Sections included for distribution on March 9, 2020
For discussion at March 16, 2020 Task Force meeting

ENVIRONMENT
HERITAGE RESOURCES
TRANSPORTATION
Urban Street Network
URBAN DESIGN
LAND USE
Land Units

Comparison between existing subareas and new proposed land units

Proposed Land Units	Existing Subareas Included
C-1	20A, 20B, 20 (southern section), 21, 6, portions of 5, 26, 29
C-2	20C, 22A, 11, 12, 12A, portions of 5, 7, 29, 26, 22, 20 (northern section)
G-1	10, 13, portions of 7, 2, 5, 14, 22
G-2	16A, portions of 17A and 16
G-3	19, 19A, portions of 28, 20 (northern section)
G-4	25, portions of 26, 27
E-1	23, 24, 4
E-2	1, 3, portions of 2
E-3	8, 9, portions of 2 and 14
E-4	15, portion of 16
E-5	18, 17, portion of 17A
E-6	Portions of 27, 28

ENVIRONMENT

Redevelopment in the McLean CBC provides opportunities for significant environmental improvement, especially through improved stormwater management. Most of the McLean CBC was developed before modern stormwater controls were required with development. As a result, there is a large amount of impervious surface that does not allow for the infiltration of rainwater into the ground. This results in the flow of large quantities of runoff directly into streams. The amount of runoff that is not captured on-site leads to stormwater, flooding, and stream degradation issues. Managing the stormwater runoff from highly impervious areas in the CBC will benefit the headwaters of Dead Run and Pimmit Run.

Stormwater Management

Receiving waters downstream of the McLean CBC should be protected by reducing runoff from impervious surfaces. The primary means to achieve this goal is through the inclusion of stormwater management measures that produce optimal results to manage stormwater runoff with development. Stormwater runoff is expected to be managed in a manner that reduces the volume of stormwater runoff from sites and controls peak flows of remaining stormwater runoff that cannot be captured on-site. The following guidelines are recommended for the optional level of development in the Center and General Zones:

- Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Green Stormwater Infrastructure (GSI). GSI is designed to protect, restore, or mimic nature. GSI also evapotranspires water, filters water through vegetation and/or soil, returns water into the ground, or reuses it. Examples of GSI include rain gardens, vegetated swales, permeable pavements, and green roofs.

- At a minimum, the first inch of rainfall should be retained on-site through infiltration, evapotranspiration, and/or reuse. If the retention of the first inch of rainfall is not fully achievable on a given site, substantial efforts should be made to achieve partial retention as close to the first inch of rainfall as possible.

- Identifying partnership opportunities with Fairfax County is encouraged to provide additional stormwater volume and water quality controls for proposed stormwater management facilities.

Residential and Other Noise-Sensitive Uses

The Environment Section of the Policy Plan guidance on minimizing human exposure to unhealthful levels of transportation generated noise. For residential or other noise sensitive uses proposed near Chain Bridge Road, Dolley Madison Boulevard, and Old Dominion Drive, such proposals should provide a noise study, and if warranted, commitments to noise mitigation measures during the development review process.

Green Building Practices

The Environment Element of the Policy Plan provides guidance for green building practices and standards. Development should meet applicable green building standards in accordance with the Policy Plan.

HERITAGE RESOURCES

Few historic buildings have been formally documented in the area. A reconnaissance level field survey of the McLean CBC conducted in 2019 identified several potential heritage resources associated with the area's 20th century residential and commercial history. Heritage resource staff in the Department of Planning and Development should be contacted for information regarding resource identification and ongoing survey efforts as directed by the Heritage Resource Management Plan and the Comprehensive Plan Policy on Heritage Resources.

The following resources located in the McLean CBC have been identified as having historical significance and are listed in the County's Inventory of Historic Sites: the McLean Baptist Church at 1437 Emerson Avenue, the Sears-Roebuck House at 1506 Chain Bridge Road, and the McLean Volunteer Fire Department/Fairfax County Fire Station Number 1 at 1440 Chain Bridge Road. The Overview section of the McLean Planning District includes a figure and map of the resources in the McLean Planning District that are included in the Fairfax County Inventory of Historic Sites, as well as countywide policies related to Heritage Resources.

The former McLean Volunteer Fire Department/Fairfax County Fire Station Number 1, known as the "Old Firehouse," has been adaptively reused and should be maintained as an historic structure. The areas around it are planned for a public gathering space. All development should respect the historic integrity of the resource.

If other heritage resources are identified prior to any action on proposed development or ground disturbance in this area, both on private and public land, alternatives should be explored for the avoidance, preservation, or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, the resource should be thoroughly recorded and in the case of archeological resources, the artifacts recovered.

TRANSPORTATION

Multimodal Vision

The overall objective in establishing a transportation vision for the McLean CBC is to encourage increased use of alternative modes of transportation by developing high-quality bicycle networks, pedestrian facilities, and transit services while continuing to accommodate vehicular needs. Redevelopment efforts should focus on enhancing the pedestrian and bicycle experience through the implementation of continuous walkways and multimodal connections of sufficient width that support local travel within and through the McLean CBC. It is important that multimodal transportation improvements not only promote mobility, but improve connectivity, enhance safety, complement placemaking, and support revitalization goals.

Transportation Improvements

The following sections provide transportation recommendations for the CBC.

Street Network

The street network should provide access to, through and within the McLean CBC. Several modifications to the existing street network are recommended to achieve these goals. These modifications are reflected on Figure X, Transportation Recommendations and stated below:

- Improve Old Dominion Drive, Chain Bridge Road, and Old Chain Bridge Road, while maintaining them as four-lane roads as shown on the Transportation Plan Map. Pending further study, it may be appropriate to operate two travel lanes and two parking lanes on portions of Old Dominion Drive and Chain Bridge Road during off-peak hours.

- Improve Elm Street and Beverly Road, while maintaining them as two-lane roads, as shown on the Transportation Recommendations Map.

- Pedestrians and bicyclists should be prioritized over vehicles on Beverly Road and Elm Street. Treatments that reduce vehicle operating speeds, minimize crossing distances, and shorten block lengths should be implemented.

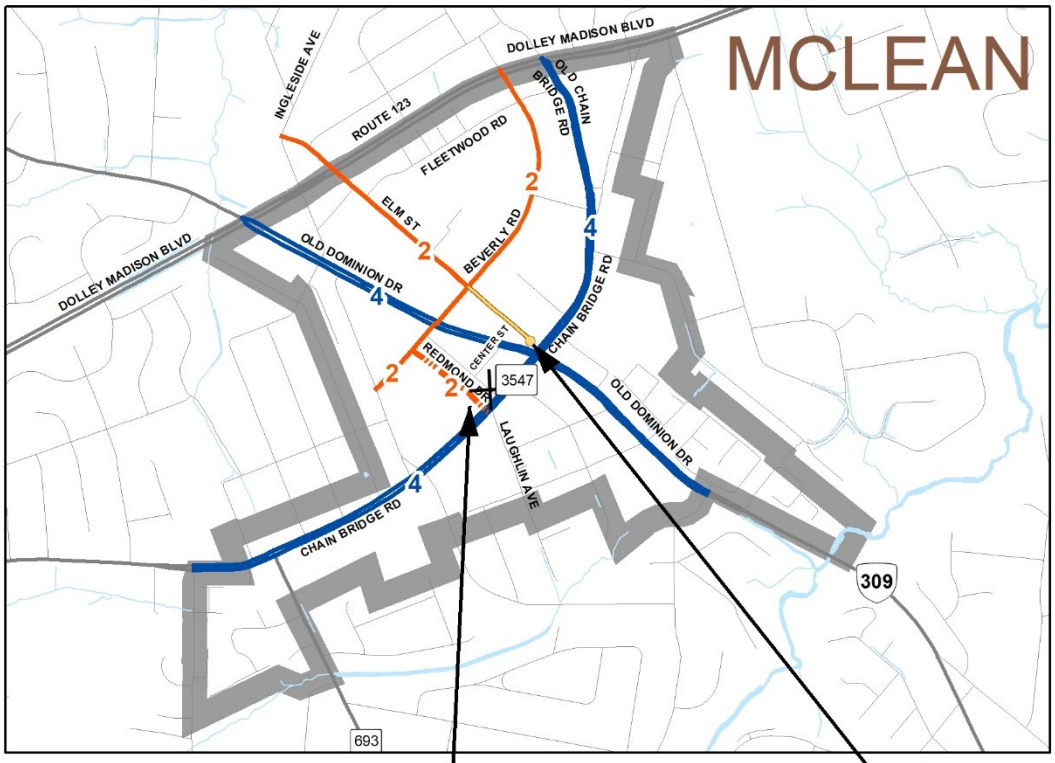
- Close the intersection of Elm Street at Chain Bridge Road to vehicles, to improve safety and operations at the Old Dominion Drive and Chain Bridge Road intersection. Access should be maintained for pedestrians and cyclists. The portion of Elm Street from Beverly Road to Chain Bridge Road should be repurposed as a shared roadway or a pedestrian-focused street/mall.

- Realign Redmond Drive to Laughlin Avenue at Chain Bridge Road to improve intersection spacing and connectivity.

- Close the intersection of Center Street and Old Dominion Drive or relocate Center Street further from Chain Bridge Road to improve intersection spacing. Direct public pedestrian and bicycle access between Redmond Drive and Old Dominion Drive should be maintained.

- Improve the intersection of Chain Bridge Road and Westmoreland Street to increase vehicular capacity and provide safe crossings for all road users, as needed.

