations for the Groveton Redevelopment Area are discussed in the Richmond Highway Corridor section of the Plan under the Beacon/Groveton Community Business Center, Land Unit D.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Richmond Highway Corridor Area

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

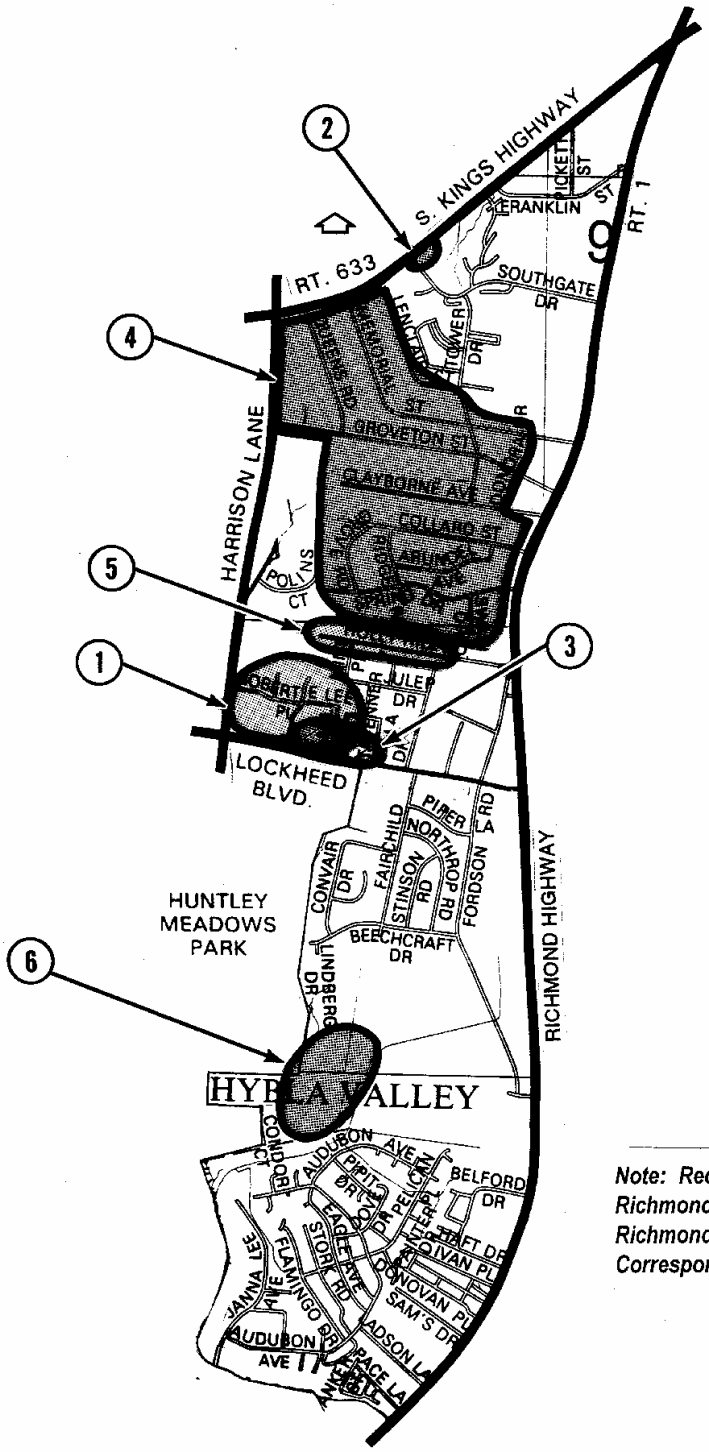
Outside Richmond Highway Corridor

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

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

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

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



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS **FIGURE 33**
GENERAL LOCATOR MAP

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

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

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

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

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

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

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

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

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

   - Traffic Management:

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

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

     c. The project shall address access for emergency vehicles.

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

Transportation

Transportation recommendations for this sector are shown on Figures 34, 35 and 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.

Heritage Resources

Remaining undeveloped areas as well as older and more dispersed neighborhoods remain in this sector and could contain significant heritage resources. These resources should be preserved.

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

Public Facilities

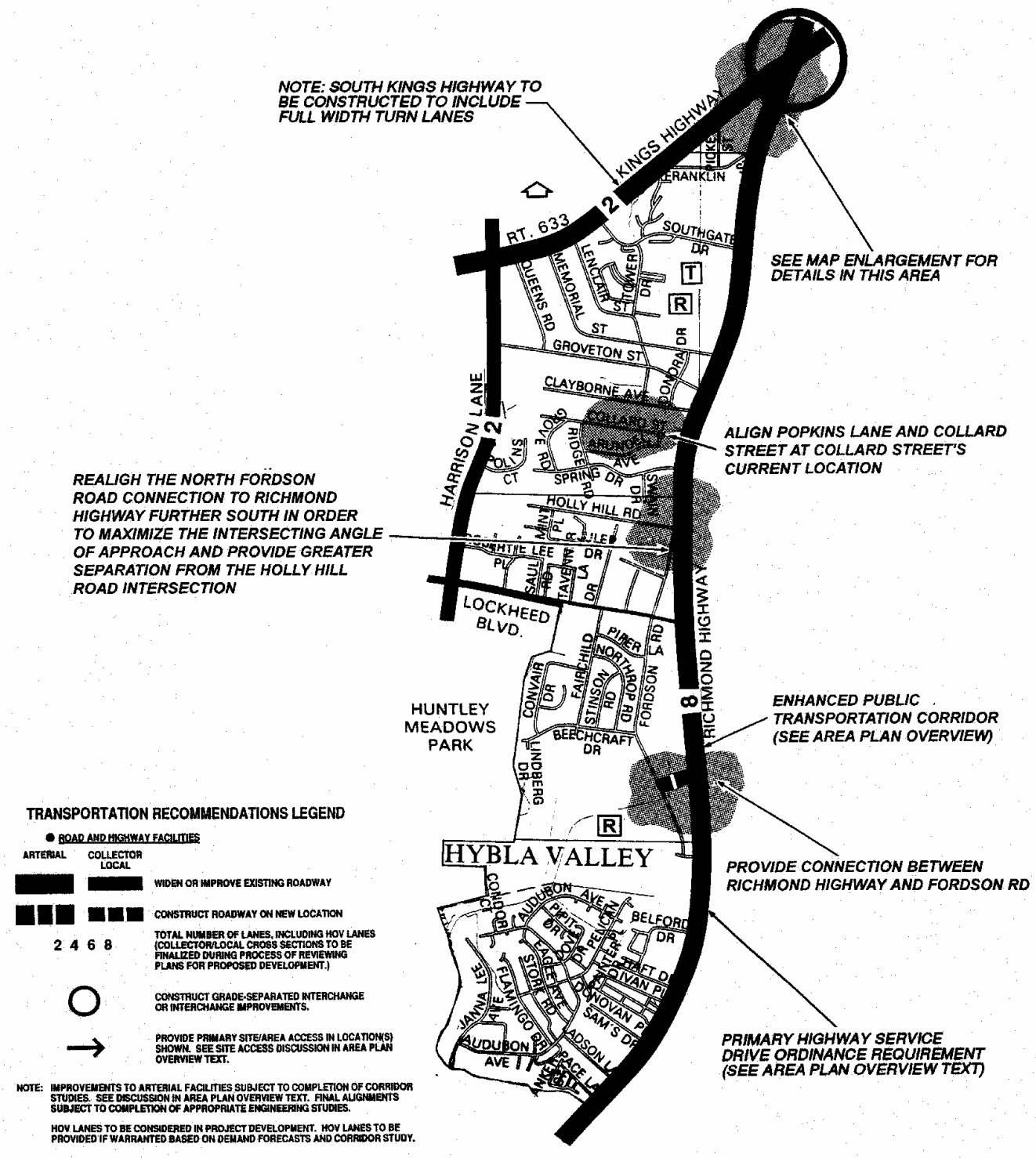
Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Richmond Highway between Memorial Street and Groveton Street.

Parks and Recreation

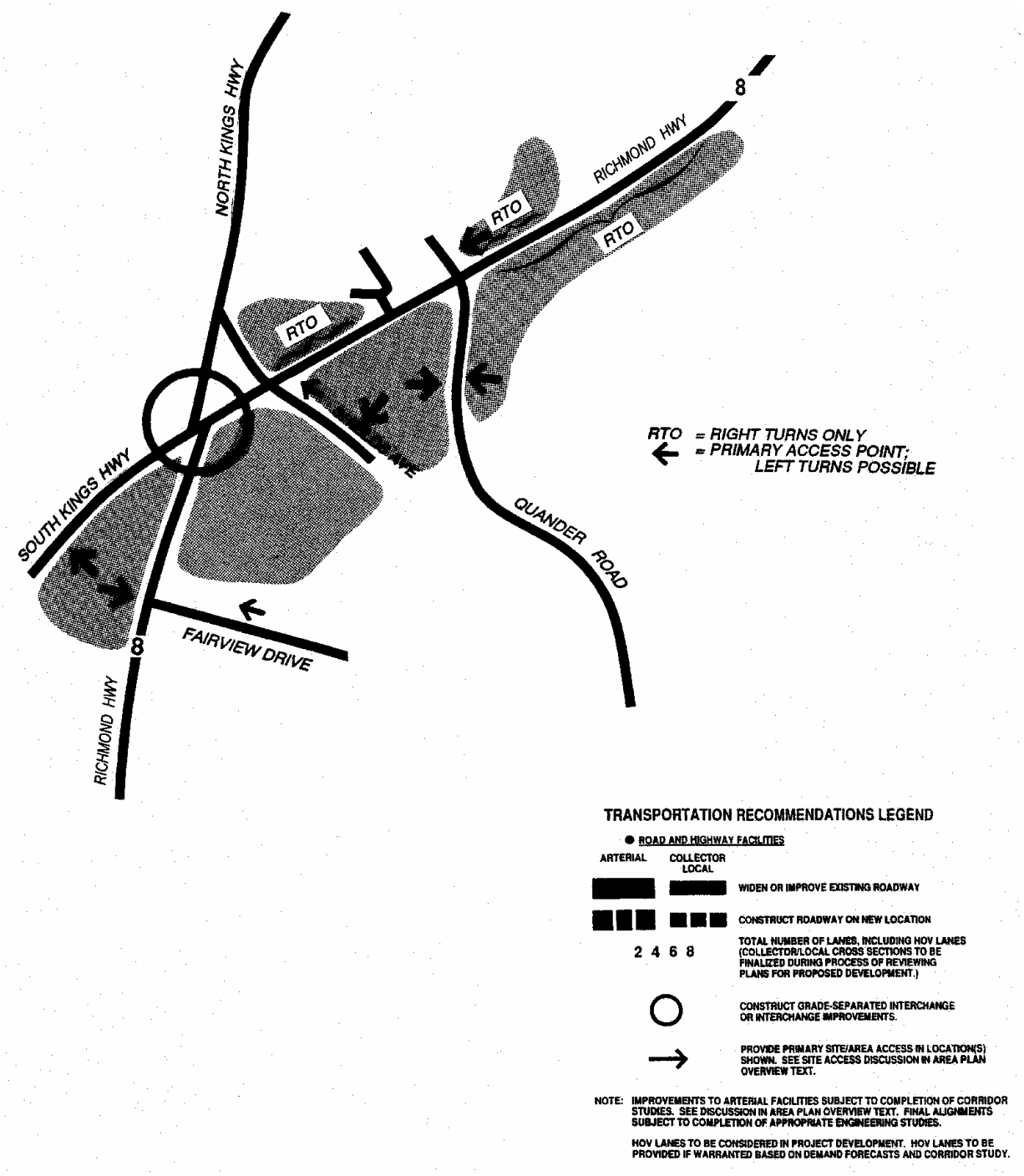
Park and recreation recommendations for this sector are shown on Figure 37. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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

