

**AREA I**



# AREA I

## OVERVIEW

Key concepts embodied in this document include:

- interim development and redevelopment policies;
- planned development centers; and
- environmental quality corridors.

Community planning sectors have been established to provide a framework for detailed recommendations on neighborhood protection and enhancement.

Stable areas have been designated for the purpose of reinforcing neighborhood stability and establishing a clear County policy for supporting these areas by:

- encouraging infill with compatible land uses;
- insisting on adequate buffering between conflicting land uses;
- reducing through-traffic on neighborhood streets;
- containing commercial expansion;
- protecting environmentally valued resources; and
- acquiring land for recreation and open space purposes.

Complex areas have been designated where pressures for changes exist and the inherent complexity of the situation defies simple solutions. Policy guidance, control, and improvement of these areas require:

- plan guidelines and criteria for evaluating major public and private proposals;
- a system for conducting such an evaluation—Project Impact Evaluation System (PIES);
- the use of medium-density development to contain commercial expansion;
- improved access to major shopping facilities by trails, sidewalks, and small area transit; and
- the introduction of special improvement districts to support the enhanced quality of commercial facilities.

Economic analysis has provided recommendations to:

- increase job opportunities within the area by full utilization of potential job sites such as the Chiles tract and portions of the Merrifield industrial area; and
- constrain expansion of local-serving shopping centers to regional centers.

Environmental protection and enhancement are recommended through:

- reduced automobile use;
- greater mass and small area transit use;
- review of environmental constraints and prohibitions on a site-by-site basis to minimize development impacts; and
- development of an air quality maintenance plan.

Improvement of housing opportunities and neighborhood conditions for all income levels are recommended through:

- inclusion of low- and moderate-income units in planned development centers;

- a neighborhood improvement program in the Baileys Planning District;
- conservation of existing moderate-income housing units;
- innovative solutions such as paired housing program that would allow senior citizens to relocate in medium-density housing near shopping and service centers and lease their present single-family homes to low- and moderate-income families; and
- monitoring neighborhood design and housing construction to promote open space and structural quality.

Transportation strategies and growth controls are linked by:

- recommending compatible infill development at densities sufficient to encourage more mass transit ridership and small area transit systems; and
- relating Area I planning to the establishment of planned development centers outside of the area and diversion of as much through-traffic as possible by establishing greater access to Metro stations and express buses.

Public facilities investment patterns are recommended which:

- reduce public facility costs by encouraging infill development in order to utilize existing school capacity (with some renovation required); and
- promote increased public investment in neighborhood parks.

Plan implementation is promoted by coordination of public and private actions, including:

- innovative programs such as the small area transit system;
- public policy decisions (zoning, administrative rulings, etc.);
- public investment (CIP, park dedication and acquisition, VDH&T programming, etc.);
- private input to public policy (citizen review of CIP, participation in PIES—project impact evaluation system, neighborhood project initiatives); and
- new private/public investment mechanisms (use of a special improvement district for business district improvement or consolidation, public development corporation for senior citizen housing).

## BACKGROUND

### Gateway to Fairfax County and Corridor to Washington

The 36 square miles of Area I are the most highly developed and most densely populated portions of Fairfax County. With an estimated 1983 population of 140,487 in 58,379 housing units (60 percent individually owned), its average density in 1983 was 6.9 persons per acre, compared to 2.7 persons per acre in the County as a whole. Only 11 percent of Area I land is vacant, and with few exceptions most of this is in small, scattered parcels.

Located in the eastern section of Fairfax County on the borders of Arlington County and the cities of Alexandria and Falls Church, Area I is

crossed by several major arterial highways funneling County traffic into the Washington employment core. Thus, although it contains the largest percentage of built-up, stable neighborhoods of any area in the County, the gateway/corridor effect brings continuing outside pressures for land use change, particularly on the borders of congested commercial areas and on the remaining parcels of vacant land. These outside pressures plus the internal pressures for improvements in local transportation, safety, environment and quality of life give the Area I Plan its priority and urgency.

Yet the pattern and implementation of the Area I Plan is closely connected with the pattern of the countywide plan and encompasses all other area plans. How areas to the west are planned, controlled, and developed will determine whether Area I can succeed in improving traffic flow in protecting stable neighborhoods and rebuilding commercial areas, or bringing in new industry and federal agencies to provide noncommuting jobs. And what is done in Area I will, in turn, affect the rest of the County.

### Growth Factors Affecting Planning to 1990

In planning for orderly growth, basic trends in population, income, and employment need to be taken into account.

The basic question of the level of growth is beyond the control of local government. Fairfax County must accept its fair share of the Washington area population increase. But County actions can determine the manner in which we will grow, what impact this growth will have on the environment for existing residents, and how much growth we can afford.

### Population

Although it now contains nearly 22 percent of the County's population, Area I is one of the slower growing areas of the County. The growth rate in the area has declined rapidly since 1960. Since 1970 Area I has lost population at the average rate of 3.8 percent annually. By composition, the area has experienced an in-migration of minority population. In 1982, the black, Oriental and Hispanic populations represented 4, 7, and 3 percent of the total population respectively. The median age of Area I residents has increased from about 24 to 25, with a large decrease occurring in persons less than ten years of age and a large increase in the 20 to 34 and 45 to 64 age brackets.

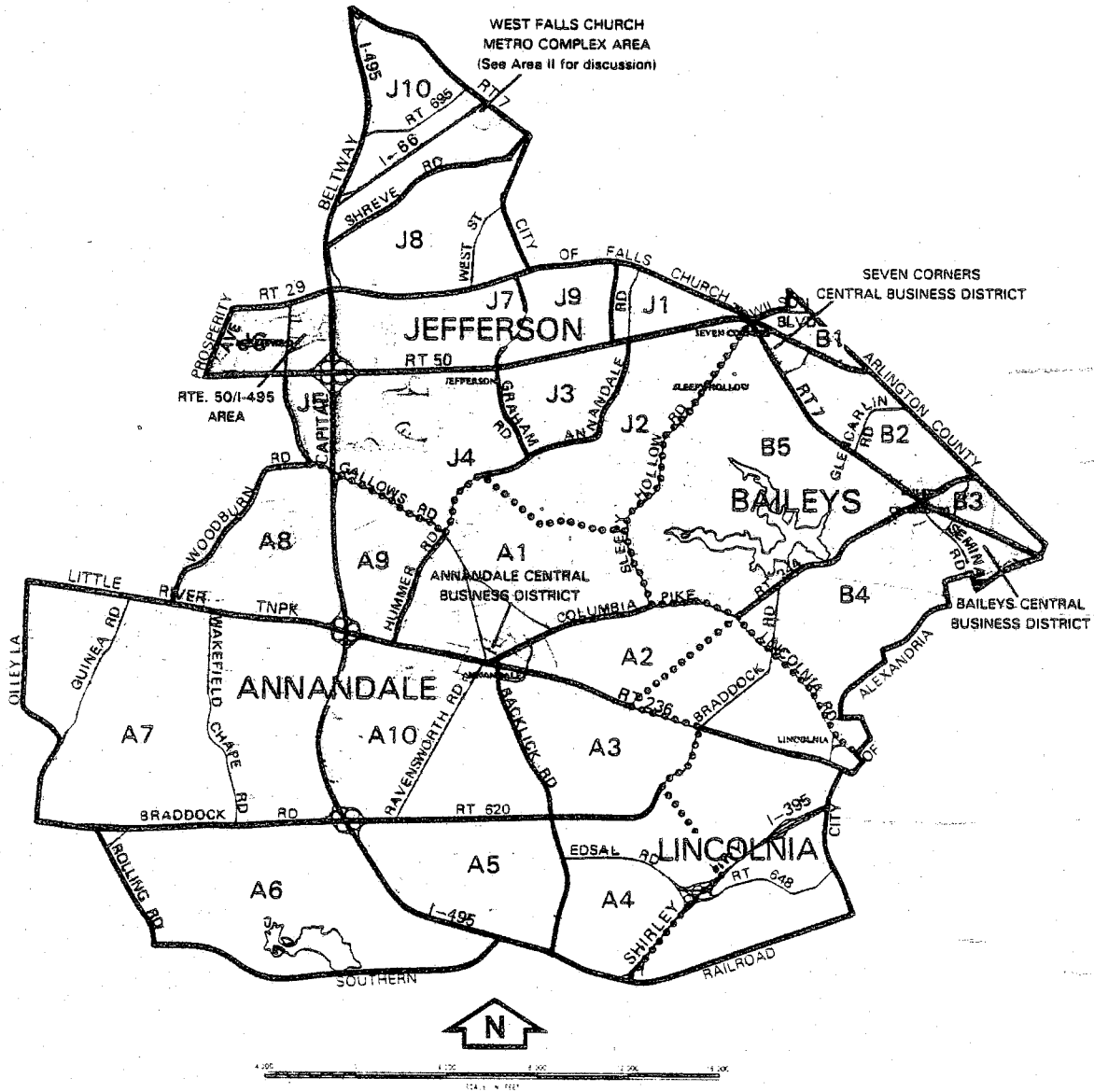
### Income

The median family income of county residents in 1981 was \$41,600. Levels within Area I vary from \$31,200 in Jefferson, \$33,200 in Lincolnia, \$38,500 in Baileys, to \$43,100 in Annandale.

### Employment

Basic new employment in Area I is expected to range from a low of 10,000 to a high of 12,500 from now until 1990. In the subsequent 10 years, it will range between 6,600 and 7,200. About two-thirds of the new jobs are expected to be office rather than industry-oriented.

# AREA I PLANNING DISTRICTS AND SECTORS



## SHORT TERM FORECASTS

As has been discussed in the introduction section of the Plan, countywide forecasts of population to 1990 have been lowered to 686,000. This new forecast is based on demographic trends which were observed during 1976 and verified in more recent work done for the Metropolitan Washington Council of Governments Cooperative Forecasting Program.

The reduction in countywide population forecasts will impact on the timing of expected housing units in individual planning areas, districts and sectors. Detailed small area data reflecting these impacts are presented in 5-year increments up to the year 2000 in computer printouts which are available in the Fairfax County Office of Research and Statistics. In addition, plan buildout data by supervisor district, planning district and subcensus tract can be found in the 1983 edition of *Standard Reports*, published by the Office of Research and Statistics.

To augment the data found in *Standard Reports*, detailed existing housing estimates as of January 1983, and newly developed data on plan capacities in housing units are presented in the following tables. The tables also include dwelling units as of January 1, 1975. This is approximately the time the original PLUS program plan was adopted. Thus, the data enable comparison of the level of residential development at the time of plan adoption with that of 1983 and with projected plan capacity. In addition, the data include existing dwelling units and plan capacity as of January 1983 in order to show the differences caused by plan changes in the previous annual plan review. The data in these tables supersede data presented in other tables of this Plan.

All of the data has been generated on a parcel-by-parcel basis. Existing units are from the January 1, 1983 Urban Development Information System parcel file. Additionally planned units are assumed to be built on undeveloped and underutilized land (adjusted for floodplains) at the midpoint of the planned density ranges. For example, an area planned for 1-2 dwelling units per acre is assumed to represent a density of 1.5 dwelling units per acre.

The plan definitions for residential unit types are as follows:

Planned Density Du/Ac	Unit Type Mid-Point Planning
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1-2, 2-5, 5-1, 1-2, 2-3, 3-4	100% SFD
4-5	50% SFD/50% TH
5-8	100% TH
8-12	50% TH/50% GA
12-16, 16-20	100% GA
20 or more	100% EA
(e.g. 20-40 du/ac)	(30 du/ac)

SFD: single-family detached

TH: townhouse

GA: garden apartment

EA: elevator apartment

Existing and Projected Housing Units by Type  
January 1983 — Plan Buildout

Area I						
Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
<b>Annandale Planning District</b>						
Single Family Detached	14,824	15,448	15,468	1,501	16,969	17,047
Townhouse	1,913	2,812	2,894	201	3,095	3,010
Apartment	4,736	5,611	5,608	52	5,660	5,663
<b>Total</b>	<b>21,273</b>	<b>23,871</b>	<b>23,970</b>	<b>1,754</b>	<b>25,724</b>	<b>25,720</b>
<b>Baileys Planning District</b>						
Single Family Detached	4,748	4,866	4,862	852	5,714	5,720
Townhouse	160	266	307	163	470	427
Apartment	7,859	9,171	9,663	604	10,267	9,704
<b>Total</b>	<b>12,567</b>	<b>14,303</b>	<b>14,832</b>	<b>1,619</b>	<b>16,451</b>	<b>15,851</b>
<b>Jefferson Planning District</b>						
Single Family Detached	7,858	8,198	8,213	1,208	9,421	9,458
Townhouse	293	1,298	1,386	794	2,180	2,076
Apartment	5,500	5,568	5,599	939	6,538	6,636
<b>Total</b>	<b>13,651</b>	<b>15,094</b>	<b>15,198</b>	<b>2,941</b>	<b>18,139</b>	<b>18,172</b>
<b>Lincolnia Planning District</b>						
Single Family Detached	1,364	1,394	1,392	386	1,778	1,787
Townhouse	533	868	932	1,160	2,092	2,048
Apartment	2,009	2,055	2,055		2,055	2,055
<b>Total</b>	<b>3,906</b>	<b>4,317</b>	<b>4,379</b>	<b>1,546</b>	<b>5,925</b>	<b>5,890</b>
<b>Planning Area Total</b>	<b>51,397</b>	<b>57,585</b>	<b>58,379</b>	<b>7,860</b>	<b>68,239</b>	<b>65,633</b>

Existing and Projected Housing Units by Type  
January 1983 — Plan Buildout

Area I Annandale Planning District						
Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
<b>Sector A1</b>						
Single Family Detached	2,051	2,089	2,088	212	2,300	2,302
Townhouse		2	2	34	36	36
Apartment	1,286	1,284	1,284	1	1,285	1,285
<b>Total</b>	<b>3,337</b>	<b>3,375</b>	<b>3,374</b>	<b>247</b>	<b>3,621</b>	<b>3,623</b>
<b>Sector A2</b>						
Single Family Detached	482	489	489	111	600	599
Townhouse	253	326	326		326	326
Apartment		246	246		246	246
<b>Total</b>	<b>735</b>	<b>1,061</b>	<b>1,061</b>	<b>111</b>	<b>1,172</b>	<b>1,171</b>
<b>Sector A3</b>						
Single Family Detached	845	840	844	124	968	962
Townhouse	447	492	489	127	616	604
Apartment	4			31	31	31
<b>Total</b>	<b>1,296</b>	<b>1,332</b>	<b>1,333</b>	<b>282</b>	<b>1,615</b>	<b>1,597</b>
<b>Sector A4</b>						
Single Family Detached	644	647	648	107	755	750
Townhouse		2	2		2	8
<b>Total</b>	<b>644</b>	<b>649</b>	<b>650</b>	<b>107</b>	<b>757</b>	<b>768</b>
<b>Sector A5</b>						
Single Family Detached	1,551	1,572	1,575	80	1,655	1,655
Townhouse	100	327	327	7	334	334
Apartment	412	412	412		412	412
<b>Total</b>	<b>2,063</b>	<b>2,311</b>	<b>2,314</b>	<b>87</b>	<b>2,401</b>	<b>2,401</b>
<b>Sector A6</b>						
Single Family Detached	2,428	2,501	2,503	73	2,576	2,576
Townhouse	326	326	326		326	326
<b>Total</b>	<b>2,754</b>	<b>2,827</b>	<b>2,829</b>	<b>73</b>	<b>2,902</b>	<b>2,902</b>
<b>Sector A7</b>						
Single Family Detached	3,977	4,496	4,504	320	4,824	4,835
Townhouse	87	144	162		162	144
Apartment	1	2				2
<b>Total</b>	<b>4,065</b>	<b>4,642</b>	<b>4,666</b>	<b>320</b>	<b>4,986</b>	<b>4,981</b>
<b>Sector A8</b>						
Single Family Detached	845	884	885	191	1,076	1,076
Townhouse				15	15	21
<b>Total</b>	<b>845</b>	<b>884</b>	<b>885</b>	<b>206</b>	<b>1,091</b>	<b>1,097</b>
<b>Sector A9</b>						
Single Family Detached	360	476	487	212	699	763
Townhouse	74	135	201	1	202	136
<b>Total</b>	<b>434</b>	<b>611</b>	<b>688</b>	<b>213</b>	<b>901</b>	<b>899</b>
<b>Sector A10</b>						
Single Family Detached	1,441	1,454	1,445	71	1,516	1,519
Townhouse	626	1,058	1,059	17	1,076	1,075
Apartment	3,033	3,667	3,666	20	3,686	3,687
<b>Total</b>	<b>5,100</b>	<b>6,179</b>	<b>6,170</b>	<b>108</b>	<b>6,278</b>	<b>6,281</b>
<b>Planning District Total</b>	<b>21,273</b>	<b>23,871</b>	<b>23,970</b>	<b>1,754</b>	<b>25,724</b>	<b>25,720</b>

Existing and Projected Housing Units by Type  
January 1983 — Plan Buildout

## Area I Baileys Planning District

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
<b>Sector B1</b>						
Single Family Detached	1	1	1	7	8	8
Townhouse		31	35	16	51	47
Apartment	1,053	1,053	1,053	49	1,102	1,102
Total	1,054	1,085	1,089	72	1,161	1,157
<b>Sector B2</b>						
Single Family Detached	570	628	620	146	766	772
Townhouse	156	161	178	57	245	243
Apartment	2,052	2,069	2,069	39	2,108	2,108
Total	2,778	2,858	2,867	252	3,119	3,123
<b>Sector B3</b>						
Single Family Detached	72	68	68	24	92	104
Townhouse			2	41	43	21
Apartment	450	450	450	72	522	504
Total	522	518	520	137	657	629
<b>Sector B4</b>						
Single Family Detached	1,460	1,484	1,487	476	1,963	1,950
Townhouse		54	82	39	121	106
Apartment	1,845	3,340	3,732	383	4,115	3,653
Total	3,305	4,888	5,301	898	6,199	5,709
<b>Sector B5</b>						
Single Family Detached	2,645	2,687	2,686	199	2,885	2,886
Townhouse	4	10	10		10	10
Apartment	2,259	2,259	2,359	61	2,420	2,337
Total	4,908	4,956	5,055	260	5,315	5,233
Planning District Total	12,567	14,303	14,832	1,619	16,451	15,851

Existing and Projected Housing Units by Type  
January 1983 — Plan Buildout

## Area I Lincolnia Planning District

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
<b>Sector L1</b>						
Single Family Detached	347	358	357	152	509	522
Townhouse	486	660	660	31	691	699
Apartment	444	312	312		312	312
Total	1,257	1,330	1,329	183	1,512	1,533
<b>Sector L2</b>						
Single Family Detached	566	586	589	234	823	817
Townhouse	87	155	155	55	210	207
Apartment	1,022	1,065	1,065		1,065	1,065
Total	1,655	1,806	1,809	289	2,098	2,089
<b>Sector L3</b>						
Single Family Detached	451	448	446		446	446
Townhouse		53	117	1,074	1,191	1,142
Apartment	543	678	678		678	678
Total	994	1,179	1,241	1,074	2,315	2,266
Planning District Total	3,908	4,317	4,379	1,546	5,925	5,890

Existing and Projected Housing Units by Type  
January 1983 — Plan Buildout

## Area I Jefferson Planning District

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
<b>Sector J1</b>						
Single Family Detached	416	408	405	160	565	628
Townhouse		40	88	7	95	47
Apartment	559	557	557		557	557
Total	975	1,005	1,050	167	1,217	1,232
<b>Sector J2</b>						
Single Family Detached	1,408	1,417	1,419	87	1,506	1,504
Townhouse		47	49	36	85	83
Apartment		1	1		1	1
Total	1,408	1,465	1,469	123	1,592	1,588
<b>Sector J3</b>						
Single Family Detached	1,304	1,354	1,355	23	1,378	1,377
Townhouse		2	2		2	2
Apartment	1					
Total	1,305	1,356	1,357	23	1,380	1,379
<b>Sector J4</b>						
Single Family Detached	1,036	1,331	1,334	445	1,779	1,753
Townhouse	2	2	2	86	88	38
Apartment	840	840	840	85	925	925
Total	1,878	2,173	2,176	616	2,792	2,767
<b>Sector J5</b>						
Single Family Detached	8					
Apartment						
Total	8					
<b>Sector J6</b>						
Single Family Detached	23	9	6		6	9
Townhouse				573	573	573
Apartment	295	295	296	224	520	519
Total	318	304	302	797	1,099	1,101
<b>Sector J7</b>						
Single Family Detached	875	878	878	13	891	891
Townhouse		547	558	7	565	554
Apartment	1,506	956	956		956	956
Total	2,381	2,383	2,394	20	2,414	2,403
<b>Sector J8</b>						
Single Family Detached	882	899	904	153	1,057	1,051
Townhouse	262	328	328	68	394	377
Apartment	719	870	870	207	1,077	1,166
Total	1,863	2,095	2,100	428	2,528	2,594
<b>Sector J9</b>						
Single Family Detached	1,155	1,132	1,131	52	1,183	1,186
Townhouse				2	2	2
Apartment	27	26	26		26	26
Total	1,182	1,158	1,157	54	1,211	1,214
<b>Sector J10</b>						
Single Family Detached	750	770	781	275	1,056	1,059
Townhouse	29	334	361	15	376	349
Apartment	1,553	2,051	2,051	423	2,474	2,496
Total	2,332	3,155	3,193	713	3,906	3,894
Planning District Total	13,651	15,094	15,196	2,941	18,139	18,172

# STABLE AREAS

## General

Stable, developed areas of established character predominate in all four planning districts of Area I. In most of the communities, moreover, homes and other buildings have been built since 1950 and have many years of serviceable life remaining. Protection and enhancement of these stable areas throughout the planning area is the primary objective of the plan's strategy and recommendations.

## Framework for Analysis

A land classification system is applied to Planning Area I to provide a framework for analysis and plan recommendations. Geographic delineation of stable conservation areas and other areas was made for each of 27 small areas which together constitute Planning Area I. These 27 local sectors were created to facilitate staff analysis and development of recommendations, and to provide a vehicle for citizen review of local information, assets, problems, and plan recommendations. These local sectors are referred to as community planning sectors to highlight their use in focusing planning consideration at the local level in addition to the more inclusive levels of the planning district, planning area, and the overall County.

Boundaries for the community planning sectors in Area I have been drawn to facilitate the use of existing small area data sources and they generally follow principal roadways or natural barriers. The sectors divide each planning district into several parts and are identified by a letter/number code. The letter is a planning district reference (A = Annandale, B = Baileys, J = Jefferson, L = Lincolnia), and the number simply a sequential designation. The sectors are also identified by community names for easy reference. It should be emphasized that the identified community planning sectors are not meant necessarily to delineate neighborhoods, however defined, and may have only limited utility for other purposes, such as neighborhood housing improvement programming or variable service area public facilities programming. No system of small area designation can meet all needs. The community planning sectors offer a useful way to present information for small areas within planning districts.

## What is a Stable Neighborhood

As stated above, the chief land use characteristic of Area I is the stable neighborhood whose protection and enhancement is the major objective in the Area I plan. But what actually is a stable neighborhood in Fairfax County? How old is it and what is its condition? What does it need now and what will it need in the future?

The key to the definition of a stable area is the state of development. A given area may be entirely single-family homes or all multifamily dwellings, all commercial or industrial, or any combination of these elements. But the main feature is the sufficient development of available land to establish a definite character that is not likely to be changed by any reasonable development of the remaining vacant land.

Protection and enhancement thus involve taking actions necessary to reinforce the existing character of the area and preventing actions that would compromise or degrade this character.

Protection and enhancement thus involve taking actions necessary to reinforce the existing character of the area and preventing actions that would compromise or degrade this character.

For the most part, stable neighborhoods in Area I are residential with a scattering of institutional structures, parks and open spaces, and some commercial and industrial zones. The physical condition of the homes and public and

private structures is generally good; with minor maintenance, these buildings should remain sound for at least the next 10 years. Also, few public facilities will be needed during this period.

The physical environment in these neighborhoods and surrounding areas is also in good shape, conducive to stability. It presents no unusual hazards or undesirable tendencies. Exceptions, which appear in almost all the neighborhoods, are almost solely restricted to congested streets and roads—sources of noise and air pollution by traffic within a destination in the area.

## Establishing Policies for Neighborhood Protection

The first step in developing a plan for Area I neighborhoods was to divide the four planning districts into local (community planning) sectors and then analyze each sector, identifying its strengths and weaknesses. Information from these small sectors was then assembled to formulate the six general policies listed below.

- Development control—Impose development controls which limit the negative impacts of conflicting land uses (existing and proposed), provide for buffers and other ameliorating measures, and insure that infill development is in character with the surrounding area.
- Community organizations—Encourage community organizations to identify community problems and seek solutions through County government and local action.
- Through-traffic diversion—Divert through-traffic away from neighborhood streets and channel flows onto higher capacity routes.
- Public facility improvement—Improve public facilities such as parks, playgrounds, community centers, and schools.
- Public transit—Develop small-scale transit alternatives to the automobile where stable travel patterns can be found.
- Community service programs—Develop programs and facilities that serve the special needs of current residents; consider their use of available public facilities (such as schools) that have excess capacity.

The general policies are expanded in the discussion which follows.

## Characteristic Problems and Recommended Solutions for Stable Areas

Four characteristic problems have been identified from the evaluation of stable areas in Planning Area I. These problems are encountered to varying degrees throughout Area I. Although each problem is somewhat unique, recommended solutions to these problems are discussed below.

### Heavy Volumes of Through-Traffic at Peak-Hour Periods along Major Corridors and Through Neighborhoods

Due to the geographic location of Planning Area I, the majority of the peak-hour trips along major thoroughfares in Area I are through-traffic moving either into or from the major employment centers in metropolitan Washington. That is to say, the majority of peak-hour traffic volume in Area I has neither origin nor destination in Area I. This has resulted in severe traffic congestion along major transportation corridors, particularly at major intersections with consequent high air pollution levels.

In an effort to avoid severely congested arterials, nonlocal traffic is utilizing the service drives of major arterials as well as local neighborhood streets. Whereas as number of commuters have opted for car pools or the use of buses, this has created the problem of commuter daytime parking along service drives.

While the solution to congested major arterials and related air pollution problems is countywide and could be ameliorated in part by diverting through-traffic to the Metro system, the symptoms and adverse effects are problems for stable areas. Such is the case with the heavy use of local streets by nonlocal traffic. Excessive through-traffic should be discouraged by:

- the improvement of presently congested intersections and major thoroughfares;
- the use of necessary control devices along local roads; and
- the creation of one-way traffic patterns not conducive to use by through-traffic.

### Abutting Incompatible Land Uses with Minimal Buffering

In general, there should be a transitional use between low-density residential neighborhoods and high-density residential complexes and between residential and commercial/industrial uses. In those situations, however, where high- and low-intensity uses abut one another, wherever possible, natural buffering such as landscaped earth berms, screening, and existing vegetation should be utilized to minimize adverse visual and noise impacts. Such natural buffering should be required of developers and in those instances where development has already taken place, the County should act to enforce such screening provisions around high-intensity activity areas. In the following community planning sector evaluations buffering will be recommended at specific locations where its absence constitutes a major problem.

### Lack of Pedestrian Circulation and Access Routes to Shopping, Recreation Facilities, and Adjacent Neighborhoods

At the present time, pedestrian mobility is limited to the use of occasional sidewalks within a neighborhood (which rarely connect with the sidewalks in contiguous neighborhoods), stream valley pathways, and roadways. Whereas pedestrian mobility between neighborhoods is extremely limited, it is almost nonexistent between commercial and residential areas. The result is a nearly complete reliance upon the automobile for shopping, recreation, and employment trips.

A partial solution would be the development of a well coordinated series of paths through subdivisions, parks, open space, and stream valleys that link with access points to recreation and commercial activities which are in those locations desired by local residents. While caution would have to be exercised in the location of these walkways and access points to minimize destabilizing effects on residences abutting commercial activity areas, nevertheless, the positive features of such an integrated trail and walkway system would be the provision of a real alternative to the automobile.

### Inadequate or Underutilized Public Facilities

The results of our analysis of park adequacy in Area I indicate that there is a substantial need for local neighborhood parks—that is, park land, open space and recreation facilities within close access of local neighborhood residents. The provision of a number of smaller and closer local parks encourages pedestrian movement, thus further reducing auto trips.

Recent trends in the household characteristics of neighborhoods in Planning Area I show a reduction in the number of school age children per household. The result of these household characteristic changes has been that present school facilities in Area I, particularly elementary schools, are utilized under their designed capacity. Analysis has shown that the proposed residential growth in Planning Area I through 1995 will not require the construction of any new school facilities in Area I.

# ANNANDALE PLANNING DISTRICT

The Annandale Planning District is bounded by Gallows Road, Annandale Road, Holmes Run Stream Valley, Sleepy Hollow Road, and Columbia Pike on the north, Old Columbia Pike, Little River Turnpike, Braddock Road, Indian Run Stream Valley, and I-395 on the east, the Southern Railroad right-of-way on the south, and Rolling Road, Braddock Road, Guinea Road, Olley Lane, and Woodburn Road on the west.

## Land Use

The Annandale Planning District is predominantly stable, low-density residential with 76 percent of its total housing units single-family on 65 percent of the total developed land in the district.

Population growth in Annandale has been rapid—in 1960, the population was 28,222, while as of January, 1983 the population was estimated to be 65,490 persons. If all currently committed and anticipated residential development takes place, the population of the district will increase to 76,940. At the present time, the residential density in the Annandale Planning District is 6.5 persons per acre; the increase of committed residential development will increase this density to 7.3, while committed and anticipated residential development would increase it to 7.7 persons per acre.

## Transportation

The Annandale Planning District is transected by a number of major radial highways: Little River Turnpike (Route 236); Braddock Road (Route 620); Columbia Pike (Route 244); and Shirley Highway (I-395); and one major circumferential: the Capital Beltway (I-495). Commercial activity centers have, in large part, located in and around the intersec-

tions of these major thoroughfares, and with few exceptions, higher-density (multifamily) residential units are situated along the periphery of the central commercial area and the area west of Heritage Drive.

## Public Facilities

Existing public facilities located in the Annandale Planning District are indicated in the accompanying table.

Despite these park holdings, there is still a need for more local neighborhood parks in certain under served areas, particularly inside the Beltway.

## Environment

Several environmental factors affect the type and intensity of infill that occurs in Annandale: floodplains and stream valleys cross the entire district; a coastal plain aquifer recharge zone lies in the eastern portion; marginal and/or poor soils for septic tanks are found in several areas; soils prone to severe erodibility dominate almost the entire district; slope constraints exist near Lake Accotink; sections of three environmental quality corridors (the Accotink Creek, Long Branch, and Turkey Run corridors) run through this district; and air pollution and noise problems are severe along major transportation corridors. Site-by-site review of any proposed development will be necessary to minimize or eliminate the adverse environmental effects in any of these sensitive areas.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development

within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

## History

The Annandale Planning District has several historic features worthy of protection:

Manassas Gap. The remains exist of the right-of-way of the Manassas Gap Railroad line which was intended to link Alexandria with the Shenandoah Valley.

Mount Pleasant Cemetery. Following the Civil War, this land was deeded to freed slaves in Fairfax County as "one acre of land with buildings thereon standing" for religious and school purposes exclusively.

Annandale Methodist Church. An 1870 frame and clapboard structure located along Route 244 east of Evergreen Lane, this church was the site of Annandale's first public school.

Wakefield Chapel. This simple, one-story wooden building located on Wakefield Chapel Road was built in 1899 and is typical of the churches that served the early settlers of Fairfax County.

Oak Hill. This historic landmark was built around 1780. Located off Wakefield Chapel Road, it is one of the few remaining eighteenth-century structures in this heavily developed section of the County.

## EXISTING PUBLIC FACILITIES

June 1983

Sector	Schools			Parks, Recreation and Open Space	Other Public Facilities
	Elementary	Intermediate	High School		
A1				Larchmont, Broyhill Crest, Masonville, Barcroft Knolls, Valley Crest, Manassas Gap, Kendale Woods, Holmes Run Stream Valley	Annandale Fire Station, Masonville School, Annandale School
A2	Columbia			Mason District Park	Mason Governmental Center
A3	Weyanoke	Poe	Jefferson	Poe Terrace, Indian Run Stream Valley	George Mason Regional Library
A4				Deerlick, Edsall, Indian Run Stream Valley	Edsall Fire Station
A5	North Springfield			Lee Wood, N. Springfield Flag Run, Backlick Run Stream Valley	
A6	Kings Park, Kings Glen, Ravensworth			Kings Park, Lake Accotink, Accotink Stream Valley	
A7	Little Run, Wakefield Forest, Chapel Square, Canterbury Woods			Wakefield Chapel, Willow Woods, Ashford East, Rutherford, Fairfax Hills, Long Branch Falls, Oak Hill, Howerly Fields, Red Fox Forest, Wakefield, Accotink and Long Branch Stream Valleys	Northern Virginia Community College
A8	Camelot			Camelot School, Accotink Creek Stream Valley	Pine Ridge School High School site
A9				Annandale	Park Authority Headquarters, Maintenance Facility, and Shop Warehouse
A10	Annandale Terrace, Braddock		Annandale	Wilburdale, Ossian Hall, Backlick, Fitzhugh, Backlick Run Stream Valley	

**RECOMMENDATIONS**

The primary planning guidelines for Annandale are:

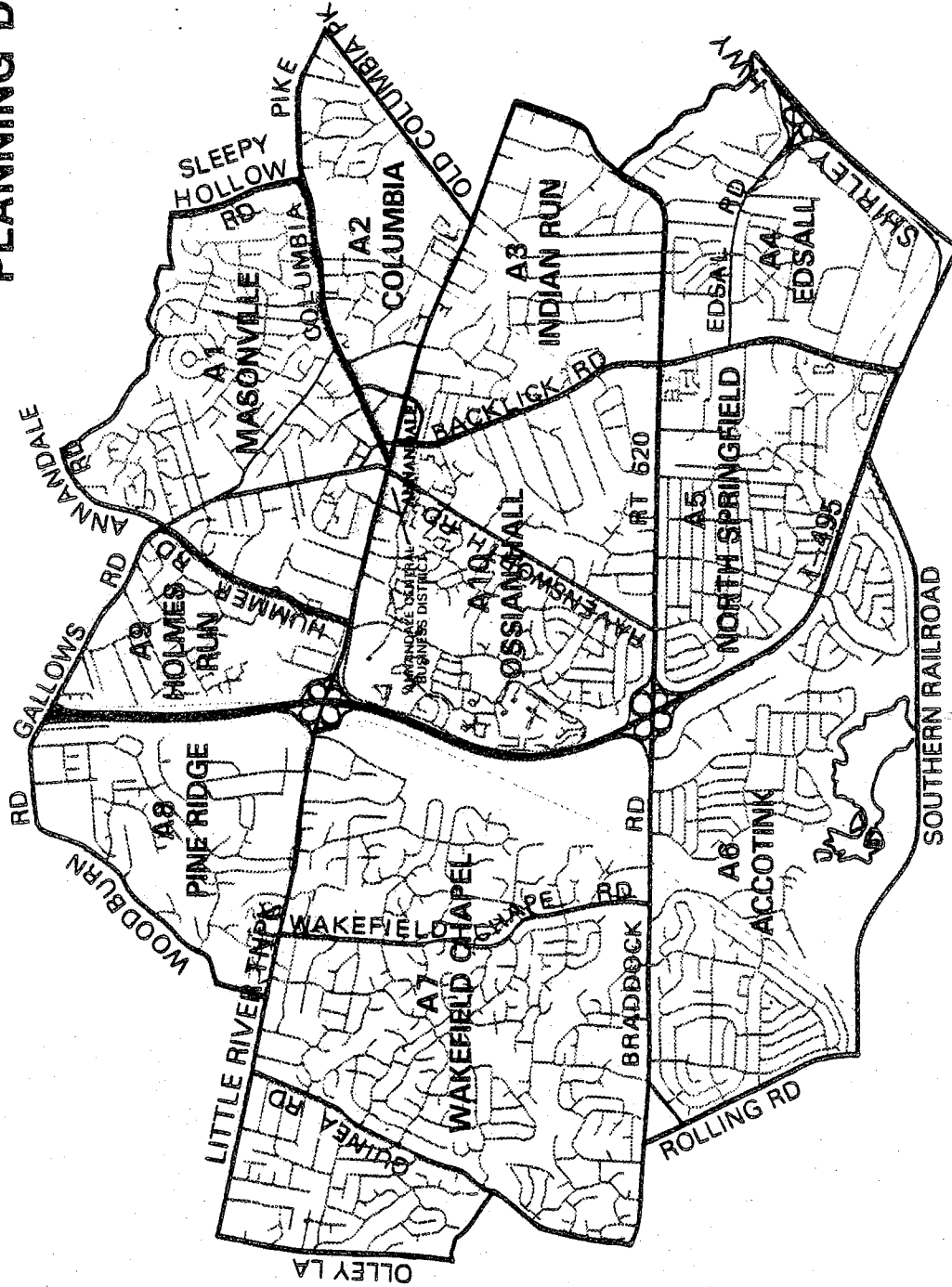
- the preservation of its existing stable residential communities, well buffered from higher intensity commercial and residential activities as well as through-traffic arterials; and
- the consolidation and internal organization of higher density residential and commercial activity in designated areas. Land use recommendations for the Annandale Planning District are presented by community planning sector.

**PLANNED RESIDENTIAL INFILL—ANNANDALE PLANNING DISTRICT**

Unit Type	Existing (1983)		Estimated Additional		At Buildout	
	Number	Percent	Number	Percent	Number	Percent
Single-family	15,468	64.5	1,501	85.6	16,969	66.0
Townhouse	2,894	12.1	201	11.5	3,095	12.0
Apartment	5,608	23.4	52	2.9	5,660	22.0
Total	23,970	100.0	1,754	100.0	25,724	100.0

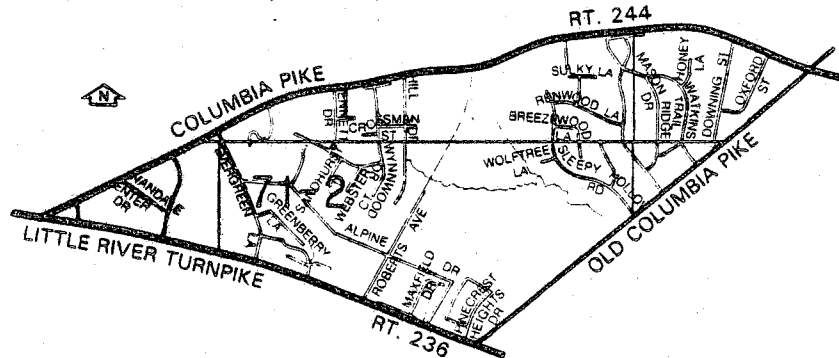
Source: Office of Research and Statistics, January 1983.