MCLEAN COMMUNITY BUSINESS CENTER



TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL / COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING / PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- POTENTIAL BUS RAPID TRANSIT (BRT) STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES
- RAIL TRANSIT

N

Feet

0 1,500 3,000

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

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

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

Transit Service

Bus service should continue to provide access to and from regional job centers, the McLean Metrorail Station, and the McLean CBC. High-quality bus stops with amenities, such as benches, shelters, and/or other improvements, should be provided to enhance the experience for bus riders and contribute to placemaking.

- Refer to the Transit Development Plan (TDP) for recommended transit improvements in the area.

Pedestrian Facilities

Pedestrian facilities within the McLean CBC should accommodate and attract users while contributing to placemaking. Sidewalks should be constructed on both sides of all roadways to provide a complete pedestrian network. The recommended network of pedestrian facilities is shown in Figure X, Multimodal Network Map.

The following recommendations apply:

- Provide sidewalks that are wide enough to accommodate pedestrians in a manner that complements the adjacent land use(s). Transitions to adjoining facilities should also be taken into consideration when determining sidewalk width.

- Build and maintain pedestrian facilities with high levels of convenience and comfort. This includes, but is not limited to, the provision of wayfinding signage, minimized delay at intersections, minimized crossing distance at intersections, pedestrian refuge areas (where crossing distances cannot be minimized), and appropriate treatments where driveways cross sidewalks.

- Transitions between pedestrian facility types, such as from sidewalk to shared use path, should only occur at intersections and not mid-block.

- Provide clearly marked crosswalks, along with pedestrian signals for all legs of signalized intersections.

- Implement inter-parcel pedestrian walkway connections and pass-throughs within, and along, large blocks, especially those east and west of Old Dominion Drive, north of Chain Bridge Road.

- Consider mid-block crossings of collector and local streets that are part of large blocks, such as Beverly Road, Elm Street, Fleetwood Road, and Ingleside Avenue, if they can be safely provided.

- Enhance pedestrian conditions on Meadowbrook Avenue. See Land Unit E-1.

- Evaluate crossings of Dolley Madison Boulevard and Chain Bridge Road for improved pedestrian access to the McLean Community Center, Dolley Madison Library, and Franklin Sherman Elementary.

Bicycle/Trail Network

A comfortable, well-marked, and well-connected bicycle and trail facility network should be provided in the McLean CBC. Bicycle and trail facilities will provide important connections through, to and from, the CBC. The facilities should be designed, maintained, and operated to a standard to accommodate and attract users and contribute to place making. Recommendations for bicycle facilities are shown on the Multimodal Network Map, Figure XX.

The following recommendations apply:

- Build and maintain convenient and comfortable facilities for bicyclists, including, but not limited to, wayfinding, continuous and connected facilities, and minimized delays.

- Implement enhanced safety measures to increase separation from vehicles and reduce conflicts at intersections.

- Transitions between bicycle facility types, such as from cycle track to shared use path, should only occur at intersections and not mid-block.

- Provide convenient access to secure bicycle parking facilities.

- Accommodate and/or install stations for bikeshare programs.

- Evaluate crossings of Dolley Madison Boulevard and Chain Bridge Road for improved bicycle access to the McLean Community Center, Dolley Madison Library, and Franklin Sherman Elementary School.

- Build an on-street bicycle facility along Ingleside Avenue. See Land Unit E-1.

Access Management

The number of curb cuts and other driveway access points should be minimized, while also taking into consideration the need to accommodate development. Reducing the number of access points enhances safety and traffic flow and lessen conflicts between motorists, pedestrians, and bicyclists. Consolidation of access points is recommended to enhance the walkability of the CBC, thereby reducing vehicle trips and congestion on roadways. This is especially important on arterial roadways like Dolley Madison Boulevard, Old Dominion Drive, Chain Bridge Road, and Westmoreland Street, but is also encouraged on collector roadways within the CBC. Curb cuts and driveway access points should also be designed for pedestrian and bicyclist safety and comfort.

The following recommendations apply:

- Reduce the number of curb cuts and other driveway access points on Old Dominion Drive and Chain Bridge Road, and other roads where feasible.
- Encourage coordinated access points and provide vehicular inter-parcel access wherever possible.
- Locate off-street service and loading areas behind buildings and away from arterial roadways to avoid conflicts with motorists, pedestrians, and bicyclists.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing travel demand, especially for single-occupant vehicle trips during peak periods, and at expanding the modal choices. Reduced traffic volumes contribute to improved vehicular operations, more efficient use of the transportation system, and mitigate negative impacts on livability and walkability. A systematic program of TDM strategies in the McLean CBC can reduce peak period single-occupancy vehicle trips, as well as increase the percentage of travelers using transit and non-vehicular modes of transportation.

The following recommendations apply:

- Development proposals should propose and commit to TDM plans per the Fairfax County Comprehensive Plan, Transportation Policy Element and TDM standards.

- Encourage commercial and office property owners to coordinate TDM strategies with neighboring uses

Parking Management

Parking strategies should be considered to avoid over-parking and ensure parking turnover. These strategies may include parking minimum reductions, shared parking, timed parking, and paid parking. These strategies can reduce the cost burden of providing parking spots to meet parking minimums, encourage the use of alternative transportation modes, and ensure the convenient availability of parking.

The following recommendations apply:

- Strongly encourage parking reductions and discourage parking volumes in excess of parking minimums.

- Explore opportunities for consolidated and shared parking with adjacent properties.

- Explore designating areas for off-peak, on-street parking (e.g. rush hour restricted parking) along Old Dominion Drive and Chain Bridge Road, in coordination with the Virginia Department of Transportation (VDOT).
- Metered on-street parking should be provided, in coordination with Fairfax County's parking program. Paid private parking may also be appropriate.

- Encourage the designation of on-street loading zones on blocks where on-street parking is present to facilitate deliveries and drop-offs.

Functional Classification of Streets

The Commonwealth of Virginia supports the goal of providing communities with a multimodal transportation system. To advance this goal, the Virginia Department of Rail and Public Transportation (DRPT), in collaboration with the Virginia Department of Transportation (VDOT), the Fairfax County Department of Transportation (FCDOT), and other entities developed the Multimodal System Design Guidelines (MMDG) in 2013. In urban or urbanizing areas those guidelines can be used as an alternative to VDOT's functional classification system, which is more applicable to suburban and rural environments. Major features of the MMDG are alternative road classifications, lesser intersection spacing standards, wider pedestrian and bicycle facility standards, and designation of corridor priorities other than vehicles, like transit and pedestrian modes, or placemaking elements like landscaping. The MMDG's context sensitive and multimodal approach is consistent with the higher density environment planned for the Center and General zones of the CBC. Figure X provides a cross-reference between the two classification schemes.

The recommended design of streets based on the MMDG classification includes consideration for the roadway and the adjacent streetscape areas with the goal of achieving "complete streets" and connected networks. Complete streets provide safe access and movement for pedestrians, bicyclists, and transit riders of all ages and abilities, while networks ensure that those users can travel and make connections throughout the planning area.

Figure #
Cross-Reference between Traditional Highway Classification and Multimodal Street Types

Multimodal Types (Design Speed)	Fairfax County Functional Classification (Design Speed)				
	Interstate, Freeway, or Expressway (50-70 mph)	Principal Arterial (30-60 mph)	Minor Arterial Type A or B (30-60 mph)	Collector (30-50 mph)	Local Street (20-30 mph)
Multimodal Through Corridor (35-55 mph)					
Transit Boulevard (30-35 mph)					
Boulevard (30-35 mph)					
Major Avenue (30-35 mph)					
Avenue (25-30 mph)					
Local Street (25 mph)					

Note: *The cross-references shown in the table above are general in nature and some variations may occur. Design speeds are depicted. There are no Multimodal Through Corridors, Transit Boulevards or Major Avenues proposed in the McLean CBC.*
Source: *Virginia Department of Rail and Public Transportation, Multimodal System Design Guidelines, Chapter 5 Multimodal Corridors, October 2013.*

Street Types and Design

As shown on the Multimodal Network Map, Avenues and Local Streets are proposed within the McLean CBC. The typical cross-sections are depicted in this section of the McLean CBC Plan, with the expectation that flexibility will need to be applied in identifying the dimensions of some cross-section elements for each street type to respond to the particular needs of a location. The cross-sections should be context-sensitive; for example, the streets in the Center Zone should facilitate a pedestrian-focused, more urban environment, while still addressing operations and capacity needs. Final street designs may include some variations in the curb-to-curb width, sidewalk width, or building setback to reflect the changing context of the streets within the CBC. The general right-of-way widths depicted do not include any additional turn lanes that may be needed to support new development. Creating new right turn lanes at intersections, or specific to project development, should be avoided, except where needed for safety or where other traffic impact mitigation strategies are not feasible.

Additional or alternative connections that are not depicted on the Multimodal Network Map may be necessary to improve or maintain pedestrian and/or bicycle connectivity and acceptable vehicular and transit operations. As redevelopment occurs, these connections, if identified, will need to be provided. Some flexibility in the implementation of the street cross-sections is permitted, as described in this section and the Implementation Section.

Detailed guidance on street trees, the landscape amenity panels, and building zone designs found in the *Volume I: Urban Design Guidelines for Commercial Revitalization Districts and Areas* within the McLean CBC Plan should be consulted in the consideration of development proposals.

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Figure X Multimodal Network Map

Old Dominion Drive (Arterial):

Old Dominion Drive is an arterial road, within the McLean CBC (***Figure xx***); Old Dominion Drive connects local streets to higher-speed, higher-volume facilities, like Dolley Madison Boulevard. The existing and planned roadway condition is four lanes from Lowell Avenue to Dolley Madison Boulevard and two lanes from Lowell Avenue to Linway Terrace. Continuous bicycle facilities and sidewalks are recommended to accommodate bicycle and pedestrian travel. A median area may be necessary to provide a pedestrian refuge and/or allow for the provision of turn lane(s).