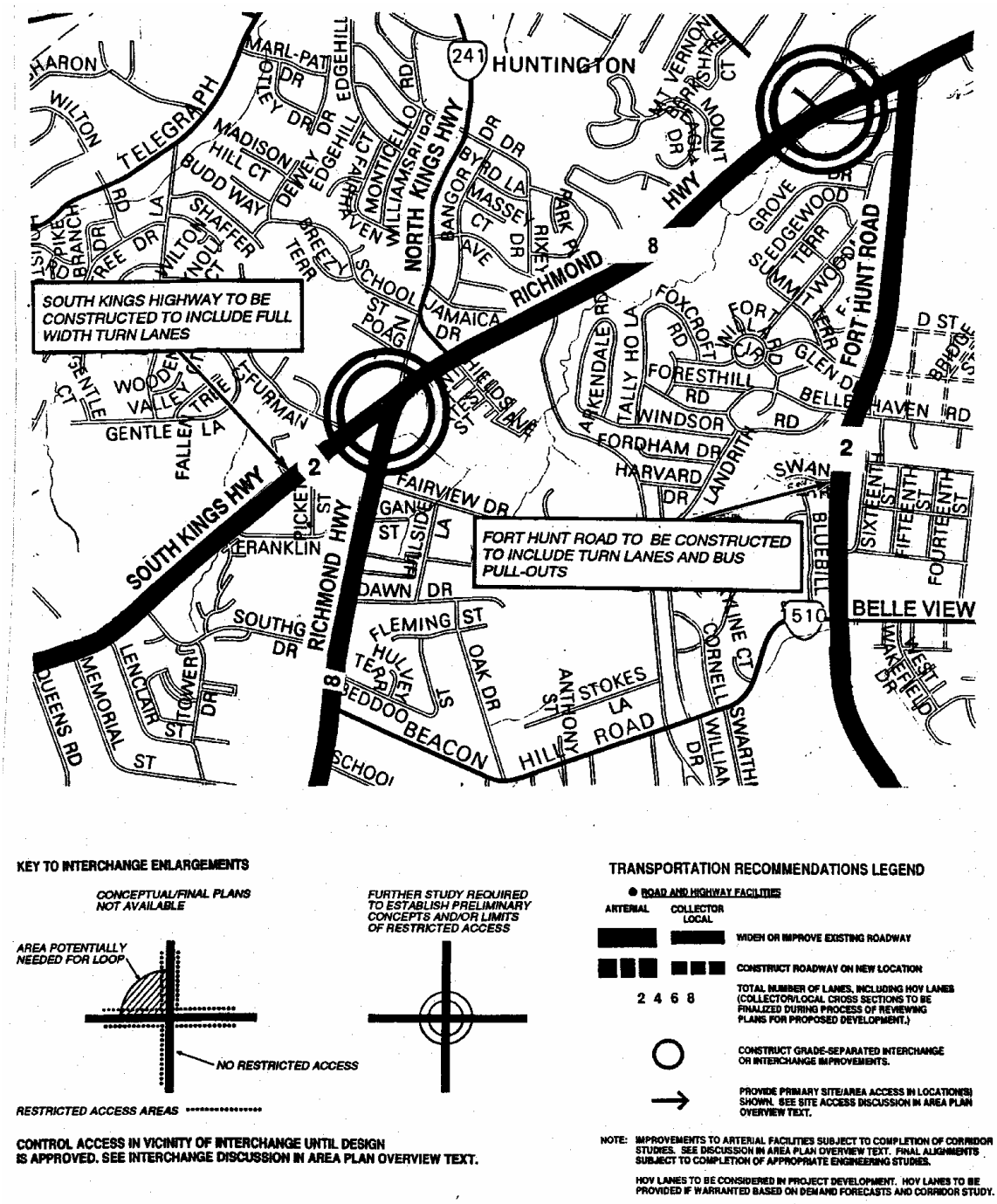
Trails planned for this sector are delineated on Figure 38 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall 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 34**



ACCESS RECOMMENDATIONS **FIGURE 35**
MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR



INTERCHANGE RECOMMENDATIONS **FIGURE 36**
MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

FIGURE 37
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV2

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 38**

MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

CHARACTER

While significant commercial uses exist along the Richmond Highway Corridor, the predominant land use in this sector is residential. The Belle Haven Sector has a cross-section of housing. Single-family homes in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Richmond Highway and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Richmond Highway area. One mobile home park, located along Shields Avenue near Richmond Highway has approximately 90 units. Richmond Highway, the George Washington Memorial Parkway, and Fort Hunt Road are major roadways in this planning sector.

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

Dating back to the 17th century, this sector is the location of one of the County's earliest settlements. The sector includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a County-owned park.

New Alexandria/Riverview Community Improvement Area

On May 18, 1987, the Board of Supervisors adopted the New Alexandria/Riverview Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as storm drainage and street improvements. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Fort Hunt Road on the west, Olde Towne Road and Belle Haven Road on the north, Boulevard View on the east and I Street on the south.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Richmond Highway Corridor Area

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

Outside Richmond Highway Corridor

Figure 39 indicates the geographic location of land use recommendations for this sector.

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

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

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

Transportation

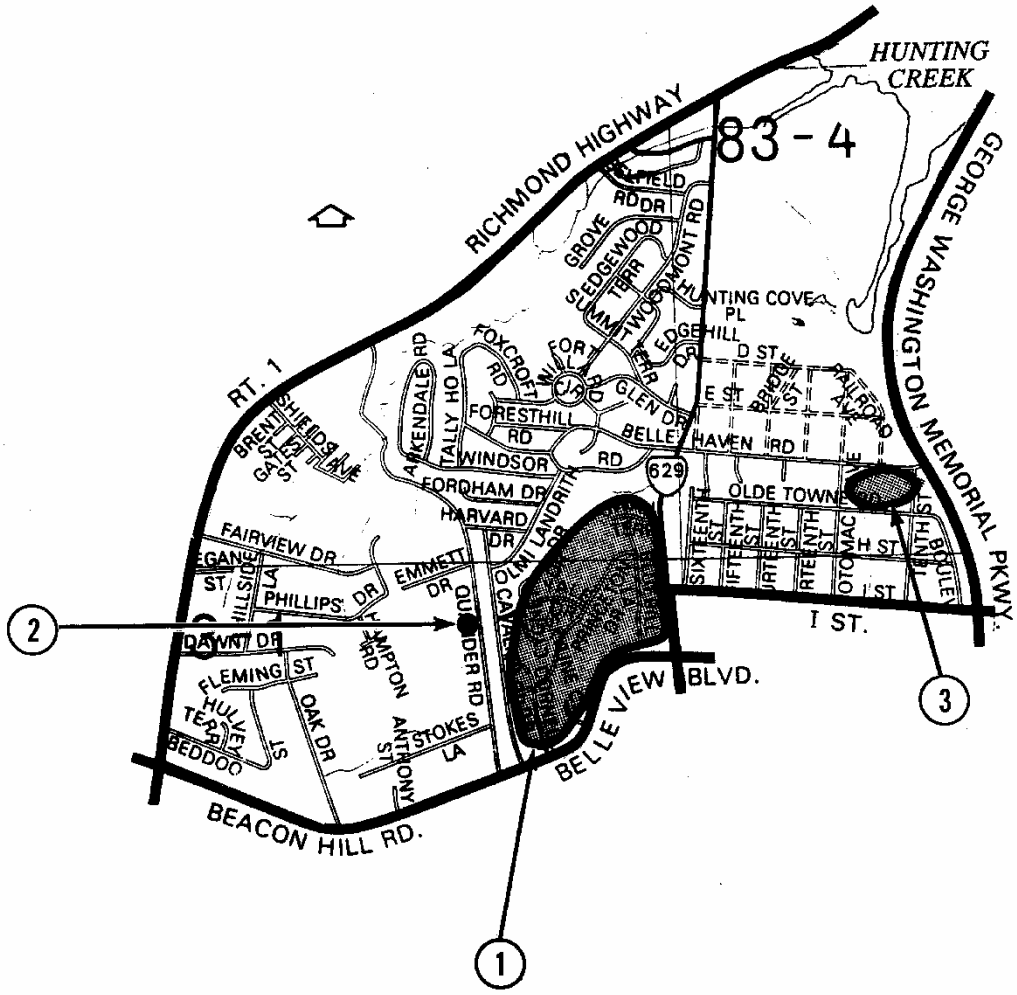
Transportation recommendations for this sector are shown on Figures 40, 41, 42 and 43. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The sector is likely to produce significant heritage resources, particularly in open spaces and older or more dispersed neighborhoods. Heritage resources survey work should be undertaken in this sector.