# AREA I ANNANDALE PLANNING DISTRICT





## A2 COLUMBIA COMMUNITY PLANNING SECTOR



The shaded area, part of the Annandale Central Business District is discussed on page 125.

### Land Use

The western segment of this sector lies within the Annandale Central Business District.

The remainder of the sector is largely developed as single-family residential, with a substantial mix of medium-density residential, institutional uses, and public park land. There are a number of vacant tracts throughout this sector. Those along the edge with the central business district area along the Route 244 corridor, and at the intersection of Columbia Pike (Route 244) and Old Columbia Pike, about either commercial or higher density residential uses.

### Transportation

High volumes of through-traffic on both the Route 244 corridor and the Route 236 corridor at peak-hour periods have resulted in severe traffic congestion at the intersection of Route 236 and Route 244, as well as other smaller intersections, with consequent high levels of air pollution. In addition, Evergreen Lane carries a high volume of through-traffic desiring to avoid congestion at Annandale's major series of intersections.

### Public Facilities

#### Schools

Columbia Elementary School is located within the sector.

#### Parks, Recreation, Open Space

The Mason District Park located in the central portion of the sector helps satisfy the park needs for the sector and surrounding areas.

#### Other Public Facilities

The Mason Governmental Center is located on Columbia Pike just north of Honey Lane. The center is designed to house a variety of governmental functions including police, violations bureau, inspection services, offices of voter registration and the district supervisor and serves all of Area I.

### Shopping

Adequate local shopping facilities are available for the residents of this area since a substantial part of the core of the Annandale commercial area lies within the sector. In addition, reasonably convenient access to four regional centers—Landmark, Springfield, Tysons Corner and Seven Corners—is available.

### Housing

The single-family residences are divided by the Mason District Park and the large School Board-owned vacant tract to its south. The units east of this open space corridor are newer and entirely stable. The neighborhoods west of this open space corridor are generally older and developed at a lower density.

Those older neighborhoods east of Evergreen Lane should be preserved and enhanced. Specifically, single-family structures along the east side of Evergreen Lane should be retained while permitting professional office uses in them.

Evergreen House, a housing development for the elderly, is located on Columbia Pike.

### Environment

A large portion of the Mason District Park contiguous open space runs through the center of this sector, linking with a tributary of Turkeycock Run. This open space can be used to facilitate nonauto movement into and through existing stable neighborhoods, as well as linking with open space in contiguous sectors.

## RECOMMENDATIONS

With the overall objective of consolidating commercial areas and providing transition uses as buffers between stable residential neighborhoods and incompatible activities:

A. The existing single-family detached residential structures along the east side of Evergreen Lane should be retained while permitting professional office uses within them. Stable residential neighborhoods farther east should be well buffered from activity along Evergreen Lane. The tract in the southeast quadrant of Route 244 and Evergreen Lane is recommended for commercial office development (transitional low-rise—limited office).

B. Acquire parkland primarily through dedication, along the Turkeycock stream valley in accordance with the Fairfax County Stream Valley Policy.

C. Complete development of Mason District Park in accordance with the approved master plan.

D. The tract in the northeast quadrant of Evergreen Lane and Route 236 is recommended for commercial office development (transitional low-rise office—limited office), well buffered along its boundary with existing and proposed residential development. The remaining vacant acreage to the east is recommended for residential development (8-12 dwelling units per acre), well buffered from commercial activity and the Route 236 corridor. (The Board of Supervisors directed on May 19, 1975, that the residential development on this tract not exceed 10 dwelling units per acre.)

E. The vacant, commercially-zoned tract in the northwest quadrant of Old Columbia Pike and Route 236 is recommended for commercial office development (transitional low-rise office—limited office).

F. The remainder of vacant acreage in this sector outside the central business district should develop as single-family detached residential infill at densities comparable to that of adjacent existing single-family detached residential development.

## A3 INDIAN RUN COMMUNITY PLANNING SECTOR

### Land Use

Most of the sector lies outside the Annandale Central Business District and is predominantly single-family residential. Scattered commercial areas include:

- the northeastern quadrant of Backlick Road and Braddock Road where a substantial amount of vacant acreage north and east of the Backlick Shopping Center is subject to higher intensity use, either low-rise office or medium-density residential. These tracts abut existing stable single-family residential neighborhoods.
- the east side of Backlick Road between Cindy Lane and Sunset Lane—the location of a small commercial area surrounded by a townhouse development. Several single-family residences front on Backlick Road, surrounded by either commercial or townhouse uses.
- the south side of the Route 236 corridor between Old Columbia Pike and Braddock Road—characterized by a strip of commercial and higher density uses which should be consolidated and buffered against adjacent stable single-family residential neighborhoods.

### Transportation

Heavy volumes of through-traffic on Route 236, Backlick Road, and Braddock Road result in considerable traffic congestion and air pollution at peak-hour periods, particularly severe at the intersection of Backlick and Braddock Roads.

### Public Facilities

#### Schools

Weyanoke Elementary, Poe Intermediate and Thomas Jefferson High Schools are located in Sector A3.

#### Parks, Recreation, Open Space

The Indian Run Community Planning Sector is served by Poe Terrace Park and Indian Run Stream Valley Park. At the present time, Poe Terrace Park is undeveloped, however, the school grounds provide some outdoor recreational facilities to serve the sector.

#### Other Public Facilities

The George Mason Regional Library is located on the southwestern corner of Hillbrook Drive and Route 236.

### Shopping

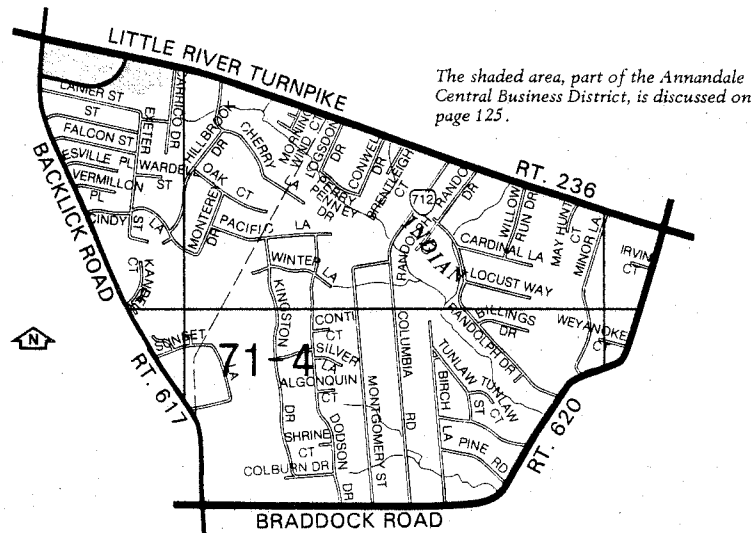
Shopping facilities are provided by the Annandale central area and the Backlick Shopping Center. Regional retail facilities are nearby at Landmark and Springfield Mall.

### Housing

The housing in this sector is predominantly stable, single-family residential with some recently constructed townhouses along the Route 236 corridor and the Backlick Road corridor.

### Environment

Indian Run stream valley running diagonally the entire length of Sector A3 has been designated as an environmental quality corridor.



### RECOMMENDATIONS

#### Northeastern Quadrant of the Backlick and Braddock Roads Intersection

A. Due to existing traffic congestion, the size of the subject tract, and its contiguous boundary with a stable, low-density residential community, this tract consisting of parcels 24, 25 and 26 is planned as an effective medium-density residential transition use at 4-5 dwelling units per acre. Transitional low-rise office may be permitted on the subject property in the event that:

1. development of all three parcels occurs in a coordinated manner;
2. vehicular access to the entire subject property is coordinated with that of existing commercial activity to the south;
3. no vehicular access shall be permitted to the north or east into stable residential communities; and
4. a substantial, landscaped open space buffer shall be provided along the eastern and northern boundaries of the tract to avoid any deleterious visual impact upon nearby stable residential communities.

B. Improvements are needed to the present intersection of Braddock Road and Backlick Road. The possibility of an interchange at this intersection should be explored within the context of the Countywide Transportation Plan. (The County should review closely the buffering and highway right-of-way provided on development plans proposed for any of the quadrants adjacent to the intersection.)

C. The vacant tract east of the Backlick Shopping Center is recommended for single-family detached residential development at 1-2 dwelling units per acre, well buffered from commercial activity, and Braddock Road.

#### Backlick Road Corridor

A. In order to provide appropriate infill development on the east side of Backlick Road, between the existing commercial uses and medium-density residential uses, parcels Tax Map 71-1 ((1)) 124, 124A, 125, and 126 are planned for residential use. In the absence of consolidation, a density of 4-5 dwelling units per acre is planned. With complete consolidation of all four parcels, a density of 8-12 dwelling units per acre may be permitted, if appropriate ingress and egress are coordinated to

negate traffic impacts on Braddock Road. Under either option, appropriate buffering and screening shall be provided adjacent to the existing commercial uses.

#### Route 236 Corridor

A. Commercial activity areas should be consolidated and stabilized by surrounding transitional uses and buffers.

B. The extent of the commercial areas around Columbia Road and Randolph Drive fronting on Route 236 should be that area which is presently zoned commercial. It is important that this be a local-serving commercial activity area, well buffered from the stable residential neighborhoods to the rear.

C. In the event that the entire area (71-2 ((1)) 25R, 26, 27, 28, 29, 30, 31) along the south side of Route 236 east of the Terrace Townhouses of Annandale and west of the local retail activity area at the intersection of Columbia Road and Route 236 is consolidated for the purpose of coordinated development, it is planned for residential development at 8 to 12 units per acre, with the following development stipulations:

1. dedication of the railroad right-of-way, stream valley and property south of the stream valley to the Park Authority;
2. no vehicular access to Columbia Road;
3. provision of a substantial, landscaped open space buffer along the eastern edge of the consolidated tract to minimize adverse impact upon the stable residences west of Columbia Road;
4. retention of a substantial portion of the tree cover along the western periphery of the tract with the Terrace Townhouses of Annandale.

In the event that consolidation does not occur, parcels 26 and 27 are planned for residential development at 5 to 8 dwelling units per acre, while the 2.3 acre tract (parcels 28, 29, 30 and 31) immediately west of the Columbia Road retail activity is planned for transitional low-rise office—limited office, or residential at 5 to 8 units per acre, with the following development conditions:

1. No vehicular access should be permitted from the subject tract onto Columbia Road.
2. A substantial buffer of landscaped open space should be provided along the boundary

of the subject tract with the identified stable single-family residences to the south and southeast so as to provide an effective screen to minimize visual, noise, and incompatible activity impacts upon the existing residences. In the event that medium-density residential units are constructed on the subject property, they should be well buffered from the existing retail activity to the east.

3. No commercial structures should be located on the southern portion of lot 29, due to its potential for adverse, destabilizing impacts upon the Columbia Road residences.

D. The southwestern quadrant of the intersection of Route 236 and Braddock Road (as defined by Route 236 on the north, Braddock Road on the east, Weyanoke Elementary School and Thomas Jefferson High School on the south and on the west by commercially-zoned parcels west of Minor Lane) is planned for well-buffered, coordinated, medium-density residential development (8-12 units per acre).

E. A portion of the vacant acreage along the south side of Route 236 between the George Mason Regional Library and the Terrace Townhouses of Annandale should develop as a community park. Any portion of this tract not in park use is recommended for single-family detached residential development (2-3 dwelling units/acre), with the exception of lots 13 and 14, (71-2 ((1)) 13, 14), which are recommended for medium-density residential development not to exceed 5 dwelling units per acre. Adequate protection of the stream valley to the rear should be provided, with appropriate buffering along Route 236 to minimize visual and noise impacts.

F. The 10.3-acre tract along the south side of Route 236 immediately east of the Indian Run townhouse development is planned for residential development at 4-5 units per acre. The Indian Run stream valley and acreage to the south of the stream shall be dedicated to the Park Authority, thus ensuring an appropriate open space buffer for the existing stable residential community farther south.

Vehicular access to all subject parcels shall be coordinated with that provided to adjacent residential development in a manner which minimizes the impedance to the flow of traffic along Route 236.

G. Coordinate access points from existing and proposed development onto the present and proposed Route 236 service drive system.

H. The approximately 3/4-acre vacant parcel immediately south of the low-rise office structure in the southwestern quadrant of the intersection of Route 236 and Minor Lane (71-2 ((1)) parcel 39) is recommended for low-rise commercial office use (transitional low-rise office—limited office). The upper end of the planned commercial intensity range should be permitted only in the event that:

1. vehicular access to the parcel is coordinated with that of the existing low-rise office the north so as to minimize congestion along Minor Lane; and

2. effective, landscaped buffering is provided along the periphery of the parcel so as to avoid the potential for adverse visual impacts upon adjacent, noncommercial uses.

I. Upon the consolidation of parcels 3 and 4 at the intersection of Route 236 and Carrico Drive for the purpose of coordinated development, townhouse office uses (transitional low-rise office: C-1) shall be permitted on the site if the following conditions are fulfilled:

1. Townhouse office development (structures and parking) shall be permitted as far south on parcel 4 as the existing southern extent of commercial development along the west side of Carrico Drive. (The remaining portion of parcel 4 shall be designated as undeveloped open space.)

2. A brick wall six (6) feet in height (with effective evergreen landscaping along its southern side adjacent to the existing residential unit on parcel 5) shall be constructed along the entire length of the southern periphery of the property.

3. Evergreen landscaping, at least six (6) feet in height shall be constructed along the east side of Carrico Drive to provide an effective visual screen from townhouse office activity on the site.

4. A service drive shall be provided along Route 236.

5. No vehicular access shall be permitted south of the existing southern extent of commercial activity along the west side of Carrico Drive.

6. All townhouse office uses shall be residential in appearance to enhance their compatibility with the nearby residential community.

Such a townhouse office use on this property appears to be a reasonable transitional use along the edge of the designated Annandale Central Business District to the west and north, with the library facility to the east, and with the established residential community to the south.

In the event that parcels 3 and 4 are not consolidated and all conditions are not met as specified above, then parcels 3 and 4 are planned for residential development at 3 to 4 units per acre.

Professional office use within the existing detached single-family residential structure located on the property may be considered on the condition that the single-family residential character of the unit is maintained with no resulting adverse impact upon the adjacent residential community.

J. Preserve land in the Indian Run stream valley as open space, and acquire portions in the stream valley as any development takes place on these tracts.

K. Develop Poe Terrace Park.

## A4 EDSALL COMMUNITY PLANNING SECTOR

### Land Use

The eastern and southern portions of the sector are either developed, zoned, or planned for industrial uses. There are still 202 acres of undeveloped land out of the 743 acres in the sector. In combination with the Bren Mar Park industrial area directly across Shirley Highway, this will eventually be one of the largest industrial complexes in the County. With immediate access to both Shirley Highway and the Southern Railroad, the area is ideally suited for this type of development.

The northern segment of the sector, which is primarily developed, is entirely single-family residential. Several large vacant tracts are scattered throughout the sector.

The proximity of this sector to both I-395 and I-495 makes it a prime candidate for high-intensity development and employment centers. Such activities should be located in such a manner as to avoid any adverse impacts upon existing residential neighborhoods.

### Transportation

This sector is bounded by overburdened transportation corridors carrying high volumes of through-traffic at peak-hour periods. This has resulted in heavy congestion along the corridors at all access points, particularly at the intersection of Backlick and Braddock Roads. Other congested intersections include Cherokee Avenue/Edsall Road and Industrial Road/Edsall Road. The Edsall Road intersections are of particular concern due to their proximity to the ramps of I-395, and their function of providing access to major employment centers north and south of Edsall Road.

### Public Facilities

#### Parks, Recreation, and Open Space

Edsall Park, adjacent to the Edsall Park Elementary School; Deerlick Park, along Braddock Road; and the Indian Run stream valley park are located within the sector.

### Shopping

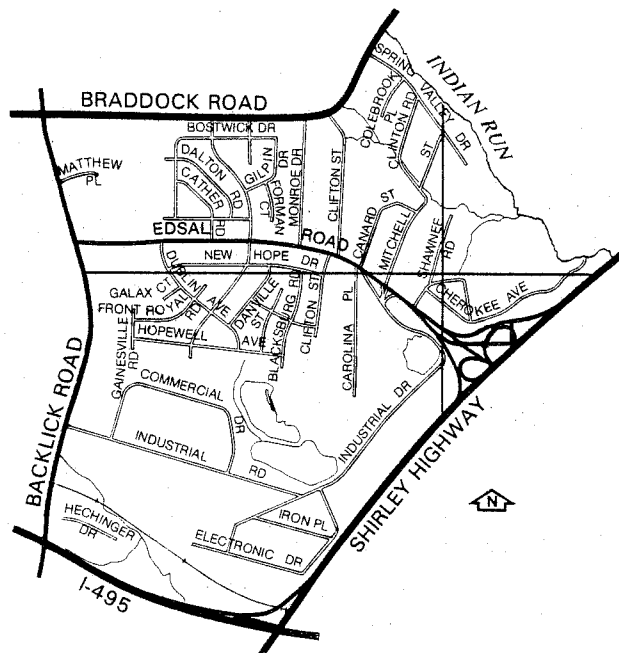
Convenience retail is locally available at the Bradlick Shopping Center and on Edsall Road. Regional retail facilities are within a few minutes drive at Landmark and Springfield Mall.

### Housing

With several exceptions along the major transportation corridors, housing in this area is stable, single-family residential.

### Environment

In addition to the preservation of vacant land in the Indian Run, Poplar Run and Backlick Run stream valleys, which are environmental quality corridors, substantial buffering should be provided between the stable residential neighborhoods and the abutting industrial park. The eastern edge of Sector A4 is a soil-slippage-prone area, indicating that development constraints exist. In addition, a large portion of the northeastern portion of Sector A4 has slopes in excess of 15 percent.



### RECOMMENDATIONS

#### Intersection of Braddock Road and Backlick Road

A. The roughly 40-acre tract in the southeastern quadrant should develop in a single, coordinated manner at a residential density of 2-3 dwelling units per acre, well buffered from existing residential units to the southeast and the adjacent transportation corridors. (Some portion of the northwest corner of this tract may be required as right-of-way for any improvements to the intersection of Backlick and Braddock Roads.)

B. Improvements are needed to the present intersection of Braddock Road and Backlick Road. The possibility of an interchange at this intersection should be explored within the context of the Countywide Transportation Plan. The County should review closely the buffering and highway right-of-way provided on development plans proposed on any of the quadrants adjacent to the intersection.

#### Backlick Road Corridor

A. Develop Deerlick Park.

B. The tract along the east side of Backlick Road, across from Leewood Forest Drive is recommended for commercial office development (transitional low-rise office). Development should be well buffered from the existing single-family residential units to the east and from the Backlick Road corridor.

C. The southeastern quadrant of Backlick Road and Hechinger Drive is planned for light industrial activity. The development of local-serving retail activity would be permissible in the event that the following conditions were implemented:

1. Proposed local retail activity shall be coordinated with the existing retail activity to the east in such a manner as to facilitate vehicular and pedestrian circulation on the site.

2. In order to minimize any additional congestion with through-traffic along Backlick Road, all vehicular access from Backlick Road to the proposed retail activity shall be via Hechinger Drive.

3. In order to maintain the stability of existing, nearby residential development, a substantial buffer of screened and landscaped open space shall be provided along the western periphery of the tract with Backlick Road so as to avoid any adverse visual, noise, or other incompatible activity impact upon the development west of Backlick Road.

4. The design and siting of proposed retail development, a substantial buffer of screened and landscaped open space shall be provided along the western periphery of the tract with Backlick Road so as to avoid any adverse visual, noise, or other incompatible activity impact upon the development west of Backlick Road.

5. Any additional surface parking associated with proposed retail use shall be designed with landscaped islands to minimize the otherwise adverse visual and storm water impacts of an extensive asphalt paved surface.

#### Edsall Road Corridor

A. The vacant commercial zoned tract in the southeast quadrant of the intersection of Carolina Place and Edsall Road is recommended for commercial office development (limited office—office), well buffered from the existing residential neighborhoods. Buffering between single-family residential and strip commercial uses on the north side of Edsall Road is minimal.

B. The vacant northeast quadrant of Edsall Road and Mitchell Street is recommended for neighborhood retail use. Commercial development should not expand into the residential neighborhood to the north along Mitchell Street, nor farther westward along this corridor.

C. Vacant, industrially-zoned tracts within the Shirley Industrial Area should develop as presently zoned.

D. Minimize the number of access points onto the Edsall, Backlick, and Braddock Roads corridors by coordinating with present and proposed service drives.

E. Remaining vacant acreage within or adjacent to residential neighborhoods should develop at densities comparable to the densities of adjacent existing single-family residential uses.

F. The linear open space buffer between the industrial area and the existing residential neighborhoods to the north should be completed for a possible network of pedestrian and bike trails to provide recreation and permit inter-community movement.

G. The Indian Run, Poplar Run, and Backlick Run environmental quality corridors should be preserved in open space, with acquisition of land as vacant tracts along the stream bed develop.

H. The property located north of Edsall Road, east of Shawnee Road, south of Poplar and Indian Runs, and west of I-395, is planned for light industrial and low-intensity office uses generally comparable to the intensity and scale of existing development in the area. Additional development should be low-rise to be compatible with existing development to avoid adverse visual impact on the surrounding area. Development proposals in this area should be reviewed in detail to ensure that the entrance at Cherokee Avenue and adjacent intersections operate at acceptable levels of service as prescribed in Virginia Department of Highways and Transportation and the County, and the adverse impacts upon existing residential neighborhoods are avoided. Traffic control measures should be considered for Cherokee Avenue limiting through-traffic into the residential area.

I. The property located south of Poplar Run, between the Indian Springs community and Shawnee Road is planned for office use (transitional low-rise—limited office). A substantial landscaped buffer should be provided along the western boundary to minimize adverse visual impacts on the Indian Springs community.

J. The acreage located east of the Indian Springs subdivision, south of Indian Run and north of Poplar Run (72-3(1)18A) is planned for office uses (limited office). Vehicular access to the subject property should be limited to one point of access across Poplar Run from the light industrial area to the south. No access should be permitted from Spring Valley Drive or Mitchell Street. The environmental quality corridors should not be encroached upon with the exception of permitting one point of access across Poplar Run.

K. Any new residential development in the sector should result in the acquisition of community parkland to alleviate the severe shortage in the area.

L. Acquire and develop a community park in the Indian Springs area.

M. Acquire a portion of the surplus Edsall Park Elementary School site for an addition to Edsall Park.

## A5 NORTH SPRINGFIELD COMMUNITY PLANNING SECTOR

### Land Use

The area is entirely stable single-family residential with the exception of the Backlick Road corridor, and the eastern portion of the I-495 corridor.

Backlick Run stream valley divides the sector into two unequal parts. The larger area to the west of the stream, the North Springfield subdivision, is completely developed in single-family residences at a uniform density. The area to the east of the stream is typified by a mix of older homes on very large lots, homes built within the past few years, and a cluster of townhouses south of the churches grouped near Woodland Drive, and townhouse development in the southwest quadrant of the intersection of Braddock and Backlick Roads.

### Transportation

Heavy through-traffic volumes on Braddock Road, Backlick Road, and I-495 at peak hours cause considerable traffic congestion and air pollution, particularly at the intersections of I-495 and Braddock Road, and Backlick and Braddock Roads. Access onto these corridors is severely constrained by existing traffic. As alluded to above, through-traffic uses local collector streets (Woodland Drive, Larrlyn Drive, Heming Avenue, Leesville Boulevard) in an effort to avoid congested major intersections.

### Public Facilities

#### Schools

North Springfield Elementary School is located within the sector. No additional need for school facilities will result from additional growth in this sector.

#### Parks, Recreation, and Open Space

The following parks are located within the sector:

- Leewood
- North Springfield
- Flag Run
- Backlick Run Stream Valley

In addition, the private North Springfield Swim Club provides a focal point for summer activities.

The Backlick Run stream valley and related open space divides the sector into two unequal parts. A small portion of Flag Run traverses the western portion of the sector.

### Shopping

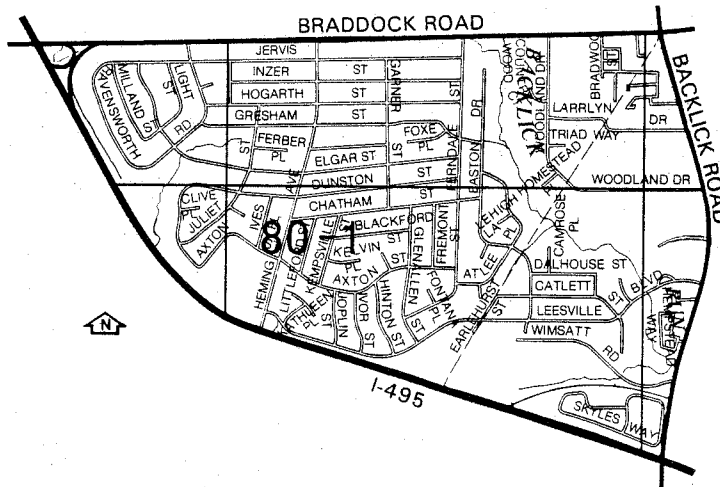
The Braddock Shopping Center in Sector A4 and the Ravensworth Shopping Center in Sector A6 provide adequate local convenience shopping. Regional retail facilities are available a short distance away at the Springfield and Landmarks centers. Further commercial development within the sector is deemed unnecessary.

### Housing

The housing in this sector is predominantly single-family detached residential in good condition.

### Environment

The Backlick Run stream valley, with its broad flood plain, has been designated as an environmental quality corridor.



### RECOMMENDATIONS

#### Braddock Road Corridor

A. As much of the natural buffer as possible along Braddock Road should be preserved during programmed widening of Braddock Road.

B. Maintain the present residential units fronting on Braddock Road.

C. The remaining vacant tracts along the Braddock Road corridor should develop as single-family detached residential infill at densities comparable to those in adjacent existing residential neighborhoods.

D. Develop Flag Run Park.

#### Backlick Road Corridor

A. The tract west of Industrial Road and east of Backlick Run should develop as a coordinated commercial or light industrial activity area with dedication of the floodplain to the County. Vehicular access should be coordinated with the intersection of Industrial Road and Backlick Road in Sector A4, and service drives provided in this area to minimize the number of curb cuts onto Backlick Road. The small tract on the west side of Backlick Road between the existing local-serving commercial activity and the tier of single-family residences along Leesville Boulevard is planned for low-density residential activity (3-4 dwelling units per acre), and designated an office conversion zone. This office conversion zone would permit professional office use in the existing single-family dwelling on the tract, while maintaining the residential character of the property.

B. The vacant tracts along Backlick Road should develop as single-family detached residences at densities comparable to those of adjacent existing single-family residential units.

C. The acreage in the southwestern quadrant of the intersection of Backlick Road and Braddock Road is planned for residential use at the density range of 8 to 12 dwelling units per acre, with a maximum of 10 dwelling units per acre being permissible on the condition that a substantial buffer of landscaped open space is provided in order to minimize the potentially adverse visual, noise and air quality impacts associated with proximity to both Backlick Road and Braddock Road.

In addition, residential development of this tract must be compatible with the existing development to the south and west. Vehicular access to the site should be located so as to minimize congestion with through-traffic on the Braddock Road and Backlick Road corridors.

D. Preserve Backlick Run stream valley, acquiring portions as they become available.

E. Develop Leewood Park in accordance with the approved master plan.

#### I-495 Corridor

A. The remaining vacant tract along Wimsatt Road should develop in accord with its existing industrial zone.

## A6 ACCOTINK COMMUNITY PLANNING SECTOR

### Land Use

The sector is divided into two segments by the Accotink Stream Valley Park and Lake Accotink Park which crosses through the center of the sector and along the southern boundary.

The sector is almost entirely developed, predominantly with single-family residential uses both east and west of Accotink Creek stream valley. In the northeast corner at the interchange of Braddock Road and I-495 are the Ravensworth Industrial Park and Shopping Center. Only small portions of the industrial park remain undeveloped. In the center of the sector, surrounded for the most part by the stream valley park, is the Danbury Forest townhouse development. In the northwest corner of the sector is a portion of Kings Park Shopping Center.

### Transportation

Heavy volumes of through-traffic along Braddock Road and I-495 cause considerable congestion and air pollution, particularly at the intersections of Braddock Road with Port Royal Road and with I-495.

### Public Facilities

#### Schools

The Kings Park, Kings Glen and Ravensworth Elementary Schools are located within the sector. Any infill growth in this area will not create any need for additional school facilities.

### Parks, Recreation, and Open Space

This sector contains by the Lake Accotink Park, Kings Park, and portions of the Long Branch Stream Valley Park.

### Other Public Facilities

There is a 41.1-acre Washington Gas Light Company tract and a 5.6-acre VEPCO site adjacent to the Southern Railroad line in the southwest corner of the sector.

### Shopping

Local residents' retail needs are adequately served by the Kings Park and the Ravensworth Shopping Centers. Regional retail services are available in Springfield and Tysons Corner.

### Housing

The sector is a stable, predominantly single-family residential area.

### Environment

The most significant ecological assets of this sector are the Accotink Creek stream valley and Lake Accotink. Slopes in excess of 15 percent are found along the southern edge below Lake Accotink.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

### RECOMMENDATIONS

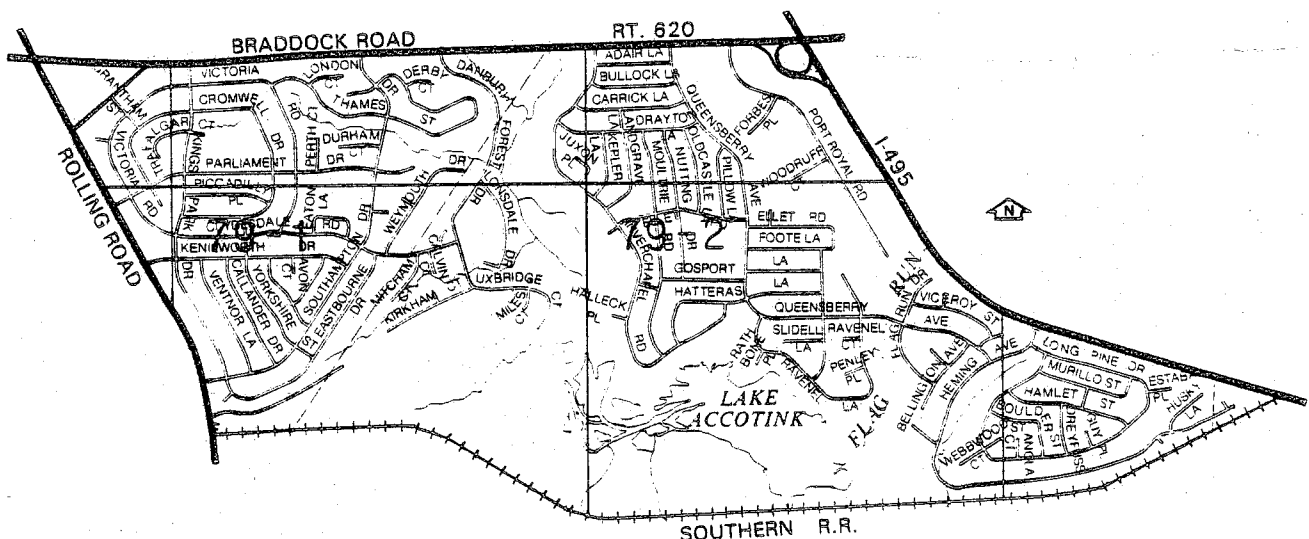
A. Improvements are needed to the intersection of Braddock Road and Port Royal Road to alleviate the present level of traffic congestion.

B. Acquire the unowned portions of the Long Branch stream valley for complete linkage of the stream valley with pedestrian and bike trails connecting all segments.

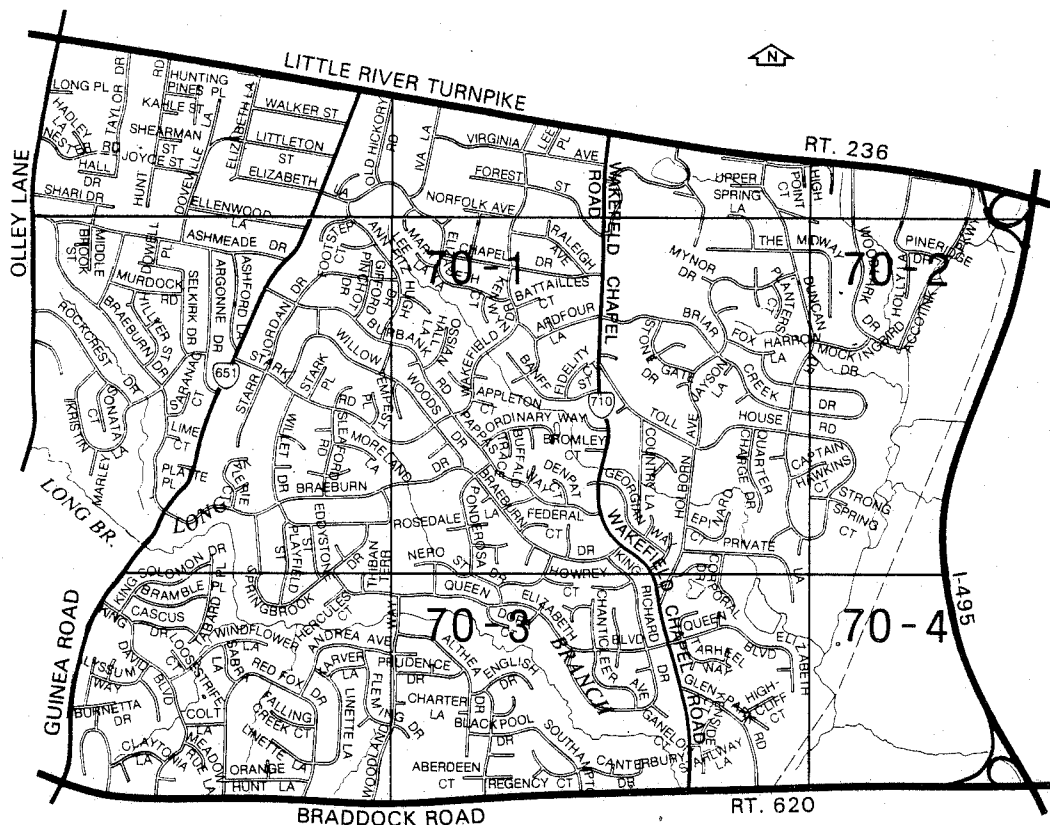
C. The vacant tract between Long Pine Drive and the Southern Railroad line is recommended for single-family detached residential development (3-4 dwelling units per acre).

D. Remaining vacant land within the Ravensworth Industrial Park and other industrially-zoned areas, should develop in industrial uses. All remaining vacant acreage within or adjacent to existing single-family residential neighborhoods should develop at densities comparable to those of the adjacent residential units.

E. Complete development of Kings Park Community Park and Lake Accotink Park.



## A7 WAKEFIELD CHAPEL COMMUNITY PLANNING SECTOR



### Land Use

The sector is largely developed with single-family residential units, buffered along the entire length of its border with I-495 by the Accotink Stream Valley Park. The only townhouse development in the sector—Park Glen Heights—is situated just north of Braddock Road.

There are a number of large vacant tracts throughout the sector, many with frontage on Route 236.

### Transportation

High volumes of through-traffic on Braddock Road, I-495, Guinea Road, and Rolling Road create traffic congestion and resulting air pollution, particularly during the peak-hour period.

### Public Facilities

#### Schools

The Little Run Elementary, Wakefield Forest Elementary, Chapel Square Elementary and Canterbury Woods Elementary Schools are located within the sector.

The Annandale campus of the Northern Virginia Community College is located on Route 236.

#### Parks, Recreation, and Open Space

The following parks are located within the sector:

- Wakefield Chapel
- Willow Woods
- Ashford East
- Rutherford
- Fairfax Hills
- Long Branch Falls
- Long Branch Stream Valley
- Oak Hill
- Howerly Fields
- Red Fox Forest
- Canterbury Woods
- Wakefield
- Accotink Creek Stream Valley

A recreation center/pool complex is located in Wakefield Park.

### Shopping

Residents of this sector are served by retail facilities in or adjacent to Fairfax City, the Annandale Central Business Area, Kings Park, and Ravensworth Shopping Centers.

### Housing

With few exceptions, housing in the sector is stable, single-family residential.

### Environment

The Accotink Creek, Long Branch, and Turkey Run stream valleys are environmental quality corridors which must be preserved. An area of slopes in excess of 15 percent is found in the southwest corner of the sector.

### RECOMMENDATIONS

#### Route 236 Corridor

A. The small parcel of commercially-zoned acreage in the southeast quadrant of the intersection of Hunt Road and Route 236 is inappropriately located within a designated stable residential community. It is recommended that this parcel, as well as the remainder of the 10-acre southeastern quadrant, develop at an overall residential density of 2-3 dwelling units per acre, with appropriate buffering to insure compatibility with the adjacent stable residential communities. In addition, clustering of planned single-family residential units is encouraged in an effort to maintain a substantial buffer of well-landscaped open space to the north along the Route 236 corridor.

B. Develop the Fairfax Hills Park.

C. Acquire land in the immediate vicinity of Wakefield Forest Elementary School for a community park.

D. The acreage along the south side of Route 236, east of Iva Lane and west of St. Matthews Methodist, is planned for coordinated residential infill development at a density of 2-3 dwelling units per acre.

E. Develop Oak Hill Park.

#### Braddock Road Corridor

A. The tract between Long Branch Stream Valley Park and Accotink Stream Valley Park (west of Park Glen Heights) is recommended for residential development (2-3 dwelling units per acre), with ample open space linking the two stream valley parks. Ample buffering is required as a barrier between existing residential development and that which is proposed. The frontage with Braddock Road should also remain an open space buffer.

B. Minimize additional access points onto Braddock Road through coordination with the existing and anticipated service drive system.

C. The northeastern quadrant of the intersection of Guinea Road and Braddock Road is planned for residential development at 2-3 dwelling units per acre, compatible with detached single-family residential development to the north and east.

D. The remaining vacant, undeveloped portions of the Long Branch stream valley running through both tracts should be acquired by the County.