For the section of roadway south of Chain Bridge Road, where the cross-section does not apply, the streetscape elements should transition to connect to existing trails and sidewalks as shown in Figure X Multimodal Network Map. The proposed cross-section intends for the roadway width to be narrowed from existing conditions.

Conceptual cross-section elements and dimensions for Old Dominion Drive between Chain Bridge Road and Dolley Madison Boulevard (Arterial):

<u>Within the right-of-way (96-foot):</u>

- Median – A 12-foot typical median to accommodate vehicular turning movements, landscaping, and/or pedestrian refuge (the width may vary based on anticipated traffic volumes).
- Drive Lanes – Two travel lanes per direction (10.5-foot width can be considered for some lane locations).
- Landscape Panel – A 6-foot wide panel for landscaping and amenity areas on both sides of the street (additional width may be necessary to provide adequate soil volume for shade trees).
- Cycle Track – A minimum 8-foot, off-road, dual-direction cycle track on one side of the road (a buffer should be provided to separate the cycle track from the sidewalk).
- Sidewalk – A minimum 6-foot sidewalk on the side of the street with the cycle track and an 8-foot shared walkway on the side of the street without the cycle track (intended to carry pedestrian and occasional bicycle traffic).

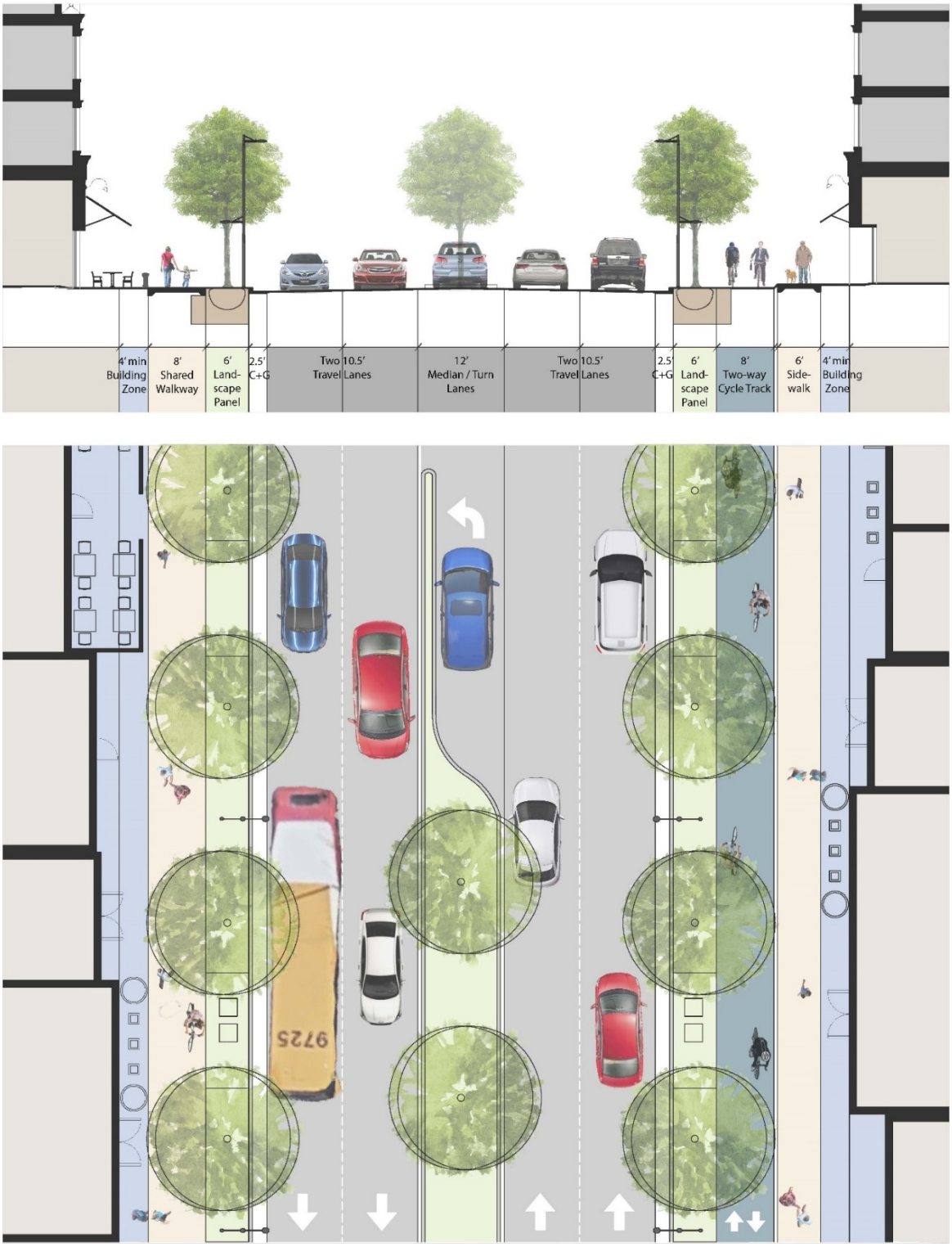
<u>Outside of the right-of-way:</u>

- Building Zone – A minimum 4-foot wide building zone. In general, commercial development should provide a building zone 4 to 8 feet in wide. When ground-level retail use is provided and the building zone may be used for retail browsing or outdoor dining, a minimum of 8-feet is recommended to accommodate outdoor dining. Residential development should provide a building zone 8-12 feet wide.

Conceptual pedestrian and bicyclist facilities and dimensions for Old Dominion Drive between Chain Bridge Road and Linway Terrace (Arterial):

- Shared Use Path on one side of the road.
- 8-foot shared walkway on one side of the road.

372 [Old Dominion Drive (Avenue Type 1) cross-section graphic]



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[Old Dominion Drive (Avenue Type 1) cross-section graphic]

Chain Bridge Road (Minor Arterial)*/Old Chain Bridge Road (Collector)*

Chain Bridge Road is a minor arterial (***Figure xx***) within the McLean CBC while Old Chain Bridge Road is a collector. Like Old Dominion Drive, Chain Bridge Road connects local streets to higher-speed, higher-volume facilities or other major streets. The existing and planned roadway condition is four lanes for Chain Bridge Road from Pathfinder Lane to Chain Bridge Road and for Old Chain Bridge Road from Chain Bridge Road to Dolley Madison Boulevard. Continuous bicycle facilities and sidewalks are recommended accommodate bicycle and pedestrian travel. Medians may be necessary to provide a pedestrian refuge and/or turn lane(s).

West of the intersection of Chain Bridge Road, Ingleside Avenue and Tennyson Drive, where the cross-section does not apply, the streetscape elements should transition to Urban Shared Use Paths and connect to existing trails and sidewalk.

Conceptual cross-section dimensions for Chain Bridge Road between Ingleside Avenue/Tennyson Drive and Chain Bridge Road (Minor Arterial) and for Old Chain Bridge between Chain Bridge Road and Dolley Madison Boulevard (Collector):

Within the right-of-way (97-foot):

- Median – A 12-foot typical median to accommodate vehicular turning movements or landscaping (the width may vary based on anticipated traffic volumes).
- Drive Lanes – Two travel lanes per direction (10.5-foot lanes can be considered for some lane locations).
- Landscape Panel – A 6-foot wide panel for landscaping and amenity areas on both sides of the street (additional width may be necessary to provide adequate soil volume for shade trees).
- Cycle Track – A minimum 5-foot, off-road, one-way cycle track on each side of the road (a buffer should be provided to separate the cycle track from the sidewalk).
- Sidewalk – A minimum 6-foot sidewalk on both sides of the street.

Outside of the right-of-way:

- Building Zone – A minimum 4-foot wide building zone. In general, commercial development should provide a building zone 4 to 8 feet wide. When ground-level retail use is provided and the building zone may be used for retail browsing or outdoor dining, a minimum of 8-feet is recommended to accommodate outdoor dining. Residential development should provide a building zone 8-12 feet wide.

Conceptual pedestrian and bicycle elements and dimensions for Chain Bridge Road from Ingleside Avenue/Tennyson Drive to Davidson Road:

- Shared Use Path on both sides of the road.