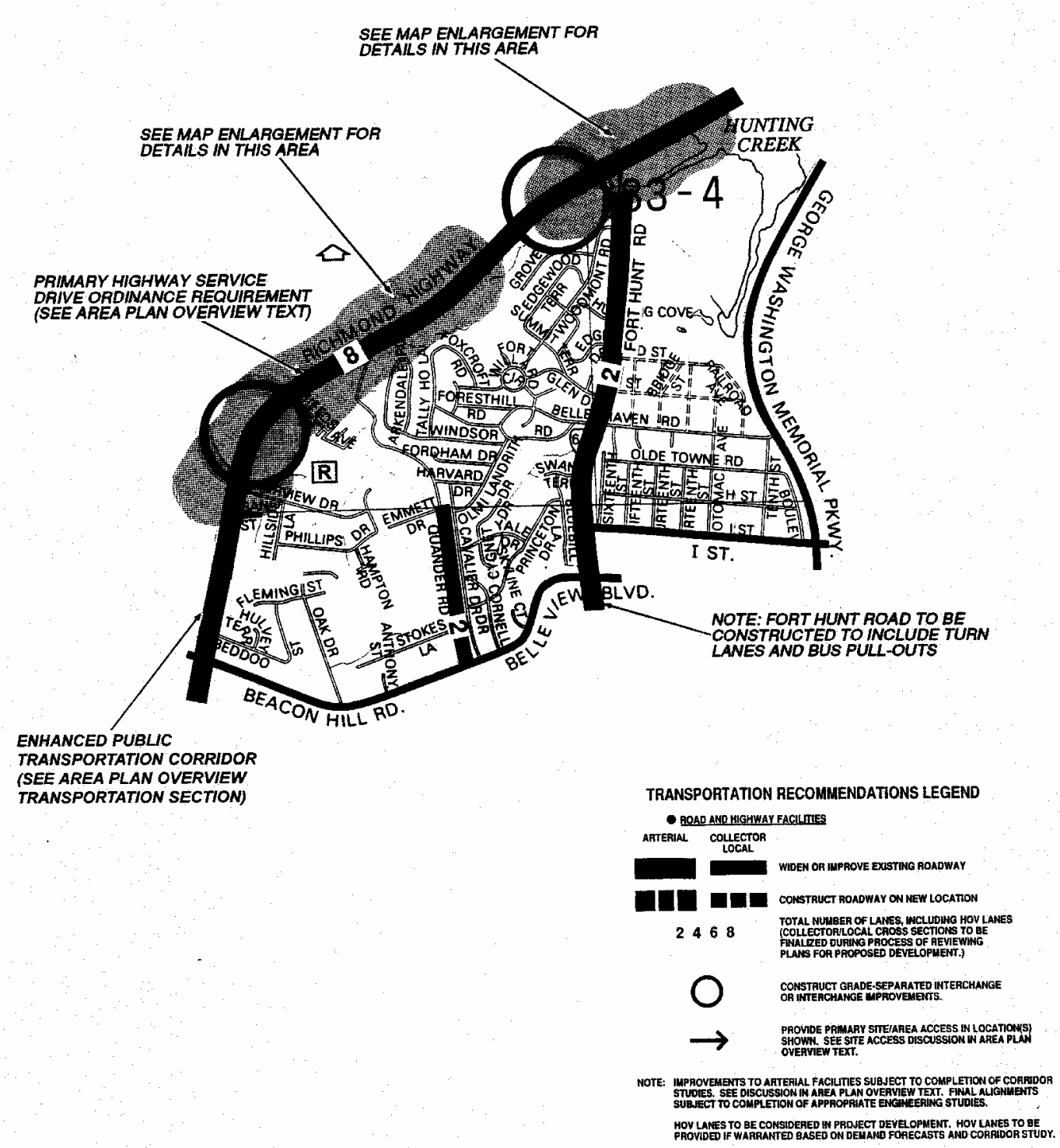
Public Facilities

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

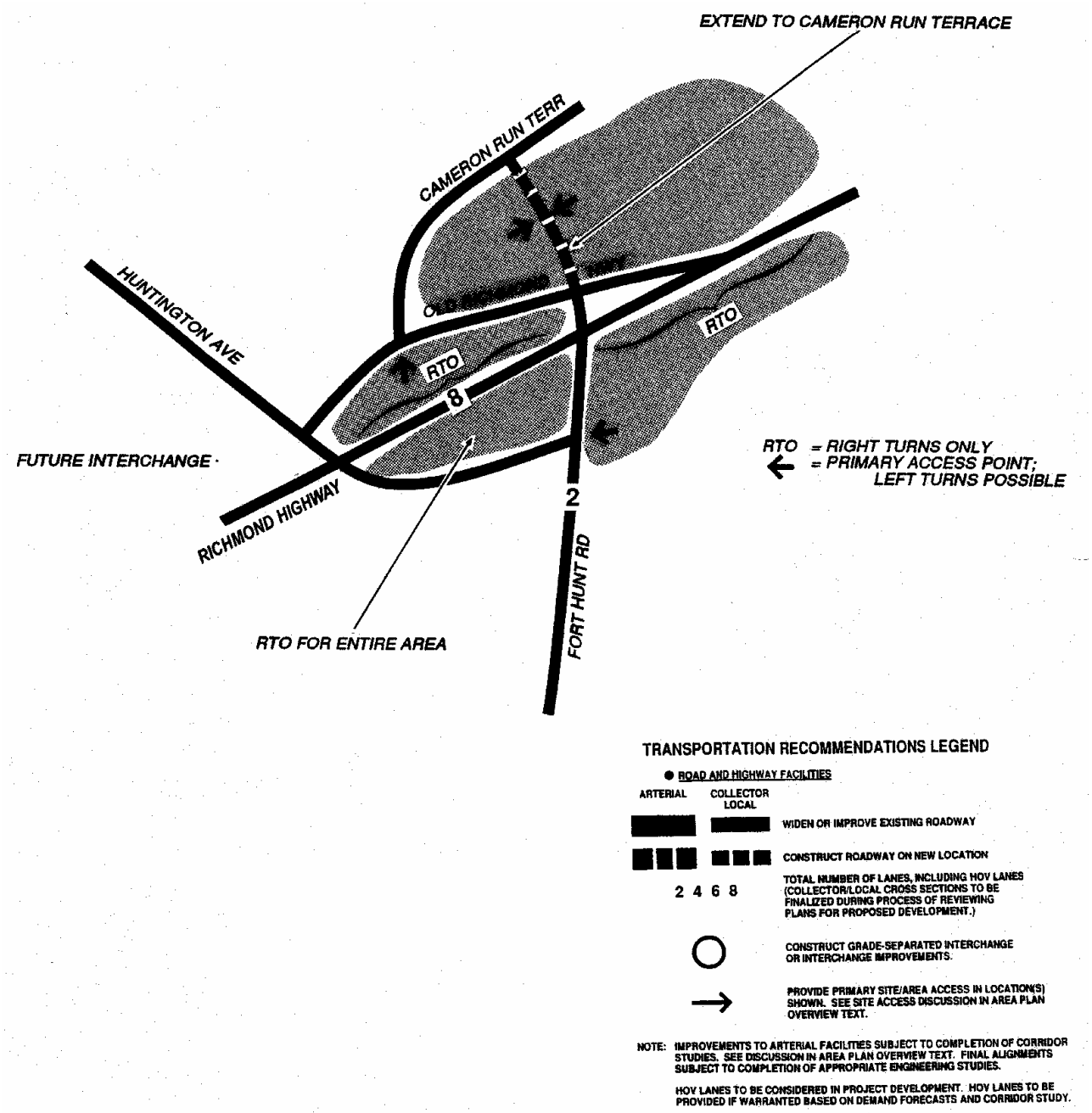


Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

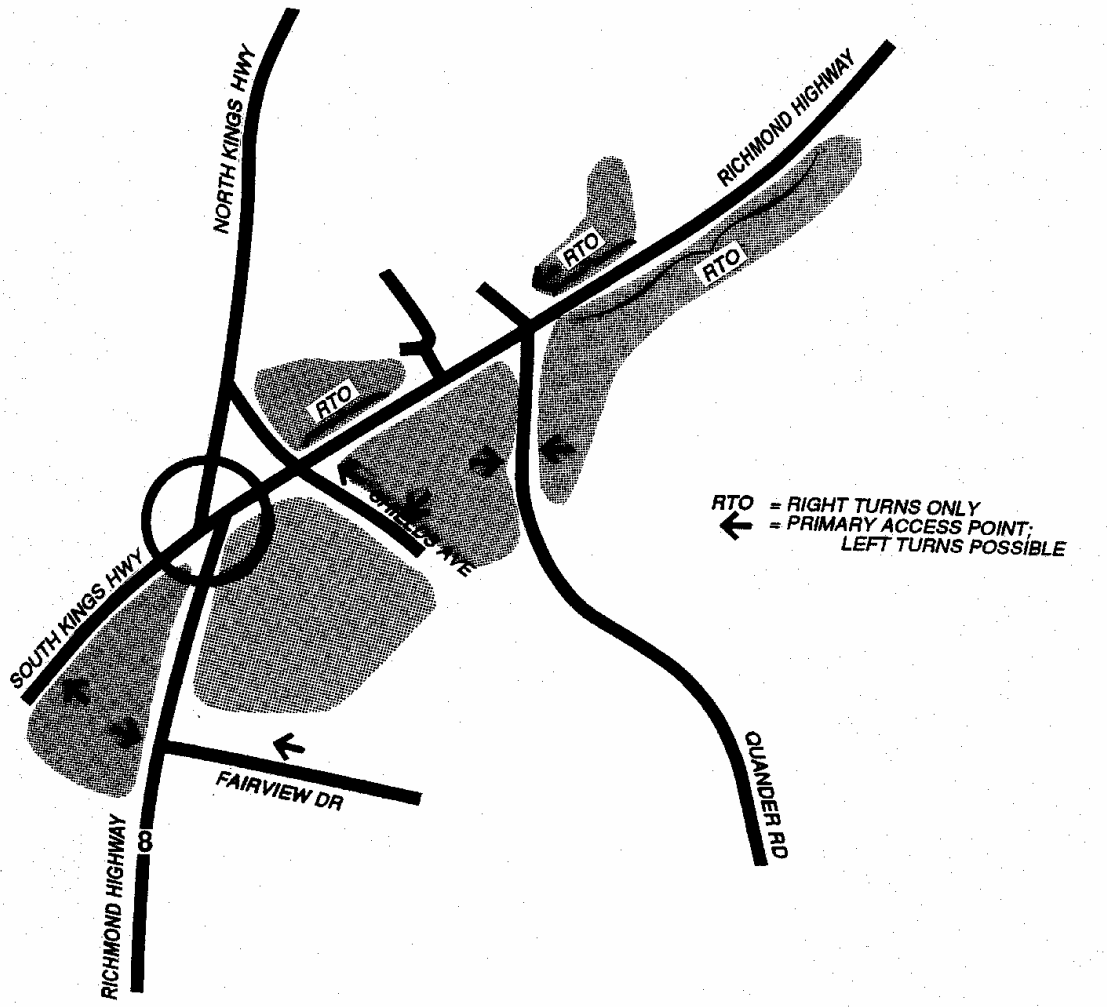
LAND USE RECOMMENDATIONS **FIGURE 39**
GENERAL LOCATOR MAP



TRANSPORTATION RECOMMENDATIONS **FIGURE 40**



ACCESS RECOMMENDATIONS **FIGURE 41**
MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR



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.)