E. To prevent congestion and unsightly development at the Braddock Road/Guinea Road intersection, the development of all remaining vacant acreage around this intersection should be coordinated, particularly vehicular and pedestrian access.

cess points onto both Guinea and Braddock Roads. Considerable natural buffering is required along the frontage with Guinea and Braddock Roads as well as along the boundary with existing development. Commercial activity should be prevented from locating within the northeastern quadrant.

F. The remainder of vacant acreage in this sector should develop as single-family detached residential at densities comparable to those of adjacent existing single-family residences.

G. Improve vehicular access from Wakefield Park onto Braddock Road in coordination with transportation improvements to the east on Braddock Road. The Park Authority should consider additional development of recreational facilities at Wakefield in accordance with the adopted master plan.

H. Acquire all privately-owned portions of the Accotink Creek and Long Branch Stream Valley Parks.

I. Preserve Turkey Run in open space and acquire portions of the stream valley.

J. Complete development of Rutherford Park.

K. Develop Willow Woods Park.

#### **Guinea Road Corridor**

A. The 3.4-acre tract in the northwestern quadrant of Guinea Road and Ellenwood Lane is planned for residential development at a density of 1-2 dwelling units per acre, in a manner compatible with the adjacent, stable single-family residential community.

## A8 PINE RIDGE COMMUNITY PLANNING SECTOR

### Land Use

The sector is entirely stable, single-family residential with scattered institutional acreage and transected by the Accotink Creek stream valley. One pocket of commercial activity exists southeast of the intersection of Woodburn Road and Gallows Road. A number of large vacant tracts remain to be developed, the majority being along the Route 236 corridor. Of concern is the need to prevent commercial sprawl from spreading along Gallows Road or Woodburn Road from the existing commercial area.

### Transportation

High volumes of through-traffic on Gallows Road, Route 236, and I-495 create considerable congestion along these corridors, with resulting air pollution. In addition, Woodburn Road, a local collector road, is the recipient of nonlocal traffic at peak-hour periods. The result is that left-turn movements and access in general are considerably hampered.

### Public Facilities

#### Schools

Camelot Elementary School is located within the sector. Additional residential infill growth is not projected to create a need for any additional facilities.

A vacant 42.7-acre school site is located in the northwest corner of the sector along Woodburn Road.

### Parks, Recreation, and Open Space

The central portion of this sector is transected by the Accotink Stream Valley Park which also runs much of the length of the Beltway, buffering the stable, single-family residences to the west. The Camelot School site park provides limited recreation opportunities to residents of this sector.

### Shopping

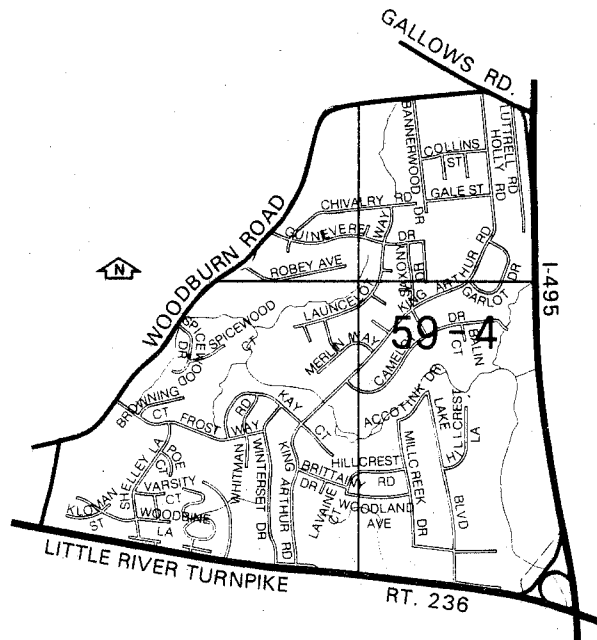
The present small retail centers at the intersection of Prosperity Avenue and Route 236, on Gallows Road between Woodburn Road and I-495, and in the Annandale Central Business District adequately serve the needs of local residents.

### Housing

Housing in this area is entirely single-family residential.

### Environment

The primary ecological asset of this sector is the Accotink Creek Stream Valley Park, which divides the sector north/south into two sections of roughly equal size.



### RECOMMENDATIONS

#### Route 236 Corridor

A. All vacant tracts fronting on Route 236 are surrounded by stable, single-family residential neighborhoods and should develop in a similar fashion.

B. The small, commercially-zoned tract between Woodburn Road and Prosperity Avenue, fronting on Route 236, should form the extent of this local serving commercial activity area. Heavy buffering is required along the northern and eastern boundaries of the tract to maintain the adjacent stable residential area.

#### I-495 Corridor

A. Acquire privately-owned portions of the Accotink Creek stream valley by 1985 and provide right-of-way for pedestrian and bike trails.

B. Should any of the property along Accotink Creek planned for park use, not be acquired for park purposes, it is recommended that the land develop for residential use at 1-2 dwelling units per acre. Interior and exterior noise mitigation measures are appropriate for residential uses potentially impacted by noise.

#### Gallows Road and Woodburn Road Corridors

A. Stabilize the small commercial area by heavy peripheral buffering and use of appropriate surrounding transitional uses.

B. The tract (parcel 7) west of the intersection of Gallows and Woodburn Roads, between Bannerwood Drive and Holly Road, should act as a stabilizing transitional use to protect established, nearby low-density residential communities. It is planned for either residential development at 4 to 5 dwelling units per acre or for transitional low-rise office, not to exceed 3 stories in height, exclusively for medical uses.

Medical office use which blends compatibly with the nearby residential communities is reasonable in view of the proximity of the Fairfax Hospital and related health facilities complex north of Woodburn Road, and the fact that the possibility of medical office development along

the east side of Gallows Road between Route 50 and I-495 has been precluded.

Development of either medium-density residential at 4 to 5 units per acre or transitional low-rise medical office use is conditional upon compliance with the following:

1. The provision of a substantial open space buffer along the entire southern periphery of parcel 7 and along that portion of Holly Road which faces residential uses. A landscaped earth berm or brick wall six feet in height with landscaping or retention of existing vegetation with supplementary landscaping for effective screening shall be provided along the entire length of this periphery which abuts planned or existing residential development.

2. The provision of parking and lighting in such a manner as to be visually unobtrusive to nearby existing and planned residential uses. Such parking facilities shall incorporate landscaped islands to minimize the perceived extent of asphalt paving.

3. The coordination of vehicular access with existing activity along Woodburn Road so as to minimize congestion at the intersections of Gallows Road, Holly Road, and Bannerwood Drive with Woodburn Road.

4. Should the site develop with an improvement of a medical office building, the occupants of the building will not schedule patients, other than on an emergency basis, between 7:30 and 9:00 in the morning and 5:00 and 6:30 in the evening.

The smaller tract to the south (parcels 8, 9, 10 and 11) is planned for low-density residential development at 3 to 4 units per acre.

C. Should the vacant Pine Ridge school site be designated as surplus, the Park Authority should consider its acquisition as a park site. A portion of this site is now being used for park purposes on an interim basis.

D. The remainder of vacant acreage in this sector should develop with single-family detached residences at densities comparable to those of adjacent existing single-family residential neighborhoods.

## A9 HOLMES RUN COMMUNITY PLANNING SECTOR

### Land Use

The majority of the sector is developed with single-family residences. Exceptions include the Raintree Townhouses on Gallows Road immediately east of the I-495/Gallows Road interchange, the Adams Walk townhouse community located east of Hummer Road along Championship Drive, and the Lafayette Village development situated in the southwestern portion of the sector. The Fairfax County Park Authority Headquarters are located on Hummer Road.

### Transportation

High volumes of through-traffic during peak hours have created traffic congestion and air pollution, particularly at the intersections of Route 236 and Hummer Road, and of Gallows Road and Hummer Road.

### Public Facilities

#### Parks, Recreation and Open Space

The sector contains the Annandale Community Park.

### Shopping

The commercial activities within the Annandale Central Business District adequately serve the needs of these local residents.

### Housing

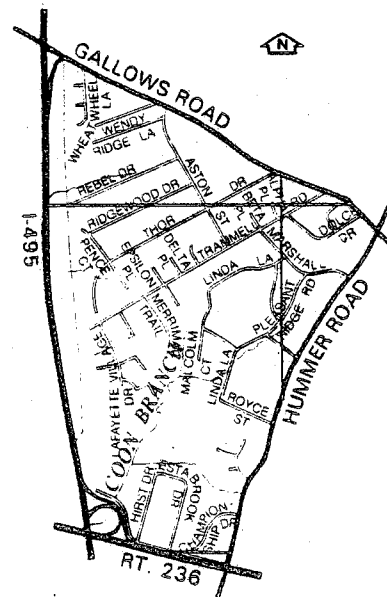
The stock of housing in this sector is generally in good condition. Accotink Heights, fronting on the Route 236 service drive immediately east of I-495, is a community of approximately fifty homes.

### Environment

The Coon Branch runs from the I-495/Route 236 interchange in a northeastward direction through the southern portion of Sector A9. Many portions of the sector remain heavily wooded, supporting considerable wildlife. In particular, stands of specimen monarch oaks have been identified within the area.

### Accotink Heights Community Improvement Area

On September 13, 1982, the Board of Supervisors adopted the Accotink Heights Community Improvement Plan, prepared by the Department of Housing and Community Development, to upgrade and preserve this neighborhood by providing public facilities such as curb and gutter and drainage improvements. Homeowners participate in the design of improvements and share in the cost. The improvement area includes the residential community focusing on Estabrook Drive and Hirst Drive, north of the Route 236 service road.



### RECOMMENDATIONS

#### Gallows Road Corridor

A. The 32.8-acre Trammel tract north of Trammel Road should develop as compatible, detached single-family residential units at a density of 2-3 dwelling units per acre, while the 73.2-acre Hirst tract south of Trammel Road should develop at a residential density of 3-4 dwelling units per acre, well buffered from the I-495 corridor as well as the adjacent stable residential communities to the east and north.

The following development stipulations apply:

1. South of Trammel Road, compatible, detached single-family residential dwelling units at a density not to exceed 2 to 3 dwelling units per acre shall be constructed adjacent to the existing detached single-family residential units;
2. The stable Accotink Heights single-family residential community to the south will be buffered along its length to the west and northwest by retaining adjacent floodplain acreage for open space.
3. Vehicular access to Gallows Road will be provided via Trammel Road, with vehicular access to Hummer Road via a connection with the Route 236 service drive. Single-family residential community to the south will be buffered along its length to the west and northwest by retaining adjacent floodplain acreage for open space.
3. Vehicular access to Gallows Road will be provided via Trammel Road, with vehicular access to Hummer Road via a connection with the Route 236 service drive to the south. (In particular, no vehicular access shall be granted through the Accotink Heights community.)
4. Development of the 73-acre Hirst tract should be phased over a period of three years in order to avoid extremely heavy construction

traffic on Trammel Road, and thereby maintain the stable residential character of Trammel Road.

B. Acquire a community park site within this sector.

C. The vacant tract west of Gallows Road between Libeau Lane and Rebel Drive is recommended for single-family detached residential development at the present zoned density.

#### Route 236 Corridor

A. It is recommended that the Accotink Heights residential neighborhood be maintained and enhanced where necessary.

B. The commercially-zoned tract (Tax Map 70-2 ((1)) 11 and Tax Map 59-4 ((1)) 13, 13A, 14) in the northwestern quadrant of the intersection of Route 236 and Hummer Road is planned for office use (with a building height not to exceed 60 feet). Parcel 13 (Tax Map 70-2 ((1)) 13) is planned for townhouse office—limited office, as a transitional use and a reasonable buffer between the medium-density residential activity to the west and the existing mid-rise office building to the east. The floor area ratio should not exceed 0.25.

The tract north and west of the planned office area and east of Accotink Heights is planned for residential townhouse development at 5 to 8 units per acre with a substantial landscaped buffer adjacent to Accotink Heights sufficient to protect this existing community of detached single-family residential homes from any adverse impact. Parcel consolidation and coordinated development is recommended in order to encourage coordinated access to Championship Drive and limit access to Hummer Road.

C. The remainder of vacant acreage in this sector should develop with single-family detached residences at densities comparable to those of adjacent existing single-family residential neighborhoods.

LITTLE RIVER TURNPIKE

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BACKLICK ROAD

BRADDOCK ROAD

RAVEN NORTH ROAD

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# BAILEYS PLANNING DISTRICT

The Baileys Planning District is bounded by the Arlington County line to the northeast, the Alexandria City line to the southeast, Lincolnia Road and Columbia Pike (Route 244) to the southwest, and Sleepy Hollow Road to the northwest.

## Land Use

As of 1983, approximately 92 percent of the land in the Baileys district has been developed, with a relatively high population density of 8.9 persons per acre. The district is predominantly stable residential, with single-family detached residences constituting 33 percent of its housing units on 60 percent of the developed land.

Mixed high-density residential, commercial and light industrial uses are variously concentrated along both the Leesburg Pike (Route 7) corridor from Seven Corners to the Alexandria City line, and Columbia Pike (Route 244) from Holmes Run stream valley eastward to the Arlington County line. In 1982 multifamily units comprised greater than 60 percent of the Baileys housing stock.

Seven Corners is an older, small regional commercial center showing some signs of deterioration around its periphery, while the Baileys Crossroads commercial activity area is a fragmented assortment of retail shops, service stations, and fast service restaurants.

Population growth in Baileys planning district has been sizeable. In 1960 the population was 21,933, in 1974 the population was 32,466, and as of January, 1983, the population was estimated to have decreased to 30,601. It is projected that the residential growth due to committed development will increase the residential density to 9.5 persons per acre, while committed and anticipated development will increase it to 9.6 persons per acre, those densities have never been reached.

## Transportation

The district is transected by several major arterials which serve as primary through-traffic

corridors to employment centers in the metropolitan area: Leesburg Pike (Route 7), Arlington Boulevard (Route 50), Wilson Boulevard and Columbia Pike (Route 244). Commercial and higher density residential activity centers have, in large part, located in and around the intersections of these major arterials.

## Public Facilities

Existing public facilities located within the Baileys Planning District are indicated in the accompanying table.

## Parks, Recreation and Open Space

The most significant ecological asset in Baileys Planning District is Lake Barcroft and its two tributaries—the Holmes Run and Tripps Run stream valleys. Although the lake is privately owned by Barcroft Beach, Inc., sizeable portions of the Holmes Run stream valley are held by the County.

Despite present park holdings, the density of residential neighborhoods is such that there is a considerable need for additional local-serving park land and recreation facilities.

## Environment

Environmental factors which should determine development type and intensity in Baileys are: flood plains and stream valleys of Holmes Run and Tripps Run which affect the entire district; a coastal plain aquifer recharge zone which lies in the eastern portion; marginal and/or poor soils for septic tanks which dominate the district; soils prone to severe erodibility which are found on the western edge; slope constraints and slippage-prone areas which occur in the eastern portion; portions of the Holmes Run and Tripps Run environmental quality corridors joining at Lake Barcroft and continuing to the Alexandria border. Air and noise pollution are problems in this district, particularly along major transportation corridors.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

## History

The Baileys Planning District has several historic features worthy of protection:

District of Columbia Boundary Stones. Three of the sandstone markers erected in 1792 to establish the southwestern boundary of the original District of Columbia are sited at one-mile intervals along the boundary between the County of Arlington and Baileys Planning District.

## RECOMMENDATIONS

The primary planning guidelines for Baileys Planning District are:

- the preservation of its existing stable residential communities, well buffered from higher intensity use and through-traffic arterials; and
- the concentration of needed commercial activity and higher density residential units in designated areas.

Land use recommendations for the Baileys Planning District are presented by community planning sector. The accompanying table indicates the recommended infill for Baileys, through 1990, based on the aggregated land use recommendations stated for each of the community planning sectors.

## EXISTING PUBLIC FACILITIES

June 1983

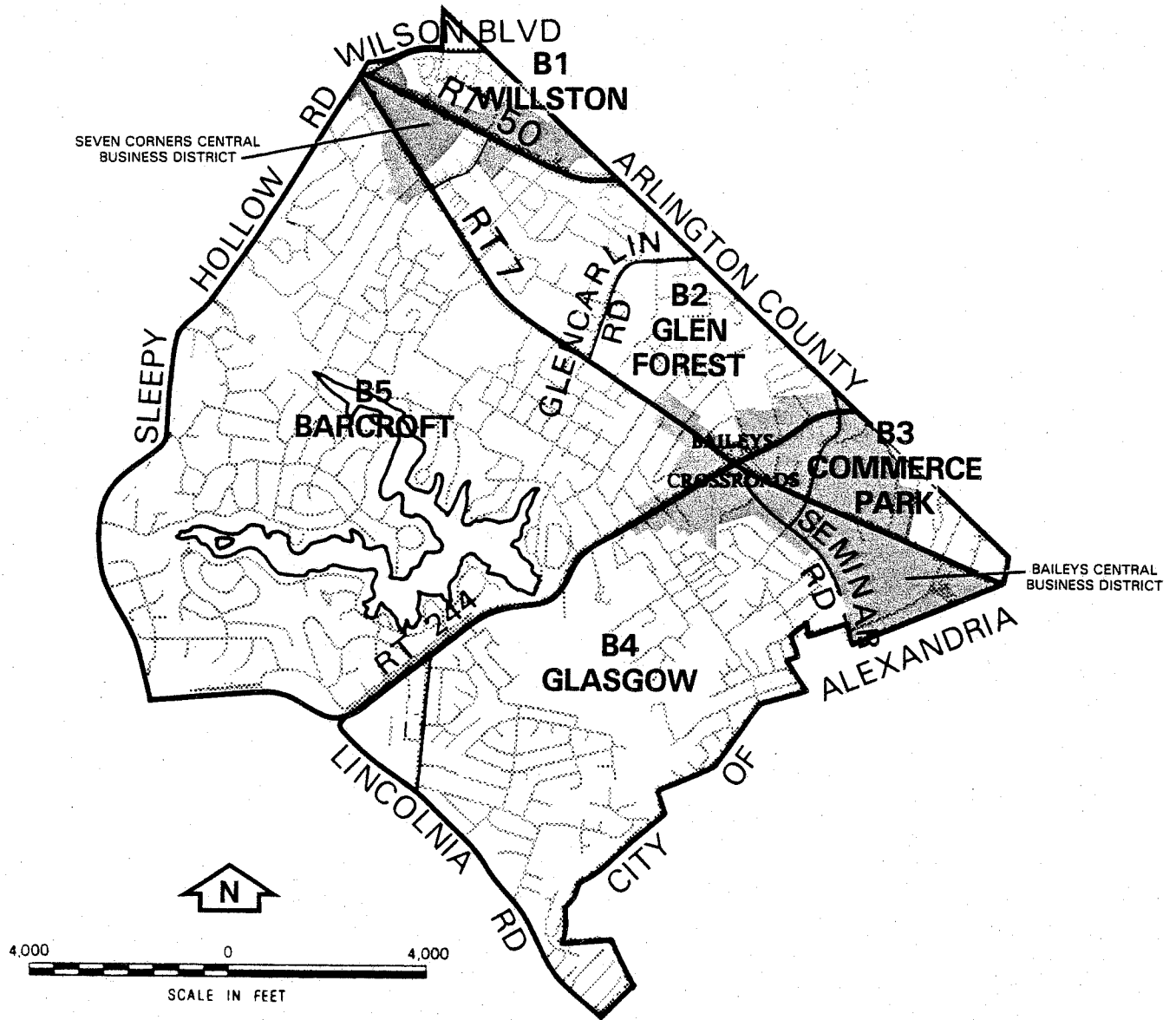
Sector	Schools			Parks, Recreation and Open Space	Other Public Facilities
	Elementary	Intermediate	High School		
B1				Upton Hill Regional Park	Williston School
B2	Glen Forest			Munson Hill, Spring Lane	
B3					
B4	Parklawn	Glasgow		Lillian Carey, Dowden Terrace, Parklawn, Glen Hills, Haywood Glen, Holmes Run Stream Valley	Baileys Fire Station, Northeast Fairfax County Human Resources Center, Baileys Community Center
B5	Sleepy Hollow, Baileys, Belvedere		J.E.B. Stuart	J.E.B. Stuart, Baileys, Belvedere, Holmes Run Stream Valley	Seven Corners Fire Station, Woodrow Wilson Library

## PLANNED RESIDENTIAL INFILL—BAILEYS PLANNING DISTRICT

Unit Type	Existing (1983)		Estimated Additional		At Buildout	
	Number	Percent	Number	Percent	Number	Percent
Single-family	4,862	32.8	852	52.5	5,714	34.7
Townhouse	307	2.1	163	10.1	470	2.9
Apartment	9,663	65.1	604	37.3	10,267	62.4
Total	14,834	100.0	1,619	100.0	16,451	100.0

Source: Office of Research and Statistics, January 1983.

# AREA I



## BAILEYS PLANNING DISTRICT

## B1 WILLSTON COMMUNITY PLANNING SECTOR

### Land Use

Much of this sector lies within the Seven Corners Central Business District. The area is primarily developed as a retail commercial center, with the Willston Apartments, an older high-density residential development, situated south of Wilson Boulevard.

### Transportation

Heavy through-traffic volume occurs along both Arlington Boulevard (Route 50) and Wilson Boulevard, particularly at peak-hour periods. This high volume has led to severe traffic congestion at the present Seven Corners interchange, and at the intersections of Patrick Henry Drive with Route 7, Route 50 and with Wilson Boulevard.

Other traffic-related problems are high air pollution readings at Seven Corners and Baileys Crossroads, the use of service drives and local neighborhood streets for daytime parking and as alternate routes to avoid heavily congested intersections.

### Public Facilities

#### Schools

The Willston School, which has been declared surplus to the needs of the School Board, has been acquired by the County for community oriented uses.

#### Parks, Recreation and Open Space

Upton Hill Regional Park owned by the Northern Virginia Regional Park Authority is located within the sector.

### Shopping

The Seven Corners Shopping Center, the Willston Center, and other retail facilities along Route 50 and Wilson Boulevard adequately serve the shopping needs of residents in this sector.

### Housing

Housing in Sector B1 is almost entirely older multifamily (the Willston Apartment complex), with some single-family residential units situated along the Arlington County line.

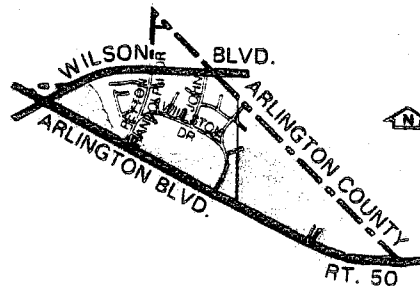
Currently, 159 units in the Seven Corners area have been proposed for use as below-market housing.

### Willston Conservation Area

On January 24, 1983, the Board of Supervisors approved a conservation plan for the Willston area. The adopted conservation area includes approximately 1,400 apartment units in six apartment complexes. The primary objective of the conservation plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the conservation area. The plan permits the Fairfax County Redevelopment and Housing Authority to acquire not more than eighteen percent of the housing units located in the conservation area.

### Environment

High recordings of air pollution, particularly at peak-hour periods, pose a serious environmental problem to residents of this area.



The shaded area, part of the Seven Corners Central Business District, is discussed on page 128.

### RECOMMENDATIONS

A. Parcel 5 (Tax Map 51-4 (1) 5) along the north side of Route 50, east of the existing medical office and Montgomery Ward retail facility, is planned for residential development at 12-16 dwelling units per acre, well buffered from adjacent, stable, lower-density residential communities.

B. In order to provide a transition in density between the Federal Hill development on the west and the single-family detached residences on the east, the 2.2-acre tract on the north side of Route 50 and adjacent to the Arlington County line is planned for residential uses at 8-12 dwelling units per acre. The upper end of the density range would be appropriate with the provision of a landscaped buffer along the northeastern boundary with the existing single-family residences. Interior and exterior noise mitigation measures are appropriate for residential uses impacted by noise.

C. The 2.6-acre tract southeast of the Upton Hill Regional Park, along the boundary of the Seven Corners Central Business District with Arlington County, is planned for single-family detached residential development at 5-8 dwelling units per acre, in order to provide a residential use at a density comparable to that of the existing stable, single-family residential community to the northeast within Arlington County. In view of topographic considerations and the pattern of surrounding development, access to the property should be limited to an extension of Madison Street in Arlington County. A substantial buffer of landscaped open space must be provided along the periphery of the property in order to minimize any adverse impact.

In order to take advantage of the site's proximity to the Seven Corners Central Business District, the regional transportation network, and Upton Hill Park, all of which would be of benefit to elderly and handicapped persons, an optional density in the range of 8-12 dwelling units per acre may be considered. A density in excess of 8 dwelling units per acre may be considered only if all of the following conditions are met:

1. The dwelling units shall be part of a planned residential development designed for and occupied by elderly and/or handicapped persons.
2. Traffic generation resulting from the project shall be no greater than what would be expected from development of the 2.6-acre site at 8 dwelling units per acre.
3. Building heights shall be limited to 40 feet.
4. Buildings shall be situated so as to be visually unobtrusive to the surrounding residential neighborhoods in Arlington County.
5. The maximum number of existing trees on site shall be preserved and supplemented with landscaping and screening to ensure that the site remains residential rather than institutional in character.
6. Pedestrian connections shall be provided to the Upton Hill Regional Park and to the Seven Corners Central Business District south of the site.
- D. Maintain the Willston apartments as a source of low- and moderate-income housing.

## B2 GLEN FOREST COMMUNITY PLANNING SECTOR

### Land Use

The northern portion of this sector contains most of the Seven Corners regional shopping center which is an integral part of the Seven Corners Central Business District, while much of the southern portion of the sector lies within the Baileys Crossroads Central Business District.

The remaining area is predominantly developed with stable single-family residential homes. Concentrations of multifamily housing include the garden apartments along Patrick Henry Drive, Ravensworth Towers located on Route 7, and Woodlake Towers adjacent to the boundary with Arlington County.

In order to stabilize the boundaries of present neighborhoods, it is necessary to:

- designate appropriate commercial areas and coordinate their internal activities; and
- create transitional use areas of buffers between the stable residential and commercial activity areas.

### Transportation

Heavy through-traffic volumes are a problem along both Route 50 and Route 7 which are major transportation corridors to employment areas for the County, particularly at peak-hour periods. This high volume has led to severe traffic congestion at the intersections of Patrick Henry Drive with Route 50 and with Route 7, and Route 7 with Glen Carlyn Drive and with Glen Carlyn Road, as well as with other streets and access points on these two major corridors.

Other traffic-related problems are high air pollution readings at Seven Corners and Baileys Crossroads. The use of service drives and local neighborhood streets such as Glen Carlyn Road for daytime parking and as alternate routes to old heavily congested intersections creates hazardous local traffic conditions and restricts the access of local residents.

### Public Facilities

#### Schools

Glen Forest Elementary School is located within the sector. Additional residential growth is not projected to create a need for any additional facilities.

St. Anthony's Church has a parochial elementary school at Glen Carlyn Road.

#### Parks, Recreation, Open Space

Munson Hill and Spring Lane Parks are located within the sector.

### Shopping

The present shopping centers at Seven Corners, Culmore, and Baileys Crossroads are adequate to handle the needs of local residents, and all commercial activity should be consolidated within these three areas.

### Housing

The majority of housing is low-density, single-family residential, with townhouse and multifamily housing located in close proximity to the Seven Corners and Baileys Crossroads business areas.

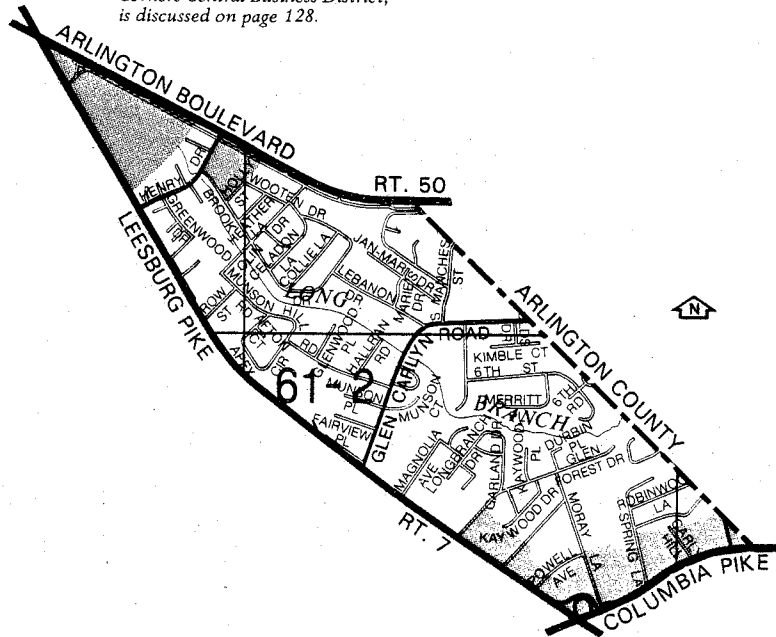
The 138-unit Greenwood Apartments are designated as below-market housing units under the Public Housing program.

Sector B2 has two moderate-cost rental developments—the older Willston South Apartments along Patrick Henry Drive and the subsidized Sedale Manor Apartments along Spring Street.

### Willston Conservation Area

On January 24, 1983, the Board of Supervisors approved a conservation plan for the Willston area. The adopted conservation area includes ap-

*The shaded area, part of the Seven Corners Central Business District, is discussed on page 128.*



*The shaded area, part of the Baileys Crossroads Central Business District, is discussed on page 126.*

proximately 1,400 apartment units in six apartment complexes. The primary objective of the conservation plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the conservation area. The plan permits the Fairfax County Redevelopment and Housing Authority to acquire not more than eighteen percent of the housing units located in the conservation area.

### Environment

The Long Branch of Four Mile Run is located along much of the length of Sector B2. The southern portion of this sector is a soil-slippage-prone area, indicating that there may be development constraints.

## RECOMMENDATIONS

### Boundary with the Seven Corners Central Business District

In order to create a transition zone between stable residential neighborhoods and the central business district:

A. Maintain the Willston Apartments along Patrick Henry Drive as a source of low- and moderate-income housing and as a viable portion of the transition area between the central business district and stable lower density residential development.

B. Discourage nonlocal traffic on Brook Drive with traffic controls and possible creation of a one-way traffic pattern.

C. Provide pedestrian and bike access from residential areas to commercial centers as well as between communities in locations desired by local residents.

D. Consider the feasibility of providing Dial-A-Ride service in the neighborhoods around Seven Corners.

### Boundary with the Baileys Crossroads Central Business District

A. Designate the St. Anthony's Church property as the northern extent of the Baileys Crossroads commercial sprawl along the east side of Route 7.

B. Permit construction of residential units (4-5 dwelling units per acre) along Payne Street.

C. The vacant acreage east of Payne Street and west of Moray Lane is recommended for residential development (4-5 dwelling units per acre), well buffered from both commercial activity and existing single-family detached residential neighborhoods.

D. The vacant acreage along Powell Avenue is recommended for residential development (4-5 dwelling units per acre), well buffered from adjacent commercial activity.

E. Retain that portion of the Long Branch of the Four Mile Run stream valley west of the Arlington County line as open space.

F. Provide pedestrian access from residential areas to commercial centers in locations desired by the local residents.

G. Consider the feasibility of providing Dial-A-Ride to neighborhoods around Baileys Crossroads.

H. The property along the Arlington County line known as the Devers tract, is recommended for single-family detached residential uses at 2-3 dwelling units per acre.

### Route 50 Corridor

A. In order to provide a transition in intensity of land uses between the northern portion of the Route 50 corridor and the low-density Lee Boulevard Heights subdivision to the south of Route 50, the parcels fronting on the south side of Route 50, between the Intrastate Inn on the west and Woodlake Towers on the east are planned as follows:

1. Parcels 8 and 9 (Tax Map 51-4 ((2)) (B) 8, 9) are planned for transitional low-rise office uses

which are developed in a residential style (e.g., townhouse office) and well buffered from the residential uses to the south:

2. on parcels (B) 1 and 2 and (A) 3 through 9, residential zoning should be continued with conversion to professional office use encouraged only within the existing detached, single-family residential structures;

3. parcels (B) 3 through 7 and (A) 1, 2, and 3 and 51-4 (1) 6 and 8 should continue in low-rise office uses with retention of existing residential structures encouraged. Should any of these parcels redevelop, the new office uses should develop in a residential style (e.g., townhouse office) substantially buffered from the residential units to the south;

4. the three parcels in the eastern portion of this area, 51-4 (1) 9, 10, 11, are planned for residential uses at a density of 5-8 dwelling units per acre, well buffered from the residential units to the south.

B. Provide pedestrian sidewalks along Route 50 where feasible and as desired by local residents.

#### Route 7 Corridor

A. In character with residential neighborhoods to the east and south, the tracts south of the Ravensworth Towers apartments should develop as single-family detached residential infill at a density comparable to that of surrounding existing single-family residences (3-4 dwelling units per acre).

B. In an effort to achieve the planning objectives of community preservation, transitional land uses, and noise mitigation, the consolidation of parcels for the purpose of a coordinated development should be encouraged by providing three alternative levels of residential development for property located along Route 7 south of Munson Hill Road. The alternative development levels are as follows:

1. In the absence of the consolidation of all three parcels in the southern portion of the area (Tax Map 61-2 ((1)) 4; 61-2 ((3)) 1, 2), these parcels are planned for residential use at 4-5 dwelling units per acre. Any development within this density range should incorporate heavy buffering adjacent to existing and planned low-density residential uses. The two parcels on Munson Hill Road which are developed with single-family detached homes (Tax Map 61-2 ((3)) 2A, 4) are recommended for use at 2-3 dwelling units per acre.

2. Should parcels 4, 1 and 2 in the southern portion of this area be consolidated for the purpose of a coordinated development, a residential density of 5-8 dwelling units per acre will be permitted. The upper end of the density range should be considered only if the following conditions are met:

- provision of substantial landscaped open space along the southwestern, northern and northeastern boundaries with the existing low-density residential uses;
- coordination of vehicular access to Leesburg Pike.

The two developed parcels which front on Munson Hill Road are planned for residential uses at 2-3 dwelling units per acre and parcel 3 is planned for public park.

3. In the event that all five parcels (Tax Map 61-2 ((1)) 4; 61-2 ((3)) 1, 2, 2A, 4) are consolidated for the purpose of a coordinated development, a residential density may be considered as follows:

- 5-8 dwelling units per acre for Tax Map 61-2 ((3)) 2A, 4;
- 8-12 dwelling units per acre for Tax Map 61-2 ((3)) 1, 2; 61-2 ((1)) 4.

Overall density should not exceed one hundred twenty-one (121) units on the consolidated five (5) parcels.

At a minimum, development within this density range must satisfy three conditions:

- no vehicular access to Munson Hill Road;
- provision for the retention of the existing residential single-family dwellings which front on Munson Hill Road;
- a 50-foot buffer along the full length of the easternmost boundary of Tax Map 61-2 ((3)) 4 (Miller parcel) including additional landscaping and a fence to ensure no vehicular or pedestrian access to Munson Place.

The following additional conditions must be satisfied in order to achieve the upper end of the density range:

- provision of substantial landscaped open space along the northwestern and northeastern boundaries with the existing low-density residential uses;
- coordination of vehicular access to Leesburg Pike (with a single point of access preferred).

Parcel 3, which is owned by the Fairfax County Park Authority, is planned for public park use in a passive recreational mode only. Should the opportunity exist for a land exchange with the surrounding development, parcel 3 may be used for nonpark purposes, provided that an equivalent amount of public parkland is provided by the developers in the immediate area, and that there continues to be a substantial setback of new development from Munson Hill Road.

Under all options, interior and exterior noise mitigation measure are appropriate for residential uses impacted by noise.

C. Maintain the existing single-family structures along the east side of Route 7.

D. The tract of land along the east side of Glen Carlyn Road (parcels 13, 12 and part of 11) between the Hardwick Court townhouses to the north and the Glen Carlyn Baptist Church to the south is planned for residential development at 5-8 dwelling units per acre, subject to the following conditions:

1. consolidation of parcels 13, 12 and part of 11 for purposes of coordinated residential development;

2. provision of landscaped screening along the western edge of the tract to minimize the presence of Glen Carlyn Road upon the proposed residential units, and to reduce the impact of the proposed residential development upon existing residential development;

3. coordination of vehicular access to the site with the intersection of Munson Place and Glen Carlyn Road;

4. maintenance of the eastern portion of parcel 13 as undeveloped open space;

5. provision of an adequate easement or access way along the edge of the subject property contiguous to the Hardwick Court townhouse development.

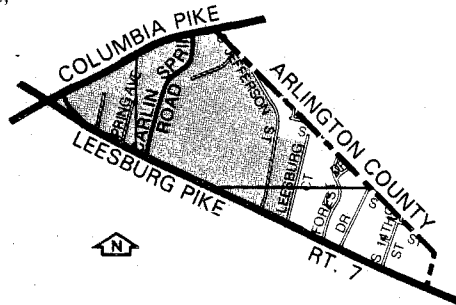
E. Provide pedestrian access along Route 7 as desired by local residents.

F. Develop Munson Hill Park in the central portion of the sector.

G. Acquire and develop a park within the sector to alleviate identified park deficiencies at such time as an appropriate site becomes available.

# B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

The shaded area, part of the Baileys Crossroads Central Business District, is discussed on page 126.



## Land Use

The northern portion of this sector lies within the southeast quadrant of the Baileys Crossroads Central Business District.

The remaining areas is predominantly single-family residential with a variety of nonresidential uses interspersed along the Route 7 corridor. The primary land use problem in this sector is the incompatibility of existing and proposed commercial and high-density residential with the existing single-family homes that back up to the Arlington County line. There are several vacant parcels either zoned or applying for zoning to higher intensity land uses. It is necessary, therefore, to: (1) designate the extent of small commercial activity areas along the Route 7 corridor; and (2) provide other transition land uses or natural barriers as buffers between stable residential uses and potentially incompatible higher intensity uses.

## Transportation

Heavy through-traffic volumes are a problem along both Route 7 and Route 244 which act as major transportation corridors to employment centers in the urban core. This has led to severe traffic congestion along access points to the corridor.

Other traffic-related problems are high air pollution readings, and the use of Forest Drive and South George Mason Drive by nonlocal traffic seeking alternate routes to avoid congested intersections. A portion of South George Mason Drive within Arlington County has not been improved and thus acts as a deterrent to through-traffic movement. At the present time, Arlington County has no plans to widen the road.

## Public Facilities

There are presently no public facilities in this sector.