414 Chain Bridge Road (Avenue Type 2) cross-section graphic]
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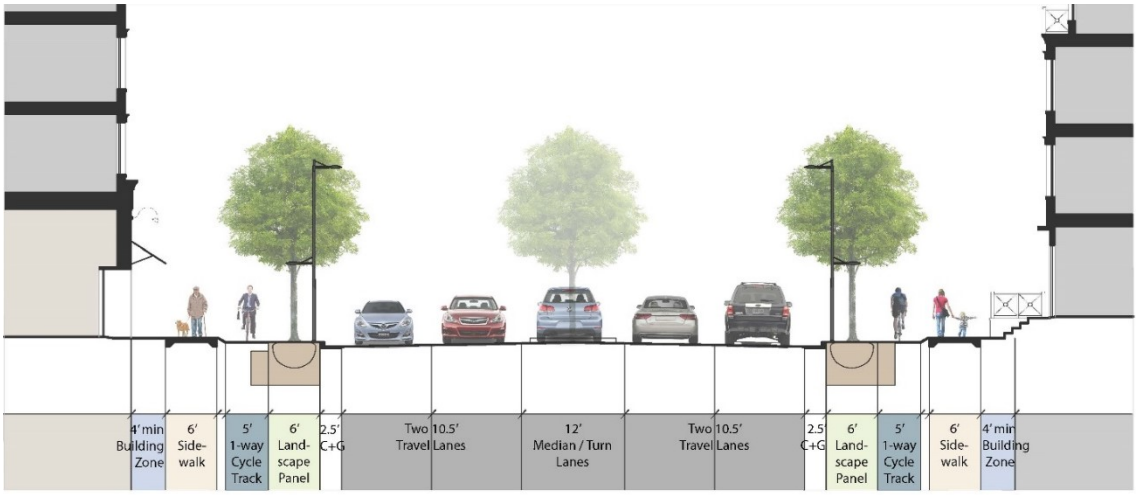

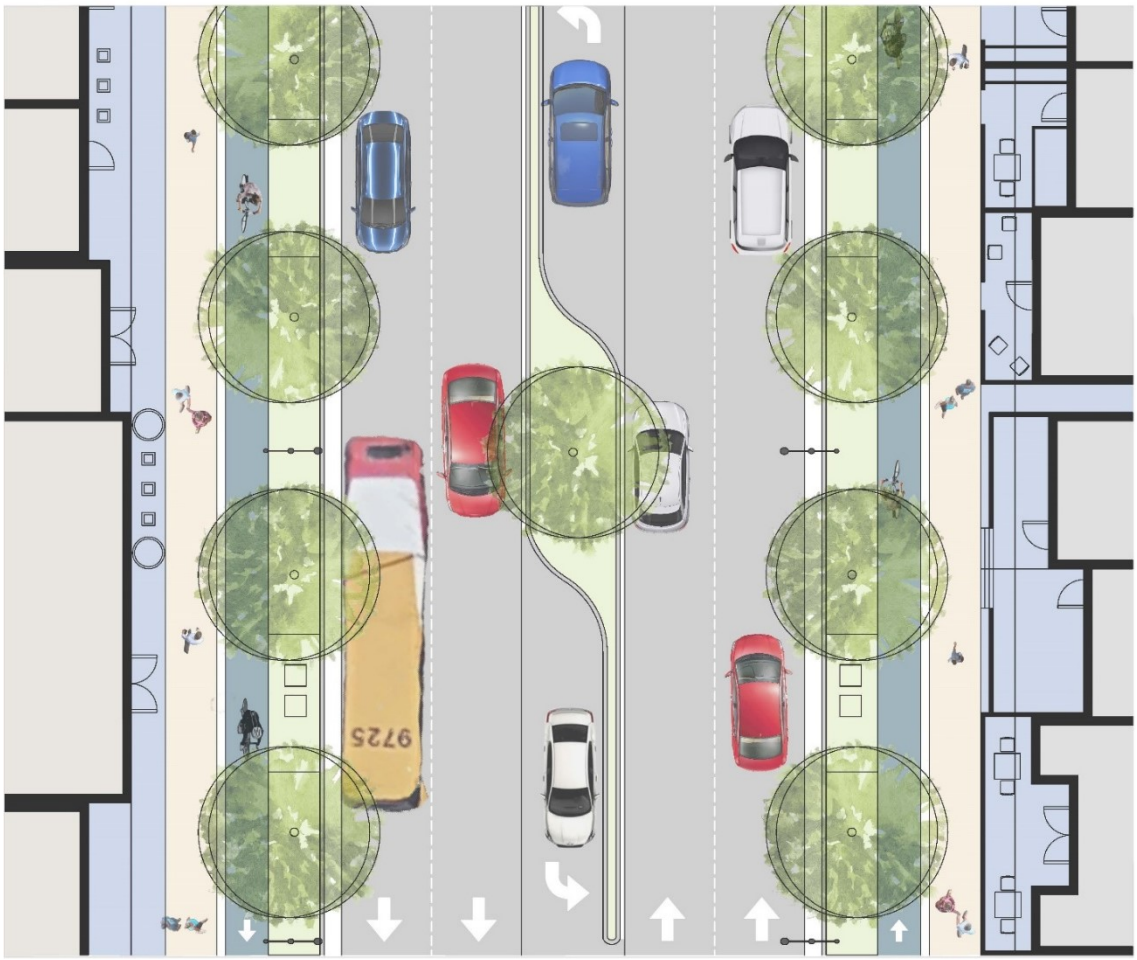

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Local Street Type 1

Beverly Road and Elm Street are recommended to be classified as Local Streets, Type 1 (***Figure xx***) within the McLean CBC. These streets will generally have lower traffic volumes and slower moving traffic, compared to Chain Bridge Road and Old Dominion Drive. The conceptual cross-sections are narrow, with one drive lane in either direction, and are recommended to have parallel, on-street parking on one side of the road, at a minimum, with parallel parking on both sides of the road, wherever feasible and appropriate. Measures to slow traffic, such as raised mid-block pedestrian crossings, and sidewalk bulb-outs at intersections, may be appropriate.

Local Street Type 1 Cross-section dimensions:

Within the right-of-way (61-foot minimum):

- Drive Lane – One 11-foot travel lane per direction (typical for each lane). Sign as a bicycle route to indicate that bicyclists can use the travel lane.
- On-Street Parking –On-street parallel parking lane on one side of the street. If desired, an additional on-street parking lane can be added on the other side of the road, provided that the right-of-way is increased accordingly (different from that noted above).
- Landscape Panel – A minimum 6-foot wide panel for landscaping and amenity areas on both sides of the street (additional width may be necessary to provide adequate soil volume for shade trees).
- Shared Walkway – 8-foot shared walkways on both sides of the street to accommodate pedestrians and bicyclists who do not feel comfortable riding in the street.

Outside of the right-of-way:

- Building Zone – A 4 to 12-foot-wide building zone. In commercial development the building zone should be 4 to 8-feet and should range from 8 to 12-feet when it is a residential building zone. When ground-level retail use is provided in a building, the building zone may be used for retail browsing or outdoor dining, a minimum of 8-feet is needed to accommodate outdoor dining. Residential uses may have stoops, porches and/or stairs within this zone. Supplemental plantings (e.g. shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may also be located in the building zone.

460 *Figure XX: Beverly Road and Elm Street (Local Streets Type 1) cross section*
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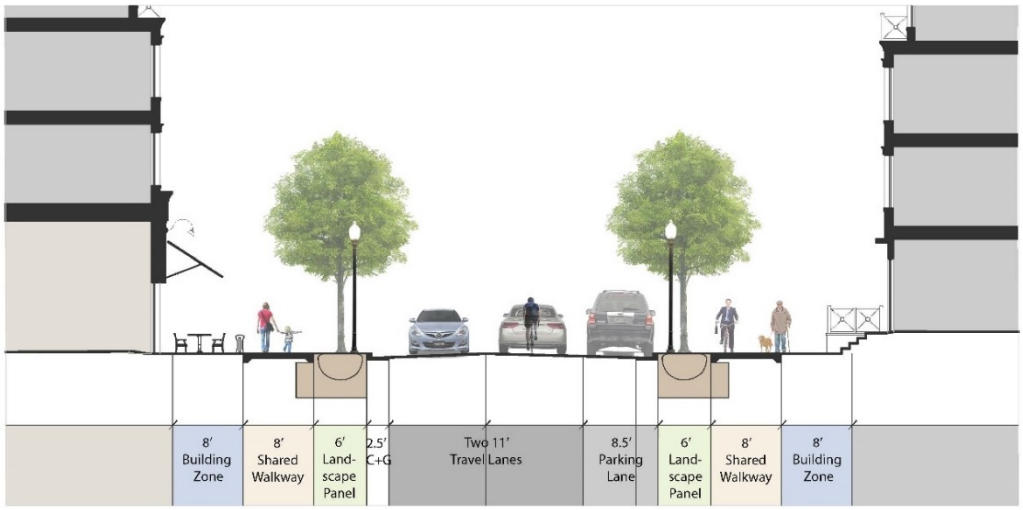