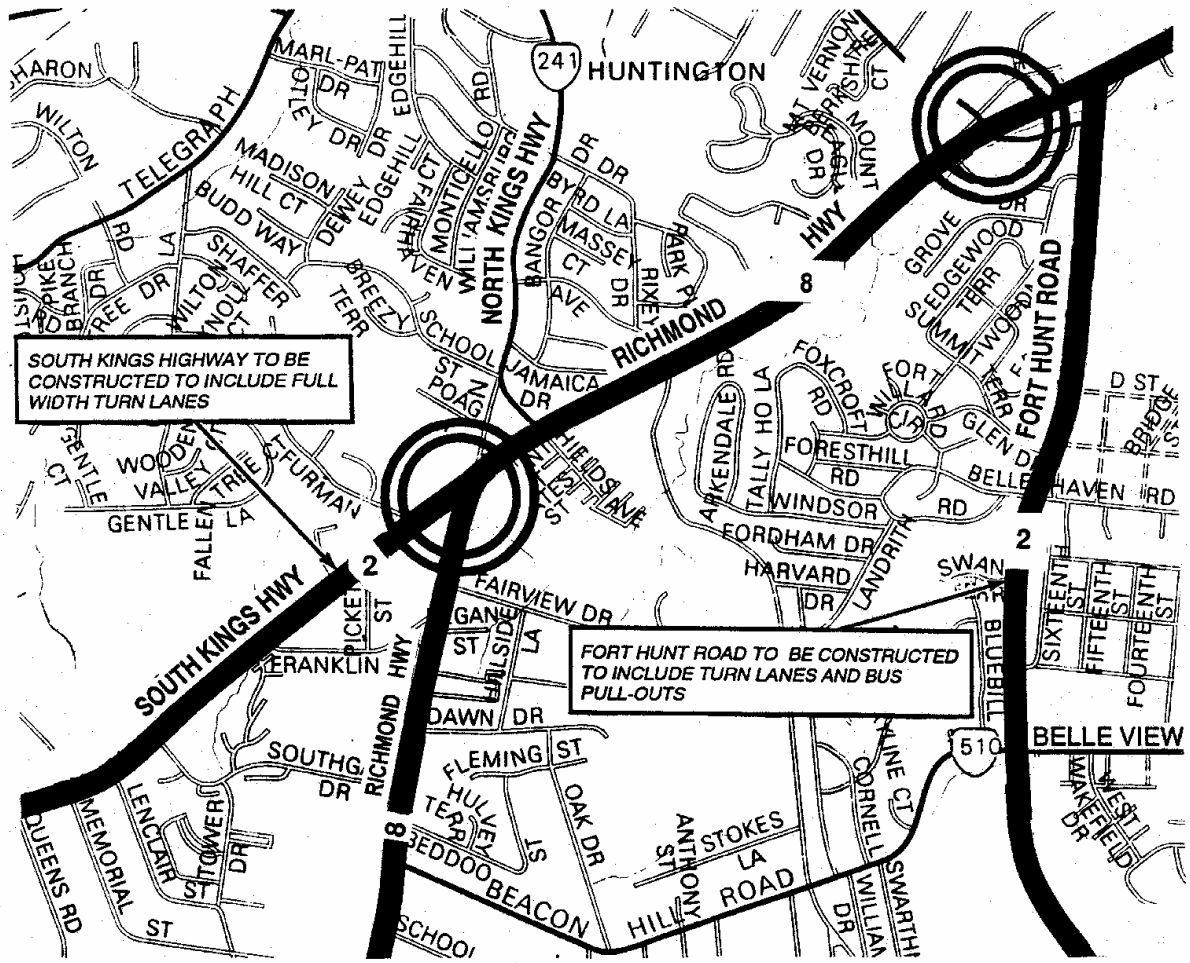
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

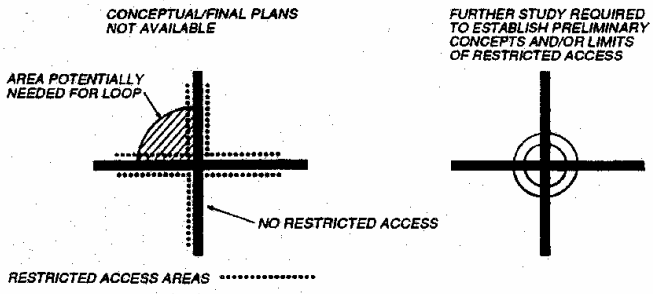
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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 42**
MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

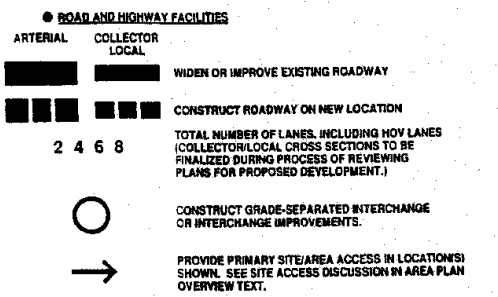


KEY TO INTERCHANGE ENLARGEMENTS



CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

TRANSPORTATION RECOMMENDATIONS LEGEND



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.

INTERCHANGE RECOMMENDATIONS **FIGURE 43**
MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 44. 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 45 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 44
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV3

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 45**

MV4 WELLINGTON COMMUNITY PLANNING SECTOR

CHARACTER

Dating back to the 17th century, this sector is one of the County's earliest settlements. The sector is located between Fort Hunt Road and the Potomac River south of I Street and north of Collingwood Road. Much of the parkland within the right-of-way of the George Washington Memorial Parkway forms the eastern border of the sector. The northern portion of the sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

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

Historic landmarks include structures such as Wellington and Collingwood which are open to the public as well as privately owned structures. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. Historic shipwrecks also can be expected.

CONCEPT FOR FUTURE DEVELOPMENT

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

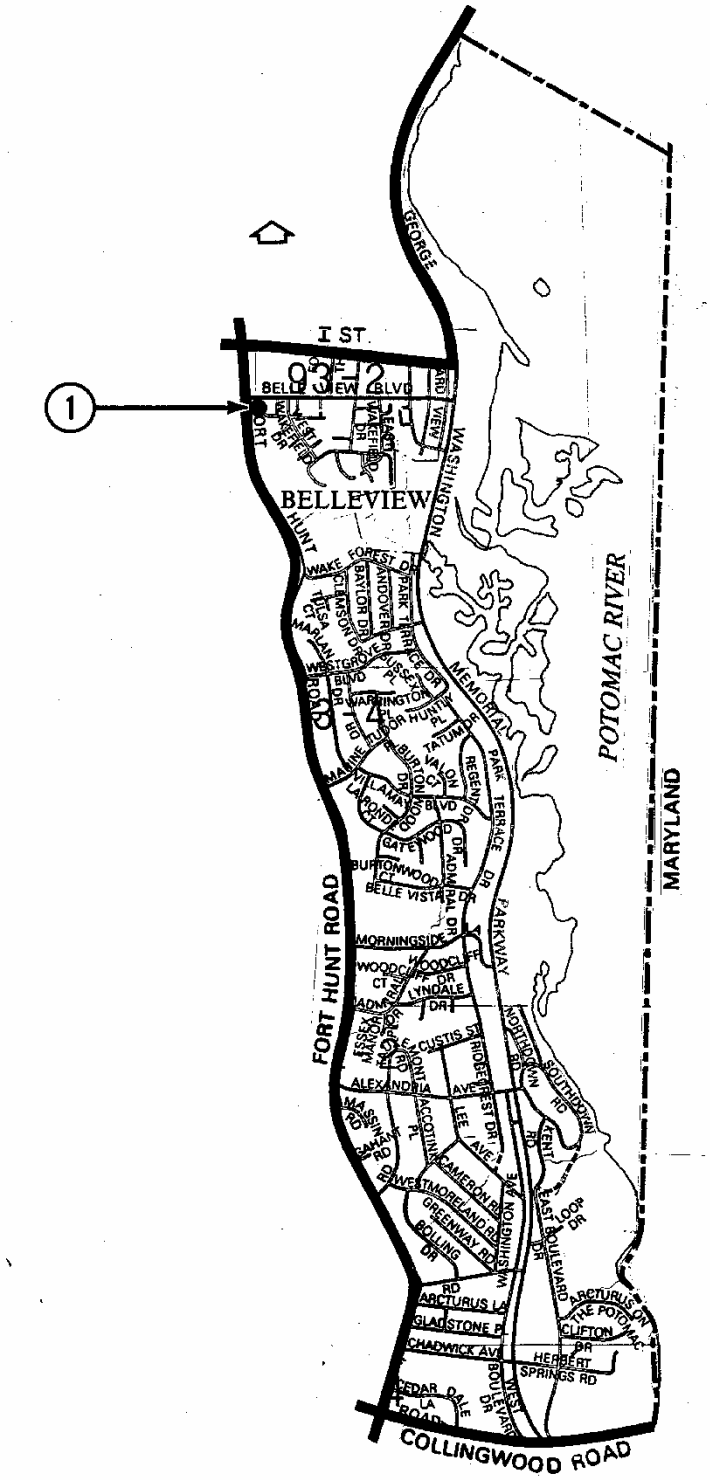
RECOMMENDATIONS

Land Use

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

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

1. The Belle View apartment complex located along Belle View Boulevard between Fort Hunt Road and Boulevard View Drive is planned for multi-family residential use at 16-20 dwelling units per acre. Those units located on the south side of Belle View Boulevard between Fort Hunt Road and West Wakefield Drive include various by-right commercial uses which have developed into a pedestrian-scaled mix of office, service retail and residential uses. Commercial uses at this corner should be allowed to continue, but there should be no expansion of these or other commercial uses into any other part of the residential apartment complex.



LAND USE RECOMMENDATIONS **FIGURE 46**
GENERAL LOCATOR MAP

2. Any new development having direct access to, or a visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway, as well as the character of the adjoining low density, detached single-family residential communities. [Not shown.]

Transportation

Transportation recommendations for this sector are shown on Figure 47. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