## Shopping

The present shopping facilities at Baileys Crossroads as well as those along Route 7 in Alexandria are adequate to handle the needs of local residents.

## Housing

With the exception of the apartments which act as a buffer along the edge of the sector to the north, the remainder of the structures are single-family residences. Vacant lots are scattered through much of the residential area.

## Environment

There are no stream valleys in this stable portion of Sector B3; however, it is entirely within a soil slippage-prone area, indicating possible development constraints.

## RECOMMENDATIONS

### Route 7 Corridor

A. In order to protect the stable single-family residential community of Virginia Heights and to provide a transition in the intensity of commercial uses along the northern portion of Leesburg Pike between the Leesburg Apartments and South George Mason Drive, the properties in this area should develop in the following manner:

1. The commercially-zoned parcel which abuts the eastern boundary of the Leesburg Apartments (Tax Map 62-3 ((1)) 12A) is planned for transitional low-rise office use (preferably in a townhouse office style).
2. The parcel located in the northwest quadrant of Forest Drive and Leesburg Pike (Tax Map 62-3 ((5)) 1), the two parcels situated between Forest Drive and South George Mason Drive (Tax Map 62-3 ((5)) 2, 3), and the two parcels along the west side of South George Mason Drive (Tax Map 62-3 ((5)) 20, 21) are planned for residential use at 5-8 dwelling units per acre with an effective open space buffer along the northern and/or western boundary to reduce any adverse impact on the Virginia Heights Community and with effective noise attenuation measures along the southern boundary with Leesburg Pike in order to provide an adequate noise buffer.
3. Transitional low-rise office use may be considered on parcels 1, 2 and 3, provided that the following conditions are met:
  - parcel 1 is developed in a townhouse office style and is coordinated with the development of parcel 12A;
  - access to parcels 12A and 1 is provided by means of a service drive or travel lane which is coordinated with the service drive or travel lane east of Forest Drive;
  - a substantial landscaped open space buffer is provided along the boundary with the single-family residential community to the north;
  - parcels 2 and 3 are consolidated for the purpose of coordinated development and developed in a townhouse office style;
  - coordinated access to parcels 2 and 3 is provided by means of a service drive or travel lane between Forest Drive and South George Mason Drive which is coordinated with the service drive or travel lane west of Forest Drive; and
  - a substantial landscaped open space buffer is provided along the boundary with the existing and planned residential uses to the north.

In order to consolidate commercial activity areas, and buffer stable residential areas from incompatible land uses:

B. Recognizing the existence of intensive land uses along this portion of the Leesburg Pike (Route 7) corridor and the accompanying need to ameliorate the impacts of additional intensive uses on the stable residential communities north of Leesburg Pike, the planned land uses between the Calvary Baptist Church and the Arlington County line are as follows:

1. The 1.7-acre tract adjacent to the Calvary Baptist Church (Tax Map 62-3 ((1)) 14) is planned for transitional low-rise office uses on the condition that substantial landscaped open space is provided along the northern and eastern boundaries of the property adjacent to the residential uses.
2. The one-acre tract in the northwest quadrant of the South 14th Street/Leesburg Pike intersection (Tax Map 62-3 ((7)) A) is developed with a low-rise office building and planned for low-rise office with a landscaped buffer along its northern boundary with existing single-family detached residences. The three parcels in the northeast quadrant of this intersection (Tax Map 62-3 ((6)) 1, 2, 3) are planned for transitional low-rise office uses with a landscaped buffer provided along the northern boundary. The two parcels which front on South 14th Street (Tax Map 62-3 ((6)) 4, 5) are planned for medium-density residential uses at 4-5 dwelling units per acre. An option for transitional low-rise office use should be considered for these two parcels if they are considered with the three parcels to the south for the purpose of a coordinated development and developed with a landscaped buffer along the northern and western boundaries with the single-family detached residences.
3. The four parcels in the eastern portion of the subject area (map 62-3 ((1)) parcels 22, 23, 24, 25) are planned for transitional low-rise uses (typically office) with substantial landscaped open space along all boundaries with single-family detached residences. The coordinated development of these parcels is encouraged in order to minimize the number of direct access points to Leesburg Pike. Provision should be made for access to these parcels from South 14th Street at the time that parcels to the west are developed.

C. Acquire and develop a park within the sector to alleviate identified park deficiencies at such time as an appropriate site become available.

### Boundary with the Baileys Crossroads Central Business District

- A. Maintain the stable single-family structures whose rear lot lines abut South Jefferson Street.
- B. Provide pedestrian access from the residential areas to the Baileys Crossroads Central Business District in locations desired by local residents.

## B4 GLASGOW COMMUNITY PLANNING SECTOR

### Land Use

A portion of the north corner of this sector lies in the Baileys Crossroads Central Business District.

The sector is developed predominantly with single-family residential units, with the exception of the Skyline-Center complex along Route 7, and the area along the east side of Columbia Pike between the Baileys Crossroads Central Business District and Holmes Run. Large tracts of vacant land lie clustered around the Holmes Run Stream Valley Park in the center of the sector.

Commercial activity is presently located in three areas: along the Route 244 corridor especially at the intersections with Route 7 in the east, and with Lincolnia Road in the west; along the edge of the Baileys Crossroads Central Business District; and along the Seminary Road corridor.

West of the Baileys Crossroads Central Business District lies the Baileys Conservation District, established through Board of Supervisors' adoption of the Baileys Neighborhoods Improvement Program and Conservation Plan in March 1976. The Baileys Conservation District is generally bounded by Columbia Pike on the north, Williams Lane on the east, Holmes Run stream valley on the west, and Magnolia Lane on the south. Lacy Boulevard is the main arterial through the community.

### Transportation

High volume through-traffic on both Route 7 and Route 244 causes severe congestion along access points to these corridors.

Other traffic-related difficulties in Sector B4 are high air pollution readings, the use of service drives on Route 244 and Route 7 for daytime parking, and the use of Lacy Boulevard and Magnolia Lane as well as Braddock Road north of Lincolnia Road by nonlocal traffic in an attempt to avoid congested intersections.

### Public Facilities

#### Schools

The following schools are located within the sector:

- Parklawn Elementary
- Glasgow Intermediate

No additional need for school facilities will result from additional growth within this sector.

The Queen of Apostles Catholic Church operates a parochial elementary school on Sano Avenue.

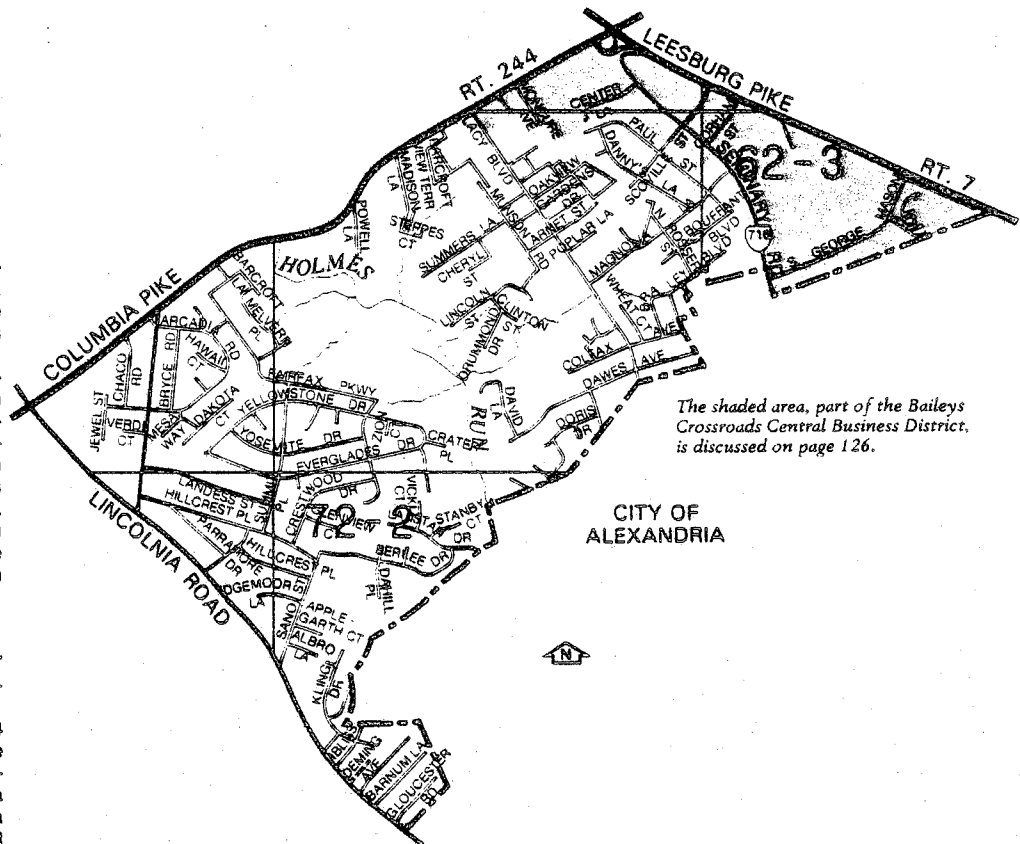
The former Lillian Carey School houses a science materials center for the School Board as well as a day care center.

#### Parks, Recreation, Open Space

The following parks are located within the sector:

- Dowden Terrace
- Glen Hills
- Haywood Hills
- Lillian Carey
- Parklawn
- Holmes Run Stream Valley

At the present time, the sector is poorly served in comparison to countywide averages for service since only Dowden Terrace and Parklawn have been developed for active recreation. Citizens have proposed development of active recreation facilities at Lillian Carey Park and expansion of Dowden Terrace Park.



The shaded area, part of the Baileys Crossroads Central Business District, is discussed on page 126.

CITY OF ALEXANDRIA

The Baileys Community Center serves the central portion of the Glasgow Community Planning Sector. It is located on the grounds of Lillian Carey School, adjacent to Lillian Carey Community Park. The Center provides a wide variety of indoor recreation opportunities.

#### Other Public Facilities

Baileys Fire Station is located in the southeast quadrant of Route 244 and Madison Lane. The sector also includes a human resources center south of Route 7, directly across from O'Shaughnessy Drive. The center offers social service, health, alcohol and vocational rehabilitation, as well as mental health services.

#### Shopping

The sector has adequate shopping facilities at Baileys Crossroads and the Barcroft Shopping Center at Route 244 and Lincolnia Road. In addition, there are a number of fast-service food establishments, convenience shops, and service stations along Route 244.

#### Housing

The existing housing in Sector B4 represents the spectrum in type and condition. Homeowners within the Baileys Crossroads Conservation Area are eligible for the County's Home Improvement Loan and Grant Program. This program provides low-interest, long-term financial assistance to property owners in conservation areas who want to make repairs or improvements to their homes.

Currently, 323 units of the Oakview Gardens apartment complex are designated as below-market housing units funded through the Section 8 rehabilitation program.

#### Environment

Much of the Holmes Run stream valley has already been acquired by the County and should be preserved as an environmental quality corridor. Substantial tracts on both sides of Holmes Run have slopes in excess of 15 percent. All but the western edge of the sector lies within a soil-slippage-prone area.

#### Baileys Conservation Area

The Fairfax County Department of Housing and Community Development, under the auspices of the Redevelopment and Housing Authority, undertook a study of existing conditions in the Baileys area in the Fall of 1975, and concluded that the neighborhood was appropriate for preservation.

In order to reverse the trends toward deterioration and to preserve the assets of the Baileys neighborhood, the Board of Supervisors approved and adopted *The Baileys Crossroads Neighborhood Improvement Program and Conservation Plan*. Since the adoption of this program/plan, a second master plan for public improvements has been prepared for the Baileys community to guide the future improvement of public facilities. This plan includes recommendations on road improvements, street lighting, and storm drainage. The master plan represents a comprehensive analysis of existing conditions and makes recommendations on the physical improvements necessary to improve circulation and safety.

## RECOMMENDATIONS

### Boundary with the Baileys Crossroads

#### Central Business District

A. The acreage north of the Lacy Park Garden Apartments and south of Moncure Avenue is recommended for transitional residential development (4-5 dwelling units per acre), well buffered from existing development.

B. The acreage along Courtland Drive south of Route 244 is recommended for residential development (3-4 dwelling units per acre), well buffered from adjacent strip commercial activities along Route 244.

C. The southwest quadrant of the intersection of Columbia Pike and Lacy Boulevard should develop in residential style transitional low-rise office (e.g., townhouse office) uses with substantial landscaped buffering along the southern boundary to protect the residences to the south.

D. In order to establish an appropriate transition between stable, low-density residential communities to the west, and more intense residential and commercial activity to the east toward the Baileys Crossroads Central Business District:

1. The properties along and south of Madison Lane (Tax Map 61-4 ((1)) 1-11, 12, 12A, 12B, 14-20) may develop at a residential density of 12-16 dwelling units per acre only with the prior consolidation of all parcels including the commercially-zoned parcel in the southwest quadrant of the Madison Lane/Columbia Pike intersection, for the purpose of coordinated development. A density above 12 units per acre shall be considered only if the following conditions are met:

- the realignment of Madison Lane so that it intersects Columbia Pike directly across from Blair Road;
- the reservation of adequate right-of-way to allow the connection of a service drive from the west to the improved intersection of Madison Lane/Blair Road/Columbia Pike;
- the preservation of the areas with steep slopes and the vegetation associated with these steep slopes on parcel 12B; and
- the provision of a substantial landscaped open space buffer and screen along the western boundary with the developed retail commercial activity located on parcel 157 and along the northern boundary with Columbia Pike so as to eliminate any adverse visual impact.

Absent the consolidation of all of these parcels into a single, coordinated development, the properties in this area should develop in the following manner:

- The properties along Madison Lane (Tax Map 61-4 ((1)) 1-11, 12A, 14-20) should develop at a residential density of 8-12 dwelling units per acre. A density above 8 units per acre shall be considered only if the first, second and fourth conditions above are met;
- The two properties south of Madison Lane (Tax Map 61-4 ((1)) 12, 12B) should develop at a residential density of 12-16 dwelling units per acre. A density above 12 dwelling units per acre shall be considered only if the third condition above is met.

2. The parcels along Powell Lane (Tax Map 61-4 ((1)) 155, 156, 156A and Tax Map 61-4 ((4)) A, B1, B2, 5, 6, 7, 10-19) and west to Holmes Run (Tax Map 61-4 ((1)) 152, 153, 154) are recommended for residential development at 8-12 dwelling units per acre. A density above 8

dwelling units per acre shall be considered only if the following conditions are met:

- the consolidation of all parcels for the purpose of coordinated development;
- The realignment of the intersection of Powell Lane and Columbia Pike to a 90-degree angle and the provision of other intersection improvements, as necessary;
- the provision of adequate right-of-way for a service drive to connect Powell Lane with the improved intersection at Madison Lane/Blair Road/Columbia Pike;
- the preservation of the areas with steep slopes and the vegetation associated with these steep slopes on the eastern and western perimeters of this area;
- the provision of a substantial landscaped open space buffer and screen along the northeastern boundary with the existing retail commercial activity; and
- the provision of a substantial landscaped open space buffer and screen along Columbia Pike to reduce adverse visual and related vehicular noise impact.

3. Should the parcels west of Powell Lane (Tax Map 61-4 ((1)) 152, 153, 154 and 61-4 ((4)) 15, 16, 17, 18, 19) be developed at a density in excess of that recommended in paragraph 2 above (due to the R-30 zoning on the property), parcel 156A should be incorporated into the development. Further, should this higher density development occur, the planned land uses east of Powell Lane and west of Holmes Run will continue to be appropriate.

4. An existing commercial use is located along Columbia Pike between Madison Lane and Powell Lane (Tax Map 61-4 ((1)) 157). This commercial activity should be well buffered from adjacent existing and planned residential development. In the event that this parcel redevelops in the future, residential development at 12-16 dwelling units per acre is appropriate provided that a substantial landscaped open space buffer is provided along Columbia Pike and that a service lane is provided which would link this development and development to the west with Madison Lane.

E. With the exception of those tracts recommended for acquisition for park purposes, the large vacant area east of Holmes Run in the center of the sector is recommended for single-family detached residential infill at densities comparable to those of the adjacent existing single-family residential neighborhoods (2-3 dwelling units per acre).

F. The Clark house located east of the Barcroft Shopping Center along Route 244 surrounding the Clark mansion has been designated an historic site. The structure should be preserved and protected. The surrounding land is recommended for low-density residential development at 2-3 dwelling units per acre.

G. Acquire remaining portions of the Holmes Run stream valley to complete linkage along the streambed and preserve one of the County's major stream valleys.

H. Develop Lillian Carey Park and develop the four-acre Glasgow Park at Arcadia Road.

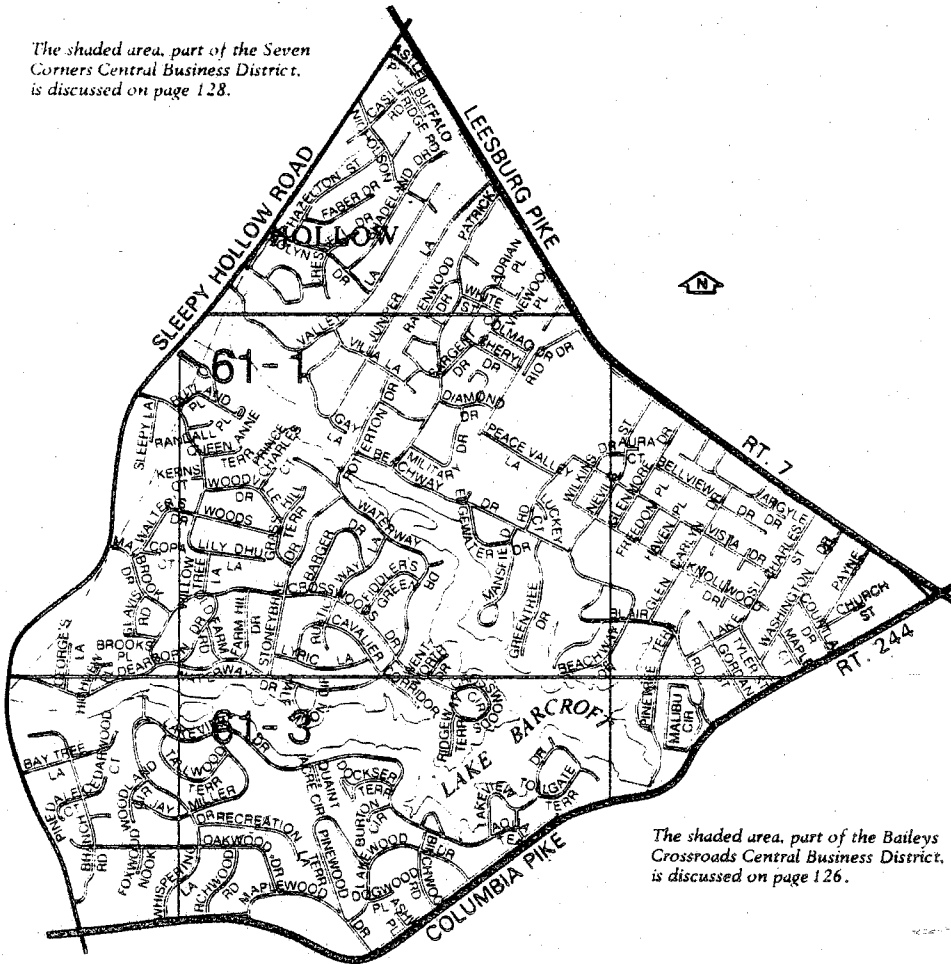
I. Parcels 1, 2A, 2B, 3, 4, 5, 6, 6A, 7 and 7A along the west side of Seminary Road (Tax Map 62-3 ((1))) are planned for detached single-family residential development at 3-4 units per acre. The upper end of the density range shall be considered only if coordinated development would result in the limitation of vehicular access points onto Seminary Road and the reverse frontage of residential lots wherever possible.

J. All remaining vacant acreage outside the central business district should develop as single-family detached residential at densities comparable to those of adjacent existing residential neighborhoods.

K. Complete development of Dowden Terrace and Parklawn Parks.

## B5 BARCROFT COMMUNITY PLANNING SECTOR

The shaded area, part of the Seven Corners Central Business District, is discussed on page 128.



The shaded area, part of the Baileys Crossroads Central Business District, is discussed on page 126.

### Land Use

Small portions of the northern and eastern corners of the sector lie within the Seven Corners and Baileys Crossroads Central Business Districts respectively.

The most dominant physical feature in this sector is Lake Barcroft which is entirely surrounded by stable, single-family residential neighborhoods. Higher density residential and commercial uses are found along and adjacent to Route 7 and Route 244.

### Transportation

High volumes of through-traffic along Columbia Pike (Route 244) and Leesburg Pike (Route 7) are responsible for congestion at access points onto these corridors as well as high air pollution readings. Service drives are used by commuters for daytime parking, and local streets such as Glen Carlynn Drive and Blair Road, Charles Street and Tyler, Washington Street and Maple Street, and Payne Street and Courtland Road are used by through-traffic seeking alternate routes around congested intersections.

Pedestrian access throughout the sector needs to be enhanced by a series of park and open space-related trails.

### Public Facilities

#### Schools

Elementary Schools located in Sector B5 include Baileys, Belvedere, and Sleepy Hollow. J.E.B. Stuart High School is also located in this sector. No additional need for school facilities will result from additional growth in this sector.

The Congressional School, a private school with grades 1 through 12, is located on Sleepy Hollow Road.

### Parks, Recreation, Open Space

The most significant ecological asset in this sector, Lake Barcroft, is owned by Barcroft Beach, Inc. The County has acquired much of the stream valleys which feed the lake—Holmes Run and Tripps Run. In addition, the Baileys, Belvedere and JEB Stuart Parks are located within the sector.

### Other Public Facilities

The Seven Corners Fire Station and the Woodrow Wilson Library are located in this sector.

### Shopping

There are adequate shopping facilities for this sector at Baileys Crossroads, Seven Corners, Culmore Shopping Center, and Barcroft Shopping Center.

### Housing

The housing is predominantly single-family residential with a substantial mix of low- and high-rise multifamily units.

### Environment

As mentioned above, Sector B5 contains Lake Barcroft and its two northern tributaries: Holmes Run and Tripps Run stream valleys. A large portion of the southern corner of the sector contains slopes in excess of 15 percent, and the south-eastern edge of the sector, along Route 244, lies in a soil-slippage-prone region.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a pro-

posed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

## RECOMMENDATIONS

### Route 7 Corridor

A. Maintain Culmore as an independent local-serving shopping center.

B. Improvements are required at the intersection of Glen Carlynn Drive and Route 7, coordinated with access to the Culmore Shopping Center.

C. The vacant 4.57-acre tract which is situated west of Leesburg Pike and northwest of Peace Valley Lane (Tax Map 51-3 ((1)) 18) is planned for 2-3 dwelling units per acre. An option for coordinated residential development at 5-8 dwelling units per acre shall be considered on this property on the condition that its compatibility with the adjacent stable, low-density residential community is ensured through provision by prospective developers of the following stipulations:

1. As a part of the development of the site, detached single-family residential units shall be located adjacent to the existing detached single-family residential units along the north-western boundary.

2. A landscaped open space buffer shall be provided between detached and attached single-family residential units on the site.

3. No through-road connections shall be provided on the site.

4. In order to reduce adverse noise impacts from Leesburg Pike, adequate highway noise attenuation measures (e.g., physical barriers, setbacks) shall be incorporated into the development of the site.

D. The remainder of vacant tracts should develop as single-family detached residential at densities comparable with the densities of adjacent existing single-family residential neighborhoods.

### Edge of the Baileys Crossroads Central Business District

A. Permit professional office uses in the existing single-family structures on Route 7 south of Charles Street and north of the existing low-rise office on Washington Street, with the provision that the single-family character of the structures and lots be maintained.

B. The tract south of Church Street is recommended for transitional low-rise office activity.

C. The JEB Stuart Park should be developed with additional recreation facilities.

D. In order to provide a transitional use zone between the stable single-family residential neighborhood to the north and west, and the Baileys Crossroad commercial activity area to the east, the vacant tracts in the northwest and northeast quadrants of the intersection of Maple Court and Route 244 are recommended for residential development (4-5 dwelling units per acre), well buffered from surrounding activities. In the northeast quadrant, a transitional low-rise office development is considered an appropriate alternate use, on the condition that it be well buffered from the adjacent stable residential neighborhood. In order to minimize the number of curb cuts along Route 244, access to this development should be coordinated with the future extension of the service drive along Route 244 and the intersection of Maple Court and Route 244.

E. The small commercially-zoned tract in the northwest quadrant of Marshall Drive and Route 244 is inappropriately located and, should its present use vacate, it is recommended for residential use (2-3 dwelling units per acre).

# JEFFERSON PLANNING DISTRICT

The Jefferson Planning District is bounded by the Falls Church City line on the northeast, by Leesburg Pike (Route 7) on the north, I-495, Prosperity Avenue and Gallows Road on the west, and Holmes Run stream valley on the south.

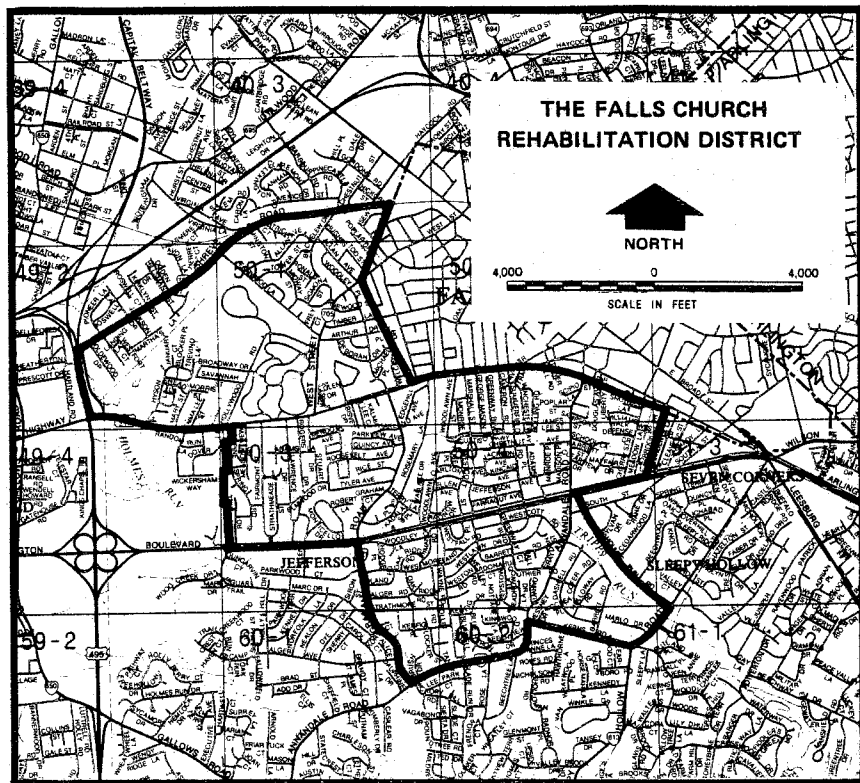
## Land Use

The Jefferson Planning District is composed of predominantly stable single-family residential neighborhoods, with a sizeable number of multi-family residential units primarily along major transportation corridors. At present, 46 percent of all residential units in Jefferson are townhouses or apartments.

Population growth in Jefferson has increased from 29,500 in 1960 to 35,028 as of January 1983. The projected increase in residential growth from committed development would increase this density to 8.7 persons per acre, while committed and anticipated development would increase the density to 8.9 persons per acre.

## Falls Church Rehabilitation District

On November 22, 1982, the Board of Supervisors established the Falls Church Rehabilitation District. Within this district, the Fairfax County Redevelopment and Housing Authority may provide, according to specific lending and eligibility criteria, (1) single and multifamily rehabilitation financing, (2) single-family mortgage financing, and (3) residential construction financing. The district includes a large area generally bounded by Shreve Road and Lee Highway on the north; I-495, the Pine Springs subdivision, Cedar Hill Road, and Graham Road on the west; Annandale Road and Kerns Road on the south; and Holmes Run Road, Brook Drive, and the City of Falls Church boundary on the east.



## EXISTING PUBLIC FACILITIES June 1983

Sector	Schools			Parks, Recreation and Open Space	Other Public Facilities
	Elementary	Intermediate	High School		
J1		Whittier		Azalea	James Lee Community Center and Media Center
J2	Beech Tree			Bel Air, Roundtree, Sleepy Hollow, Holmes Run Stream Valley	
J3	Westlawn			Westlawn School	Jefferson Fire Station
J4	Woodburn		Falls Church	Providence Recreation Center, Luria, Broyhill, Holmes Run Stream Valley	Jefferson Library
J5					
J6		Jackson			FCWA Headquarters
J7	Pine Springs, Graham Road			Pine Springs, Tyler	
J8	Shreveview, Timberlane			Hollywood Road, Lee Landing, Jefferson	Park Maintenance Facility District
J9				Devonshire, Greenway Downs, Jefferson Fields	Devonshire School
J10			Marshall	Idylwood, W&OD Railroad Regional Park	

**Transportation**

The Jefferson Planning District is transected by two major thoroughfares—Arlington Boulevard (Route 50) and Lee Highway (Route 29), and by two interstate highways—I-495 and I-66. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares.

**Public Facilities**

Existing public facilities located in the Jefferson Planning District are indicated on the accompanying table.

Except for those living in the immediate vicinity of the large parks, Jefferson residents are poorly served in comparison to the County as a whole.

**Environment**

Various environmental facts should affect the type and intensity of infill in the Jefferson Planning District. The Holmes Run and Tripps Run stream valleys, which have been designated environmental quality corridors, cross this district. Soil septic suitability is marginal throughout and soils prone to severe erodibility dominate the district's southeastern half. Air pollution and noise problems are present primarily along major highway corridors.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

**History/Cultural Sites**

The Jefferson Planning District has several sites worthy of protection:

**Fountain of Faith.** On the grounds of the National Memorial Park cemetery is the "Fountain of Faith" designed by the Swedish sculptor Carl Milles. A juxtaposition of 38 bronze figures and flowing water, the theme of the fountain is the joy of reunion after death.

**Long View.** Located on Ogden Street off Shreve Road, Long View was built as a personal residence in 1770 by James Wren, outstanding colonial architect of this area. It was originally a square, 1 1/2-story structure constructed from bricks left over from the construction of the Falls Church in 1769.

**RECOMMENDATIONS**

The primary planning guidelines for Jefferson Planning District are:

- the preservation of stable residential neighborhoods, well buffered from higher intensity use and through-traffic arterials; and
- the concentration of needed commercial activity and higher density residential units in appropriately designated areas.

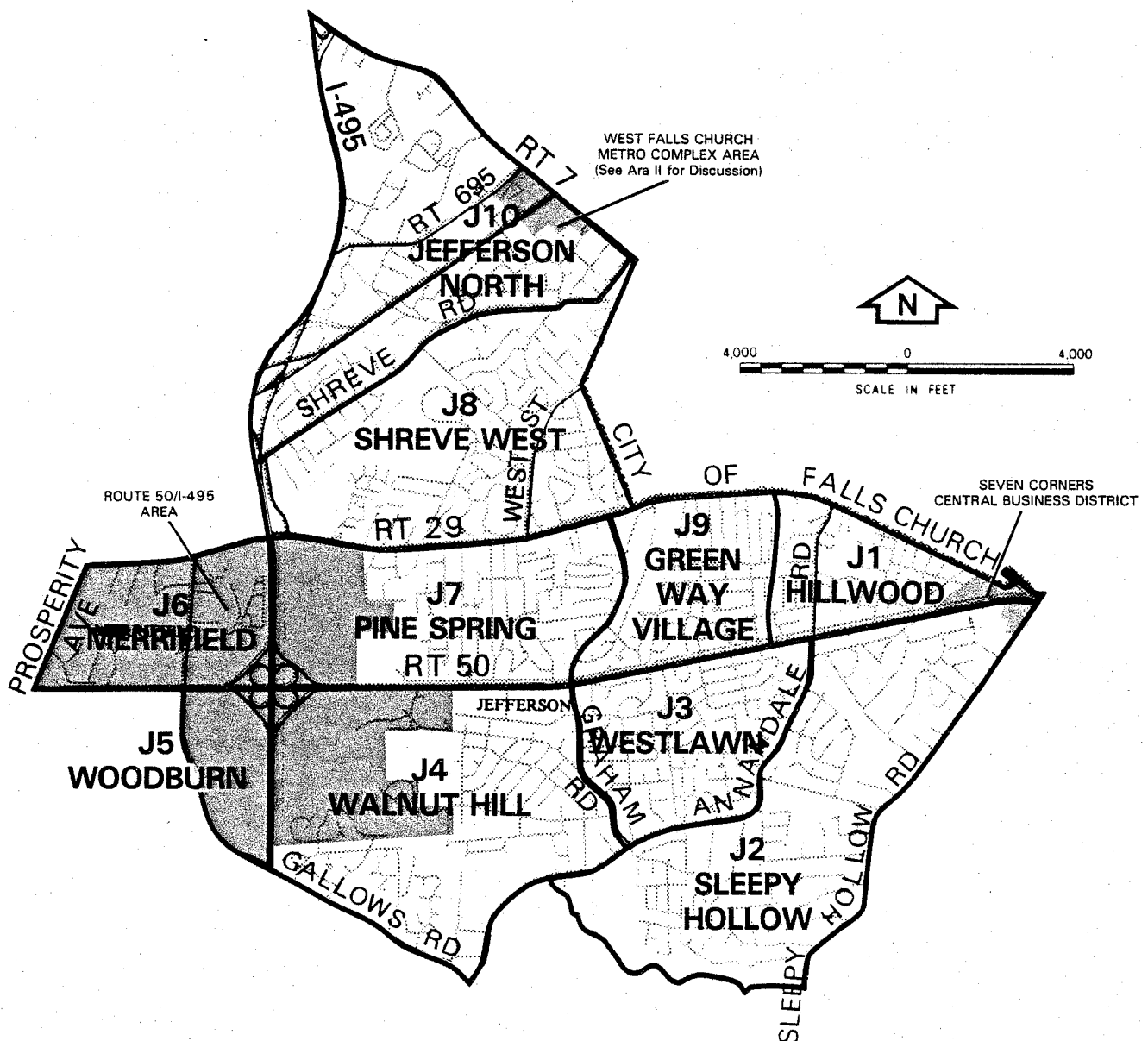
Land use recommendations for the Jefferson Planning District are presented by community planning sector. The accompanying table indicates the recommended residential infill for the Jefferson Planning District, through 1990, based upon the aggregate of land use recommendations contained in each of the community planning sectors.

**PLANNED RESIDENTIAL INFILL—JEFFERSON PLANNING DISTRICT**

Unit Type	Existing (1983)		Estimated Additional		At Buildout	
	Number	Percent	Number	Percent	Number	Percent
Single-family	8,213	54.0	1,208	41.1	9,421	51.9
Townhouse	1,386	9.1	794	27.0	2,180	12.0
Apartment	5,599	36.9	939	31.9	6,538	36.1
Total	15,198	100.0	2,941	100.0	18,139	100.0

Source: Office of Research and Statistics, January 1983.

# AREA I



## JEFFERSON PLANNING DISTRICT

# J1 HILLWOOD COMMUNITY PLANNING SECTOR

## Land Use

The eastern portion of the sector lies within the Seven Corners Central Business District with South Street acting as a barrier from stable residential neighborhoods to the west. The remainder of Sector J1 is stable, predominantly single-family residential with a mix of commercial, institutional and high-density residential uses along the Route 50 and the Annandale Road corridors, and along the Falls Church City line. There are a number of underutilized lots in older single-family residential neighborhoods along Annandale Road.

## Transportation

Heavy through-traffic volumes are a problem along Route 50, Route 29, Annandale Road, and Hillwood Avenue (in Falls Church), especially at peak hours. These volumes result in traffic congestion at the two intersections with Annandale Road—augmenting the already high air pollution readings at Seven Corners, and making access to either major corridor difficult.

Related problems include the use of service drives and adjacent local streets for daytime parking as well as the use of South Street, Linden Lane, Meadow Lane, Jefferson Avenue, and east Tripps Run Road as detours around congested intersections.

## Public Facilities

### Schools

Whittier Intermediate School is located in Sector J1. The former James Lee School serves as a media center for the School Board and contains facilities for the James Lee Community Center.

### Parks, Recreation and Open Space

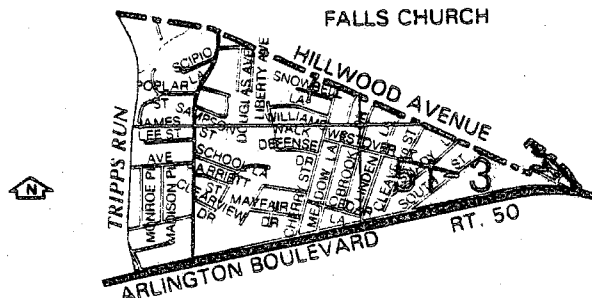
Outdoor recreation facilities are being constructed at the James Lee Community Center located on Annandale Road. Azalea Park is also located within the sector.

## Shopping

The commercial needs of local residents are adequately served by the retail centers at the intersections of Route 50 and Annandale Road, Route 29, Hillwood Avenue and Annandale Road, in Seven Corners and Falls Church.

## Housing

Housing in Sector J1 is largely comprised of single-family detached units. A substantial area of multifamily housing is located west of Cherry Street.



The shaded area, part of the Seven Corners Central Business District, is discussed on page 128.

## Environment

The western boundary of the sector is Tripps Run stream valley which has been channelized along its entire length in this sector. The southern portion of the stream valley has been acquired by the County, and when vacant tracts within the stream valley in the northwest corner of the sector are made available, the northern portion of the stream valley can be preserved from development.

## James Lee Conservation Area

The James Lee community is located adjacent to the City of Falls Church, west of the Seven Corners Shopping Center. The Fairfax County Department of Housing and Community Development, under the auspices of the Redevelopment and Housing Authority, undertook a study of existing conditions in the James Lee area and concluded that the neighborhood was appropriate for preservation.

In order to reverse the trend toward deterioration and to preserve the assets of the James Lee neighborhood, the Fairfax County Board of Supervisors and the Falls Church City Council approved and adopted the *Falls Church/James Lee/Southgate Neighborhood Improvement Program and Conservation Plan*. The conservation area (simply called James Lee) is unique because it involves two jurisdictions—Fairfax County and the City of Falls Church. The conservation area is generally bounded by Hillwood Avenue on the north, Tripps Run stream valley on the west, Whittier Intermediate School, and Hillwood Square Apartments on the east, Clearview Drive on the southeast, and James Lee Street on the southwest.