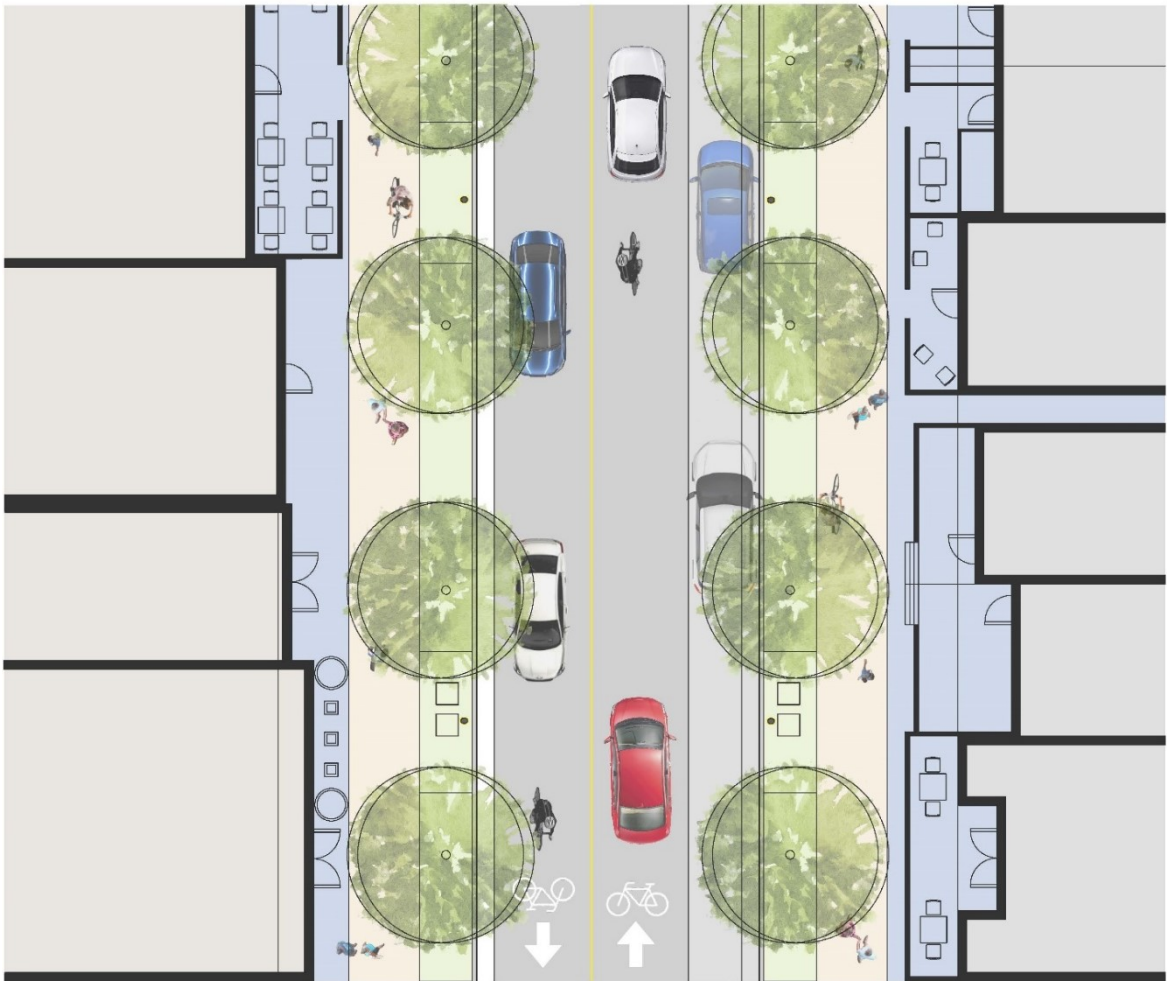

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Local Street Type 2 – Other Streets and New Streets

Like Beverly Road and Elm Street, the other local streets within the McLean CBC (***Figure xx***) will generally have low traffic volumes and slow-moving traffic. The conceptual cross-sections are narrow, with one lane in either direction, and are recommended to have parallel, on-street parking on one side of the road, at a minimum, with parallel parking on both sides of the road, wherever appropriate and feasible. Measures to slow traffic, such as raised mid-block pedestrian crossings and sidewalk bulb-outs at intersections, may be appropriate. The character of the streetscape, including dimensions of elements, should generally be determined by the type of pedestrian activity generated by the adjacent land uses.

Due to low vehicle speeds, bicycles may be accommodated in the travel lane, rather than in a dedicated bicycle lane, unless otherwise noted on the Multimodal Network Map (Figure XX).

Local Street Type 2 Cross-section dimensions:

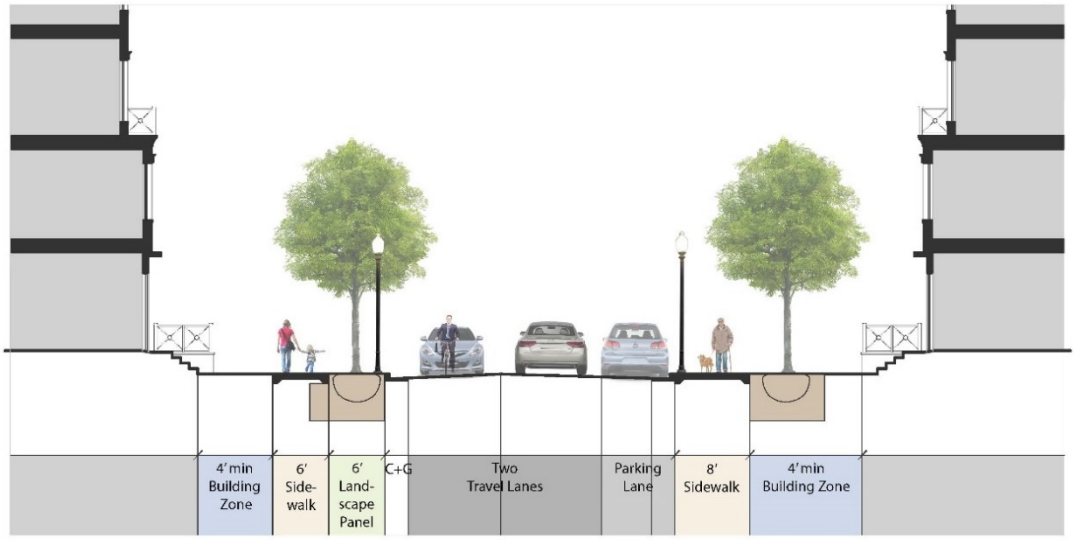
Within the right-of-way (57-foot minimum):

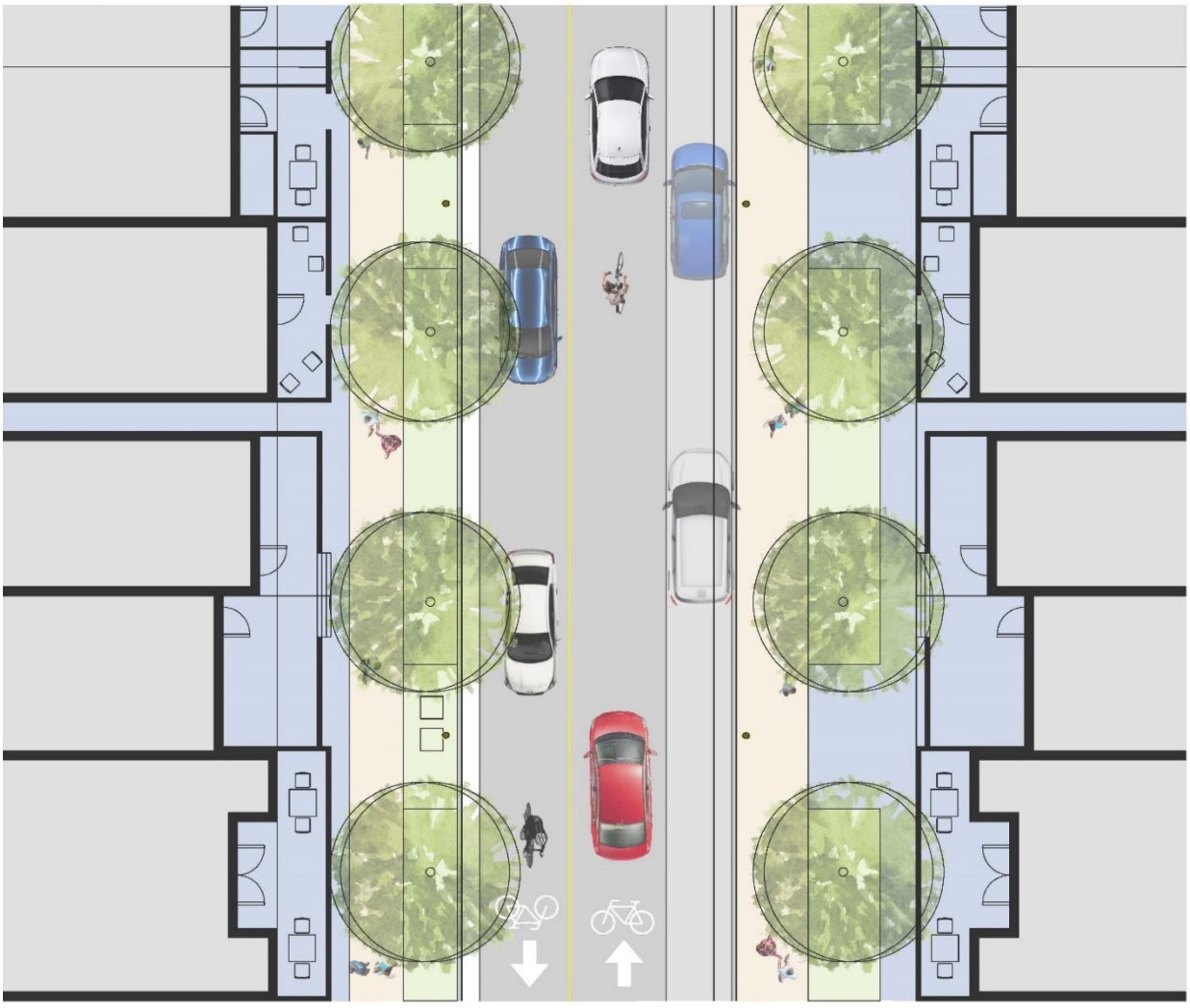
- Drive Lane – one travel lane per direction (11-foot typical for each lane).
- On-Street Parking –On-street parallel parking lane in each direction, where appropriate.
- Landscape Panel – A minimum 6-foot wide panel for landscaping and amenity areas on both sides of the street (additional width may be necessary to provide adequate soil volume for shade trees).
- Sidewalk – A minimum 6-foot sidewalk on both sides of the street. If the sidewalk is provided adjacent to the curb, additional space is needed to accommodate streetlights, signs and other elements while maintaining a 6-foot clear zone.

Outside of the right-of-way:

- Building Zone – When ground-level commercial use is provided in a building, the building zone should provide a 4-foot minimum. Multifamily residential uses should provide a 4-foot minimum and may have stoops, porches and/or stairs within this zone. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may also be located in the building zone. Where street trees cannot be accommodated within the right-of-way, they should be provided within the building zone. Single family residential uses should use the Zoning Ordinance setback rather than providing a building zone.