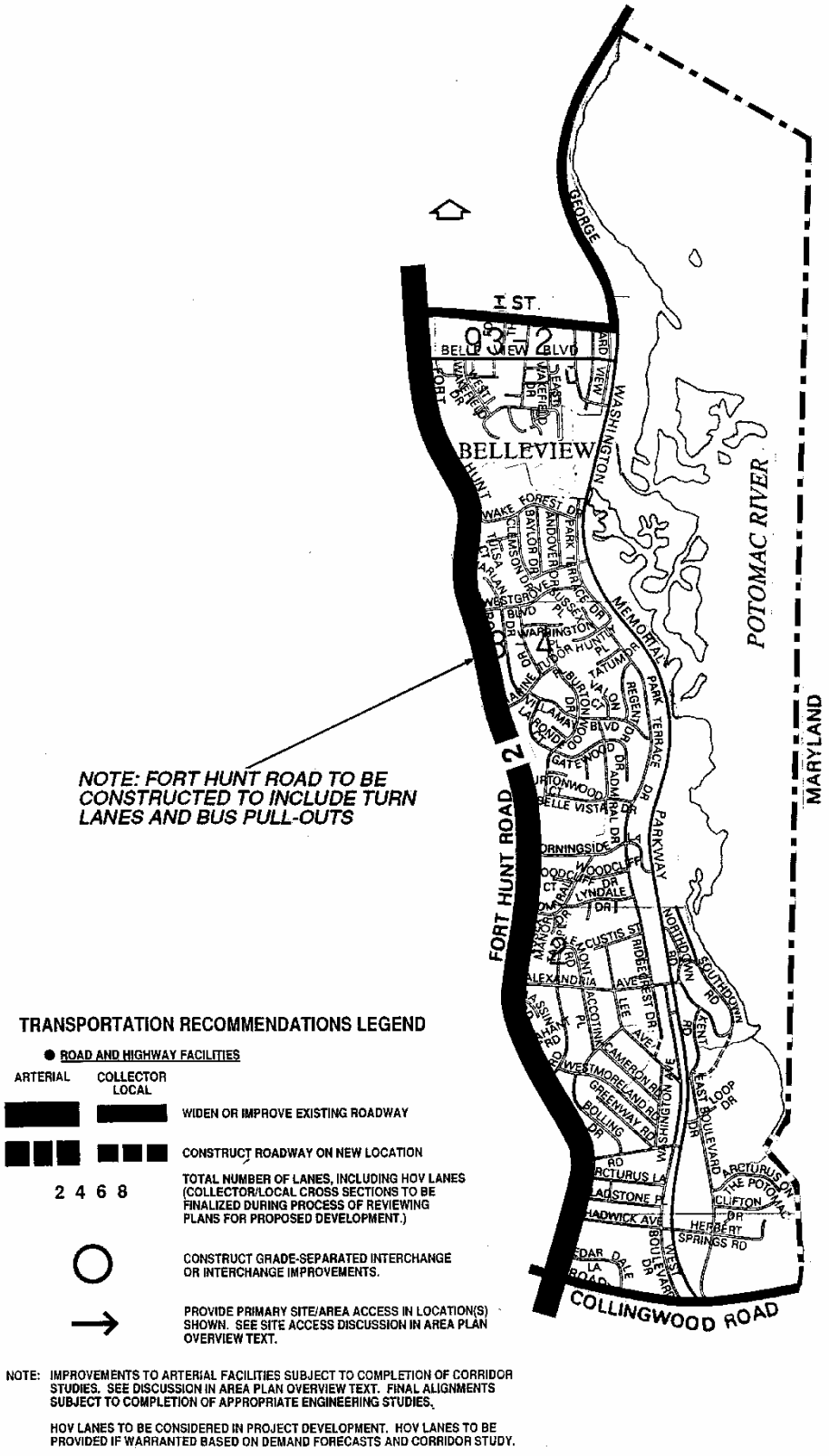
Significant prehistoric and historic sites can be expected in this sector. Heritage resources survey work is especially desirable outside the George Washington Parkway area, where some survey work has been undertaken.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 48. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 49 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 47**

FIGURE 48
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV4

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 49**

MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

Low density, single-family residences comprise the major land use within this sector. However, there is a wide range of types and sizes within the single-family housing. Two sizable mobile home parks and a large apartment development are located in this sector as well. The northern portion of the Gum Springs Conservation Area and the Gum Springs Redevelopment Area are located in Sector MV5. There is an urgent need for community parkland in the western portion of the sector.

Commercial areas are generally located along Richmond Highway which includes mostly strip-type retail development. The major roadways in this planning sector are Richmond Highway, Fort Hunt Road, Beacon Hill Road, Sherwood Hall Lane, and Belle View Boulevard.

The sector contains the northern portion of Gum Springs, a 19th century Free Black community and the Hollin Hill subdivision, an excellent example of post World War II suburban architectural design.

Woodley Hills Estates Redevelopment Area

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

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

Gum Springs Redevelopment Area

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

Gum Springs Conservation Area

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

Community Improvement Plans

Community Improvement Plans are adopted by the Board of Supervisors to upgrade and preserve neighborhoods by providing public facilities such as storm drainage and street

improvements including curb, sidewalk and gutter installation. Homeowners participate in the design of improvements and share in the cost. The following Community Improvement Areas are located in the MV5 Sector:

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

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

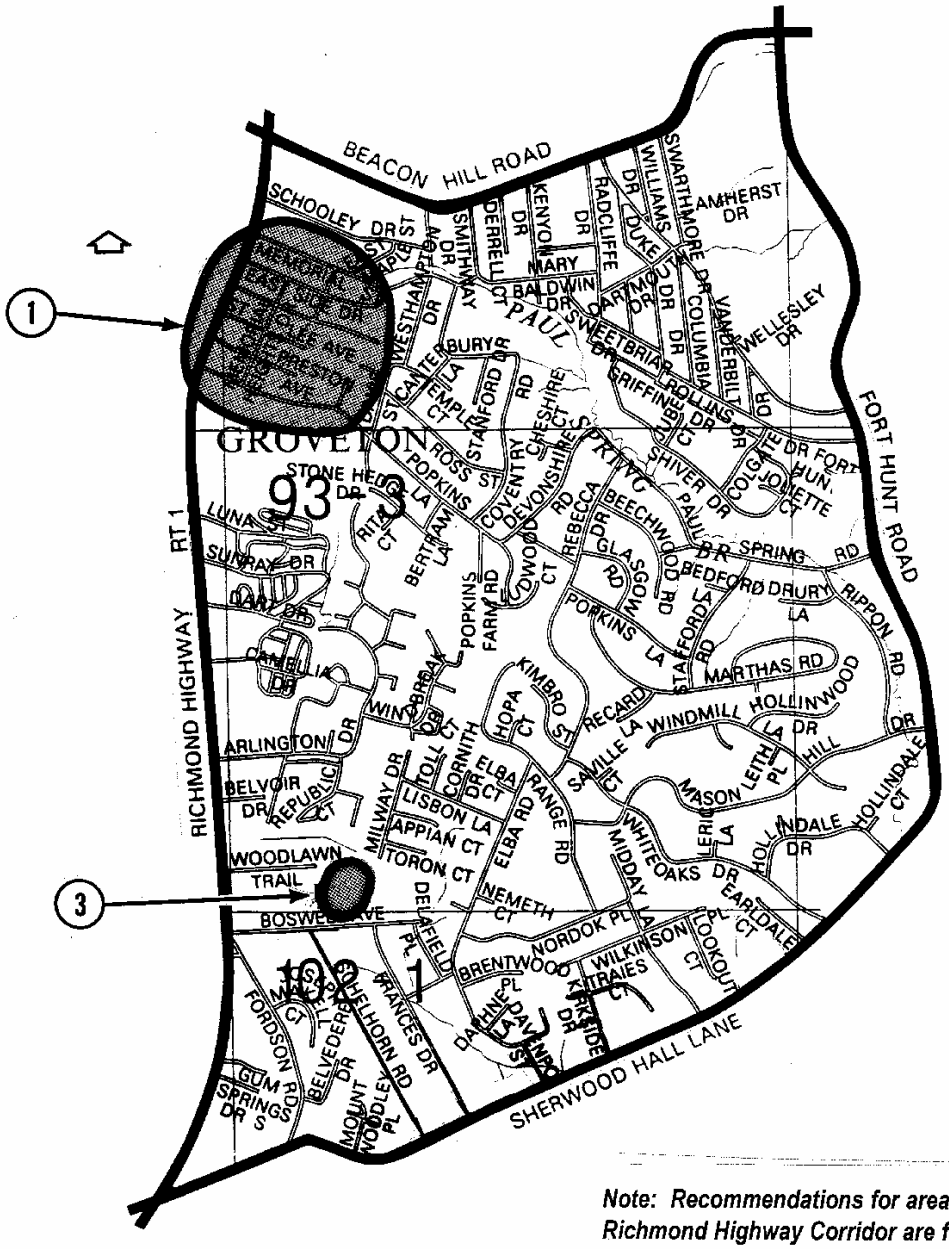
Richmond Highway Corridor Area

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

Outside of Richmond Highway Corridor

Figure 50 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential infill in Memorial Heights is planned for 3-4 dwelling units per acre.



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS **FIGURE 50**
GENERAL LOCATOR MAP

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

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

Transportation

Transportation recommendations for this sector are shown on Figure 51. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

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

Public Facilities

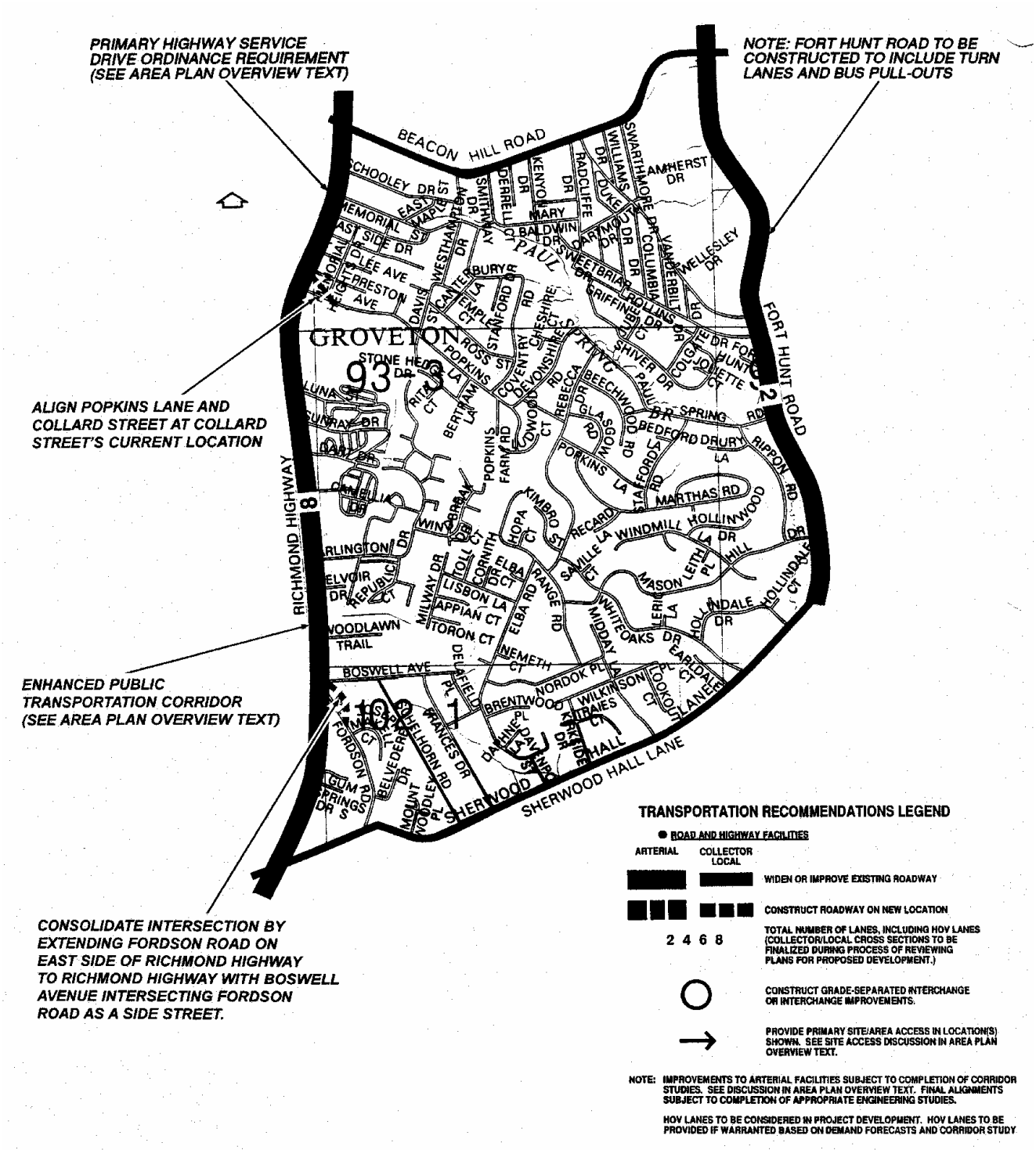
Expand the Martha Washington Community Library consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 52. 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 53 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 51**

FIGURE 52
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV5

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 53**

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

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

MV6 FORT HUNT COMMUNITY PLANNING SECTOR

CHARACTER

Most of this sector is characterized by low density, single-family development. However, there are garden apartments located along Richmond Highway and a number of townhouse developments located throughout the sector. The medical/governmental complex is complemented by adjacent private offices, elderly housing and a nursing home. Neighborhood retail centers are located within this sector.