Many of the roads within the James Lee Conservation Area are unimproved private roads and many of the public roads within the community are substandard. A master plan for public improvements has been prepared for the James Lee Conservation Area to guide future improvements. It includes recommendations on storm drainage, street lighting, and road improvements. The plan represents a comprehensive analysis of existing conditions and makes recommendations on physical improvements necessary to improve circulation and safety.

## RECOMMENDATIONS

### Route 50 Corridor

A. South Street should mark the westward extent of the Seven Corners commercial area.

B. The small commercial strip along the north side of Route 50 should be contained within its present configuration, with the remainder of the strip being maintained as well-buffered stable single-family residential.

### Route 50/Annandale Road Intersection

A. Maintain the present boundary of this commercial area and encourage single-family detached residential infill in the residential area immediately to the north, at densities comparable to those of adjacent existing single-family residences.

B. An office conversion zone is recommended for the area of single-family structures fronting along the north side of Route 50, west of the existing retail commercial development in the northwest quadrant of Route 50 and Annandale Road. These parcels (Tax Map 50-4 ((13)) (2) parcels 9, 10, 11, 12, 13, 14) should be assembled and redeveloped with medium-density residential units (4-5 dwelling units per acre) or low-rise office (transitional low-rise office—limited office) to stabilize the western boundary of the designated commercial area.

C. Improvements are needed to the intersection of Route 50 and Annandale Road.

### Annandale Road Corridor

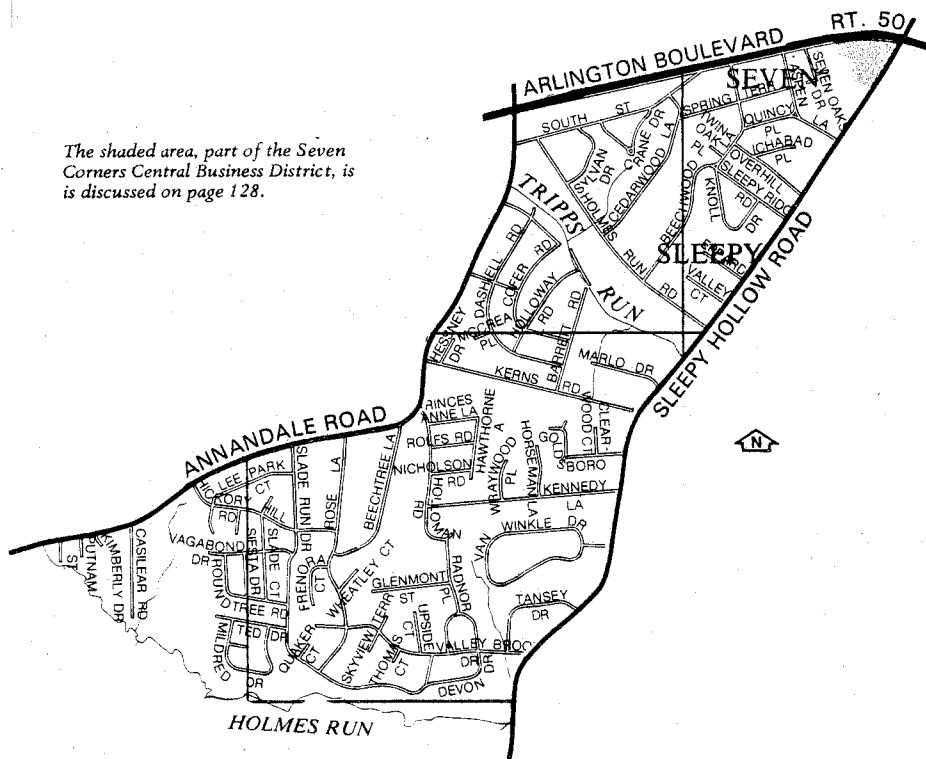
A. Development of the remaining vacant land within and adjacent to the James Lee Conservation Area should be consistent with the goals and objectives of the James Lee Neighborhood Improvement Program and Conservation Plan.

B. The tract between Center Avenue and Cherry Street on the Falls Church City line is proposed for residential development (5-8 dwelling units per acre).

# J2 SLEEPY HOLLOW COMMUNITY PLANNING SECTOR

## RECOMMENDATIONS

The shaded area, part of the Seven Corners Central Business District, is discussed on page 128.



### Edge of the Seven Corners Central Business District

A. Stabilize the commercial/residential boundary east of Aspen Lane by ensuring appropriate buffering within the Woods tract. Clustered medium-density residential development is recommended (5-8 dwelling units per acre) with a PDH option encouraged. Although the base density set on this tract is 5 dwelling units per acre, a density of 8 dwelling units per acre would be considered reasonable under the following conditions:

1. The height of proposed structures on the Woods tract should not be visible to residents of the Sleepy Hollow neighborhood.
2. A substantial natural buffer should be maintained between development of this tract and the adjacent single-family residences, minimizing the visual and acoustic impact of development.
3. No vehicular access should be granted from the Woods tract to Sleepy Hollow Road.
4. Coordination of the vehicular access to this tract will be necessary with the overall transportation movement to Route 50 and the present Seven Corners intersection.

### Route 50 Corridor

A. The portion of this corridor running from its intersection with Aspen Lane in the east to South Street in the west should remain stable single-family residential. Commercial access to South Street should be extremely limited with this road acting as a barrier from commercial activity for Sleepy Hollow residents.

B. A problem area exists in the southeastern quadrant of Annandale Road and South Street where commercially-zoned land abuts small residentially-zoned lots. This corner should develop as low-rise commercial office (transitional low-rise office—limited office) with permanent heavy buffering along its edge with the residential units, or as residential development (5-8 dwelling units per acre) with heavy buffering along Annandale Road and South Street.

C. Improvements are needed to the intersection of Route 50 and Annandale Road.

D. Develop Sleepy Hollow Park in accordance with the approved master plan.

### Sleepy Hollow Road Corridor

A. Acquire privately-owned portions of the Holmes Run stream valley by 1985.

B. Preserve Tripps Run in open space and obtain portions of the stream valley through dedication if development occurs on vacant parcels.

C. The remainder of vacant lots in this sector should eventually develop as low-density single-family residential uses comparable with the density of adjacent existing single-family residential units.

## Land Use

The northeastern portion of this sector generally above Aspen Lane (excluding existing residences) lies within the Seven Corners Central Business District.

The remaining area is predominantly developed with low-density residential uses, the exception being the commercial strip above South Street and east of Annandale Road, and a small commercial strip on the east side of Annandale Road north of Tripps Run. Several large vacant tracts lie within stable residential neighborhoods of this sector.

Two areas of concern in this sector are north and east of Aspen Lane where high-density residential uses are proposed and around the intersection of Annandale Road and South Street where commercial zoning is adjacent to a stable, single-family residential neighborhood. The recommendations for these areas should have the effect of consolidating commercial centers, creating effective buffers for the stable residential neighborhoods and minimizing the potentially adverse impacts of any additional growth.

## Transportation

High volume through-traffic along the Route 50 corridor, as well as Annandale Road at peak hours creates congestion at the Annandale Road/Route 50 intersection and generates high levels of air pollution.

A related problem is the use of Aspen Lane by through-traffic as a detour around the congestion at Seven Corners.

## Public Facilities

### Schools

Beech Tree Elementary School is located within the sector. Projected additional growth in the sector will not create a need for any new school facilities.

## Parks, Recreation and Open Space

The following parks are located within the sector:

- Bel Air
- Roundtree
- Sleepy Hollow
- Holmes Run Stream Valley

## Shopping

This area is adequately served by commercial activity centers at the intersection of Annandale Road/Route 50, at Seven Corners and the Annandale central area. Additional residential infill growth is not projected to create any additional commercial need.

## Housing

With very few exceptions, housing in this area is all stable single-family residential, and any additional growth should be infill or of a similar nature.

## Environment

This sector is crossed by two major stream valleys—Tripps Run and Holmes Run—which flow into Lake Barcroft. Both possess naturally broad floodplains. In addition to the need to control excessive storm water runoff in these streams and into Lake Barcroft, Holmes Run can be used to provide linear pedestrian pathways throughout neighborhoods.

The sector has many excellent stands of mature trees on private land.

## J3 WESTLAWN COMMUNITY PLANNING SECTOR

### Land Use

Sector J3 is developed and stable, with two corner pockets of commercial activity—the southeast quadrant of the Graham Road/Route 50 intersection and the southwest quadrant of the Annandale Road/Route 50 intersection. Every effort should be made to define the boundary of the commercial activity and appropriately buffer the adjacent, stable residential neighborhoods.

### Transportation

The major transportation problem is high-volume through-traffic on Route 50, which acts to create traffic congestion particularly at the intersections of Route 50 with Graham Road and Annandale Road. Nonlocal traffic is also a problem on both Annandale and Graham Roads.

The service drive along this south side of Route 50 is somewhat inappropriately used by commuters for daytime parking, and as additional through-traffic lanes during peak hours.

### Public Facilities

#### Schools

The Westlawn Elementary School is located within the sector, and any infill growth is not projected to create any need for additional facilities.

#### Parks, Recreation and Open Space

The Westlawn Elementary School provides active recreation facilities for the residents of this sector. The Fairfax County Park Authority has a cooperative use agreement with the School Board on a portion of the site.

#### Other Public Facilities

The Jefferson Fire Station is located southeast of the intersection of Hodge Place and Woodley Lane, to the rear of the existing commercial activity at Graham Road and Route 50.

### Shopping

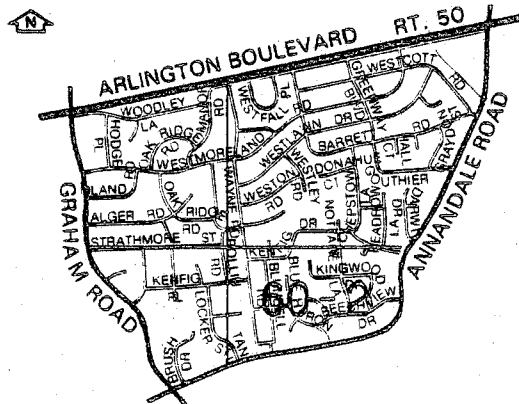
Commercial centers at the intersections of Route 50 with Graham Road and with Annandale Road, as well as Seven Corners regional shopping center, are sufficient to serve local needs. No additional need is projected as a result of infill development in this sector.

### Housing

The housing in Sector J3 is entirely single-family residential.

### Environment

A portion of the channelized Tripps Run stream valley runs across the northeast corner of Sector J3, and acts as a physical barrier between stable residential to the south and west and the commercial uses in the southwest quadrant of the intersection of Route 50 and Annandale Road.



### RECOMMENDATIONS

#### Southwest Quadrant of the Route 50/Annandale Road Intersection

A. The commercial area should be defined by the Tripps Run channel. The vacant lots fronting Annandale Road to the south of Tripps Run should develop as single-family detached residential units at a density comparable with that of the adjacent existing residential neighborhood.

B. Improve the present Annandale Road/Route 50 intersection, recognizing the potential for right-of-way acquisition from all four quadrants.

C. Develop Westlawn Park in accord with the approved master plan.

#### Route 50/Graham Road Intersection

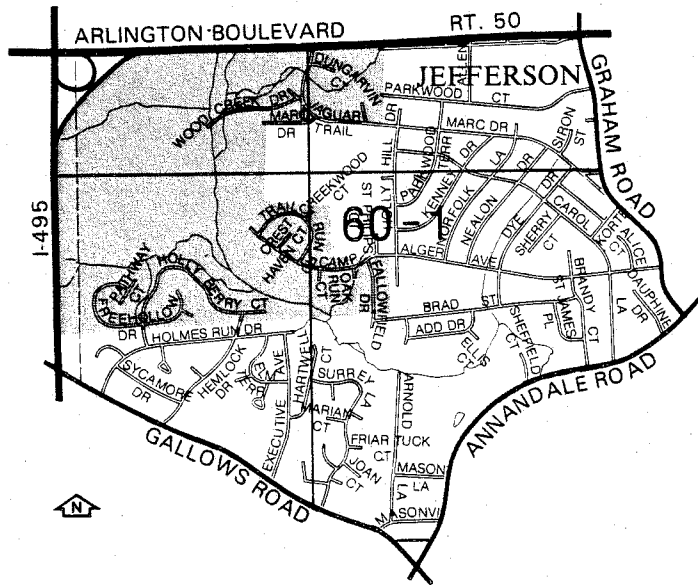
A. The commercial area should maintain its present configuration, with the abutting single-family residential units remaining stable.

B. Improve the present Graham Road/Route 50 intersection.

C. Should an appropriate tract of land become available within Sector J3, it should be acquired for development as a local-serving park.

## J4 WALNUT HILL COMMUNITY PLANNING SECTOR

The shaded area is discussed in the Route 50/I-495 Area section beginning on page 130.



### Land Use

The entire northwest portion of this sector lies within the Route 50/I-495 Area.

With the exception of the Route 50 corridor, the Holmes Run stream valley and several institutional uses, the entire sector is stable single-family residential. The only large underutilized tract is the former Chalk estate on Annandale Road.

Existing multifamily residential units act as a transitional use between the Loehmann's Plaza commercial center and the single-family residential to the south.

### Transportation

The heavy volume of through-traffic along Route 50, Gallows Road, and to some extent Graham Road is a primary source of traffic congestion and air pollution. The service drive along this side of Route 50 is used as an additional lane particularly during peak hours.

The linear geographic character of the Holmes Run Stream Valley Park lends itself to the provision of pathways and trails to increase pedestrian mobility. These should be expanded and linked into other sectors wherever possible, well lighted and coordinated with local residents' desires for pedestrian access points to commercial centers (such as Loehmann's Plaza).

### Public Facilities

#### Schools

Woodburn Elementary School and Falls Church High School are located within the sector. Additional residential infill growth in this area is not projected to create any need for additional facilities.

### Parks, Recreation and Open Space

The Broyhill, Luria and Holmes Run Stream Valley Parks are located within the sector. In addition, the Providence District recreation center/pool complex is located to the west of Falls Church High School. Private recreational facilities include the Woodley Recreation Association (swimming pool) and land around the swimming pool privately owned by the Holmes Run Association.

### Other Public Facilities

The Jefferson Branch Library is located on Route 50 just west of Loehmann's Plaza.

### Shopping

The retail needs of local residents are served by Loehmann's Plaza, by nearby retail facilities at the intersections of Route 50/Annandale Road and Route 50/Gallows Road, a small convenience commercial area at Gallows Road and Holly Road in Sector A8, and by the Annandale commercial area.

### Housing

Except for a well-contained block of multifamily units bounding the commercial area, housing in this sector is entirely single-family residential, and any additional growth should be residential infill in character with existing neighborhoods.

### Environment

The major ecological asset of this sector is the Holmes Run stream valley with its broad floodplain which has already been acquired for park and open space purposes. The residential neighborhoods in the sector contain excellent tree cover.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas in the Environmental Chapter.

### RECOMMENDATIONS

Since this area is largely developed, any additional construction on vacant or underdeveloped tracts should be single-family residential infill.

#### Edge of the Route 50/I-495 Area

A. The existing stable single-family residential development along the edge of the Route 50/I-495 Area should be heavily buffered from development which occurs within that area.

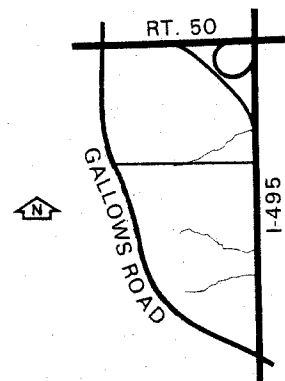
B. Access to the Holmes Run stream valley from Camp Alger Avenue should be preserved by securing a public access easement in the southwest corner of the Route 50/I-495 Area.

C. Maintain the single-family residences along Graham Road which abut Loehmann's Plaza to the north.

D. The acquisition of the present house and lodge on the Chalk estate should be considered for a community focal point and recreation center. The remainder should eventually develop as single-family residential infill (3-4 dwelling units per acre), with dedication of the stream valley to the County.

E. Sidewalks and bike trails should be provided along Annandale Road in front of the Chalk estate.

## J5 WOODBURN COMMUNITY PLANNING SECTOR



This sector, which is bounded on the north by Route 50, on the west and south by Gallows Road, and on the east by I-495, lies entirely within the Route 50/I-495 Area.

### RECOMMENDATIONS

A. The planned land use options for this sector are contained in the Route 50/I-495 Area section of the Plan.

## J6 MERRIFIELD COMMUNITY PLANNING SECTOR

### Land Use

With the exception of a small multifamily complex (Yorktowne Square) adjacent to I-495, scattered older single-family residences and some institutional uses, Sector J6 is a commercial/light industrial area. A substantial portion of the acreage is presently vacant or underdeveloped.

### Transportation

With the need for residential buffering being such a minor problem in this sector, the principal difficulty is traffic congestion caused by uncoordinated land uses, numerous curb cuts on Gallows Road, Route 29, and to some extent Route 50, as well as heavy volumes of through-traffic especially at peak hours. Traffic congestion is particularly heavy north of the Gallows Road/Route 50 intersection where access to the Yorktowne Shopping Center conflicts with left-turn movements onto Route 50 going eastward and with northbound traffic on Gallows Road. At the present time, portions of the Route 50, Route 29 and Gallows Road service drive systems in this sector have not been completed.

Considerable potential exists for higher intensity commercial and industrial development in the Merrifield sector due to its proximity to the proposed Dunn Loring Metro Station to the north.

### Public Facilities

#### Schools

The Luther Jackson Intermediate School is located within the sector.

#### Parks, Recreation and Open Space

There is no public parkland in Sector J6. Private indoor tennis court facilities are located east of Prosperity Avenue in the center of the sector.

#### Other Facilities

The regional post office facility is located in the southeast quadrant of the intersection of Route 29 and Prosperity Avenue.

The Fairfax County Water Authority headquarters are located in the northeast quadrant of the intersection of Route 50 and Prosperity Avenue.

### Shopping

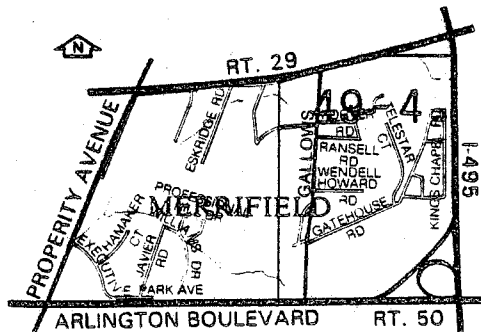
The commercial needs of local residents are adequately served by the Yorktowne Shopping Center at Route 50 and Gallows Road, the Merrifield Dart Plaza Shopping Center at Route 29 and Gallows Road, as well as a variety of regional commercial and industrial services provided within this sector.

### Housing

The pockets of older single-family residential uses on Javier Road, Ransell Road, Porter Road, and Dunkirk Road contain some deteriorating units. Since this is a designated commercial and industrial sector, these residential units will eventually be redeveloped. The exception in this sector is the Yorktowne Square complex which is viable and should be retained.

### Environment

A tributary of the Long Branch of Accotink Creek traverses the western portion of Sector J6.



### RECOMMENDATIONS

This area has been designated, and in most instances zoned, as a commercial/industrial complex along both sides of Gallows Road. A primary objective is to coordinate traffic movement so as to improve, not aggravate, the Route 50 and Gallows Road corridors.

#### Gallows Road/Route 50 Intersection

A. No decision should be made on the use of the vacant tract in the northwest quadrant of the intersection of Route 50 and Gallows Road until design work has been completed on the necessary improvements to the intersection of Gallows Road and Route 50. Any acreage on this tract not required for highway right-of-way is recommended for commercial office development (transitional low-rise office—limited office). Access onto Route 50 and Gallows Road should be coordinated with existing development so as to minimize additional adverse impacts upon these congested corridors.

B. Improvements are needed to the Gallows Road/Route 50 intersection. (The County should review closely the buffering and highway right-of-way provided on development plans for any of the quadrants adjacent to the intersection.)

C. Provide better access to Gallows Road at the Yorktowne Shopping Center in conjunction with improvements to the Gallows Road/Route 50 intersection.

D. Commercial and industrial activity west of Yorktowne Square should be well buffered from this stable, multifamily residential development.

E. Provide amenities adjacent to Yorktowne Square to ensure its maintenance as a stable, multifamily residential development.

#### Gallows Road Corridor

A. Access points (curb cuts) onto Gallows Road should be reduced and coordinated to minimize the present traffic confusion. This would include study of a possible northern access route from Yorktowne Square and adjacent, planned light industrial tracts onto Gallows Road.

#### Route 29 Corridor

A. Access points should be coordinated so as to tie in with the completed service drive system and provide efficient access onto Route 29 without aggravating congestion along the corridor.

#### Route 50 Corridor

A. The tributary of the Long Branch of Accotink Creek crossing Prosperity Avenue and extending into the sector should be preserved from development. It can also serve as an open space walkway for this employment area.

B. Access points should be coordinated so as to tie in with the completed service drive system and provide efficient access onto Route 50 without aggravating congestion along the corridor.

#### Prosperity Avenue Corridor

A. Remaining vacant, commercially- and industrially-zoned acreage should develop as presently zoned.

# J7 PINE SPRING COMMUNITY PLANNING SECTOR

## Land Use

The western third of this sector lies within the Route 50/I-495 Area. Existing development will require heavy buffering (within the Route 50/I-495 Area) from the anticipated development of the area.

Much of Sector J7 has already been developed predominantly with stable single-family residential neighborhoods. The commercial northwest quadrant of the intersection of Route 50 and Graham Road is bounded by Jefferson Village. Additional multifamily residential development is located along Route 29 in an uncoordinated manner.

In order to stabilize the boundaries of present neighborhoods, it is necessary to designate appropriate commercial areas, internally coordinate their activities, and create transitional land use areas as buffers to the stable residential community.

## Transportation

Both Route 29 and Route 50 carry high-volume through-traffic which results in congestion along these corridors and air pollution particularly at the intersection of Graham Road and Route 50. Problems also result from the use of the service drive along Route 50 as an additional through-lane to avoid congestion at peak hours.

No trails or walkways exist in the developed portion of this sector which could facilitate pedestrian movement.

## Public Facilities

### Schools

Pine Spring Elementary and Graham Road Elementary Schools are located within the sector. Any additional growth will not create a need for additional facilities.

### Parks, Recreation and Open Space

The Pine Springs and Tyler Parks are located within the sector. While there is a need for more recreation parkland in the sector, no suitable land is available presently for acquisition.

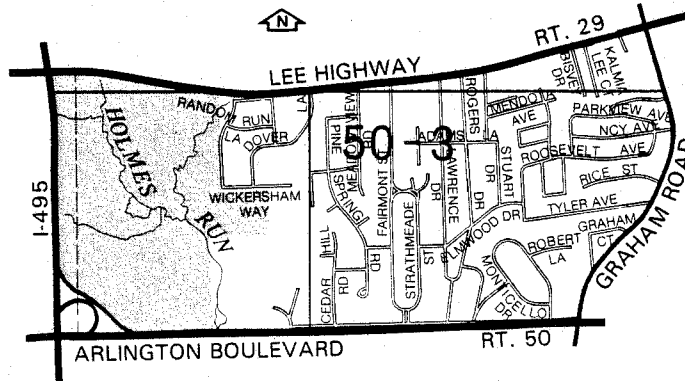
## Shopping

The present centers at Graham Road and Route 29, Graham Road and Route 50, and Stuart Street and Route 29 are adequate to handle the needs of local residents. Existing commercial areas in Sector J7 should not expand beyond their present commercially-zoned tracts.

## Housing

Housing in this sector is generally in good condition, with minor exceptions.

The 512-unit Jefferson Village apartment complex has been proposed as a site for below-market housing.



*The shaded area is discussed in the Route 50/I-495 Area section of the plan beginning on page 130.*

## RECOMMENDATIONS

### Edge of the Route 50/I-495 Area

A. Ensure a heavy barrier (within the Route 50/I-495 Area) of the existing tree cover along the present edge of stable development and provide pedestrian access points from residential areas to the Holmes Run Stream Valley Park.

B. Complete development of Pine Springs Park.

### Route 50 Corridor

A. Preserve the stable residential character along this corridor as far east as the present Graham Shopping Center in the northwest quadrant of the Graham Road/Route 50 intersection.

B. Maintain Jefferson Village Apartments, one of the moderate-rental developments in Area I.

C. Should an appropriate site become available in Sector J7, it should be acquired for active community park use.

D. Provide a pedestrian walkway from Allen Street westward to Melpar, along the north side of Arlington Boulevard (Route 50).

E. Develop Tyler Park.

### Route 29 Corridor

A. An overall objective for this corridor should be to consolidate existing commercial areas and provide transitional uses as buffers to the existing stable residential areas, and limit the number of access points onto Route 29 by coordinating access to commercial areas.

B. Permit commercial office expansion (transitional low-rise office—limited office) into the appropriately-zoned tract to the south of the Lee-Graham Shopping Center. The small vacant tract presently zoned for retail activity should develop accordingly.

C. The vacant tract east of Mendota Avenue should develop in residential use (4-5 dwelling units per acre). Commercially-zoned tracts to the north and east should be developed as zoned—neighborhood retail and transitional low-rise office—limited office with coordinated vehicular ingress and egress.

D. Stabilize the small commercial strip area at the intersection of Lawrence Drive, Rogers Drive and Stuart Drive with Route 29.

### Jefferson Village Conservation Area

On August 2, 1982, the Board of Supervisors approved a conservation plan for the Jefferson Village apartment complex. The adopted conservation area is generally bounded by Arlington Boulevard on the south, Allen Street and Rogers Drive on the west, Elmwood Drive and Tyler Avenue on the north, and Graham Court and the Graham Road Elementary School on the east. The objectives of the conservation plan include the potential acquisition of any or all land and units in the area by the Fairfax County Redevelopment and Housing Authority (the Authority), the retention of not more than 25 percent of the units by the Authority under the U.S. Department of Housing and Urban Development "public housing" program, the provision of financing by the Authority to enable housing rehabilitation and home ownership or rental opportunities at more affordable costs, and the development of an aesthetically pleasing residential neighborhood and an improved housing supply to provide residents with the opportunity for a decent, safe, and sanitary dwelling unit within their income means.

### Environment

The only stream valley in Sector J7 is Holmes Run and that is entirely within the Route 50/I-495 Area.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

# J8 SHREVE-WEST COMMUNITY PLANNING SECTOR

## Land Use

The sector is largely developed and falls into three general categories of land use—stable single-family residential in the north and east; a buffer of roughly 260 acres of cemetery and district parkland; and a complex formed by the Pinewood Greens townhouses, the Denby Garden Apartments, strip commercial along Route 29, and older single-family units scattered in the interior around Mary Street, Morris Street, and Emma Lee Street.

Other multifamily complexes, Timberlane Village Garden and The Glen, lie farther east along Route 29. There is need to establish a boundary for these small commercial strips and to provide stabilizing transitional uses around them.

In stable, low-density residential areas only infill should occur on vacant lots.

## Transportation

High-volume through-traffic is a problem along Route 29, causing traffic congestion and air pollution along the corridor. In addition, through-traffic uses West Street, a local collector, to avoid more heavily congested roadways.

## Public Facilities

### Schools

Shreveewood and Timberlane Elementary Schools are located within the sector. No additional school facilities will be needed as a result of increased residential growth.

### Parks, Recreation and Open Space

This sector is served by the Hollywood Road Park, Lee Landing Park, and the 58.5-acre Jefferson District Park which contains a golf course and a park maintenance facility to serve the area. Other recreational sites are privately owned by neighborhood associations.

## Shopping

The present centers along Route 29, as well as those located in the City of Falls Church and Merrifield, adequately serve the needs of local residents.

## Housing

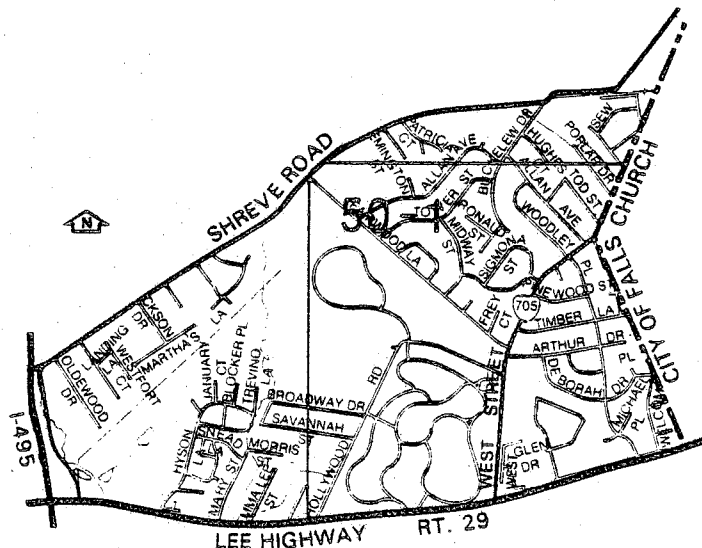
The housing in Sector J8 is a mixture of stable residential types—predominantly single-family residential units. Some of the units along Mary Street, Emma Lee Street and Morris Street are deteriorating and in need of rehabilitation.

The County's community development block grant rehabilitation programs may be utilized in this sector where feasible to preserve the existing housing stock.

Ninety-two units in the Hollywood Manor apartment complex have been proposed for use as below-market housing.

## Environment

Branches of both Tripps Run and Holmes Run traversing this sector should be preserved as part of the overall County policy of preserving environmental quality corridors.



## RECOMMENDATIONS

### Route 29 Corridor

A. The tract in the northeast quadrant of the intersection of West Street and Route 29 should develop as higher-density residential (16-20 dwelling units per acre). Consideration should be given to the provision of housing for the elderly on this site.

Organize land uses in the area around Hyson Lane, Mary Street, Emma Lee Street and Fairfax Drive, as follows:

B. The northwest and southwest quadrants of the intersection of Route 29 and Fairfax Drive (parcels 1, 97 and 28) are planned for local-serving retail activity, while the acreage to the north (parcels 4, 5, 6, 26, 27, 29) along Fairfax Drive as far east as Hollywood Road is planned for light industrial activity. A substantial screened buffer should be provided along the northern boundary of the light industrial activity adjacent to planned multifamily residential activity.

Remaining vacant, commercially-zoned parcels along Route 29 (with the exception of those immediately east of Hyson Lane) should develop as zoned, and be coordinated with existing local-retail activity.

C. The strip east of Hyson Lane and west of the designated local-serving commercial activity area along Route 29 is recommended for consolidated or coordinated residential development at 8-12 dwelling units per acre. Access to these parcels should be provided by Hyson Lane, preferably by way of Hyson Park Court, and access to Route 29 should be discouraged. Densities at the high end of the range shall be allowed only if access is provided in this manner. If this access is not available, then all access to Route 29 should be consolidated, and the parcels should develop at the low end of the density range. In no event should access from the east be provided.

D. The two vacant tracts north of Morris Street should be developed at a density consistent with the adjacent garden apartments (16-20 dwelling units per acre). The vacant tracts east of Morris Street and south of the apartment complex are

recommended for high-density residential development (8-12 dwelling units per acre).

E. Vehicular access should be provided in such a way as to separate commercial and residential traffic.

F. The remainder of vacant acreage in the area of scattered single-family detached residences along Mary Street north of the designated commercial activity area should develop at a comparable residential density (2-3 dwelling units per acre).

G. Community development block grant funds should be used to acquire and develop Lee Landing Park to serve the residents of the Wexford Manor, Hollywood Gardens, and Hollywood Manor Apartments.

### Shreve Road Corridor

A. All vacant property in this area should develop primarily as low-density, single-family residential infill (3-4 dwelling units per acre), with the possibility of some compatible mix of medium-density residential (4-5 dwelling units per acre), where appropriately sited to the topography of the tract and well buffered from existing residential units.

B. The two tracts west of Hollywood Road between the cemetery and the existing multifamily development should be assembled and developed in a coordinated manner for residential uses (5-8 dwelling units per acre).

C. Acquire a portion of the land east of Shreveewood Elementary School for a public, community park.

D. The acreage along the south side of Shreve Road, north of parcel 23A, is planned for coordinated retail commercial activity, with substantial screening along that portion adjacent to residential development north of Shreve Road, so as to minimize any adverse visual or noise impacts. The acreage fronting along the south side of Shreve Road, south of and including parcel 23A, is planned for coordinated low-rise office use (transitional low-rise office—limited office), well buffered from the residential community north of Shreve Road.

# J9 GREENWAY VILLAGE COMMUNITY PLANNING SECTOR

## Land Use

The area is entirely developed with stable single-family residential units, with the exception of an elementary school, and scattered strip commercial uses along Route 29 and in the northeast quadrant of the intersection of Route 50 and Graham Road. In order to preserve this stable residential neighborhood, it is necessary to define the bounds of commercial areas, providing buffered transition uses around them to stabilize their boundaries.

## Transportation

Heavy volumes of through-traffic on both Route 29 and Route 50 cause problems of air pollution and traffic congestion particularly at major intersections. The use of the service drive along Route 50 by through-traffic at peak-hour periods is an indicator of the level of congestion on this corridor. Marshall Street and Summerfield Road are also being used by through-traffic.

Trails for pedestrian mobility exist in an east-west direction through the Greenway Downs community.

## Public Facilities

### Parks, Recreation and Open Space

The Devonshire, Greenway Downs and Jefferson Field Parks are located within the sector.

### Other Public Facilities

The Devonshire School is located within the sector and currently is part of the special education program. Also the Department of Recreation and Community Services operates a senior citizen multiservice program at the school.

## Shopping

The existing local commercial centers along Route 29 adjacent to and within Falls Church and at the Route 50/Graham Road intersection are adequate to serve the needs of local residents.

## Housing

Housing in this sector is entirely single-family in stable neighborhoods.

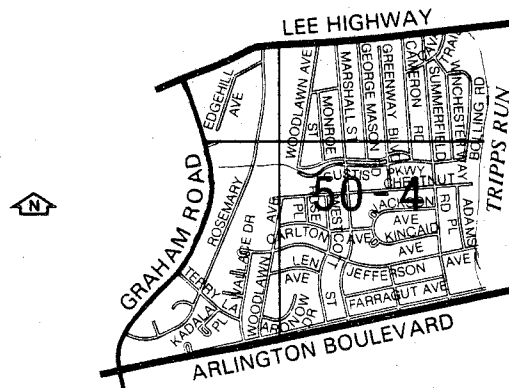
## Environment

Tripps Run stream valley forms the eastern edge of the sector. Though channelized along the entire length of this sector, efforts should be made to preserve what would normally be stream valley open space.

Stands of mature trees and varied topography, especially in the western portion of the sector are of environmental and aesthetic significance.

## Greenway Downs Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Greenway Downs Community Improvement Plan as prepared by the Department of Housing and Community Development to preserve and upgrade this older residential neighborhood. The area is generally bounded by Lee Highway, Woodlawn Avenue, Custis Parkway, and Tripps Run. The plan calls for improving facilities within the public right-of-way and strengthening the residential character of the area.



## RECOMMENDATIONS

### Route 50 Corridor

A. The entire Route 50 service drive frontage is developed and should remain as stable, single-family residential.

B. Maintain the present configuration of the commercial activity in the northeastern quadrant of the Graham Road/Route 50 intersection with appropriate buffering for the abutting single-family residential units.

### Route 29 Corridor

A. Define and consolidate commercial areas along Route 29.

B. Maintain the present commercial activity around Goodwin Court; further east the boundary of commercial activity should be W. George Mason Road (where single-family structures still exist in this commercially designated strip, the single-family residential character should be preserved while permitting their use as professional offices).

C. Develop Devonshire Park and provide minor improvements to Greenway Downs Park.

D. Given the development of townhouse office uses on the tract in the southeast quadrant of Route 29 and Graham Road, this tract (Tax Map 50-1 ((18)) 1-15) is planned for office uses. The three parcels immediately to the east of the office development (Tax Map 50-1 ((1)) 55, 50-1 ((10)) 7, 8) are planned for residential uses at 4-5 dwelling units per acre. The upper end of the density range should be considered only if the following conditions are met:

1. no access to the site from the Edgehill Drive right-of-way to the south;

2. provision of an adequate screening open space buffer adjacent to the stable residential uses to the east and southeast;

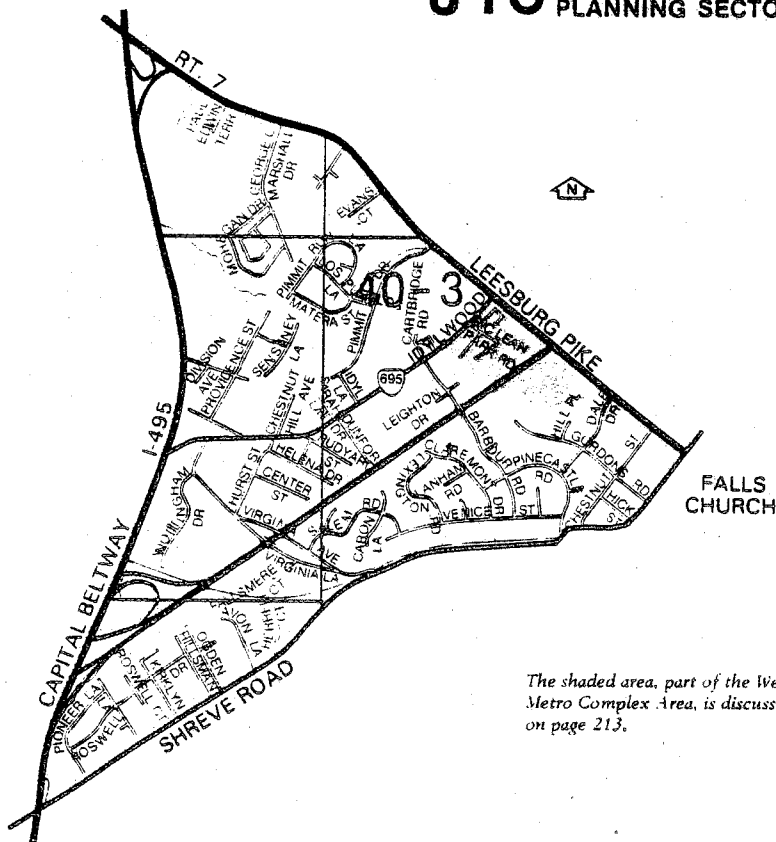
3. provision of vehicular access to the parcels via Route 29 at a point in elevation which will minimize any potential safety hazard; and

4. no median cut on Route 29 for these parcels due to a potential safety hazard.