506 ***Figure XX**: Other streets and new streets (Local Streets Type 2) cross section*





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URBAN DESIGN

Urban design is used to align the desired scale and character of development with the social, economic, and aesthetic values of a community. It guides the physical features that define the arrangement and appearance of building form, open spaces, streets, blocks, and communities. The recommendations regarding the desired character of the built environment are contained in the Open Space Design Standards for the McLean CRD. The Design Guidelines serve as a companion document to the Comprehensive Plan. The McLean CBC is also subject to in the Volume *I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas*. A future volume of design guidelines containing McLean CRD-specific details and recommendations to guide the implementation of the plan is anticipated to be developed.

Site Design and Street Network

The design of sites and pedestrian-scaled blocks should create an inviting, vibrant, and walkable environment. The pedestrian experience is influenced significantly by the scale of buildings that are located adjacent to the sidewalk. Buildings should be sited and designed to create a sense of enclosure for pedestrians, with connections to create pedestrian-scaled blocks. Typically, active storefronts and other uses that can engage pedestrians such as outdoor seating should be located close to the sidewalk. Ground floor non-residential uses should be accessed directly from the adjacent public sidewalk or building zone. The location of buildings or other site features should not interrupt the pedestrian circulation system. Loading docks, mechanical rooms, utility vaults, exposed parking garages, or other uses that detract from the public realm and should be located on shared lanes or alleys, or placed internally to the building envelope to minimize their negative aesthetic impacts.

Building setbacks in the CBC should adhere to their corresponding street type as discussed in the Transportation section. Typically, the building zone should not exceed 12 feet in width. The building zone is expected to be large enough to accommodate outdoor dining, enhanced landscaping or to provide a more comfortable browsing area if those features are part of or would enhance a development proposal. Exceptions to the building zone width may occur where plazas, urban parks, or spaces for public art are located. Upper levels of a building may be set back further than the ground floor to allow light and air to reach the street.

Existing buildings will not necessarily conform to the building zone established by an adjacent proposed development. Development proposals, especially projects that are phased, should incorporate visual and physical linkages to existing buildings to create a high-quality pedestrian realm. New buildings may also use landscaping or other architectural features to visually align with existing buildings.

Building Massing and Height

Maximum building heights are be guided by the number of stories rather than by prescribing specific building heights in order to provide flexibility. However, specific limits with regard to floor-to-ceiling heights for different types of land uses is provided to give some general sense of potential building heights. In general, all ground floors of buildings can have a floor-to-ceiling height from 16 to 20 feet, regardless of the land use. Residential use above the ground floor may have floor-to-ceiling heights of 10 to 12 feet. Office use or hotel use above the ground floor may have floor-to-ceiling heights of 10 to 15 feet. Height limits do not include mechanical penthouses, architectural elements, or features affixed to buildings which are part of energy technology such as solar panels, provided that these features do not exceed 25 percent of the overall building height. Except for architectural elements, these features should be effectively screened

from adjoining uses. Finally, height maximums are exclusive of any additional stories that could result from meeting the Affordable Dwelling Unit (ADU) Ordinance in the Zoning Ordinance or the Guidelines for the Provision of Workforce Housing (WDU) in the Policy Plan.

When the difference in height is more than two stories between adjacent properties in neighboring zones or for properties that border the edge of the CBC, extra care should be taken to demonstrate tapering of height to create smooth transitions. This may result in portions of a building that are shorter than the minimum of the height range for a particular zone to ensure the variation of height in neighboring zones is generally no more than two stories.

Variations in building height as well as in buildings within the same block should be incorporated to distinguish uses, provide visual interest, and incorporate transitions between zones. Sites should be designed to achieve the desired building height and/or intensity goals while remaining sensitive to the impact on the surrounding context. Building massing should allow for light at the street level and to minimize long periods of shadow on the street, on adjacent buildings, or in open spaces.

The following are additional recommendations regarding building height within the McLean CBC:

- Building heights should be tallest in the Center Zone and transition to a lower scale closer to established residential neighborhoods.
- Heights as depicted are maximums and do not guarantee all development within a particular zone will achieve the maximum recommended height. Building heights may need to be adjusted to allow for appropriate transitions to surrounding uses or address urban design goals.
- Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.
- Buildings should be designed with height variations to provide light and views, privacy, and effective transitions to adjacent uses.

Building Articulation and Facades

Building articulation, or changes in the façade, should be used to visually reduce the scale of a building and avoid monotonous building elevations. The façades of ground floor uses such as residential lobbies and common areas should be primarily transparent. Long expanses of blank walls without windows or entrances detract from the pedestrian experience and are discouraged along public street-facing façades. If blank façades cannot be avoided, strategies should be used to mitigate their impact on the public realm. Windows should provide building detail and visual interest and not contain opaque, mirrored, or translucent glass.

In residential buildings, the degree of transparency in the ground floor should consider private uses, such as living areas. Residential lobbies and other common spaces should demonstrate higher transparency and provide a visual connection to the outside. Ground-floor residences with individual entrances should be grade-separated from the public sidewalk to provide some privacy. Stoops, bays, porches or entries that establish a distinct transition between private residential use and the public realm are encouraged. When grade separation cannot be achieved, a landscaped building zone should be provided between the residence and the public

sidewalk. Stairs or porches should not encroach on the sidewalk so as to not impact pedestrian movement.

Signage and Wayfinding

Generally, signage should be integrated with building architecture to avoid visual clutter. Building-mounted signs or monument-style ground-mounted signs incorporated within the building zone are encouraged. Pedestrian-scaled signage should be incorporated into all new uses. Pole-mounted signs are discouraged.

Wayfinding includes tools to orient people within their surroundings and enhances their understanding of places. Wayfinding measures should be incorporated as appropriate to help people navigate the physical environment and to contribute to the overall identity of an area through use of consistent themes. A coordinated program of public art, signage, and/or other way-finding elements throughout the CBC should be considered to enhance connectivity and orient people who walk, bicycle, and use transit in the area.

Public Art

Public art can help build authenticity, community vitality, recall historically significant events, and increase a sense of pride and place. Private developments and public spaces are encouraged to include art in their design as per Policy Plan guidance. Artwork can create an inviting and attractive environment for residents, employees, and visitors. Art installations should be located in prominent public spaces and integrated with other urban design features.

Parking Design

The proper location and amount of parking is essential to creating an environment that promotes walking. This should be balanced with the needs of those accessing uses by car. Overall, parking areas should be designed to minimize conflicts between vehicles and pedestrians. Vehicular access to parking lots and garages should be limited to local streets, shared lanes, or alleys when feasible.

Structured Parking

Underground parking is the preferred method for providing parking with development in the Center Zone of the McLean CBC. However, the provision of underground parking may not always be feasible. Therefore, an above-grade structured parking garage, or podium parking, may be appropriate.

Freestanding parking structures are discouraged as they should be integrated into the building. Where the facades of parking structures are exposed, architectural detailing, lighting, and landscaping should be employed to mitigate negative visual impacts. Exposed parking structures are strongly discouraged adjacent to parks and plazas. Access to parking structures should be attractive and coordinated with the architecture of the building through the use of architectural treatments on doors or similar treatments. Consideration should be given to reducing glare and other potential negative visual impacts from light sources.

On-Street Parking

On-street parking provides convenient and accessible parking for residential and retail uses while enhancing the pedestrian experience by increasing the safety and comfort of the people using

the sidewalk. On-street parking should be parallel to the street. Angled and perpendicular on-street parking is discouraged. Landscaped bulb-outs within on-street parking areas at intersections may be used to reduce crosswalk distances for pedestrians.

Surface Parking

Adequate and convenient parking is essential for the economic vitality of retail uses. Teaser surface parking spaces in front of retail uses may be appropriate. A limited number of at-grade teaser parking spaces to serve commercial uses may be appropriate. In the Edge Zone, parking for retail and other non-residential uses is envisioned to be maintained as surface parking.

Surface parking lots are not envisioned for Center and General Zone development projects, particularly in front of buildings. Any surface parking lots should be located to the side or rear of the primary use and should contain clearly delineated pedestrian connections to the associated building. Such lots should be intensively landscaped and well-lit. They also should be designed to contribute to onsite stormwater management by using elements such as planter areas and permeable paving in the parking stall area. The redesign and consolidation of existing, private, surface parking lots is encouraged.

LAND USE

Land Units and Development Potential

The McLean CBC is divided into twelve land units that correspond to the Center, General, and Edge Zones as shown in Figure X, Land Units Map. Land Units C-1 and C-2 comprise the Center Zone; Land Units G-1 through G-4 comprise the General Zone; and Land Units E-1 through E-6 comprise the Edge Zone. Recommendations for a baseline and optional level of development are described below. In some instances, existing development may be greater than the planned baseline intensity.

Optional Level of Development in Center and General Zones

The preferred vision is recommended as an optional level of development above the base plan, using a form-based approach that encourages flexibility in the mix of uses within a total amount of development potential for the Center and General Zones. The Plan allows for flexibility among the types of non-residential uses, provided that the total amount of non-residential uses is not exceeded, and the development achieves the overall vision for the zones. Plan recommendations regarding park spaces, the character of development, urban design, transportation, implementation, building heights, and other guidance found in this Plan should be used in the evaluation of development proposals. **NOTE – will include guidance about being able to achieve a 3.0 FAR per proffer legislation**

Figures 10 and 11 include the maximum planned development potential for the McLean CBC and the Center and General Zones, respectively. The Plan potential is expressed in terms of a total amount of residential dwelling units and square feet of nonresidential use. The Plan potential for the Edge Zone is described in the individual land units that comprise the Edge Zone.