Aside from the small span of Richmond Highway frontage near its intersection with Sherwood Hall Lane, the major roadways in this sector are Fort Hunt Road, Sherwood Hall Lane, Collingwood Road and the George Washington Memorial Parkway.

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

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

Gum Springs Conservation Area

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

Plymouth Haven Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Plymouth Haven Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The community improvement area includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Figure 54 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

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

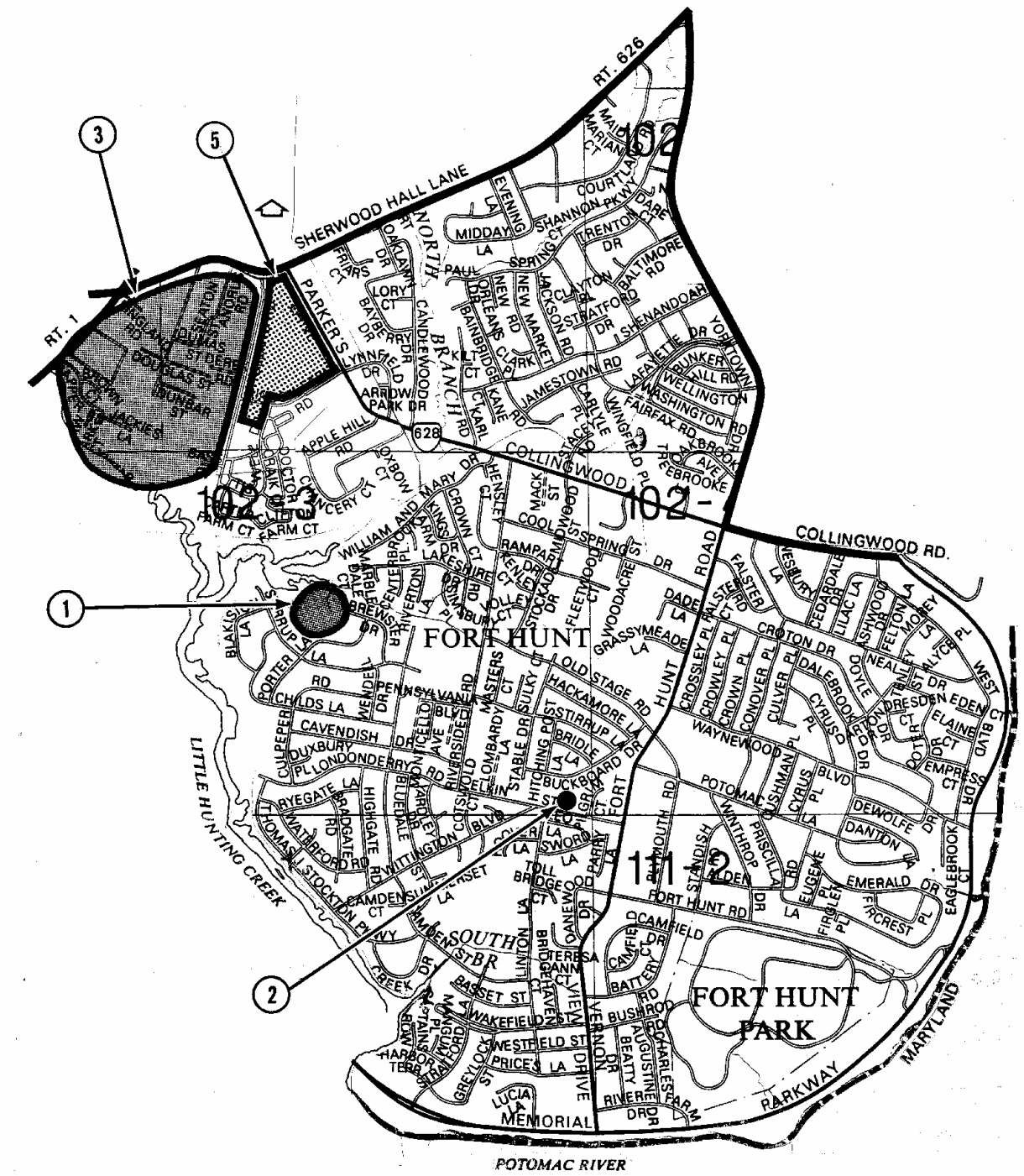
2. Commercial uses located at the northeast intersection of Elkin Street and Whittington Boulevard (Tax Map 102-3((1))44B, 44C, and 44D) are planned for neighborhood-serving retail and office use up to .25 FAR. This recommendation reflects the current use of this property and is not intended to provide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

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

4. Any new development having direct access to, or a visual impact upon, the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway, and should be low density, detached single-family residential dwellings. No additional non-residential uses should be permitted, nor any expansion to or intensification of existing non-residential uses, in order to preserve the unique scenic character of this parkway. [Not shown.]

5. Mount Vernon Hospital is co-located on a site with the Mount Vernon Governmental Center, the Mount Vernon Fire Station and the Mount Vernon Center mental health facility. The governmental center/fire station and hospital portion of the complex is bounded by Holland Road, Sherwood Hall Lane, Parker's Lane, and Hinson Farm Road. The mental health facility portion of the complex is located south of Hinson Farm Road between Holland Road and Tis Well Drive.

   Expansion of the hospital and related ancillary medical service uses and the mental health care facilities is appropriate to meet the health care needs of the community if certain conditions are met as described below. Such facilities for the hospital portion of the complex (located between the governmental center/fire station portion of the site and Hinson Farm Road) will be limited to hospital and related ancillary medical service uses, a helistop for medical emergency transport, medical offices, employee child care facilities and skilled nursing care facilities. Any skilled nursing care facility shall be added as additional floor(s) to the existing hospital or may be freestanding so long as there is no reduction in the total open space on the hospital campus portion of the complex.



LAND USE RECOMMENDATIONS **FIGURE 54**
GENERAL LOCATOR MAP

Development of governmental center/fire station use, mental health facilities and hospital facilities with related ancillary uses, including medical offices, may be appropriate if the impacts on the surrounding community are mitigated. Development is planned with an FAR up to .35 if the following conditions are met;

- Limit the height of buildings on the periphery of the site to minimize visual impacts on the community.

- Provide for substantial, usable open space. The entire complex should be visually screened by evergreen landscaping from the residentially planned and developed land fronting on Holland Road. However, landscaping along Holland Road should not be designed or located in a manner that interferes with the safe operation of the existing helistop.

Transportation

Transportation recommendations for this sector are shown on Figure 55. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

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

Public Facilities

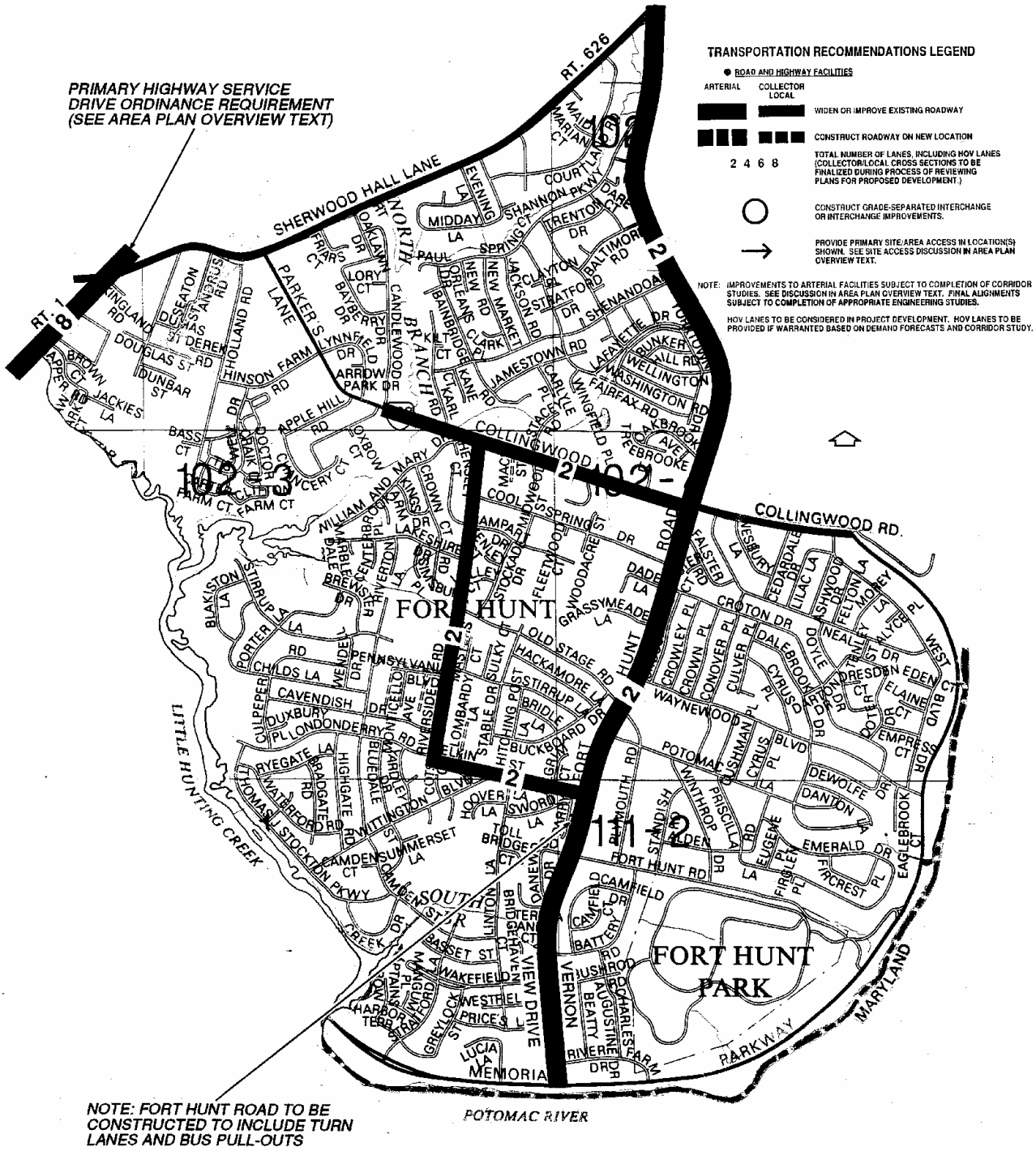
1. The site of the Little Hunting Creek Treatment Plant is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

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

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 56. 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



TRANSPORTATION RECOMMENDATIONS **FIGURE 55**

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 57 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 56
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV6

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 57**

MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

CHARACTER

Located in the southeast portion of the district, this sector has a diverse character. Low density, single-family residences predominate east of the Richmond Highway Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also comprise the residential segment of the Mount Vernon sector. A national historic treasure, Mount Vernon, is located in this sector, which attracts over one million visitors annually.