E. The tract along the north side of Bolling Road, immediately south of the Falls Church Motel is recommended for transitional low-rise office development.

F. Infill development in the Greenway Downs community should be of the same character and at the same density as existing development. Commercial uses should not be permitted to encroach into the residential section.

# J10 JEFFERSON NORTH COMMUNITY PLANNING SECTOR



The shaded area, part of the West Falls Church Metro Complex Area, is discussed beginning on page 213.

This sector is bounded by Leesburg Pike (Route 7) on the north, the City of Falls Church boundary on the east, Shreve Road and the Washington and Old Dominion (W&OD) abandoned right-of-way on the south and the Capital Beltway (I-495) on the west. A part of this sector fronting Route 7 lies within the West Falls Church Metro Complex Area.

## Land Use

The Route 7 corridor has a different character than most of this sector which is developed in single-family residential uses. Fronting Route 7 is a mixture of uses consisting of high-rise and garden apartments, townhouses, offices and retail commercial establishments. The eastern end of the Route 7 corridor near the City of Falls Church contains a mixture of townhouses, miscellaneous commercial uses, and a few industrial uses developed on small parcels.

Stabilization of the Route 7 corridor can be achieved through infill compatible with existing residential and commercial uses. Very high-density residential uses and auto-oriented commercial uses should be discouraged because of the potential traffic impact on an already congested Route 7. Where permitted, these higher density uses should be well buffered from surrounding single-family residential uses through natural buffers or, where land is available, through transitional lower density residential uses. Any further encroachment of this high-density area on surrounding stable single-family residential areas should be discouraged by delineating firm boundaries for it.

Commercial and industrial activity boundaries also should be delineated on the south end of the Route 7 corridor towards Falls Church to relieve development pressure on surrounding single-family residences.

The single-family residential portion of this sector south of the Route 7 corridor can be stabilized through compatible residential infill on the few vacant areas remaining.

## Transportation

This sector is bounded by a major radial, Route 7, and transected by I-66. Continued intense development along the Route 7 corridor especially in strip commercial uses could heavily congest it. Potential congestion points could exist at the intersections of Route 7 with Idylwood and Shreve Roads when the West Falls Church Metro station becomes operational.

Shreve Road may need improvement if impacted by Metro. Idylwood Road connects Gallows Road and Route 7 and could become a major bypass of Route 7 for commuters driving to Metro.

The higher density character of part of this sector marks it as a good service area for express and Metro feeder buses. Its proximity to the West Falls Church planned Metro station offers significant opportunities for the provision of bikeways, trails, and other pedestrian facilities.

## Public Facilities

### Schools

Marshall High School is located within the sector.

### Parks, Recreation and Open Space

The Jefferson North Sector is served by Idylwood Park. The Park Authority has completed Phase 1 development of the site and will be involved in additional development. Other recreational opportunities are provided by private recreational areas in multifamily developments.

This sector contains a portion of the Northern Virginia Park Authority's W&OD Railroad Regional Park.

The large existing population and rapid growth of this area points to a need for parkland to meet present and future requirements of area residents.

## Shopping

Convenient shopping facilities for Jefferson North Sector are available at commercial centers along Route 7, and in the City of Falls Church.

Regional facilities are readily accessible at Tysons Corner and Seven Corners Shopping Centers.

## Housing

Over 70 percent of the existing housing units in Jefferson North Sector are either garden apartments or high-rise apartments located on approximately one third of the total land. The remainder of the housing is single-family detached, located on small- to medium-sized lots and in good structural condition.

Housing costs range from moderate to very high above the County's median cost but there is no low-cost housing available in this sector. Rental units in this area are middle range and moderate cost but again provide no lower income housing opportunities. Future higher density residential development must be encouraged to provide low-cost housing in the Route 7 corridor with its proximity to an employment center, a planned Metro station, two major roadways and good public bus service. Single-family infill in scattered areas will not provide an opportunity for low- or moderate-cost housing in these areas.

Currently, 83 units of Fairfax Towers are designated as below-market housing units under the Section 8 program.

## Environment

Jefferson North Sector is located in the headwater regions of two major watersheds—Cameron Run and Pimmit Run. Thus, any development or construction can ultimately affect the water quality and fish/wildlife resources of the Potomac River and estuary. This factor plus the occurrence of highly erodible soils, especially in the central portion of the sector, makes stream valley protection an essential planning consideration.

Tripps Run, Holmes Run and Pimmit Run Environmental Quality Corridors (EQCs) all begin in this sector and flow into the Potomac River.

Air and noise pollution are concerns throughout the sector, particularly along major arterial roads such as Route 7 and I-495.

## RECOMMENDATIONS

### Land Use

To achieve stabilization of the Route 7 corridor through infill compatible with existing high-density residential and commercial uses:

A. Vacant tracts of land bordering Route 7 should develop high-density residential and commercial uses. Commercial developments should occur only on tracts presently zoned for commercial use. Vacant tracts presently zoned at lower residential densities should develop in multifamily residential uses at a density range of 16-20 dwelling units per acre. The area between Marshall Drive and Pimmit Drive, which is located on a curve along Route 7, should be developed at no more than 12-16 dwelling units per acre, unless the area can be given adequate access. Providing sufficient access may require the consolidation or coordinated development of all or almost all of the area in order to avoid the necessity for undesirable access points. PDH applications should be encouraged to provide amenities in this area.

B. There will be a demand for a neighborhood shopping facility to serve this area prior to 1990. This should be met by development of such a facility on the tract of land already zoned for this use opposite the existing Pimmit Hill Shopping Center on Route 7. This facility combined with an adjacent 1-2 story small shopping facility next to Idylwood Village Apartments should serve this area adequately.

C. Impact of this high-density area on surrounding stable single-family areas should be minimized. No redevelopment of existing bordering single-family uses should occur and this high-density area should be contained within its present boundaries to prevent encroachment.

D. The area bounded by Gordons Road, Shreve Road, and Chestnut Street should be allowed to develop at a density range of 4-5 dwelling units per acre.

To delineate commercial and industrial activity boundaries on the southeast portion of this sector to relieve redevelopment pressures on adjacent single-family residences:

E. Additional commercial infill should be permitted on the small amount of existing commercially-zoned land. Emphasis should be placed on aggregation of small lots and green screen buffering of nonresidential development from surrounding residential. Underutilized commercially- and industrially-used land in this area should be encouraged to redevelop to improve the attraction of the district. Any redevelopment of existing commercial or industrial uses should be limited to commercial or industrial office uses which provide employment opportunities close to the planned Metro station.

F. The 7.3 acre area which is located on the south side of Leesburg Pike between Dale Drive and Chestnut Street is planned as follows:

1. The western portion of parcel 100 is planned for residential uses at 2-3 dwelling units per acre.

2. The remainder of the area is planned for residential uses at 8-12 dwelling units per acre with the upper end of the density range appropriate only if the following conditions are satisfied:

- primary access to the site is by way of Chestnut Street and there is no direct access to or from Leesburg Pike;
- a substantial landscaped open space buffer is provided along the southwestern and southern boundaries with single-family detached residences.

In addition, interior and exterior noise mitigation measures are appropriate for residential uses impacted by noise.

G. A highway corridor overlay district should be applied to the Route 7 Corridor in this sector to discourage auto-oriented uses along this crucial Metro access and commuter route.

H. Residential infill in the remaining portion of this sector should be limited to single-family residential compatible with existing development.

I. Developers of higher density residential uses in this area should be encouraged to provide low- and moderate-cost housing through PDH bonuses and other incentives. With its access to good bus service, a planned Metro station and shopping facilities, this area would be ideal for location of housing for people with low and moderate incomes.

J. Parcel 114 (Tax Map 40-3 ((1)) 114) located along the north side of Shreve Road immediately east of the Falls Place townhouse development is planned for townhouse office use (transitional low-rise office). Retail commercial use of the subject property shall be considered only in the event that substantial buffering and screening supplemented with landscaping is provided adjacent to the existing townhouse community in order to eliminate the adverse visual, noise and traffic impacts of retail activity.

#### Public Facilities

A. Develop Idylwood Park.

B. Acquire and develop a community park in the area of high deficiency near Marshall High School.

#### Environment

A. Improve mass transit service to reduce vehicle emissions within this sector.

B. Restrict uses which contribute significantly to air quality degradation.

C. Protect the headwaters of the Holmes Run, Tripps Run, and Pimmit Run Environmental Quality Corridors through land use controls or acquisition.

D. Protect historic sites from adverse impacts of surrounding development.

#### Transportation

A. Pedestrian/bikeway circulation facilities should be provided for access to Metro and shopping from the high-density residential areas.

# LINCOLNIA PLANNING DISTRICT

The Lincolnia Planning District is bounded by Lincolnia Road on the northeast, the Alexandria City line on the east, the Southern Railroad right-of-way on the south, I-395, Indian Run, Braddock Road and Old Columbia Pike on the west.

## Land Use

The Lincolnia Planning District is strongly influenced by the neighboring City of Alexandria and the intensive development in Alexandria along the Shirley Highway corridor (I-395). The planning district has three relatively distinct areas:

- the area to the north of Route 236 and below Lincolnia Road;
- the area north of Indian Run and west of I-395; and
- the area southeast of I-395, bounded by the Southern Railroad on the south and the City of Alexandria on the east.

These three regions are characterized primarily by low-density, single-family residential development, although there is a sizeable retail center at Virginia Plaza and some strip commercial to the west and south of the center on Route 236, with industrial development existing and planned along the northern edge of the Southern Railroad right-of-way.

As of 1983, approximately 79 percent of the land in the Lincolnia District was developed at a residential density of 5.5 persons per acre. Approximately 32 percent of its housing units are single-family detached on 50 percent of the developed land.

Population growth has increased in Lincolnia from 3,336 in 1960 to an estimated 9,359 as of January, 1983. It is projected that the residential growth due to committed development will increase residential density to 6.5 persons per acre, while growth due to committed and anticipated development will increase the density to 6.7 persons per acre.

## Transportation

The district is transected by a number of major transportation corridors: Route 236, I-395, and I-495. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares.

## Public Facilities

Existing public facilities located within the Lincolnia Planning District are indicated in the accompanying table.

Despite present park holdings, park and recreation facilities are needed in Lincolnia District.

## Environment

Several environmental factors affect the type and intensity of infill that occurs in Lincolnia: the Indian Head Run and Backlick Run floodplains and stream valleys (which have been designated environmental quality corridors) cross this district; a coastal plain aquifer recharge zone occurs almost throughout; soil septic tank suitability is marginal-to-poor; slope constraints and slippage-prone areas are found in the district's southeastern half; and air pollution and noise problems result along major highway corridors.

## History

The Lincolnia Planning District has several historic features worthy of protection.

Green Spring Farm. A Fairfax County park, Green Spring Farm's grounds are open to the public. The brick house, dating from the mid-eighteenth century serves as the headquarters for the Fairfax County Council of the Arts.

Summers Family Cemetery. This half-acre cemetery located northwest of the intersection of Beauregard and Barnum Streets dates back to the late eighteenth century. It is the burial ground for members of the Summers family who were prominent landholders in the Turkeycock Run area. The site is noteworthy for its well-preserved historic markers.

## RECOMMENDATIONS

As is the case throughout Planning Area I, the primary planning guidelines for Lincolnia District are:

- the preservation of stable residential neighborhoods, well buffered from higher-intensity uses and through-traffic arterials; and
- the concentration of needed commercial activity and higher-density residential units in designated areas.

Land use recommendations for Lincolnia Planning District are contained in the community planning sector analyses.

The accompanying table indicates the recommended residential infill for Lincolnia, through 1990, based upon the aggregate of land use recommendations contained in each of the community planning sectors.

## EXISTING PUBLIC FACILITIES June 1983

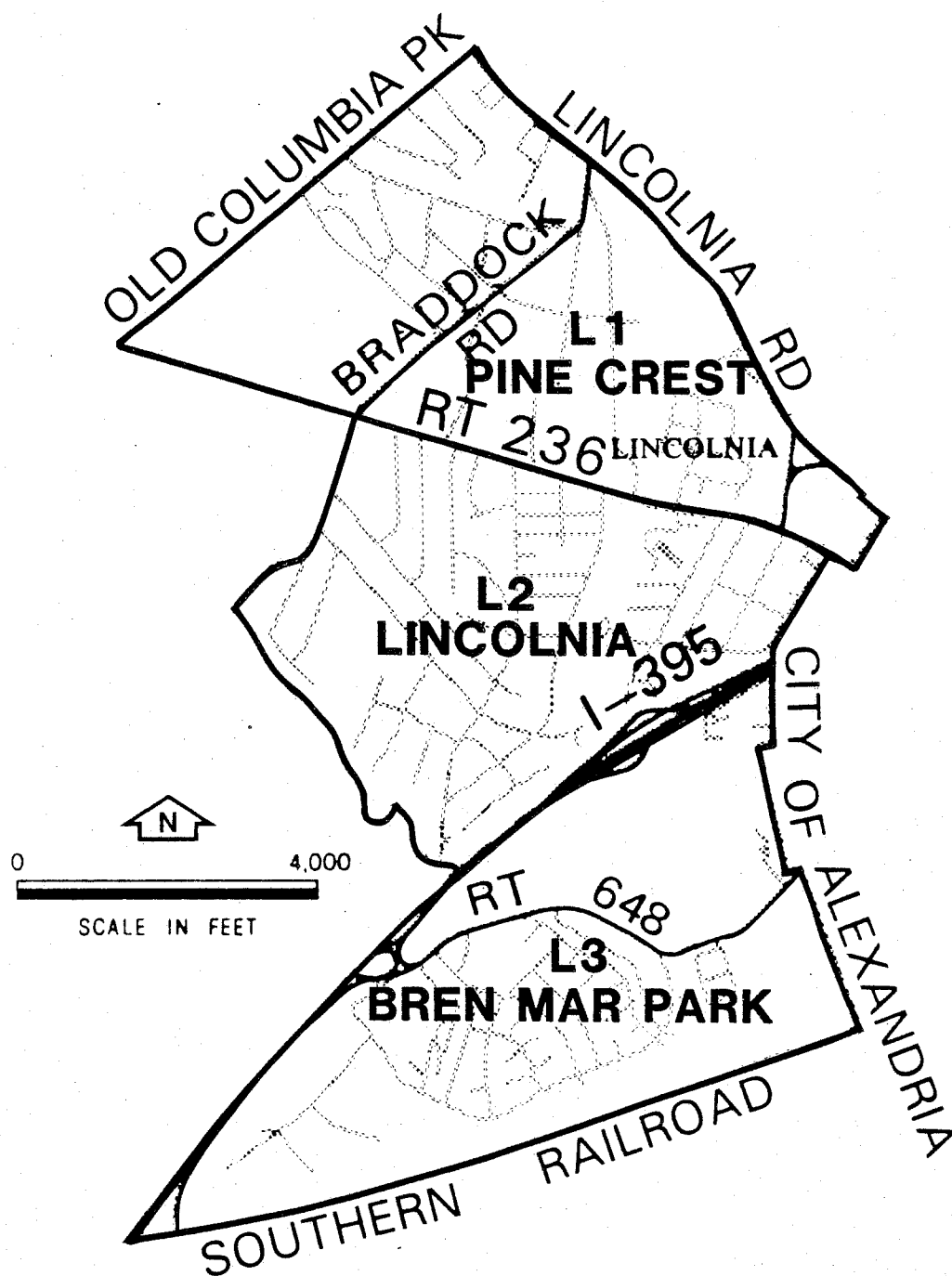
Sector	Schools			Parks, Recreation and Open Space	Other Public Facilities
	Elementary	Intermediate	High School		
L1				Green Springs Farm, Turkeycock Run Stream Valley	Lincolnia School
L2		Holmes		Indian Run and Turkeycock Run Stream Valleys	
L3	Bren Mar Park			Bren Mar Park	

## PLANNED RESIDENTIAL INFILL—LINCOLNIA PLANNING DISTRICT

Unit Type	Existing (1983)		Estimated Additional		At Buildout	
	Number	Percent	Number	Percent	Number	Percent
Single-family	1,392	31.8	386	25.0	1,778	30.0
Townhouse	932	21.3	1,160	75.0	2,092	35.3
Apartment	2,055	46.9			2,055	34.7
Total	4,379	100.0	1,546	100.0	5,925	100.0

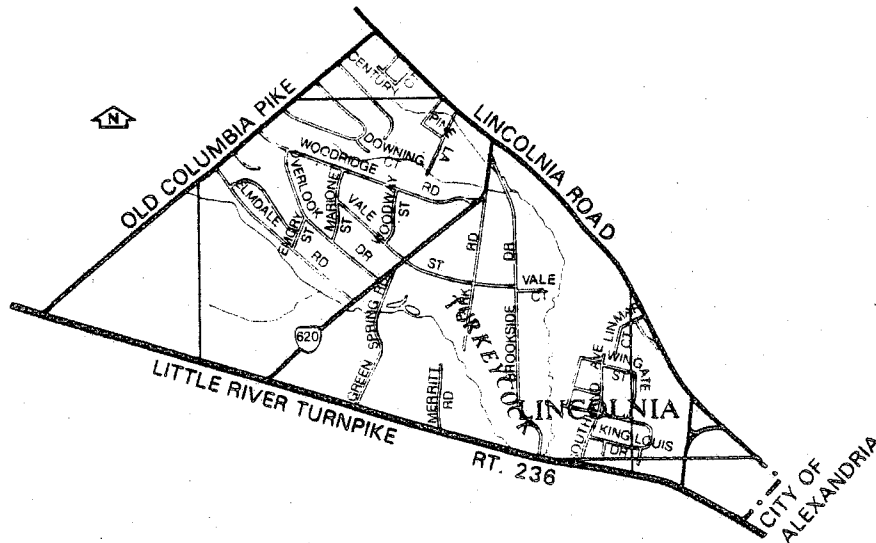
Source: Office of Research and Statistics. January 1983.

## AREA I



## LINCOLNIA PLANNING DISTRICT

# L1 PINECREST COMMUNITY PLANNING SECTOR



## Land Use

Sector L1 is primarily developed with single-family detached residential units. Orleans Village, a complex of multifamily units, is located in the eastern portion of the sector. The Pinecrest Golf Course occupies the southwestern corner of the sector.

A variety of commercial retail uses are located along Route 236 near the sector's boundary with the City of Alexandria. Other scattered commercial uses as well as commercially-zoned, vacant parcels are situated on the north side of Route 236, east of Braddock Road.

This commercial land, coupled with the close proximity of the Landmark and Annandale commercial centers, is in excess of that required to service the area. There is a tendency for commercial activity to move out from points of concentration along major arteries, when commercial zones and boundaries are not clearly defined, resulting in less intensely utilized commercial land and conflicts with adjoining uses.

## Transportation

Heavy through-traffic volumes are a major problem along Route 236 at peak weekday rush hours and on weekends. This high volume has led to severe traffic congestion all along Route 236 and particularly at the intersections of Route 236 with Braddock Road.

## Public Facilities

### Schools

Sector L1 contains the Lincolnia Elementary School, which has been declared permanently surplus to the needs of the Fairfax County School Board.

### Parks, Recreation and Open Space

The sector includes the historic Green Spring Farm Park and a major portion of the Turkeycock Stream Valley Park. The privately-owned Pinecrest Golf Course provides additional recreation space and visual relief.

## Housing

Housing in Sector L1 is a mix of single-family detached units, townhouse units as well as garden apartments.

Currently, 13 units at Mt. Pleasant Circle are designated as below-market housing units under the Moderate Income Direct Sales program.

## Environment

Turkeycock Run, an element of the proposed countywide environmental quality corridor system runs through both public parkland and private residential yards, making linear pedestrian movement difficult at the present time. A small area containing slopes in excess of 15 percent is found in the southern portion of the sector, while the entire eastern sector lies within a soil slippage-prone area.

## RECOMMENDATIONS

### Lincolnia Road Boundary

A. Maintain the character of the large single-family community to the north through single-family development of the adjacent vacant land.

B. Maintain the integrity of the stable area by providing an additional community park for active recreation or developing a portion of the existing Mason District Park and Turkeycock stream valley for active use.

C. Acquire privately-owned portions of the Turkeycock stream valley.

D. Protect existing single-family neighborhoods and minimize the impact of existing traffic congestion on Lincolnia Road and Route 236.

E. Allow the large tract north of Orleans Village to develop as medium-density residential (5-8 dwelling units per acre), with a transition of lower density residential (3-4 dwelling units per acre) adjacent to existing single-family detached residential neighborhoods. Although the base density set on this tract is 5 dwelling units per acre, a density of 8 dwelling units per acre would be considered reasonable if approximately 5 acres of parkland were acquired in a location suitable for eventual development to serve the active recreation needs of the immediate area. Also, internal circulation should be such that use by through-traffic avoiding the intersection of Lincolnia Road and Route 236 is discouraged.

F. The tract north of the former Lincolnia Elementary School is recommended for residential townhouse development at 5-8 dwelling units per acre. Access to the tract should be limited to one point and be located as far north on Lincolnia Road as possible to minimize the impact on the intersection of Lincolnia Road and N. Chambliss Street. Any proposal to develop the property

should be evaluated to ensure adequate vehicular capacity on Lincolnia Road and N. Chambliss Street, and to ensure an attractive streetscape with landscaping along Lincolnia Road across from the existing single-family detached residential community.

### Route 236 Corridor

A. Eliminate additional strip commercial development.

B. Maintain the existing boundary of the Virginia Plaza Shopping Center. Orleans Village townhouses and garden apartments currently serve as an effective transition zone between Virginia Plaza and the single-family community to the west.

C. The parcel south of the Lincolnia Elementary School should develop as commercial office activity (limited office—office).

D. That portion of parcel 20 which is zoned C-5 in the immediate northeastern quadrant of the intersection of Route 236 and Braddock Road as well as the area fronting along the northside of Route 236 as far east as Green Spring Road is planned for retail commercial activity. (This includes that portion of parcel 20 west of the existing C&P telephone facility as well as the southern portion of parcel 22 which is zoned C-5.)

The area between Braddock Road and Green Spring Road and immediately south of Green Spring Park (the northern portions of parcels 20 and 22) is planned for low-rise office with a substantial landscaped open space buffer along its edge with Green Spring Park. The structures should be architecturally compatible with the historic Green Spring Farm, providing at least fifty feet of landscaped open space and screening along the northern edge of the tract.

In conjunction with the general development of the northeast quadrant of the Braddock Road/Route 236 intersection, Braddock Road should be widened to four lanes south of Green Spring Farm Park in order to provide storage space, increase the safety of the roadway and generally increase intersection capacity. Green Spring Road should be a rural road to pass through parcel 20 and intersect Braddock Road south of Green Spring Farm Park. The section of Green Spring Road north of the park would then be terminated in a cul-de-sac. These actions would permit the vacation of the existing section of Green Spring Farm within the Park, as reflected by the Park Authority in 1978. In all cases, direct access should be minimized to both Braddock Road and Route 236 in order to maintain sufficient movement on these roadways.

Parcels 25, 26, 27, 28, 29, 31, 32, 34, 35, 36, 37, 38, and 40 with frontage along Merritt Road and parcel 39 fronting along the north side of Route 236 are planned for coordinated medium-density residential development at 5-8 dwelling units per acre, with substantial, landscaped open space buffering along the boundary with existing retail activity to the west and Route 236 to the south. Any density above 5 dwelling units per acre may be permitted only with appropriate consolidation of parcels and coordinated development.

Parcels 41, 42 and 43 west of the Turkeycock Run stream valley are planned for residential development at 4-5 dwelling units per acre, incorporating the following provisions.

1. dedication of Turkeycock Run stream valley to the County; and
2. establishment of a well-landscaped open space buffer along the Route 236 corridor to the south.

E. Protect the small single-family neighborhood west of Pinecrest Golf Course and

control strip commercial development by permitting the vacant land there to develop as single-family residential.

F. The Pinecrest Golf Course, on the north side of Little River Turnpike, between Old Columbia Road and Braddock Road, currently provides a valuable service as a local recreation facility and open space in this area.

However, given the location and size of the property and the opportunity for coordinated development of the entire tract, this property is planned for residential development at 5 to 8 units per acre. Consideration shall be given to development in excess of five dwelling units per acre in the event that the following conditions are satisfied:

1. provision of a balanced mix of housing types, to include detached single-family, attached single-family, and multifamily units, and provision of housing styles which are architecturally compatible with the character of the surrounding community;

2. exclusion of commercial office or retail uses;

3. provision of a comprehensive, integrated design which recognizes the site's distinctive topography and geographic location, and situates structures and ancillary facilities to minimize any adverse visual impacts and ensure compatibility;

4. dedication of open space contiguous to existing parkland, including preservation of the higher elevations in the western portion of the site as parkland, so that development will not visually dominate the existing single-family neighborhoods;

5. provision of substantial landscaped open space buffers adjacent to Old Columbia Pike to protect the single-family homes west of Old Columbia Pike, and adjacent to Route 236 to screen the proposed community from traffic on Route 236 while preserving visual breaks along Route 236;

6. limitation of vehicular access to Route 236, and restriction of access onto Route 236 to two points. In the event the entire tract does not develop in a consolidated fashion, consideration should be given to providing other secondary access points;

7. provision of highway improvements to allow the site's entrances and adjacent intersections (Little River Turnpike/Braddock Road and Little River Turnpike/Old Columbia Pike) to operate at acceptable levels of service as prescribed by the Virginia Department of Highways and Transportation and the County;

8. provision of a pedestrian circulation system throughout the planned community connecting residential areas with planned recreational facilities, and provision of sidewalks or trails along Route 236 and Braddock Road;

9. prevention of peak-flow stormwater increases resulting from development of the site through provision of on-site detention designed in excess of that normally required by Fairfax County policy and standards; and

10. provision of active recreational facilities, on-site and in the vicinity adequate to serve the needs of the new residential community.

G. The tract between Brookside Drive and Route 236 is recommended for residential development at 3-4 dwelling units per acre.

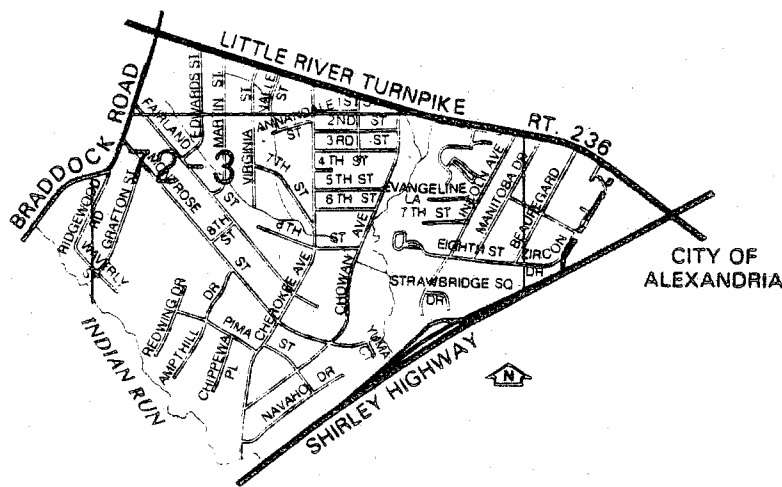
H. Retain the old Lincolnia Elementary School site in public ownership for school, local community, and recreational use.

Develop Green Spring Farm Historic Park in accordance with the approved master plan.

#### Old Columbia Pike Corridor

A. The tract at the eastern end of Holyoke Drive, which is owned by the Fairfax County Redevelopment and Housing Authority is planned for detached, single-family residential development at a density of 3-4 dwelling units per acre, compatible with the density of existing residential development along Holyoke Drive, with appropriate buffering along the periphery of the parcel.

## L2 LINCOLNIA COMMUNITY PLANNING SECTOR



### Land Use

Sector L2 is primarily developed with single-family houses, the major exception being those uses along Route 236. With a shopping center to the west, strip commercial development and commercial spot zoning along its length, with high-density residential and commercial use to the east, it is apparent that Route 236 acts as a dynamic force on this sector. Strict commercial containment within designated boundaries is needed to protect portions of existing single-family neighborhoods along Route 236. As in the case of Sector L1, there is an excess of commercial service along Route 236 and a tendency for commercial activity to move in a skipping fashion, looking for sites of least resistance when such movement is not restricted.

### Transportation

Heavy through-traffic volumes are a major problem along Route 236 at peak weekday rush hours and on weekends. This high volume has led to severe traffic congestion all along Route 236 and particularly at the intersections of Route 236 with Beauregard Street, and with Braddock Road.

### Public Facilities

#### Schools

Oliver Wendell Holmes Intermediate School in the southwest corner is the only public school in this sector. The need for additional schools in the future is not foreseen.

#### Parks, Recreation and Open Space

Portions of the Indian Run and Turkeycock Stream Valley Parks provide passive recreation for the residents of this sector.

### Housing

Housing in Sector L2 west of the Turkeycock Run stream valley consists predominantly of stable single-family detached units. East of the stream valley lies a mixture of unit types with sizeable concentrations of townhouse and garden apartment units.

### Environment

While two stream valleys with sizeable floodplains, Indian Run and Turkeycock Run, are the principal ecological assets of this sector, almost none of this land has been acquired by the County. A small area in the north-central portion of the sector contains slopes in excess of 15 percent, while the majority of the sector in the east lies within a soil slippage-prone region.

### RECOMMENDATIONS

#### Route 236 Corridor West to East

A. Eliminate additional strip commercial development.

B. Protect existing single-family neighborhoods along Route 236 and minimize the impact of existing traffic congestion by designating the extent of commercial development to the east and preventing additional strip commercial development as follows:

1. The tract south of Route 236 between Chowan Avenue and Seminole Avenue is planned for residential development at 1-2 dwelling units per acre.

- The tract south of Route 236 between Seminole Avenue and Cherokee Avenue is developed currently with detached, single-family residential units at approximately 2 units per acre, and planned accordingly for residential development at 1-2 dwelling units per acre.

2. Parcels 17, 18, and 19 in the southwestern quadrant of Route 236 and Cherokee Avenue are planned for townhouse office use (transitional low-rise office) as an effective transition between existing retail activity to the west and north and stable residential units to the east and to the south. The following development conditions are recommended:

- the consolidation of parcels 17, 18 and 19;
- the provision of a brick wall six feet in height with effective evergreen landscaping along the entire southern periphery of the site;
- the location of vehicular access to Cherokee Avenue so as not to intrude upon residential activity farther south on Cherokee Avenue; and
- the provision of lighting in a manner which is not visually obtrusive upon nearby residences.

3. Parcels 6, 6A, 7, 8, 9 and 10 along the south side of Route 236 across from the two existing auto sales and service facilities, and between Valley Street and Virginia Street are planned for townhouse office use (transitional low-rise office) with the following recommendations:

- consolidation of parcels 6, 6A, 7, 8, 9 and 10 for the purpose of coordinated townhouse office development;
- the provision of a brick wall six feet in height with effective evergreen landscaping along the entire southern periphery of

the tract where it is adjacent to an established, low-density residential community; and

- the provision of lighting in a manner which is visually unobtrusive to nearby residential units.

4. Parcel 19 in the southeastern quadrant of the intersection of Route 236 and Martin Street is planned for low-rise office use (transitional low-rise office—limited office) with the provision of an effective, landscaped open space buffer and screen along the southern edge of the parcel where it abuts an established, low-density residential community.

5. Those portions of parcels A, 7, and 1 along the south side of Route 236 between Edwards Street and Martin Street as well as parcel 6 in the southwestern quadrant of the intersection of Edwards Street and Route 236 which are zoned to the C-5 (retail) category are planned for retail commercial use accordingly.

6. In order to provide a reasonable boundary for commercial activity along the Route 236 corridor while preserving the stability of the existing detached single-family residential neighborhood to the south along Edwards Street, the boundary line which marks the southern extent of commercial activity in the area east of Edwards Street should be continued westward across parcel 5 (72-1 ((12)) 5) west of Edwards Street to the boundary with the existing Memco property. That portion of the 0.5-acre parcel 5 north of this commercial/residential boundary line is planned for use as local-serving retail commercial only on the condition that the following development stipulations are assured by the developer:

- maintenance of that portion of parcel 5 south of the commercial/residential boundary line (approximately 60 feet) as undeveloped, landscaped open space buffer to protect the residential community to the south;
- the construction of a visually compatible brick wall (six feet in height) along the entire length of the line marking the southern extent of permitted retail development on parcel 5, with effective evergreen landscaping provided along the south side of the brick wall;
- the provision of effective, evergreen landscaping along the eastern side of the proposed retail portion on parcel 5 adjacent to Edwards Street;
- the coordination of vehicular access to the retail development in the northern two-thirds of parcel 5 with the existing retail development to the north (any access onto Edwards Street should be located as far north as design considerations permit);
- the location of lighting to serve the retail activity in a manner which renders it unobtrusive to the existing residential community along Edwards Street.

Otherwise, parcel 5 is planned for transitional low-rise offices, which are townhouse-like in appearance, with the recommendation that the development stipulations listed above are implemented for this development as well.

C. Protect and enhance the single-family development on either side of Seminole Road by creating a neighborhood improvement program in cooperation with the residents of the development, thus indicating that this is the long-term policy of the County.

D. Reinforce the boundaries of the existing commercial activity area opposite the Virginia Plaza Shopping Center. The adjacent apartment complex currently serves as an effective transition zone between the commercial activity area and the single-family community to the west.

E. The southeast quadrant of Chowan Avenue and Route 236 should develop as commercial office activity (limited office—office).

F. The portion of parcel 72-3 ((1)) 59, north of the swale, located in the southwest quadrant of the intersection of Little River Turnpike and Lincoln Avenue is planned for transitional medium-density residential use at 5-8 dwelling units per acre. In order to be compatible with adjacent detached residential uses, the portion of this parcel south of the swale is planned for residential use at 2-3 dwelling units per acre.

G. Parcels 13, 13A, and 13B along the south side of Route 236, across from the intersection of Route 236 and Beauregard Street are planned for transitional low-rise office uses which have the appearance of residential townhouses with the following development stipulations:

1. the orientation of the townhouse office units shall be toward the existing retail commercial activity to the east, with a landscaped open space buffer supplemented by a brick wall six feet in height along the periphery of the tract where it is adjacent to existing residential development;

2. vehicular access shall be coordinated with that to the existing retail activity to the east.

H. Remaining vacant or underdeveloped parcels within the stable residential communities south of Route 236 are planned for infill residential development at 1-2 dwelling units per acre.

#### Boundary With I-395

A. Protect existing single-family residential neighborhoods by permitting the large tract of land along I-395 to develop for residential use (4-5 dwelling units per acre), consistent with the medium-density residential development along its northern boundary. The majority of this tract which lies in the Turkeycock Run floodplain could be acquired by the County, in conformance with the environmental quality corridor concept.

B. The existing triangular shaped low-density residential community to the east of the tract described in Recommendation A is bounded additionally by a large garden apartment complex to the north and I-395 to the south. Thus, it is recommended to serve a transitional role and redevelop as medium-density residential (5-8 dwelling units per acre).

C. The two-acre parcel, which is located in the southeastern quadrant of Lincoln Avenue and 8th Street (Tax Map 72-3 ((1)) 39) is planned for residential development at 4-5 dwelling units per acre. In the event that this property is consolidated with the parcels to the east for the purpose of a coordinated development, it is recommended for residential use at 5-8 dwelling units per acre. The upper end of the density range should be considered only if the following conditions are met:

1. provision of a substantial landscaped open space buffer along the northern boundary of the tract in order to eliminate any adverse impact upon the existing, detached single-family residential community north of 8th Street; and

2. provision of coordinated vehicular access to the site.

The parcel should also be considered for acquisition by the Fairfax County Park Authority in order to provide a mini-park as an open play area for active recreation by local residents.

#### Central Portion

A. Strengthen the existing character of the single-family detached residential neighborhoods which predominate in Sector L2 by recommending that all remaining vacant acreage develop as single-family residential at densities of a mini-park as an open play area for active recreation by local residents.

B. The 6.9 acre tract bounded by the Lincolnia Park subdivision on the north, Cherokee Avenue on the east, and Indian Run on the south is planned for development in the following manner:

1. the western 1.7 acres for public parks;

2. the southern 3.2 acres adjacent to Indian Run for commercial office uses with substantial landscaping along the eastern boundary to protect the single-family detached residences on the east side of Cherokee Avenue; and

3. the northern 2.0 acres for residential uses at 4-5 dwelling units per acre as a transitional use between office uses to the south and the low-density residential uses to the north.

C. Acquire and develop a community park to serve the large population in the sector.

D. Complete acquisition of unowned portions of the Turkeycock Run stream valley, and ensure that Indian Run is preserved from any future development through acquisition.

E. Emphasize the need for additional active recreation facilities during review of new development proposals.

# L3 BREN MAR PARK COMMUNITY PLANNING SECTOR

## Land Use

The stable Bren Mar Park residential community is located in the central portion of the sector. To the south lies partially developed, industrially-planned land. Commercial retail uses are clustered near the interchange of I-395 and Edsall Road, surrounded by a number of multifamily housing complexes. A large amount of vacant acreage lies in the northwestern portion of the sector.

The critical concern in Sector L3 is the dual problem of access to the large areas of undeveloped land and the impact on the existing Bren Mar Park community of the potential development of those tracts. An additional concern is the potential impact of the large concentration of people just to the east in Alexandria, particularly since Edsall Road, the connection between the two communities, has been improved.

## Transportation

It is possible that access to the southwest corner of Sector L3 could be gained along the Southern Railroad and under I-395, tying in with the large industrial park west of I-395. The Bren Mar Park community along Edsall Road, the existing bridge across I-395, and the section in Annandale which runs between two single-family communities east of Backlick Road all act to constrain much additional widening of Edsall Road.

## Public Facilities

### Schools

The Bren Mar Park Elementary School is strategically located to give the community a focal point. The increase in enrollment resulting from recommended development in this sector will not create a need for any additional schools.

### Parks, Recreation and Open Space

The Bren Mar Park is located within the sector. In addition publically-owned open space is found adjacent to the Indian Run stream valley in the Bren Mar residential community.