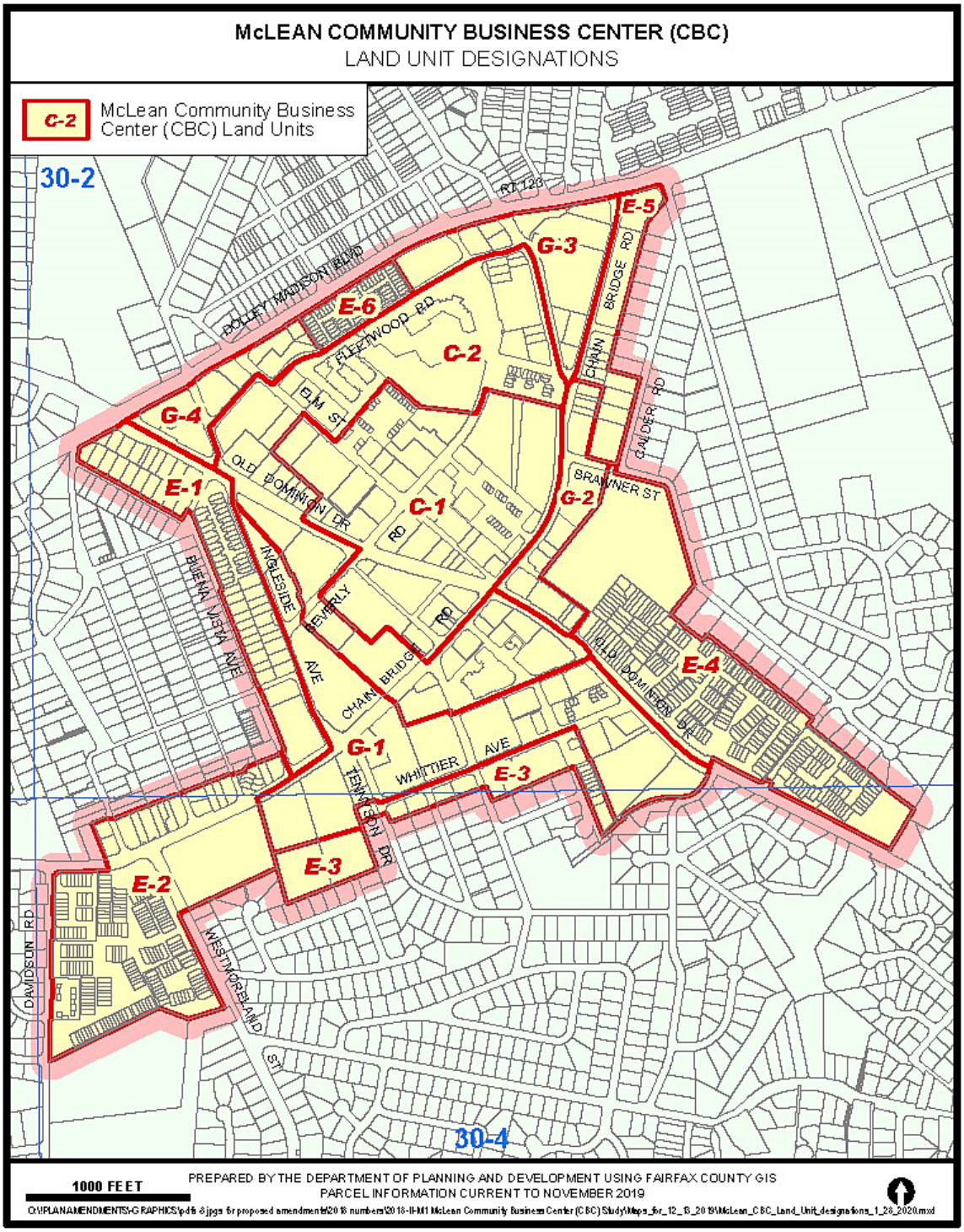
McLEAN COMMUNITY BUSINESS CENTER (CBC)
LAND UNIT DESIGNATIONS
C-2
McLean Community Business Center (CBC) Land Units
30-2
30-4
E-1
E-2
E-3
E-4
E-5
E-6
G-1
G-2
G-3
G-4
C-1
C-2
RT 123
DOLLEY MADISON BLVD
FLEETWOOD RD
ELM ST
OLD DOMINION DR
CHAIN BRIDGE RD
CALDER RD
BRAWNER ST
INGLESIDE AVE
BEVERLY RD
BUENA VISTA AVE
WHITTIER AVE
TENNYSON DR
WESTMORELAND ST
DAVIDSON RD
1000 FEET
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO NOVEMBER 2019

Figure 10: Planned Development Potential for the McLean CBC

Land Use Category	Plan Potential
Total Residential	3,850 dwelling units
Total Non-residential	3,150,000 square feet

Figure 11: Planned Development Potential for the Center and General Zones

Land Use Category	Plan Potential
Residential	3,150 dwelling units
Non-residential	2,705,000 square feet

Note: In Figures 10 and 11, the residential development potential does not include housing bonuses allowed under the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Housing.

Center Zone: Land Unit C-1

Land Unit C-1 is primarily developed with neighborhood retail and commercial uses as shopping centers, restaurants, and offices.

Base Plan

The baseline recommendation for Land Unit C-1 is for non-residential use, with neighborhood-serving retail uses and office uses at an intensity up to 0.35 FAR, with a minimum of 30 percent retail use as part of the non-residential uses for the area north of Old Dominion Drive along Chain Bridge Road. Of that retail use, half is expected to be community and/or neighborhood serving. The exceptions to this recommendation include the following:

- The area bounded by Redmond Drive, Chain Bridge Road, and Beverly Road is recommended for neighborhood-serving retail uses and office uses at an intensity up to 0.35 FAR. Fifty percent of the retail use should be community-serving. The former McLean Fire Station, now known as the "Old Firehouse", and the areas around it should be planned for a public gathering space. The building should be maintained as an historic structure. It has been adaptively reused. All development should respect the historic integrity of the resource.

- The triangular area bounded by Old Dominion Drive, Beverly Road, and Elm Street is planned for and developed with office and retail uses at an intensity of approximately 0.45 FAR.

- The area is bounded by Elm Street, Chain Bridge Road, Land Unit C-2, and Beverly Road is planned for and developed at an average intensity of 0.40 FAR.

- The parcels along the north side of Elm Street (Tax Map Parcels 30-2 ((10)) (6) 7, 8, and 9; Tax Map Parcels 30-2 ((38)) 1, 2, and 3; and Tax Map Parcels 30-2 ((35)) 1-23) are planned for and developed with office and ground-floor retail uses at an intensity up to 0.50 FAR.

- The parcels along Old Dominion Drive, Beverly Road, and the south side of Elm Street (Tax Map Parcels 30-2((10)) (7) 3, 5A, 9, 11, and 12A; Tax Map Parcels 30-2 ((10)) (8) 7, and 8), is planned for 0.50 FAR.

Option for Land Unit C-1

As an option, future development and redevelopment in Land Unit C-1 will be guided by the vision and character described for the Center Zone. For this land unit, the option recommends a mix of uses at a maximum building height of seven stories, guided by the development potential for the Center and General Zones shown in Figure 11. Land Unit C-1 encompasses the "Bonus Height Area" identified on the Height Map. Within Land Unit C-1, a proposal that includes consolidation of four to six acres may be developed with building heights up to ten stories. The additional height will be considered if the development provides a vibrant, mixed-use, pedestrian-oriented place with a central urban park. Other Plan recommendations regarding the public park space, character of development, urban design, transportation, implementation, and other guidance found in this Plan should be used in the evaluation of development proposals. Additional public park spaces are envisioned in Land Unit C-1 as described by the Public Parks and Open Space Concept.

Center Zone: Land Unit C-2

Land Unit C-2 is developed with a mix of uses, including neighborhood retail and commercial uses as shopping centers, restaurants, and offices. Multi-family residential uses include the Signet, the McLean House, the Ashby at McLean, the Palladium, and Benchmark.

Base Plan

The baseline recommendation for Land Unit C-2 is neighborhood-serving retail uses and office uses at an intensity up to 0.35 FAR. The exceptions to this recommendation include the following:

- The northeast portion of Land Unit C-2 located between Beverly Road and Old Chain Bridge Road, south of Fleetwood Drive is planned for and developed at an average intensity of 1.0 FAR.

- The area bounded by Old Dominion Drive, Moyer Place, Elm Street, and Land Unit C-1 is planned for office use with ground floor retail use at an intensity up to 0.50 FAR.

- Tax Map Parcel 30-2 ((1)) 15 is located in both Land Units C-2 and G-1, and is planned for and developed at an intensity of approximately 0.80 FAR.

- The area bounded by Elm Street, Fleetwood Road, Beverly Road, and Land Unit C-1, is planned for office use with ground floor retail use at an intensity up to .50 FAR.

- **NOTE: base plan for Signet (pages 74-75 of adopted plan) and Benchmark (page 52) may include current Comp Plan conditions.**

- The McLean House is planned for and developed with residential use at a density of approximately 40 du/ac.

- The Ashby at McLean is planned for and developed with residential use at a density of approximately 60 du/ac.

- The Palladium is planned for and developed with approximately 70 residential units, with ground floor commercial uses and publicly accessible open space.

Option for Land Unit C-2

As an option, future development and redevelopment in Land Unit C-2 will be guided by the vision and character described for the Center Zone. For this land unit, the option recommends a mix of uses at a maximum building height of seven stories, guided by the development potential for the Center and General Zones shown in Figure 11. Other Plan recommendations regarding the public park space, character of development, urban design, transportation, implementation, and other guidance found in this Plan should be used in the evaluation of development proposals.

General Zone: Land Unit G-1

Land Unit G-1 is generally developed with a mix of uses including institutional, commercial, neighborhood-serving retail, and office uses.