The commercial district along Richmond Highway is mainly uncoordinated, striptype retail uses although some newer redeveloped commercial areas are well designed. Richmond Highway, Mount Vernon Highway, Mount Vernon Memorial Highway, Old Mount Vernon Road and the George Washington Memorial Parkway are the major roadways in this sector.

A private country club with an 18-hole golf course occupies 42 acres. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in Sector MV7.

Also located within the sector is the George Washington Grist Mill Park owned by the Commonwealth of Virginia. In addition to other notable historic sites such as Carlby and Ferry Landing Farm, there are major areas of open space that potentially contain significant heritage resources.

Mount Zephyr Community Improvement Area

On March 26, 1990, the Board of Supervisors adopted the Mount Zephyr Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and drainage improvements. Homeowners participate in the design of the improvements and share in the cost of some facilities. The Mount Zephyr Community Improvement Area includes residential properties along and west of Mohawk Lane and Mount Zephyr Drive and along and northwest of Laurel Road and bounded by commercially-zoned parcels along Richmond Highway on the west.

Mount Vernon Manor Community Improvement Area

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Richmond Highway Corridor Area

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

Outside the Richmond Highway Corridor

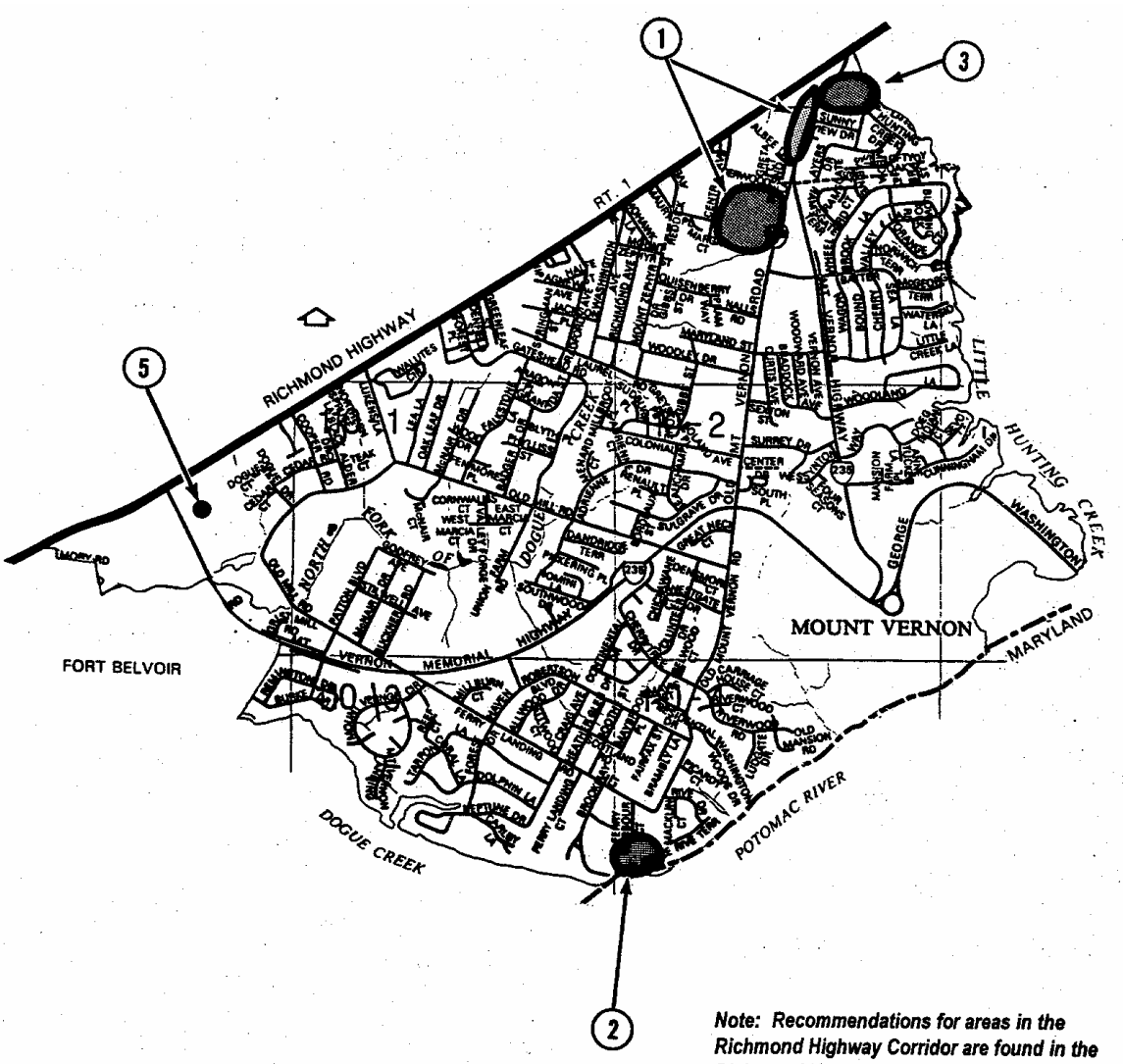
Figure 58 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential development at 2-3 dwelling units per acre is planned for parcels along both sides of Central Avenue, along Old Mount Vernon Road north of Riverside Elementary School and along the west side of Mount Vernon Highway between Parcel 101-4((1))18A and Parcel 101-2((1))29A. Only a short distance separates the properties from Richmond Highway. Consolidated access points and an interior street pattern which promotes clustering and buffers existing uses adjacent to the property should be provided.

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

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

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



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS **FIGURE 58**
GENERAL LOCATOR MAP

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

Transportation

Transportation recommendations for this sector are shown on Figure 59. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

1. Part of the Woodlawn Historic Overlay District lies within this area. The district was created to protect against destruction of Woodlawn and the George Washington Grist Mill and encourage uses which will lead to their continuance, conservation and improvement, among other purposes. The Woodlawn Historic Overlay District limits residential development to single-family detached dwellings south of Richmond Highway and limits commercial uses to offices and tourist-oriented uses, including but not limited to antique shops, craft shops, eating establishments, hotels and motels.

   No additional service stations, fast food restaurants, quick service food stores, except those approved as part of an existing service station and subject to limitations on the sale of groceries and alcohol, etc., and industrial uses shall be allowed in the Woodlawn Historic Overlay District. Site design on all development should be aimed at preserving the maximum amount of existing tree cover. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, should be designed and installed to be compatible with Woodlawn and the George Washington Grist Mill in terms of mass, scale, color and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

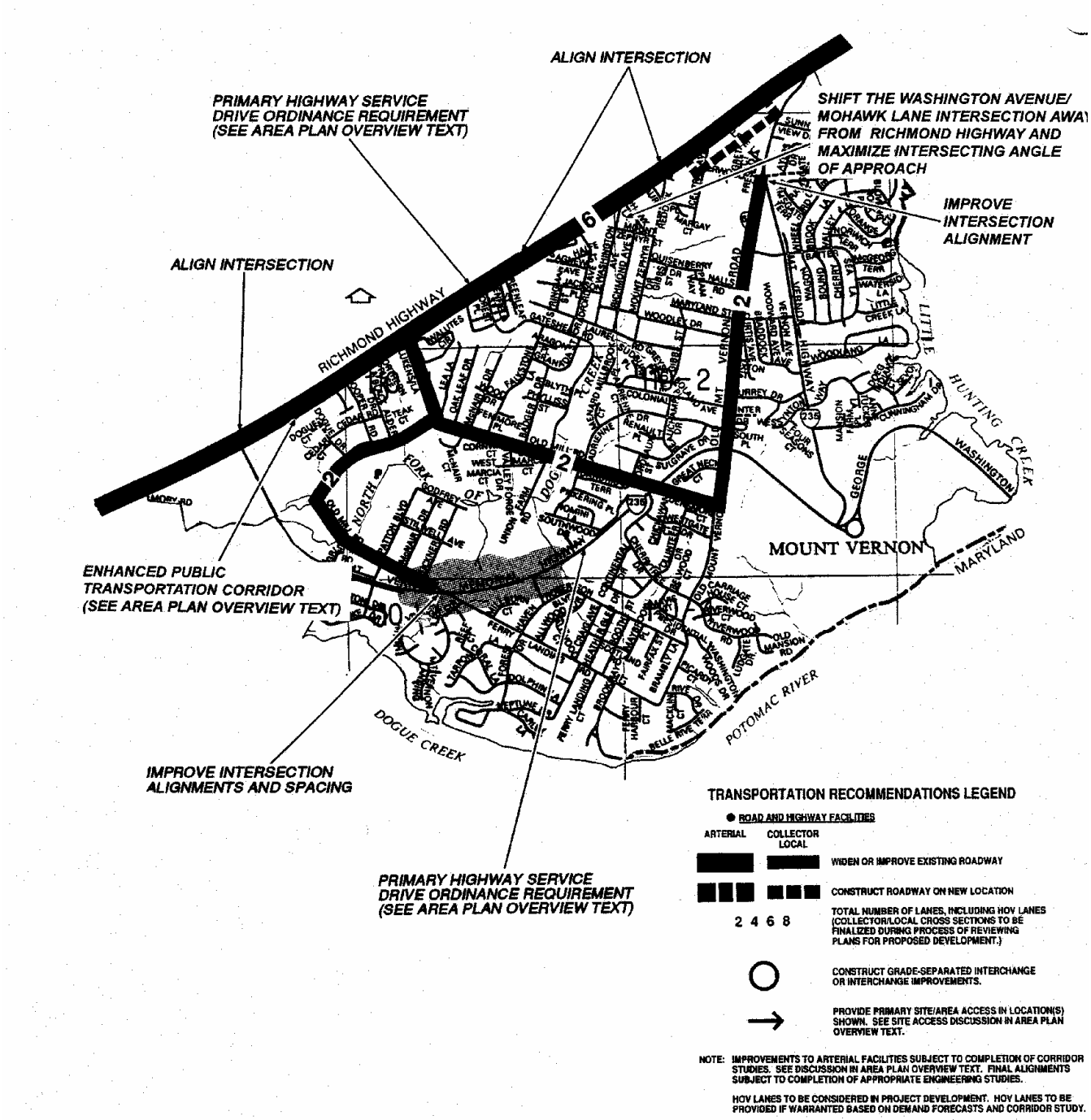
2. The historic Indian hamlet of Namassingakent may be located just north of Dogue Creek or along the Potomac River. This site should be identified, evaluated, and preserved, as appropriate.