## Housing

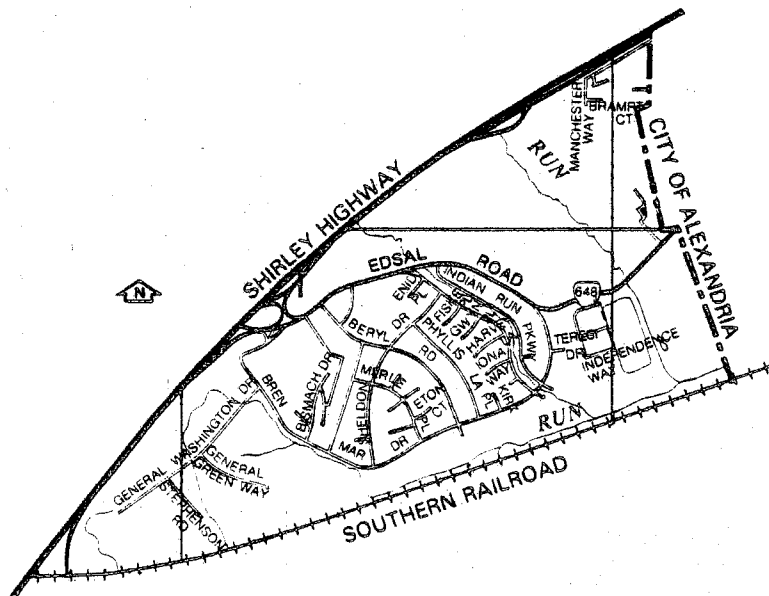
Housing in Sector L3 is comprised of older stable single-family detached units in the central portion, multifamily units in the western section, and new townhouse development in the east near the City of Alexandria.

Currently, 135 units at Edsall Station are designated as below-market housing receiving funding under the Section 8 program.

## Environment

Indian Run and Turkeycock Run transect the entire length of Sector L3. The floodplain of Backlick Run is broad along the southern edge of the sector.

A large area west of Bren Mar Park contains slopes in excess of 15 percent, while the entire sector is a soil slippage-prone area with development constraints.



## RECOMMENDATIONS

### Southern Portion

A. Designate the large tract of land southwest of the Bren Mar Park community as industrial (general industrial) in order to take advantage of its location and to minimize the transportation impact on Edsall Road. Seek access through the adjacent Shirley Industrial Park. Ensure that the park currently being considered by the Park Authority within this tract adequately buffers the existing community.

### Central Portion

A. Reinforce the containment of the existing commercial zone (highway commercial) along I-395 by designating the extent of its boundaries.

B. The vacant tract south of the Bren Mar Park community, 10 acres of which is in floodplain, is recommended for medium-density residential development (5-8 dwelling units per acre). A PDH option is encouraged.

### Northern Portion

A. Protect the existing residential community of Bren Mar Park, minimize the impact on Edsall Road and protect the floodplains and steep slopes by permitting residential development of the large 171-acre largely undeveloped tract of land north of Edsall Road, west of the City of Alexandria, and south of I-395.

1. Residential development at a density of 5-8 dwelling units per acre would be permitted (encouraging a PDH option to raise the maximum density to ten dwelling units per acre) with coordinated development and under certain restrictions to ensure protection of the existing community.

- Minimize impact on Edsall Road by internalizing circulation, limiting the number of access points, and encouraging Shirley express bus ridership.

- Maximize environmental protection of slopes and floodplains and at the same time minimize the visual impact on the Bren Mar Park community.
- Provide additional population to ensure the continued viability of the Bren Mar Park Elementary School and the private recreation association.

2. Residential development at a density of 8-12 dwelling units per acre would be permitted (encouraging a PDH option to raise the maximum density to 15) under the following conditions which are intended to maximize the benefits of coordinated development:

- Minimize the traffic impact on Edsall Road by providing only two access points to Edsall, one each at the far eastern and western portions of the site, as well as a tie to Stevenson Avenue in Alexandria. To do so will require an internal circulation system including the bridging of the Turkeycock Run stream valley.
- Maximize the potential success of mass transit by providing bus stops and encouraging internal circulation by the Shirley express bus.
- Provide for continuation of open space corridors and pathways (primarily in floodplains).
- Provide a detailed water management plan (as required by the PDH development procedure).

3. The highest density permissible is intended to ensure not only coordinated development, but also to protect the Bren Mar Park community from the potential negative impacts of development. Residential development at a density of 12-16 dwelling units per acre would be permitted (encouraging a PDH option to raise the maximum density to 20) under the following conditions:

- Effectively eliminate the visual impact of buildings on the Bren Mar Park commu-

nity through limits on building height and through siting, landscaping, screening, etc. Specifically, retain the steep slopes adjacent to Edsall Road in their natural condition. Retain the tree cover on the crest of the hill above Edsall Road to effectively screen development on the crest and beyond from the Bren Mar Park community.

- Submit profiles with any plan submission indicating any possible visual impact of building heights along the Alexandria City line. (It is currently anticipated that building height would vary from 2-3 stories nearest the Bren Mar Park community to approximately six stories adjacent to the Alexandria City line.)
- Coordinate with and support the existing Bren Mar Park Recreation Association's facility, thus maximizing the potential for noncompeting community facilities and in turn the potential for integrated communities.

B. Acquire the remaining private portions of Turkeycock Run, and ensure that Indian Run is preserved from any future development.

C. Develop Bren Mar Park or the dedicated Shell Oil Company tract with active recreation facilities, or acquire more suitable land within the sector to accommodate needed facilities.

D. The tract along the south side of Edsall Road, immediately west of the Alexandria City line, is recommended for commercial office activity (low-rise office—limited office).

E. Given the goals in Recommendation A, and recognizing the largely unavoidable impact of development of the Virginia Concrete property south of Edsall Road on both Edsall Road and on the Bren Mar Park community, permit residential development of this 41-acre tract at a density of 8 dwelling units per acre.

Should efforts be made to minimize the impact of this development by complying with the following conditions, residential development at a density of 8-12 dwelling units per acre would be permitted.

1. Dedicate the land in the floodplain for community use.
2. Alleviate visual impact of new buildings on the nearby Bren Mar Park community homes both by leaving a natural tree buffer sufficient to screen the new buildings and by limiting these buildings adjacent to existing homes to 2-3 stories.
3. Provide right-of-way at a reasonable and mutually agreeable price by which the sharply-curved portion of Edsall Road can be relocated.

## CENTRAL BUSINESS DISTRICTS AND THE ROUTE 50/I-495 AREA

Land uses which have created or could create complex and serious problems will require intensive and continuing evaluation. Area I has four such locations: Annandale Central Business District, Baileys Crossroads Central Business District, Seven Corners Central Business District, and the Route 50/I-495 Area. In no instance do their problems suggest an immediate or simple solution.

The central business districts in Area I have a similar set of problems involving transportation, intensity of land use, lack of organization, and strong but conflicting pressures for change.

### CBD ANALYSIS—GENERAL ISSUES

#### Circulation

The CBDs in Area I are each located where two or more major roadways intersect. Consequently, there is a problem in providing the needed capacity to allow for free movement through the intersection/interchange area. This capacity must also allow for the interchanging movement between the two or more roads. These problems are further compounded by the need to allow local traffic to circulate within and through the area.

To plan for these conflicting movements, a detailed circulation plan for each area should be prepared. This circulation plan needs to address several different levels of circulation. An adequate scheme for providing through movements must be a top priority item. Without it, the CBD will literally be choked and no circulation will occur. The local traffic area needs to be provided with adequate facilities for movement within the area. This may be in the form of roads that bypass the major intersections, yet give access to the land uses. A third level of circulation that should be addressed is the pedestrian/transit system.

#### Commercial Potential

All CBDs fall short of meeting reasonable criteria as potential regional shopping centers. Even if the existing traffic congestion problems were solved, transportation access to the three CBDs would continue to exclude the possibility of their becoming regional centers. The road network is inadequate and people living outside the Beltway find it more convenient to use the Beltway as a connector to large regional shopping centers rather than fight traffic to get to central Annandale, Baileys Crossroads, or Seven Corners. The proximity of other major shopping centers restricts the market areas of each of the three CBDs, making them too small to support a regional shopping center. Finally, the potential impacts on both existing traffic and existing surrounding stable residential neighborhoods, and the potential cost to the developer of ameliorating those impacts discourages the consideration of regional shopping centers.

#### Low-Intensity Commercial Development

The pattern of development that has occurred in central Annandale, Baileys Crossroads, and Seven Corners has too often been the response of single firms on individual parcels, operating independently and wholly oriented toward automobile access. This highly-fragmented private sector decision process has resulted in a competition for visual impact on the main thoroughfare (divert the commuters to a particular store or small group of stores), a competition for access to the main thoroughfare, and a site planning that minimizes the average distance from a parked car to the office or store (a building sur-

rounded by asphalt). Although the result may be rational from the marginal viewpoint of the individual property owner, it is far from efficient when taken collectively.

#### Symptoms

- Little or no provision for pedestrians, even between adjacent properties. Any amount of walking is discouraged because the pedestrian must use surfaces intended for autos, and because there is no assurance that a viable pedestrian way exists.
- Poor organization of stores by type. Competition between like products leads to market reinforcement because customers can compare quality and price on such items at several closely located stores (comparison shopping) or because a variety of items can be purchased on a single trip (one-stop shopping).
- Excessive and inefficient parking space. Since each property must provide adequate parking for its own customers at peak demand, most of this capacity is underutilized most of the time. Pooling of parking capacity would require some clustering of development.
- Lack of amenities. Improvements such as covered walkways, plantings, rest rooms, benches, etc., that would benefit the area as a whole are not provided because the return to the individual property owner does not justify the expenditure.
- Undermaintenance of physical investment (surfacing and buildings) due to uncertainty regarding the economic viability of the area.
- Excessive curb cuts. Because each property wants to make sure that a passing motorist has every possible opportunity to enter his site, through-traffic is severely hindered and endangered by the almost ubiquitous possibility for access to the main road.
- Visual disorder and unsightliness. A depressing ugliness results from the disregard of each property for its neighbors during development, the visual competition for customers in autos, the tendency toward undermaintenance.

#### Scattered Development and Neighborhood Intrusion

Despite the low intensity of use in the heart of the business district, stores tend to spring up along the fringes of the area and residences are converted to office use. The reason is that the utilization of sites in the central part has been precluded by the domineering character of developed adjacent parcels, the difference between land prices geared to commercial use versus those based on low residential densities, and the relatively greater amount of investment in physical facilities (buildings and concrete) that must be removed or adapted in the central area. Hence the commercial area spreads out even though much of the land in the central core is presently underutilized.

#### Symptoms

- Vacant parcels in the central area. Small parcels left over reduce the market potential of the area as a whole.
- Recently developed parcels at the edges of the commercial area. Often this occurs on parcels with a low ratio of improvements-to-land value.

- Requests for rezonings in residential areas adjacent to the business area.
- Conversion of residences to offices in the adjacent neighborhoods.
- Land held for speculation in commercial use. The expansion of the commercial area physically (not necessarily in terms of trade volume) leads to undermaintenance in residential properties located close to the commercial area, in the expectation that substantial appreciation in value can be realized from future commercial zoning.
- Stable neighborhoods surrounding the central area are impacted by traffic on the major arteries as well as movement through the neighborhoods.

#### Policy Approaches for CBDs

Dealing effectively with CBDs will involve a long-term, continuous process. Incremental improvements can be made as rezoning requests are approved and new development and redevelopment take place. However, unresolved problems will remain in each CBD for some time, until a comprehensive improvement strategy is implemented. The following policy approaches are recommended:

#### Impact Evaluations

Any project proposed for a CBD should receive a comprehensive evaluation of its fiscal, transportation, environmental, housing, social, and economic impacts.

#### The Improvement District

A viable commercial area should be delineated and an improvement district or an improvement association (with mandatory membership for affected properties) established that would design and carry out the redevelopment and construction of improvements that would make the area attractive and functional. The orientation of the commercial activities should be toward community (rather than regional) markets, and the improvements should deal adequately with through-traffic. Costs of the improvements should be levied on the properties which will benefit from them, except that facilities which benefit from through-traffic should be financed from other state and local sources. A public development corporation could act as the improvement association, but it should not be necessary for the corporation or association to acquire very many properties in the area.

One of the major advantages of the improvement district approach is that properties not in the district would not benefit directly from the improvements, would not have to pay for them, and could not develop at commercial densities. There would thus be a rationale for limiting the spread of the business area into residential neighborhoods, maintaining the values of adjacent properties for residential use rather than encouraging speculation in commercial property. Residential buffers would be an essential part of the improvements undertaken.

Management of the improvement district should be largely under the control of the affected property owners, which should include a representation of neighborhood residents. The County should have review authority over any projects proposed by the improvement district so as to ensure that problems were not being created elsewhere and that the problem of through-traffic was being adequately addressed.

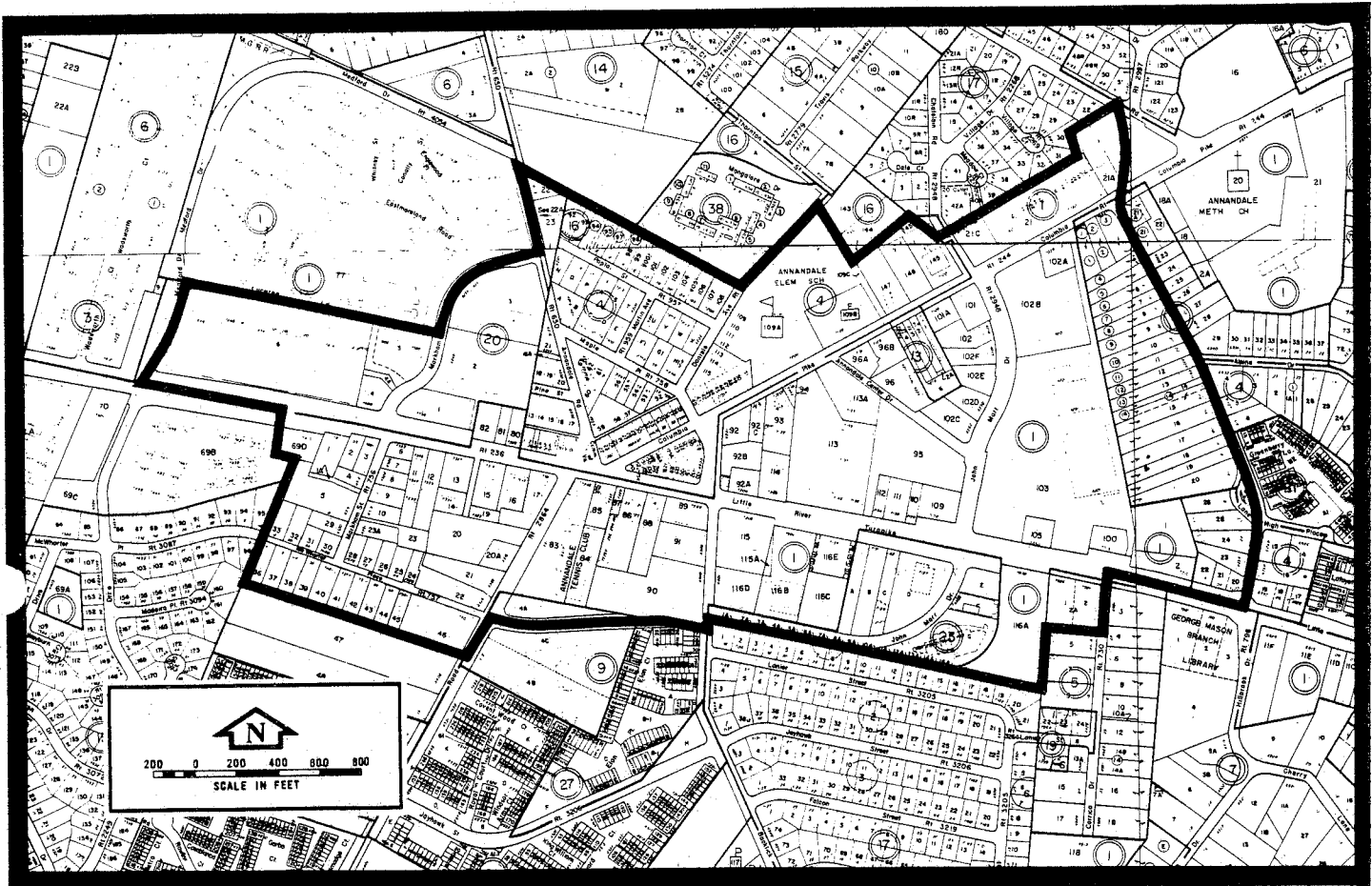
Emphasis should be placed on the policy of encouraging land use transitions between commercial and low-density residential uses as a phasing or step-down from high-intensity use to low-intensity use. Institutional land uses such as churches, schools, and parks serve this function in a limited number of instances now. Medium- and

high-density residential developments can create an ideal transition and limit to CBD sprawl, provided the design is such as to create compatibility and an optimum environment for the transition zone residences adjacent to the CBD, with no negative impacts on the surrounding low-density stable residential neighborhoods.

## RECOMMENDATIONS

Descriptions of specific issues and detailed land use recommendations for each of the three CBDs and for the Route 50/I-495 Area are presented in the following sections.

## ANNANDALE CENTRAL BUSINESS DISTRICT



The Annandale Central Business District (CBD) is an elongated commercial activity area primarily serving greater Annandale. It is developed around Little River Turnpike (Route 236), Columbia Pike (Route 244), Annandale Road, Ravensworth Road and Backlick Road. Most of the commercial activities are low intensity, including a great number of buildings which were once single-family homes.

Route 236 not only forms the main spine of the Annandale CBD, it also serves as one of the major commuter routes to the various metropolitan Washington employment centers. Surrounding the CBD are the stable neighborhoods which make up the Annandale Planning District; these incorporate a number of apartments and townhouses, but are primarily composed of single-family homes.

## ISSUES

Traffic congestion on Route 236 through the Annandale CBD is severe. A mix of local, through, and crossing traffic exists, particularly evenings and Saturdays, such that all function inadequately. Through-traffic is slowed by the frequent turning actions of shoppers and local traffic and stopped by the major intersections at Hummer Road/Heritage Drive, Medford Drive, Markham Street, Annandale Road/Ravensworth Road, Columbia Pike/Maple/Backlick Road, John Marr Drive and Evergreen Lane/Hillbrook Drive.

A lack of focus and density within the CBD is caused in part by the ability of commercial activity to spread along Route 236, producing a negative impact on the CBD, on automobile traffic flow, and on the stable neighborhoods along Route 236. Of all the CBDs, central Annandale exhibits the most extreme pattern of fragmented development on individual parcels wholly oriented toward automobile access with the ensuing competition for the attention of the commuter.

## RECOMMENDATIONS

### Commercial Activity

A. Enable increased density in the CBD by encouraging assembly of small parcels within the CBD while discouraging the small single-use commercial structures which lead to further strip development.

B. Recognize the limitations on the potential retail growth of the Annandale CBD and encourage its modification from multiple neighborhood centers and individual stores to a community serving center. Its location off the Beltway and its market potential of approximately one-third that required for a regional facility argue strongly against a facility to compete with Tysons Corner or Springfield Mall. However, an effort to develop the CBD to be more complementary to the regional centers nearby through the resolution of circulation problems and the integration of food stores, specialty shops, services and public facilities (see Improvement District), could improve the character and function of central Annandale, maintain its basic character, and assure its viability as a valuable socio-economic center.

C. Determine the appropriate pace of redevelopment in those areas of the CBD where there are pockets of renovated single-family structures housing commercial activities, such as currently exist in the triangle between Annandale Road and Columbia Pike, north of Route 236.

D. Encourage gradual upgrading of the Annandale Central Business District by delineating the extent of the commercial zone in the Plan such that commercial activities (office and retail) are encouraged to locate within and contribute toward a viable and attractive community-serving commercial center, while at the same time reducing the need for commercial development to locate outside the central business district.

E. The vacant tract immediately south, along the east side of Annandale Road, is recommended for commercial office development (transitional low-rise office—limited office).

F. The Annandale School should be made available to meet local community needs as space permits.

G. The vacant tract in the southwest quadrant of Markham Street and Annandale Road and within the CBD is recommended for community retail use, thus providing infill commercial development which will be compatible with surrounding commercial development.

H. In order to act as a stabilizing transition area with the existing and planned residential activity to the north, that portion of the Annandale Central Business District north of Poplar Street is planned for coordinated, low-rise office (transitional low-rise office—limited office). Appropriate open space buffering should be provided along the boundary with residential uses. The section of the Annandale Central Business District between Poplar Street and Maple Place is planned for coordinated commercial office development (limited office—office).

I. The tracts along the west side of Evergreen Lane, which mark the eastern boundary of the Annandale Central Business District, are recommended for commercial office development (transitional low-rise office—limited office).

J. The vacant tracts north of Route 236, west of John Marr Drive and within the central business district (71-1 ((1)) 95, 102, 102C, 102D, 102E, and 102F) are recommended for community retail use, thus providing infill commercial development which will be compatible with surrounding commercial development.

K. The vacant tract (71-1 ((1)) 116C) south of Route 236, east of Backlick Road and within the Central Business District is recommended for community retail use, thus providing infill commercial development which will be compatible with surrounding commercial development.

L. The acreage along both sides of McWhorter Place is recommended for coordinated commercial office development (limited office—office), well buffered from existing residences to the west and south.

M. The remainder of vacant land in this sector within the Annandale Central Business District should develop as presently committed or as transitional low-rise office—limited office.

#### Neighborhood Encroachment

A. Protect stable residential communities adjacent to the Annandale CBD by delineating the commercial zone on an official map. Along the same lines, provide guidelines to define necessary buffers and transition zones for various kinds of commercial activity where abutting various residential dwelling types.

B. Maintain the County's limited stock of low/moderate-cost housing by preserving the community of Accotink Heights along Hummer Road, and residences as far back from Route 236 as Horseshoe Drive.

## BAILEYS CROSSROADS CENTRAL BUSINESS DISTRICT

The Baileys Crossroads Central Business District is characterized by an uncoordinated accumulation of small shopping centers; independently situated large retail activities, and a scattering of medium- and high-rise offices and the 100-acre Skyline Center, a dominant feature. The area is centered at Baileys Crossroads (Route 7, and Columbia Pike) and fans out along these major arteries covering approximately 530 acres. The area presently functions as a large community-serving commercial center due to its strategic location and proximity to the borders of Arlington County and the City of Alexandria.

Route 7 and Columbia Pike not only form the major organizing elements of the Baileys Crossroads CBD, they also serve as major commuter routes to the various metropolitan Washington employment centers. Stable single-family residential areas border the majority of the CBD boundary.

#### ISSUES

The construction of a partial interchange at the intersection of Route 7 and Columbia Pike has alleviated a serious traffic bottleneck hampering automobile movement in the Baileys Crossroads CBD. However traffic congestion still exists along Columbia Pike and Route 7. Traffic problems exist at the intersections of Carlyn Spring/Seminary Road with both Columbia Pike and Route 7.

The pattern of commercial development at Baileys Crossroads is highly automobile-oriented, although perhaps slightly less so than at either Annandale or Seven Corners. With only two major roads along which to cluster, commercial development fills the four isolated quadrants to varying degrees of intensity, always focusing on the

street. The four quadrants contain four shopping centers and numerous individual commercial activities. The result is a commercial center where the roads and individual stores stand out in the absence of any coordinated whole.

The independent actions of individual entrepreneurs have led to a mix of highly incompatible land uses within each quadrant. This, coupled with the fact that the single-family residential neighborhoods adjacent to the various commercial activities are relatively unstable, results in continuing friction which adds additional instability to the situation and is debilitating to both commercial and residential elements.

#### RECOMMENDATIONS

##### Transportation Congestion

A. Pursue the County's policy of encouraging mass transit usage by assessing the need for (and impact on stable residential neighborhoods of) implementing bus lanes along Route 7, Columbia Pike and Seminary Road.

B. Partially separate local and through-traffic by completing the service drives, where possible, and in those specific locations where the impact on adjacent stable residential neighborhoods can be minimized, along Route 244 (from the Holmes Run stream valley east to the Arlington County line), along Route 7, and along Seminary Road to the Alexandria City line.

C. Coordinate access points to improved road ways with the overall Baileys Crossroads commercial activity center.

D. Consider partial grade-separated interchanges at the intersections of Carlyn Springs Road/Route 7 and Carlyn Spring Road/Columbia Pike.

##### Commercial Activity

A. Increase coordination among the various fragmented commercial activities within each quadrant of the Baileys Crossroads. Such improvements will require expenditures on the part of owners that must be justifiable in terms of increased sales revenues and related benefits, and along with the integration of transportation improvements, should be initiated within the auspices of the recommended improvement district as parts of a major urban design problem.

B. Recognize that under no circumstances should Baileys Crossroads develop as a major regional center; instead its direction should continue toward status as a large local-serving retail center. In no way should Baileys Crossroads attempt to compete with nearby established regional centers.

C. Encourage only limited growth of the Baileys Crossroads CBD through 1990, adding the 10 acres of already committed office space expected with the completion of Skyline Center as well as some consolidation and revitalization of existing marginally viable commercial activities within the CBD.

D. It is essential to improve the flow of traffic to, from, and through Baileys Crossroads if growth is to be desirable or even possible, and any expansion must not negatively impact existing stable residential neighborhoods.

E. The parcels in the southeast quadrant of Seminary Road and South George Mason Drive are planned for mid-rise office use and/or low-intensity retail commercial use.

F. The eastern quadrant of the intersection of Route 7 and Columbia Pike is planned for a mixture of commercial office (transitional low-rise office), medium-density residential development



at 8-12 dwelling units per acre and low-intensity retail. Development under the planned development commercial (PDC) zoning category is encouraged.

Greater commercial intensity (limited office) may be considered, provided substantial consolidation of parcels occurs and the prospective developer(s) are able to adequately resolve the issue of transportation access. Commercial (transitional low-rise office—limited office, retail, hotel or restaurant) uses should be permitted on parcels 61-2 ((1)) 81, 81A, 89-94; 61-2 ((22)) 24, 26, 28, 30, 32, 34; and 62-1 ((23)) 25, 27, 29, 31, 33, and 35 only if access is provided in a coordinated manner to Columbia Pike. If this area is developed in commercial (transitional low-rise office—limited office, retail, hotel or restaurant) uses or medium-density residential uses, highway improvements should be such that the site's points of access and adjacent roadways operate at acceptable levels of service as prescribed by the Virginia Department of Highways and Transportation and the County. Retail uses should be restricted to relatively low peak-hour traffic-generating uses such as hotels and restaurants.

Development in this area, regardless of intensity, should exhibit design sensitivity to the topographic characteristics of the site, and should seek to resolve local drainage problems. Intensity should be limited adjacent to the existing single-family residential community to the east, with substantial landscaped buffering and screening provided to minimize any adverse impacts of development on this community.

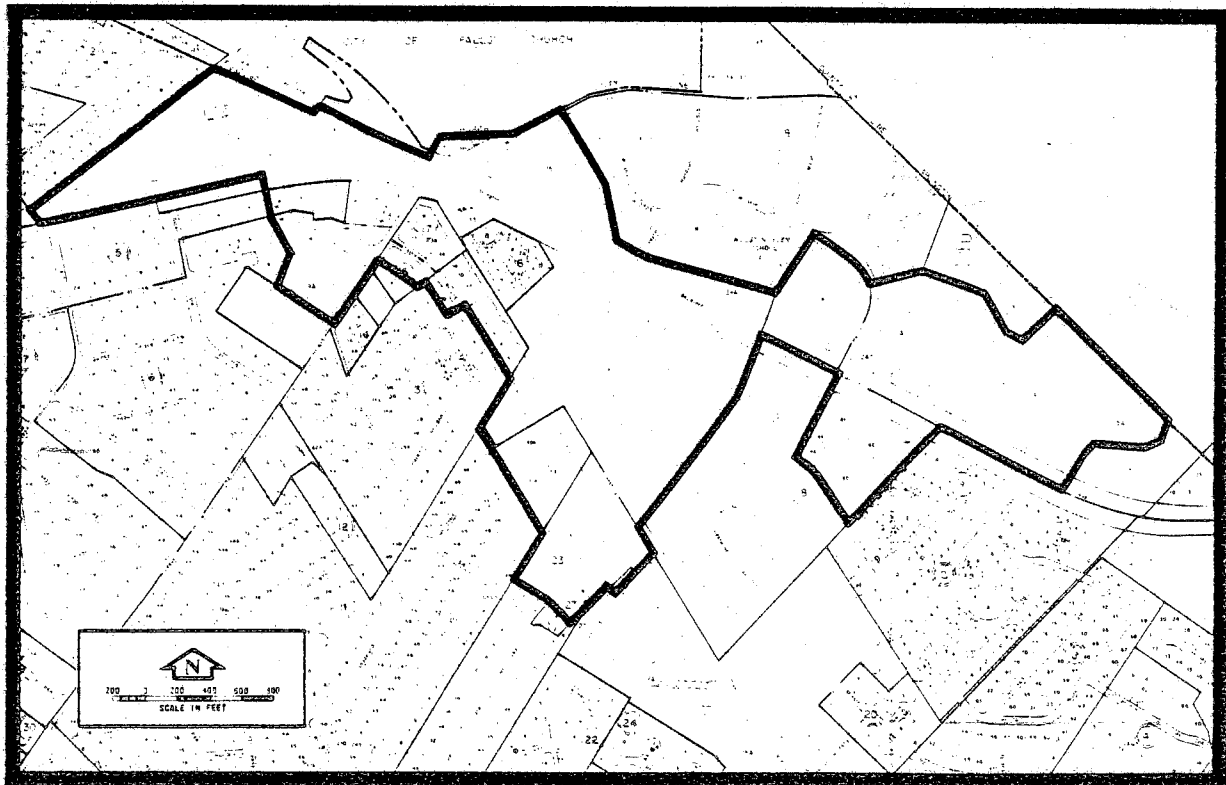
G. The vacant tract west of Williams Lane and Dannels Place is recommended for medium-density residential development (4-5 dwelling units per acre), well buffered from adjacent commercial and residential activity.

H. In order to provide a transitional use zone between the stable single-family residential neighborhood to the north and west, and the Baileys Crossroad commercial activity area to the east, the vacant tracts in the northwest and northeast quadrants of the intersection of Maple Court and Route 244 are recommended for residential development (4-5 dwelling units per acre), well-buffered from surrounding activities. In the northeast quadrant, a transitional low-rise office development is considered an appropriate alternate use, on the condition that it be well buffered from the adjacent stable residential neighborhood. In order to minimize the number of curb cuts along Route 244, access to this development should be coordinated with the future extension of the service drive along Route 244 and the intersection of Maple Court and Route 244.

I. Remaining vacant, commercially-zoned acreage within the boundaries of the Baileys Crossroads Central Business District should develop as presently committed or as transitional low-rise office—limited office, well buffered from adjacent existing residential uses. (This includes the tract west of South Jefferson Street and east of Carlin Springs Road.) Provide pedestrian access to the central business district in locations desired by local residents.

#### Neighborhood Encroachment

A. Delineate the commercial zone on an official map, thus aiding in the protection of stable neighborhoods adjacent to the Baileys Crossroads CBD. Because of the lack of viability and stability of most of the adjacent residential neighborhoods, it is likely that the creation of a transitional zone of medium-density residential units around the commercial area, within the auspices of the proposed improvement district, would aid in the containment of commercial expansionary pressures and the stabilization of impacted neighborhoods.

**SEVEN CORNERS CENTRAL BUSINESS DISTRICT**

The Seven Corners Central Business District, at the confluence of seven roads, is dominated by the Seven Corners Shopping Center, but also is characterized by a wide variety of uncoordinated commercial establishments, office structures and housing types including high-rise apartments, older garden apartments, and single-family homes. The area is bounded on the north by the City of Falls Church and on the east by Arlington County.

Routes 50 and 7 not only form the major organizing elements of the Seven Corners CBD, they also serve as major commuter routes to the various metropolitan Washington employment centers. Surrounding the CBD in both neighboring jurisdictions and in Fairfax County are predominately stable single-family residential communities.

**ISSUES**

The intersection of seven highways at Seven Corners has created a severe traffic problem. This intersection is served by a small and inadequate partial interchange and has the highest peak-hour activity of any intersection in the County. Also, due to its complexity, it will probably be the most difficult to resolve. Just to the southeast, Patrick Henry Drive intersects both Routes 7 and 50, further compounding the congestion problem on those routes back to the Seven Corners intersection.

The pattern of commercial development in Seven Corners has been highly automobile-oriented, organized largely by the existing pattern of roadways and the somewhat independent orientation of small commercial centers to vehicular access. This has resulted in seven isolated islands of commercial activity including the Seven Corners (small regional) Shopping Center, a number of smaller centers, Montgomery Ward, Lord & Taylor, individual stores and offices, a great deal of asphalt for the pedestrian to traverse

and a tendency for the commercial activity to move outward (particularly along Route 50).

The auto orientation of commercial activity coupled with highly independent actions of individual entrepreneurs has led to a mix of incompatible uses with the islands of commercial activity such that the resulting piecemeal development is barely tied together. One fairly typical section contains a restaurant, an auto sales facility and a small motel, hardly conducive to one-stop shopping opportunities.

**RECOMMENDATIONS****Transportation Congestion**

A. Pursue the County's policy of encouraging mass transit usage by assessing the need for (and impact on stable residential neighborhoods of) implementing bus lanes along Route 7 and Wilson Boulevard.

B. Partially separate local and through-traffic by completing the service drive systems along Route 50, Route 7, and Wilson Boulevard, recognizing that along certain narrow stretches they may serve as the bus lanes.

C. Encourage the creation of a Metro feeder system, including expanded bus service and satellite parking to the East Falls Church Metro Station.

D. Consider the need for and feasibility of making improvements to the interchange at Seven Corners, recognizing the inadequacy of the existing interchange, the difficulty and cost involved in making improvements, and the probable disruption of existing land uses.

E. Improvements are needed to the present intersections at Patrick Henry Drive/Route 50 and Patrick Henry Drive/Route 7. The possibility of interchanges at these intersections should be explored within the context of the countywide transportation plan. (The County should review closely the buffering and highway provided on development plans proposed on any of the quadrants adjacent to the intersections.)

**Commercial Activity**

A. Increase coordination among the various commercial activity islands that comprise the Seven Corners CBD and emphasize improved pedestrian and bike access to all corners of the area. It remains to be determined, however, the extent to which the various fragmented commercial areas can be integrated. Such improvements will require expenditures on the part of owners that must be justifiable in terms of increased sales revenues and related benefits. The coordination of fragmented commercial areas along with the integration of transportation improvements are parts of a major urban design problem, and should be initiated within the auspices of the recommended improvement district.

B. Encourage only limited growth of the Seven Corners CBD through 1990 adding the 10 acres of office space already accounted for with the completion of the two anticipated additional First Virginia Plaza towers, as well as some consolidation and revitalization of existing marginally viable commercial activities within the CBD.

C. The vacant tract east of the Seven Corners interchange is recommended for commercial office development (transitional low-rise office—limited office), well buffered against the existing residential units to the east, and the Wilson Boulevard and Route 50 transportation corridors.

D. The vacant tract south of the surplus Willston Elementary School is recommended for commercial office development (transitional low-rise office—limited office), to be coordinated with adjacent existing and proposed retail development. In particular, access points should be coordinated so as to minimize traffic impact upon the already congested Route 50 corridor.

E. In order to maintain Seven Corners as a small, regional commercial center, a desirable mix of office as well as retail facilities should be planned within the designated central business district. The parcel (51-4 ((1)) 2) east of Patrick

Henry Drive and north of Route 50, immediately west of the existing Montgomery Ward facility is planned for mid-rise office development (limited office—office) not to exceed 90 feet conditional on the coordination of vehicular access and circulation to this planned office with that to existing commercial activities in the area.

Consideration may be given to retail commercial development only if the nearby and adjoining established communities can be protected from the adverse impacts of the retail commercial activity in this portion of Seven Corners by the provision of extensive landscaping and screening on and in the vicinity of subject property (parcel 2).

F. The tract along the west side of Route 7, south of Buffalo Ridge Road and immediately across from the Seven Corners Regional Shopping Center, is recommended for commercial office development (limited office—office) not to exceed 60 feet in the height on this tract, with incorporation of the two vacant residential lots (parcels 10 and 11) on Buffalo Ridge Road for the sole purpose of resolving the problem of transitional yards (building setback). No office structure should be permitted on these two lots nor any vehicular access be granted onto Buffalo Ridge Road. Any parking facilities permitted on these lots should be so situated as to preclude visual impact and minimize noise impact upon adjacent residences. The screening provided along Buffalo Ridge Road should be sufficient to maintain the stable residential character of this street.

An option should be considered for the development of townhouse-style residential uses at 16-20 dwelling units per acre provided that such development incorporates a substantial landscaped buffer where this property adjoins existing low-density single-family detached residences. Interior and exterior noise mitigation measures are appropriate for residential uses impacted by noise.

G. The four parcels fronting along the west side of Leesburg Pike (51-3 (13)) 1, 2, 3, 4) are planned for low-rise commercial office uses with vehicular access and parking coordinated with that of the existing office building and the inclusion of substantial buffering along the western boundary to protect existing and planned low-density residential uses on the west.

#### Neighborhood Encroachment

A. Delineate the commercial zone on an official map thus aiding in the protection of stable residential neighborhoods adjacent to the Seven Corners. Because of the viability and stability of most of the adjacent residential neighborhoods, it is not necessary to encourage the creation of a transitional zone of medium- and high-density residential units around the commercial areas (except along Route 50 to ensure termination of the strip commercial development).

B. Permit the Woods tract west of Seven Corners and south of Route 50 to develop as a medium-density residential mix, thus minimizing the potentially negative impact on the single-family residential neighborhood to the west and on the existing traffic through Seven Corners. Residential development should be concentrated on the northern portion of the tract, adequately buffered from the adjacent single-family homes, and vehicular access should not be permitted onto Sleepy Hollow Road (since this would create a convenient detour of Seven Corners for nonlocal traffic through a residential neighborhood).

C. Maintain the County's limited stock of low/moderate-priced rental units by preventing expansion of the Seven Corners Shopping Center at the expense of the Willston South Apartments.

D. The tract (parcel 8D) north of Brook Drive and west of Holly Street is planned for residential development at a density of 16-20 dwelling units per acre with the exception of that portion with frontage on Holly Street which is planned for low-density residential development (2-3 dwelling units per acre), compatible with the existing Lee Boulevard Heights community. Substantial screening and landscaping should be provided along the boundaries with commercial development, as well as between the two residential densities of a type and in a manner which eliminates any adverse visual or other impacts.