Base Plan

The baseline recommendations for Land Unit G-1 are as follows:

- The portion of the block bounded by Ingleside Avenue, Beverly Road, and Land Unit C-2 is planned for and developed with office use at an average intensity of approximately 1.0 FAR.

- The area bounded by Beverly Road, Ingleside Avenue, Chain Bridge Road and Land Unit C-2 is planned for neighborhood-serving retail uses and low-density office uses up to an intensity of 0.35 FAR.

- The portion of the McLean Professional Park in Land Unit G-1 is planned for and developed with low/medium intensity commercial office at an intensity of approximately 0.50 FAR.

- The area bounded by Tennyson Drive, Whittier Avenue, Laughlin Avenue, and Chain Bridge Road is planned for neighborhood-serving retail uses and low-density office uses up to an intensity of 0.35 FAR. The northeast corner is within Land Unit C-2.

- The block bounded by Laughlin Avenue, Lowell Avenue, Emerson Avenue, and Whittier Avenue is planned for office and retail at an intensity up to 0.70 FAR.

- The area bounded by Emerson, Lowell, Old Dominion, and Whittier is planned for and developed with retail and townhouse-style office at an intensity up to 0.40 FAR.

- The block bounded by Whittier Avenue, Old Dominion Drive, Holmes Place and edge of the CBC, and Land Unit E-3is planned for retail and office use at an intensity up to 0.50 FAR.

Option for Land Unit G-1

As an option, future development and redevelopment in Land Unit G-1 will be guided by the vision and character described for the General Zone. This option recommends a mix of uses at a maximum building height of five stories, guided by the development potential for the Center and General Zones shown in Figure 11. The southeastern portion of Land Unit G-1 abuts the edge of the CBC. This particular area transitions from the General Zone immediately to residential uses outside of the CBC, without an Edge Zone as a transition area. Transitions between any new development and the existing uses outside of the CBC should be carefully designed, particularly as related to height. Plan recommendations regarding open space, character of development, urban design, transportation, implementation, and other guidance found in this CBC Plan should be used in the evaluation of development proposals.

<u>General Zone: Land Unit G-2</u>

Land Unit G-2 is developed with non-residential uses, including retail, office and institutional uses.

Base Plan

The baseline recommendation for Land Unit G-2 is for non-residential uses, including community-serving retail and office uses at an intensity up to 0.35 FAR.

Option for Land Unit G-2

As an option, future development and redevelopment in Land Unit G-2 will be guided by the vision and character described for the General Zone. This option recommends a mix of uses at a maximum building height of five stories, guided by the development potential for the Center and General Zones shown in Figure 11. This land unit is bounded by Franklin Sherman Elementary School along the eastern and northern edge. Transitions between new development and the school

should be carefully designed, particularly as related to height. Plan recommendations regarding open space, character of development, urban design, transportation, implementation, and other guidance found in this CBC Plan should be used in the evaluation of development proposals.

General Zone: Land Unit G-3

Base Plan

The baseline recommendations for Land Unit G-3 are as follows:

- The portion of the block bounded by Dolley Madison Boulevard, Beverly Road, Fleetwood Road and Land Unit E-6 is planned for and developed with office at an intensity at approximately 0.70 FAR.

- The block bounded by Dolley Madison Boulevard, Beverly Road, Fleetwood Road, and Old Chain Bridge Road is planned for office at an intensity up to approximately 0.50 FAR.

- The triangular area bounded by Dolley Madison Boulevard, Old Chain Bridge and Chain Bridge Road is planned for and developed with community-serving retail use at an intensity up to approximately 0.50 FAR.

Option for Land Unit G-3

An urban park should be located in Land Unit G-3. As an option, future development and redevelopment in Land Unit G-3 will be guided by the vision and character described for the General Zone. This option recommends a mix of uses at a maximum building height of five stories, guided by the development potential for the Center and General Zones shown in Figure 11. A portion of this land unit is bounded by Dolley Madison Boulevard, with residential uses located outside the CBC further north. Although Dolley Madison Boulevard provides separation from the CBC, this particular area transitions from the General Zone immediately to residential uses outside of the CBC, without an Edge Zone as a transition area. Transitions between any new development and the existing uses outside of the CBC should be carefully designed, particularly as related to height. Plan recommendations regarding open space, character of development, urban design, transportation, implementation, and other guidance found in this CBC Plan should be used in the evaluation of development proposals.

General Zone: Land Unit G-4

Base Plan

Land Unit G-4 is developed with retail use and office use. The block bounded by Dolley Madison, Elm, Fleetwood, and Land Unit E-6 is planned for and developed with office use at an intensity of approximately 0.35 FAR. The remainder of Land Unit G-4 is planned for office and retail use at an intensity up to 0.50 FAR.

Option for Land Unit G-4

As an option, future development and redevelopment in Land Unit G-4 will be guided by the vision and character described for the General Zone. This option recommends a mix of uses at a maximum building height of five stories, guided by the development potential for the Center and General Zones shown in Figure 11. A portion of this land unit is bounded by Dolley Madison Boulevard, with residential uses located outside the CBC further north. Although Dolley Madison Boulevard provides separation from the CBC, this particular area transitions from the General Zone immediately to residential uses outside of the CBC, without an Edge Zone as a transition area. Transitions between any new development and the existing uses outside of the CBC should be carefully designed, particularly as related to height. Plan recommendations regarding open space, character of development, urban design, transportation, implementation, and other guidance found in this CBC Plan should be used in the evaluation of development proposals.

Edge Zone: Land Unit E-1

Land Unit E-1 is developed with single-family detached and attached residential uses, and private recreation use. The block bounded by Chain Bridge Road, Ingleside, Buena Vista and Meadowbrook Avenues should remain in private recreation uses. If redevelopment occurs, infill of low intensity commercial or medium intensity mixed-use to include office and residential with no retail would be appropriate, provided building heights do not exceed three stories and intensity does not exceed 0.50 FAR.; all office access is limited to Ingleside Avenue; and extensive landscaped buffering to residential uses is provided; an on-street bicycle facility is provided along Ingleside Avenue; and a primary pedestrian connection to West McLean is enhanced along Meadowbrook Avenue. If developed with office uses, an urban park should be provided. If office use is proposed, vehicular access is recommended to be limited to Ingleside Avenue. If mixed-use development is proposed, retail use is not recommended as a component of the mix of uses.

The remainder of Land Unit E-1 is planned for and developed with medium density townhouses. In order to contain future commercial growth within the CBC, to provide additional housing within the CBC, and to establish a residential buffer for West McLean, future development should be townhouse residential at a base range of 5-8 du/ac. A mid-range density of 8-12 du/ac could be achieved provided there is consolidation of minimum areas of one acre; pedestrian amenities include five foot wide sidewalks on all streets with mid-block pedestrian connections; landscaped buffers between single-family residential are included; innovative design and architectural compatibility with single-family detached areas is achieved; and buildings are limited to 35 feet in height. Parking should be below ground, in structures, or screened. An overlay density range of 12-16 du/ac can be achieved along Ingleside Avenue or Old Dominion Drive only, with complete block consolidation, provision of affordable dwelling units, and all design elements listed above. Development along Pine Crest Avenue and Buena Vista Avenue is encouraged to be residential detached single-family housing.

Edge Zone: Land Unit E-2

Land unit E-2 is developed with single-family detached and attached residential uses, institutional use, and low-scale townhouse office uses at an intensity up to .35 FAR. The western edge of the land unit on the west side of Westmoreland Street is planned for and developed with

residential use at 8-12 du/ac.

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

The existing place of worship located at the southeast intersection of Chain Bridge Road and Westmoreland Street is recommended to be retained; if redeveloped, the site is recommended for townhouse-style residential use at a density of 5-8 du/ac and should be harmonious in scale, character, and site layout with the Stoneleigh and McLean Park Manor townhouses to the west and single-family detached houses to the south.

Edge Zone: Land Unit E-3

Land Unit E-3 is primarily planned for townhouse-style commercial use. The parcels located between Tennyson Drive and Laughlin Avenue are planned for office use an intensity up to 0.35 FAR. The parcels located between Laughlin Avenue and Emerson Avenue are planned for commercial row houses at an intensity up to 0.50 FAR. The parcels located on the east side of Emerson Avenue are planned for community-serving retail and office use at an intensity up to 0.50 FAR.

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

The portion of the McLean Professional Park in Land Unit E-3 is planned for and developed with low/medium intensity commercial office at an intensity of approximately 0.55 FAR. Maximum heights should be no more than 40 feet.

Edge Zone: Land Unit E-4

Land Unit E-4 is planned for and developed with single-family attached residential uses at 8-12 du/ac and institutional use at a base intensity up to .35 FAR (maximum intensity of .50 FAR). The Franklin Sherman Elementary School is recommended to be retained. If the school redeveloped, it may be appropriate for an alternate mixed-use Civic Place at an intensity up to 0.50 FAR.

Edge Zone: Land Unit E-5

Land Unit E-5 primarily consists of the Salona Village Shopping Center and Tax Map Parcels 30-2 ((12) 4A, 4B1, 4B2, 4C1, and 4C2. This portion of Land Unit E-5 is planned for predominately community – serving retail use with limited office at an intensity up to 0.35 FAR. Land Unit E-5 is also developed with a place of worship (McLean Baptist Church). If the church site redevelops, there is an option for development for an intensity up to 0.35 FAR with single-family detached residential facing Calder Road or a 50-foot landscaped buffer with a 7foot high brick wall. Vehicular access is not recommended on Brawner Street or Calder Road. This option includes the portion of the church property located in Land Unit G-2.

Edge Zone: Land Unit E-6

Land Unit E-6 is planned and developed with residential townhomes at an intensity of 12-16 du/ac.