Public Facilities

The site of the former Dogue Creek Treatment Plant is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 60. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County



TRANSPORTATION RECOMMENDATIONS **FIGURE 59**

FIGURE 60
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV7

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

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 61 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 61**

MV8 WOODLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The sector is adjacent to Huntley Meadows Park on the north and Fort Belvoir on the west. Richmond Highway is the primary transportation route serving this sector.

A diverse mix of housing types is found in this sector and includes low density single-family detached homes, garden apartments, townhouses, and condominiums. Commercial development is located along the Richmond Highway Corridor and consists of mainly local-serving retail enterprises.

This sector is best known for Woodlawn Plantation and the Woodlawn Historic District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Richmond Highway and the Potomac River, dates to between 1800 and 1805. It was built on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelley Custis Lewis.

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

Engleside Community Improvement Area

On January 27, 1988, the Board of Supervisors adopted the Engleside Community Improvement Plan prepared by the Department of Housing and Community Development, to upgrade and preserve this neighborhood by providing public facilities such as storm drainage and street improvements including curb and gutter installation. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Pole Road on the north, Woodlawn Elementary School and Woodlawn Park on the east, Richmond Highway and Engleside Plaza on the south and the western lot lines along Woodlawn Court on the west.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Richmond Highway Corridor Area

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

Outside of Richmond Highway Corridor

Figure 62 indicates the geographic location of land use recommendations for this sector.

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

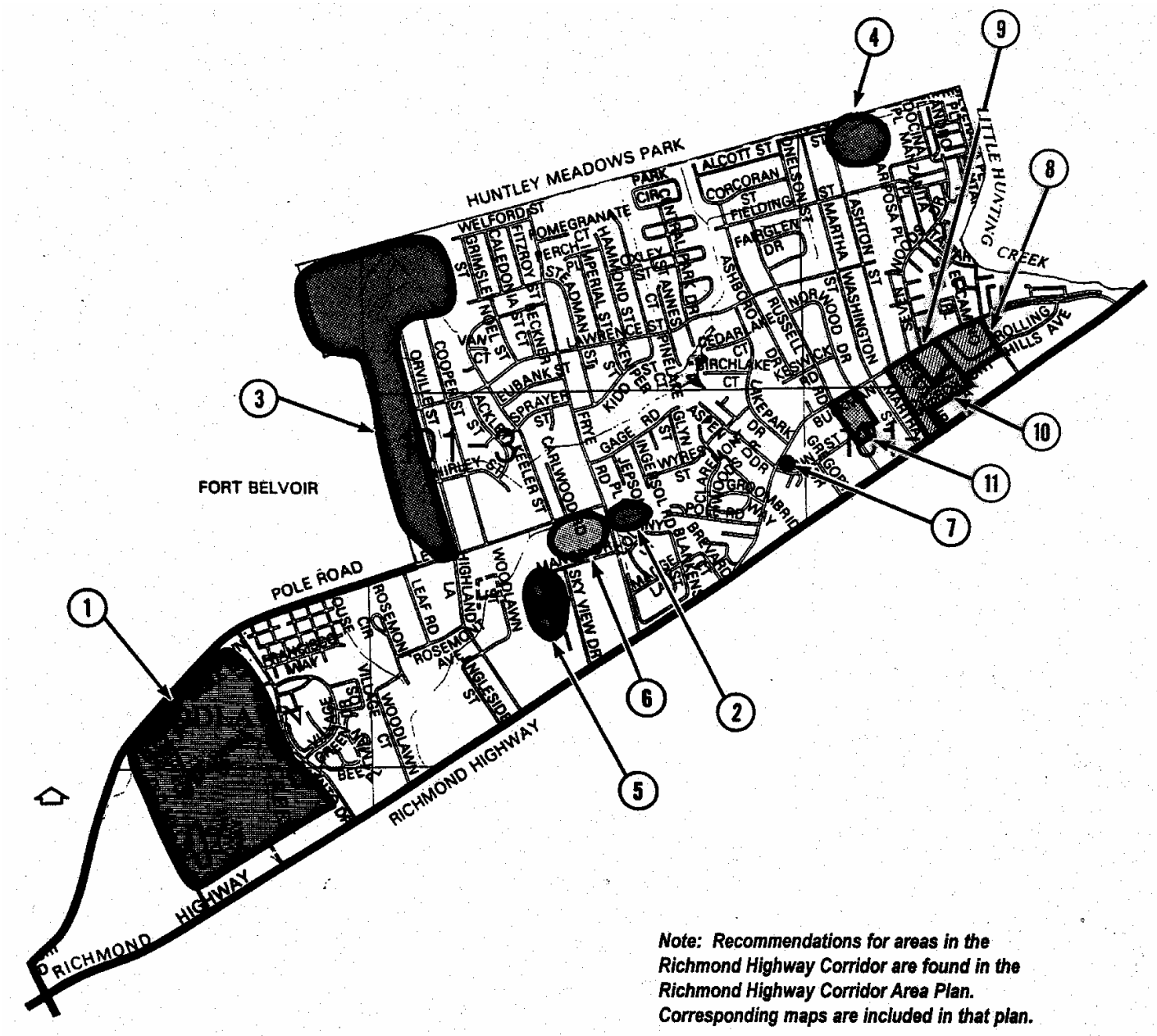
2. The two vacant parcels to the northwest of Woodlawn Manor Apartments (Tax Map 101-3((1))6 and 7) are planned for residential use at 8-12 dwelling units per acre. Development of the site should take into consideration the character of the surrounding detached single-family residences to the north and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

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

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

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

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



Note: Recommendations for areas in the Richmond Highway Corridor are found in the Richmond Highway Corridor Area Plan. Corresponding maps are included in that plan.

LAND USE RECOMMENDATIONS **FIGURE 62**
GENERAL LOCATOR MAP

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

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

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

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

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

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

Transportation

Transportation recommendations for this sector are shown on Figure 63. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

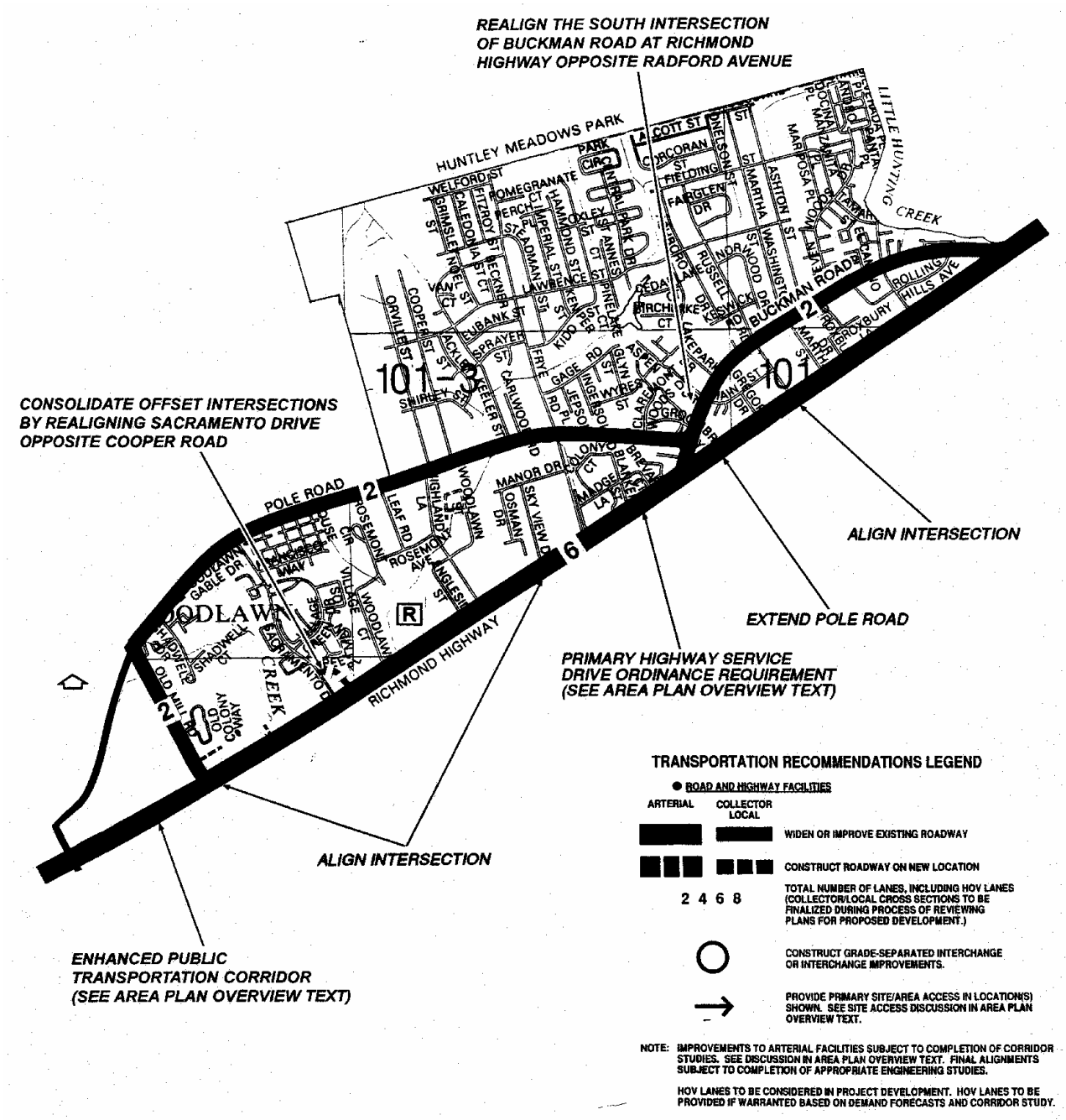
Part of the Woodlawn Historic Overlay District lies within this area. The district was created to protect against destruction of Woodlawn and the George Washington Grist Mill and encourage uses which will lead to their continuance, conservation and improvement, among other purposes. The Woodlawn Historic Overlay District limits commercial uses to offices and tourist-oriented uses, including but not limited to antique shops, craft shops, eating establishments, hotels and motels. No additional service stations, fast food restaurants, quick service food stores, except those approved as part of an existing service station and subject to limitations on the sale of groceries and alcohol, etc., and industrial uses shall be allowed in the Woodlawn Historic Overlay District. Site design on all development should be aimed at preserving the maximum amount of existing tree cover. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, should be designed and installed to be compatible with Woodlawn and the George Washington Grist Mill in terms of mass, scale, color and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 64. 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 65 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 63**

FIGURE 64
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV8

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

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

PLANNED TRAIL SYSTEM **FIGURE 65**