## ROUTE 50/I-495 AREA

**Description of the Route 50/I-495 Area**

The Route 50/I-495 Area comprises approximately 1325 acres within the urbanizing portion of Fairfax County at the confluence of several major arterial roadways: I-495 (the Capital Beltway); Route 50 (Arlington Boulevard); Route 29 (Lee Highway); and I-66. Bounded on the north by I-66, on the west by Prosperity Avenue, on the south by Gallows Road and the Holmes Run Acres community, and on the east by Falls Church High School, the Melpar facility and the Pine Spring community, it includes the Chiles tract and the Merrifield industrial area within Planning Area I as well as the Dunn Loring Metro and the Route 50/Gallows Road Complex Areas in Planning Area II.

The principal characteristics of the Route 50/I-495 Area are: 1) the extent of vacant acreage with substantial tree cover on the Chiles tract; 2) the proximity of this extensive vacant acreage to the major intersection of I-495 and Route 50; and 3) the presence of the approximately 100-acre Holmes Run stream valley traversing in a north-south direction through a portion of the Chiles tract.

Of the total of 1325 acres within the Route 50/I-495 Area, approximately 915 are vacant, the majority being concentrated within the Chiles tract. For the purpose of analysis, the major tracts of vacant acreage within the Chiles tract have been designated as follows:

- NE quadrant of Route 50/I-495:  
Tract A
- SE quadrant of Route 50/I-495:  
Tract B
- SW quadrant of Route 50/I-495:  
Tract C
- NW quadrant of Gallows Road/Route 50:  
Tract D
- SW quadrant of Gallows Road/Route 50:  
Tract E
- SE quadrant of I-66/Cedar Lane:  
Tract F

These tract designations are illustrated on the map and will be referenced extensively throughout the text.

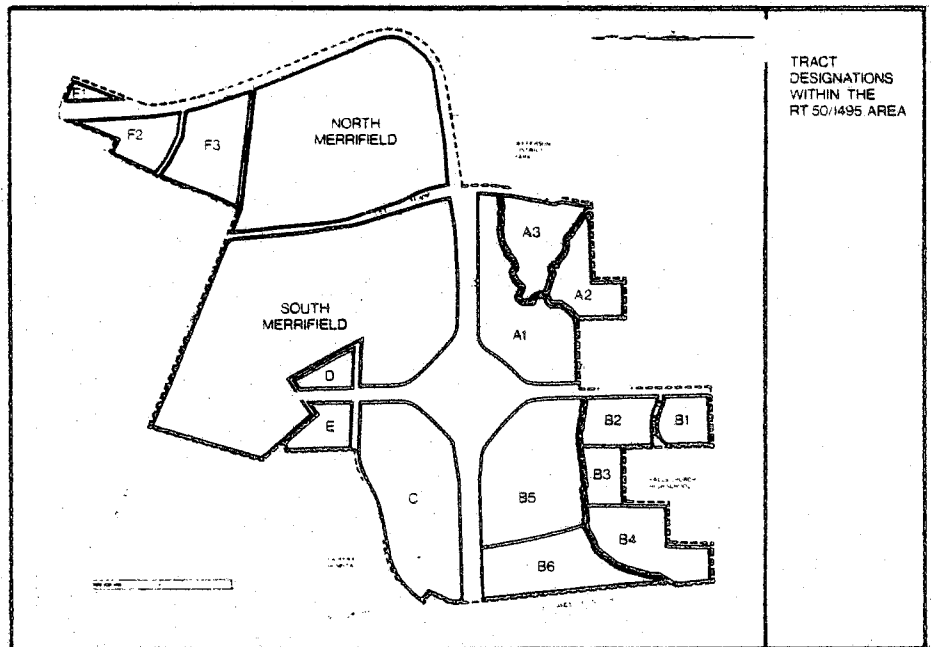
In addition, the remainder of the Dunn Loring Metro Complex Area, not included in the list above, has been redesignated North Merrifield, while that portion of the Merrifield industrial area south of Route 29 and the Route 50 corridor from Prosperity Avenue to Gallows Road has been designated as a part of South Merrifield for the purpose of this study.

**Background of the Route 50/I-495 Area Task Force and Study**

The Route 50/I-495 Area Task Force was created by the Board of Supervisors following the adoption of the Comprehensive Plan for Area I on June 16, 1975. At the time of plan adoption, the Board called for the formation of a "study commission of citizens and staff in consultation with landowners...to provide guidance for the resolution of: 1) alternative uses of the entire Chiles tract; 2) access and environmental problems...; and 3) methods of implementing those uses."

On June 19, 1975, the Board adopted the staff proposal for creation of the Route 50/I-495 Area Task Force with the following statement of purpose:

"To develop and assess...realizable land use and transportation alternatives for coordinated development of the special study area. Within this



context, to assess first the feasibility of the plan recommendation for the area, including:

- A major park and possible governmental center for the southeastern quadrant of the Chiles tract;
- Environmental protection objectives on the Chiles tract;
- Protection of residential neighborhoods on the perimeter of the study area;
- Basic employment opportunities;
- Planned development center mix options;
- Metro impact and opportunities.

Next, to consider any other feasible options for the Chiles tract within the study area, and for the study area as a whole, recognizing and clearly outlining necessary constraints on development. In essence, to take a step forward in working with the local community and with the landowners to gain general consensus regarding the best approach to land use in the area, with particular emphasis on the Chiles tract(s) in preparation for the upcoming rezoning application hearings. It is expected that the final product of the special study will be a report to be presented to the Board of Supervisors recommending an overlay of specific amendments to the Area I and II Plans."

**Adoption of The Route 50/I-495 Area Study**

On July 5, 1977, the Board of Supervisors adopted *The Route 50/I-495 Area Study*, as modified, by reference, with the land use and transportation recommendations of the study amended into the text of the Comprehensive Plan. The Route 50/I-495 Area plan amendment replaces the Chiles Tract Special Area portion of the Area I Plan; the Dunn Loring Metro Complex Area, and the Route 50/Gallows Road Complex Area portions of the Area II Plan, as well as providing additional land use and transportation recommendations for the Merrifield industrial area.

*The Route 50/I-495 Area Study* document (published in April 1977) includes an examination of land use, environmental, transportation, economic, and public facility characteristics of the designated 1325-acre study area, as well as an evaluation of the relative impacts of hypothetical development options considered by the planning staff and the Route 50/I-495 Area Task Force in the

formulation of land use and transportation recommendations for each portion of the study area. This voluminous background document, while incorporated in the Plan by reference, is not printed directly in the text of the Comprehensive Plan. The material is available for reference by obtaining a copy of *The Route 50/I-495 Area Study*, as modified by the Board of Supervisors.

## PLANNED LAND USES AND RELATED TRANSPORTATION IMPROVEMENTS FOR THE ROUTE 50/I-495 AREA

### GENERAL APPROACH: RECOMMENDED HIERARCHY OF LAND USE OPTIONS BASED UPON TRANSPORTATION AND PUBLIC SAFETY IMPROVEMENTS

This section of the study specifies recommended land use activities as well as related transportation and public facilities improvements that will be required to accommodate the recommended land use activities for each designated tract and sub-tract within the Route 50/I-495 Area.

In several instances, particularly on larger vacant tracts, various land use options are recommended as appropriate for development; however, approval to initiate development under a given land use option is conditional upon the programmed completion of all specified transportation and public facility improvements identified in the text as relevant to the particular tract. In situations where there are several options recommended, as the intensity of land use development and related impacts increases, so will the extent and number of transportation and public facility improvements required to accommodate the impacts from such development, and thereby provide a reasonable level of service to existing and proposed development throughout the area. Profound development plans for this area should:

- address actions proposed to help alleviate, or at the minimum not worsen, traffic congestion during the morning and late afternoon peak hours of travel.
- provide a time-phased schedule for completion of identified highway improvements in the area and for occupancy of facilities on the site being rezoned.

The provision of low- and moderate-income units in new developments throughout the County is an important County concern. Provision of low- and moderate-income housing units is one of the criteria currently used by the Board in determining whether rezoning applications should be granted above the low end of the planned density range. Given the convenient regional location and accessibility of the Route 50/I-495 area and its combination of employment and residential uses in the same area, the area is a most appropriate location for additional housing opportunities for low- and moderate-income families. In making decisions on new residential development, the County should weigh heavily the provision of low- and moderate-income housing in this area as desirable and important in meeting County objectives. Development at the high end of the density ranges with additional density bonuses as provided for in the *Zoning Ordinance* is only encouraged if appropriate residential development which incorporates low- and moderate-income housing units is suitably assured.

The recommendations are organized by tract, with a brief analysis of the development potential of each tract, and the local development objectives and concerns voiced by both the staff and task force. This is followed by the land use and transportation recommendations amended into the Area I and Area II section of the Comprehensive Plan.

#### NORTHEASTERN QUADRANT (TRACT A)

Analysis: A Summary of Development Potential

The otherwise considerable development potential for the 158-acre vacant northeastern quadrant of the Route 50/I-495 interchange is contained by the following factors:

- Vehicular access to and from the major highways, whose proximity would normally create considerable development potential for the tract, is extremely limited. The present configuration of the roadways as well as

adjacent existing light industrial and residential development limits major vehicular access, focusing it toward Route 29. Direct access to I-495 is not possible, and access to Route 50 on the south is curtailed by adjacent stable land uses to four less than completely desirable options: extension of Jaguar Trail northward into the NE quadrant through a portion of the existing Melpar site, the extension of an access roadway northward from the existing westernmost access of Melpar into Tract A, access immediately west of Melpar and Holmes Run Stream, which poses considerable potential as a traffic hazard due to its proximity to the ramps for the Route 50/I-495 interchange, or access to Route 50 via completion of the service drive westward across the frontage of Melpar into the tract. Alternative access options to I-495 involve circuitous, undesirable routes either along Gallows Road through Merrifield, or through local neighborhood streets farther east which connect Route 29 with Route 50.

- Traffic congestion along all major arterials during peak-hour periods is severe, thus compounding the difficulties of access.
- The highly marketable visibility of the frontage along I-495 is diminished somewhat by the presence of the VEPCO power line easement along the entire length of this tract's frontage with I-495.
- The NE quadrant is divided into three distinct sub-areas by the approximately 40-acre Holmes Run stream valley which runs generally in a north-south direction, and forks in the northern portion of the tract.

Given the above moderating conditions, the recommendations have attempted to capitalize upon the extensive highway frontage of the tract and its location astride the confluence of two major arterial highways in fulfilling the County goal of providing major basic employment activity centers at selected locations throughout the County, accompanied by necessary transportation improvements so as not to exacerbate the present level of traffic congestion; while at the same time minimizing other potentially adverse impacts upon adjacent local communities. The recommendations propose a coordination of employment and residential activity which will present opportunities for walking to work and for the provision of convenient mass transit facilities.

#### Local Development Objectives and Concerns

(These are specific statements of policy which are applicable to the development of this tract. The precise recommendations for the development of each tract are contained in the subsequent section entitled Recommendations.)

#### I-495 Corridor

1. Although development should be permitted to capitalize on visibility from I-495 at appropriate, selected vantage points, an open space buffer should be maintained along the east side of I-495 in order to minimize noise, visual, and air pollution impacts upon the interior of the tract.

- Maintain the existing VEPCO easement. This easement has been cleared of vegetation and the conspicuous power lines detract from the visibility consideration which would otherwise enhance this I-495 frontage.
- Maintain a buffer with the existing vegetation (trees) immediately east of the VEPCO easement (except in selected vantage points where visibility from I-495 to proposed development will prove to be an

asset). This should be coordinated with landscaping of the VEPCO easement.

2. It is recommended that no direct vehicular access to or from I-495 be granted.

#### Route 50 Corridor

1. Maintain a substantial open space buffer of existing vegetation along the north side of Route 50 (with exceptions made only to provide desirable visibility to proposed campus-like development). This buffer will act to minimize visual, noise, and air pollution impacts from the Route 50 corridor on the interior of the tract.

2. Maintain the stability and integrity of adjacent existing residential and nonresidential development. In particular, no land use activity or transportation improvement should be permitted which will impact existing development in such a way as to jeopardize its stability.

3. Primary vehicular access to Sub-Tract A1 should be via Route 29.

#### Route 29 Corridor

1. Provide vehicular access to Sub-Tract A1 at the Shreve Road intersection with Route 29. (It will be necessary to realign this intersection eastward, and resolve certain topographic problems on Tract A.)

2. A major roadway between the light industrial activity (the alternate land use option) on Sub-Tract A1 and the residential development of A2 and A3 would be undesirable because it would encourage the movement of through-traffic between Route 50 and Route 29 on the residential collector streets. However, a minor connection should be provided between A1 and A3 so that some internal circulation may occur without utilizing Route 29.

3. Primary vehicular access from the residential development on A2 and A3 onto Route 29 should be coordinated at the present intersection of Hyson Lane with Route 29. Any additional intersection points with Route 29 between I-495 and Hyson Lane would be undesirable since it would unnecessarily impede the flow of traffic along Route 29.

4. Maintain an open space buffer of existing vegetation along the south side of Route 29 in order to minimize visual, noise, and air pollution impacts upon the interior of the tract.

5. Provide improved pedestrian walkways and shelters along Route 29 in an effort to encourage increased use of mass transit facilities by making it more convenient, accessible, and visible, thereby reducing the number of auto trips generated.

#### Eastern Boundary of Tract A

1. Maintain an open space buffer adjacent to the Pine Spring Apartments and along the boundary with Melpar; however, provide for pedestrian access between existing and proposed development, coordinated with convenient mass transit facilities.

- Residential structures in Sub-Tract A2 should be sited in such a way as not to intrude visually upon the stable Pine Spring residential community to the east.
- Additional residential development should provide sufficient acreage for recreation space required by new residents. This is in addition to the acreage required for the recommended stormwater detention facility, and where possible this acreage should be part of the recommended peripheral open space buffer adjacent to Pine Spring and Melpar, and adjacent to the Pine Spring Elementary School.

**Holmes Run Stream Valley**

1. Preserve the Holmes Run stream valley environmental quality corridor which includes adjacent natural drainage areas in their natural state.

2. In order to minimize stormwater runoff and siltation, in addition to preservation of Holmes Run stream valley:

- maximize retention of the substantial tree cover;
- encourage clustered development;
- encourage utilization of permeable surfaces for parking areas and use of rooftop storage for stormwater.

3. Due to severe property flooding and channel erosion along Holmes Run, Reservoir 2A or other stormwater management facilities having comparable flood and erosion control capabilities with related sediment entrapment benefits shall be provided. (See Stormwater Management Appendix.) Reservoir 2A has a 100-year flood storage volume at 110 acre-feet and produces a 100-year peak flow attenuation of 35 percent as specified in Phase I of Final Design, X-028. The Holmes Run 100-year floodplain and sufficient contiguous acreage must be reserved for implementation of Reservoir 2A as depicted in Phase I, Final Design, Project X-028, Holmes Run H & I, or for other comparable facilities as noted above.

4. Encourage pedestrian and bicycle movement between the residential development on A2 and A3 and the light industrial activity on A1 and the Melpar site by providing a pedestrian circulation system spanning the Holmes Run stream valley in several locations.

**Recommendations****Sub-Tract A1**

Recognizing the limited opportunities for vehicular access to serve Tract A, as well as the present levels of traffic on Route 50 and I-495, as indicated by the Virginia Department of Highways and Transportation, the 84-acre tract bounded by Holmes Run stream valley on the east and I-495 on the west is planned for residential development at 5 to 8 units per acre. PDH-type development is encouraged, thus permitting the clustering of residential units into the interior of the sub-tract so as to provide a substantial open space buffer of existing vegetation between proposed residential units at I-495.

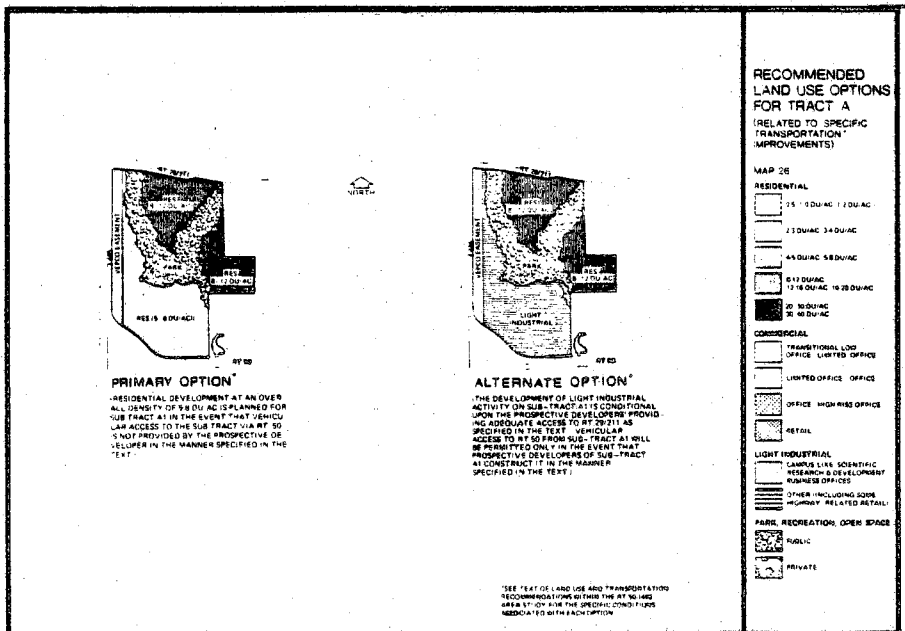
1. Vehicular access from Route 50 to serve this residential development should be via the northward extension of Jaguar Trail along the eastern and northern periphery of the existing Melpar facility, in a manner which does not reduce the existing buffer strip of vegetation between Melpar and the western edge of the Pine Spring community. As part of the construction of this roadway, landscaping and screening shall be provided by the prospective developers to enhance the existing buffer.

2. Due to severe property flooding and channel erosion along Holmes Run, Reservoir 2A or other stormwater management facilities having comparable flood and erosion control capabilities with related sediment entrapment benefits shall be provided. (See Stormwater Management Appendix.) Reservoir 2A has a 100-year flood storage volume at 110 acre-feet and produces a 100-year peak flow attenuation of 35 percent as specified in Phase I of Final Design, X-028. The Holmes Run 100-year floodplain and sufficient contiguous acreage must be reserved for implementation of Reservoir 2A as depicted in Phase I, Final Design Project, X-028, Holmes Run H & I, or for other comparable facilities as noted above.

3. Dedicate that portion of Sub-Tract A1 which lies within Holmes Run stream valley to Fairfax County.

4. Construct a pedestrian and bicycle circulation system which spans Holmes Run.

5. Reserve additional right-of-way as required for the completion of all transportation



improvements recommended in this text or on Map 32.

Consideration shall be given to the development of campus-like light industrial activities of an office or research and development nature on Sub-Tract A1, (as limited by Table 48) similar in character to the existing Melpar facility to the southeast, only on the condition that adequate vehicular access to the sub-tract from Route 29 and from Route 50 is constructed by prospective developers in a manner endorsed by the Virginia Department of Highways and Transportation and the County. In addition, consideration of campus-like light industrial development shall be contingent upon the following:

1. Construction of a four-lane internal collector road (with a 90' right-of-way) to serve the light industrial activity on Sub-Tract A1 via an at-grade intersection at Route 29 across from a realigned Shreve Road. (Due to the configuration of the VEPCO power lines, it is necessary to realign Shreve Road eastward and resolve certain topographical problems associated with this location.) This roadway shall be constructed in the manner shown on Map 32 to prevent its use as a major detour for through-traffic.

2. Discourage industrially related traffic and through-traffic from using existing and proposed residential streets by not constructing a major vehicular access from Sub-Tract A1 across the Holmes Run stream valley. Minor internal circulation between Sub-Tracts A1 and A3 should be provided by a connection which intersects the four-lane internal collector service Sub-Tract A1 approximately 200' south of Route 29 in Sub-Tract A1.

3. Limitation of visibility for proposed development along the I-495 frontage to designated areas. The remainder of the frontage should be maintained as an open space buffer of existing vegetation, supplemented with landscaped berms.

4. By appropriate siting and the use of earth berms, minimize the visibility of surface parking serving this proposed light industrial development from the Route 50, Route 29, and I-495 corridors.

In addition, there shall be compliance by prospective developers with all other conditions listed above as necessary under the primary option for Sub-Tract A1 of residential development at 5 to 8 units per acre.

Recognizing the present and projected levels of traffic congestion as well as the limited oppor-

tunities for vehicular access to the northeastern quadrant, it shall be the responsibility of the prospective developers to demonstrate to the Virginia Department of Highways and Transportation and to the County that the additional traffic generated by such a development can and will be accommodated adequately through the provision by the prospective developers of certain transportation improvements and a commitment to implement effective transportation strategies so as to reduce peak-hour traffic generation.

**Sub-Tract A2**

This 30-acre portion is recommended for residential development at a density of 8-12 dwelling units per acre, well buffered from existing residential and industrial development to the east and south. (The recommended density range takes into account floodplain areas and the potential for PDH development and possible density bonuses which could result in an overall density of 15 dwelling units per acre and a developed character very comparable to adjacent development.)

1. Primary vehicular access to this sub-tract is via the four-lane (90' right-of-way) collector road linking with the four-lane collector serving Sub-tract A3, with access to Route 29 at Hyson Lane.

2. No vehicular access should be granted to the south or east since this would encourage the undesirable movement of through, nonresidential traffic on local residential streets.

3. Encourage the clustering of residential units and their siting in such a manner as to avoid any visual intrusion into stable residential communities to the east, and to maximize the extent of undisturbed land, thereby retaining a portion of the existing cover of heavy vegetation.

4. Dedicate that portion of Sub-Tract A2 which lies within the Holmes Run stream valley.

5. Sufficient acreage should be set aside to provide adequate local park and recreation facilities for new residents.

6. Sufficient contiguous acreage to the Holmes Run 100-year floodplain should be reserved for implementation of Reservoir 2A as depicted in Phase I, Final Design, Project X-028, Holmes Run H & I or for other comparable facilities as referenced above in recommendations for A1.

7. Provide pedestrian access between Sub-Tract A2 and adjacent existing and proposed development.

8. Additional right-of-way should be reserved as required for the completion of all transportation improvements recommended in this text or on Map 32.

9. The provision of low- and moderate-income units in new developments throughout the County is an important County concern. Provision of low- and moderate-income housing units is one of the nine criteria currently used by the Board in determining whether rezoning applications should be granted above the low end of the planned density range. Given the convenient regional location and accessibility of the Route 50/I-495 area and its combination of employment and residential uses in the same area, the area is a most appropriate location for additional housing opportunities for low- and moderate-income families. In making decisions on new residential development, the County should weigh heavily the provision of low- and moderate-income housing in this area as desirable and important in meeting County objectives. Development at the high end of the density ranges with additional density bonuses as provided for in the *Zoning Ordinance* is only encouraged if appropriate residential development which incorporates low- and moderate-income housing units is suitably assured.

#### Sub-Tract A3

The 44-acre sub-tract bounded by Route 29 on the north and Holmes Run stream valley on the south is recommended for residential development at a density of 8-12 dwelling units per acre, well buffered from the Route 29 corridor. (The recommended density range takes into account floodplain areas and the potential for PDH development and possible density bonuses which could result in an overall density of 15 dwelling units per acre and a developed character very comparable to adjacent development.)

Consideration may be given to the development of campus-like light industrial development of an office or research and development nature on Sub-Tract A3 similar in character to the existing Melpar facility, only on the condition that adequate vehicular access to Sub-Tract A3 from Route 29 is constructed by prospective developers to accommodate the traffic generated by such development in a manner considered adequate and acceptable by the Virginia Department of Highways and Transportation and the County.

Consideration may be given to the development of coordinated campus-like light industrial development on both Sub-Tracts A3 and A1 only on the condition that vehicular access provided from Route 50 and from Route 29 for the traffic generated by this combined development is constructed by prospective developers in a manner considered adequate and acceptable by the Virginia Department of Highways and Transportation and the County.

In addition, campus-like light industrial development on Sub-Tract A3 must accommodate desirable residential access to development planned for Sub-Tract A2.

Industrial development should not be permitted at an intensity that could generate greater peak-hour traffic volumes than that which could result from planned residential development.

1. Primary vehicular access to Route 29 from this sub-tract should be via a four-lane collector road (with 90' right-of-way) at the intersection of Hyson Lane with Route 29, and should be linked with the principal access road to Sub-Tract A2, across Holmes Run. Minor internal circulation with A1 should be provided by the roadway connection described above under recommendations for A1. No additional vehicular access should be permitted between the proposed light industrial activity on A1 and residential development on Sub-Tract A3.

2. The clustering of residential units (PDH development) is encouraged in order to maximize the extent of undisturbed acreage,

thereby retaining ecologically valuable vegetative cover and open space.

3. Dedicate those portions of the Holmes Run stream valley which lie within the sub-tract.

4. Sufficient acreage should be set aside for the provision of adequate local park and recreational facilities for new residents.

5. Due to severe property flooding and channel erosion along Holmes Run, Reservoir 2A or other stormwater management facilities having comparable flood and erosion control capabilities with related sediment entrapment benefits shall be provided. Reservoir 2A has a 100-year flood storage volume at 110 acre-feet and produces a 100-year peak flow attenuation of 35 percent as specified in Phase I of Final Design X-028. The Holmes Run 100-year floodplain and sufficient contiguous acreage must be reserved for implementation of Reservoir 2A as depicted in Phase I, Final Design, Project X-028, Holmes Run H & I, or for other comparable facilities as noted above.

6. Provide pedestrian walkways and shelters along Route 29, linked to the proposed residential development to the southeast and to proposed industrial development to the south in order to increase the convenience of pedestrian circulation.

7. Residential units and related parking should be sited in relation to the required buffer of existing vegetation, enhanced by landscaping so as to minimize their visibility from the Route 29 highway corridor.

8. Additional right-of-way should be reserved as required for the completion of all transportation improvements recommended in this text or illustrated on Map 32.

9. The provision of low- and moderate-income units in new developments throughout the County is an important County concern. Provision of low- and moderate-income housing units is one of the nine criteria currently used by the Board in determining whether rezoning applications should be granted above the low end of the planned density range. Given the convenient regional location and accessibility of the Route 50/I-495 Area and its combination of employment and residential uses in the same area, the area is a most appropriate location for additional housing opportunities for low- and moderate-income families. In making decisions on new residential development, the County should heavily weigh the provision of low- and moderate-income housing in this area as desirable and important in meeting County objectives. Development at the high end of the density ranges with additional density bonuses as provided for in the *Zoning Ordinance* is only encouraged if appropriate residential development which incorporates low- and moderate-income housing units is suitably assured.

#### SOUTHEASTERN QUADRANT (TRACT B)

##### Analysis: A Summary of Development Potential

The 296-acre tract in the southeastern quadrant of the Route 50/I-495 interchange, largest of the parcels which comprise the Chiles tract, has severe internal and external constraints which limit its development potential, particularly when compared with the development potential of other quadrants in the Route 50/I-495 Area. Briefly, these constraints on the southeastern quadrant are:

- poor vehicular access to Route 50 on the north due to already high traffic congestion on that facility, proximity to the Route 50/I-495 interchange, and the need to align any major intersections on Route 50 with vehicular access from the northeastern quadrant to Route 50;
- poor indirect vehicular access to Gallows Road, which if linked with Route 50 or Marc Drive would impact existing stable neighborhoods adversely;

- no possibility of direct vehicular access to I-495;
- the location of adjacent stable residential neighborhoods whose local streets are not desirable conduits for nonlocal traffic from development of any portion of Tract B;
- the presence of the 60-acre Holmes Run stream valley which divides the tract in a north-south fashion, and is unsuitable for development, with approximately 10-12 acres of major east-west natural drainage depressions also undesirable for development.
- a 19-acre VEPCO easement (with overhead power lines) which parallels the I-495 corridor, diminishing the visibility potential and related aesthetic potential of this extensive I-495 frontage.
- high noise and air pollution levels in those portions of the tract in proximity to both the I-495 and the Route 50 corridors.

These constraints act to limit development on portions of the tract, and substantially increase costs associated with the design and construction of acceptable development.

#### Local Development Objectives and Concerns

(These are specific statements of policy which are applicable to the development of this tract. The precise recommendations for the development of each tract are contained in the subsequent section entitled Recommendations.)

##### I-495 Corridor

1. Maintain an open space buffer along the east side of I-495 in order to minimize excessive visual, noise, and air pollution impacts on the interior of the tract.

- Maintain the VEPCO easement as open space buffer and landscape this easement to increase the attractiveness of the Beltway frontage.
- Provide a buffer of existing vegetation immediately east of the VEPCO easement, to supplement desirable, low-maintenance landscaping of this easement.

2. It is recommended that no direct vehicular access from I-495 into the tract be granted.

##### Route 50 Corridor

1. Maintain a substantial open space buffer along Route 50 in order to minimize excessive visual, noise and air pollution impacts in the developable interior of the tract.

2. Primary vehicular access to the tract from Route 50 should be via an improved Jaguar Trail under low-intensity development; should intensive development occur on this tract, primary access should be provided directly from Route 50 by means of a new interchange located generally west of the Holmes Run stream valley.

3. Facilitate traffic movement by separating through and local traffic wherever possible.

- In order to facilitate through-traffic flow along Route 50, limit vehicular access from Tract B onto Route 50 to the Jaguar Trail/Route 50 intersection and to a single grade-separated interchange with a bridge over Route 50 located generally west of Holmes Run stream valley which would be required by intensive development of the site.

4. Provide vehicular access or egress at locations which minimize disruption to the operation of the Route 50/I-495 interchange. It is recognized that the greater the distance to this interchange, the better the operation of the system.

5. Encourage mass transit usage by construction of bus shelters and pedestrian walkways linking adjacent communities to more convenient bus shelters.

##### Jaguar Trail Corridor

1. Facilitate local vehicular movement,

separating through and local traffic wherever possible.

- Discourage through-traffic from using Jaguar Trail and Marc Drive as an alternative to the congestion at Route 50 intersections.
- Improve and realign Jaguar Trail, as well as its intersection with Route 50, and improve Marc Drive as required to accommodate the traffic generated by the residential development of that portion of Tract B east of Holmes Run stream valley.

2. Locate vehicular access from the proposed development areas along Jaguar Trail sufficiently far south of Route 50 so as to avoid any safety hazard with the Jaguar Trail/Route 50 intersection.
3. Provide pedestrian walkways along Jaguar Trail linking existing and proposed development.

#### Boundary with Coralain Apartments to the East

1. Discourage through, nonresidential vehicular movement into the Coralain Apartments from Tract B.
2. Provide pedestrian access, linking the existing apartments to the east with Tract B.
3. Maintain a buffer of existing vegetation adjacent to the existing development to the east.

#### Boundary with Residential Communities to the South and East

1. Maintain the integrity of adjacent stable residential communities in the following manner:

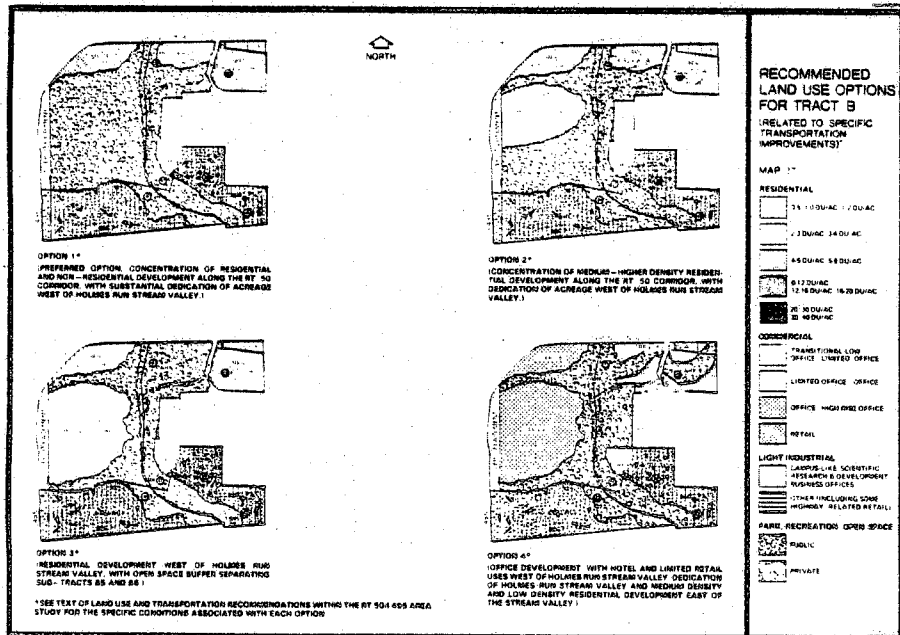
- Property owners of the southeastern quadrant have established covenants prohibiting vehicular access to the residential communities to the south and east which must be agreed to by successors in interest or assigns of owners of the southeastern quadrant.
- Prevent nonlocal vehicular traffic from having access across the southeastern quadrant (specifically, existing roadways should not be extended and linked across the southeastern quadrant either north to Route 50 or across Holmes Run stream valley.)
- Ensure compatible land use activities adjacent to these stable communities;
- Holly Lane and Hemlock Drive should be linked so as to form a loop within the southern portion of the quadrant (with no provision for a northward vehicular extension);
- Marc Drive should provide vehicular access to the proposed parkland east of the Holmes Run stream valley, but not be extended across the stream valley;
- Camp Alger Avenue should provide vehicular access to the proposed residential development east of the Holmes Run stream valley and south of Falls Church High School, but not connect with Marc Drive to the north; nor cross Holmes Run stream valley; and connection of Camp Alger Avenue with Fallowfield Drive should be located in a circuitous manner well within the interior of Sub-Tract B4. (This should be examined at the time of site plan review.)

2. No additional vehicular access should be provided to Falls Church High School and St. Philip's Church and School from the portion of Tract B east of Holmes Run stream valley;

3. Sufficient acreage should be set aside for the provision of adequate park and recreational facilities for the new residents of this proposed development.

#### Holmes Run Environmental Quality Corridor

1. Minimize stormwater runoff and siltation by:
  - Ensuring the protection of the floodplain through prohibition on building construction within the floodplain area of the site except as may be determined appropriate by the Board of Supervisors;



- preserving much of the existing tree cover;
- encouraging clustered development which minimizes disruption to the land; and by
- encouraging the selective use of permeable surfaces for parking areas and rooftop storage of stormwater.

2. In order to control stormwater runoff from this site, any development proposal must include a stormwater management plan which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) shall provide for the control of any post-development peak discharge in excess of the predevelopment peak discharge. In addition, the utilization of best management practices (BMPs) is strongly encouraged.

#### Recommendations

In an effort to provide a reasonable degree of flexibility in the development of the 296-acre Tract B, while at the same time ensuring that the overall impact of development will be comparable to or less than that which would result from detached single-family residential development on the entire tract as presently zoned, three options are proposed. The following options are distinct development option packages for Tract B, whose impacts are approximately the same order of magnitude as those which may result from development at the existing zoning. The various elements of the three options as they pertain to portions of Tract B are not interchangeable.

\* The projected number of peak-hour trips generated under each development option proposed for Tract B provides a useful means for quantifying the transportation impacts resulting from each option, and, by comparison, ensuring that the overall traffic impact is of the same order of magnitude as that which would result from accepted development of detached single-family residential units on Tract B (as it is presently zoned). In this manner the intensity of development on Tract B under any given option, as measured by traffic impact, will be approximately equivalent to the impact projected to result from development under current zoning. However, it should be pointed out that projected trip generation is but one of a number of impacts resulting from proposed development that must be considered. Many of these other (nontransportation) impacts are considerably less quantifiable and consequently impact assessments are more subjective.

There is also proposed a fourth option which provides for residential development east of the Holmes Run stream valley and an employment center west of the Holmes Run stream valley contingent upon compliance with strict development conditions set forth below.

The Audubon Naturalist Society urged preservation of Tract B as a natural park. While alternative uses have been indicated, this alternative should not be neglected.

No development should be permitted which by its intensity or character would require a grade separated interchange at Jaguar Trail and Route 50 or an overpass on I-495 between Tracts B and C.

Development of the southeastern quadrant under any of the four permitted options shall require the provision of stormwater management facilities which meet the requirements and objectives of Fairfax County for the Upper Holmes Run watershed. The prospective developer(s) shall provide for the control of any post-development peak discharge in excess of the predevelopment peak discharge. Sufficient acreage must be reserved adjacent to the Holmes Run 100-year floodplain, to construct necessary stormwater management facilities.

#### Option 1 (Preferred)

Option 1 proposes: 1) the concentration and location of high-intensity, nonresidential uses along the Route 50 corridor in exchange for; 2) the preservation of a substantial portion of the tract west of Holmes Run for active and passive recreational and open space purposes, while; 3) ensuring the construction of compatible detached, single-family residential dwellings adjacent to existing, stable single-family residential communities.

#### Sub-Tract B1

The principal concerns in planning the development of that portion of Tract B east of Jaguar Trail are that it not unnecessarily impede the flow of through-traffic along Route 50, and that it not adversely impact existing stable residential communities to the north across Route 50 and to the east. Therefore, it is recommended that the entire 22 acre vacant tract east of Jaguar Trail be consolidated and developed in a well-coordinated manner for residential activity at a density of 8-12 units per acre. The upper end of the density range is recommended only in the event that the entire tract east of Jaguar Trail is assembled, and that a

substantial open space buffer of existing vegetation is retained along Route 50 south of the proposed service drive, with residential development concentrated upon the remaining acreage. In addition, the following recommendations are made:

1. Well-designed clustering of units is encouraged so as to preserve substantial amounts of existing dense vegetation, particularly along the periphery of the site; (PDH development, with the appropriate bonus, would allow a gross density up to 15 dwelling units per acre on the entire tract);
  2. The provision of low- and moderate-income units in new developments throughout the County is an important County concern. Provision of low- and moderate-income housing units is one of the nine criteria currently used by the Board in determining whether rezoning applications should be granted above the low end of the planned density range. Given the convenient regional location and accessibility of the Route 50/I-495 Area and its combination of employment and residential uses in the same area, the area is a most appropriate location for additional housing opportunities for low- and moderate-income families. In making decisions on new residential development, the County should heavily weigh the provision of low- and moderate-income housing in this area as desirable and important in meeting County objectives. Development at the high end of the density ranges with additional density bonuses as provided for in the *Zoning Ordinance* is only encouraged if appropriate residential development which incorporates low- and moderate-housing units is suitably assured.
  3. Provide primary vehicular access to Route 50 via a realigned four-lane Jaguar Trail with minor access to Route 50 via the completed and preferably rerouted service drive. Minor access to Marc Drive from the realigned Jaguar Trail should be such as to discourage the use of Marc Drive for access to Tract B.
  4. Reserve all required right-of-way for a possible four-lane, realigned Jaguar Trail (with a 90' right-of-way) and all anticipated improvements to the Jaguar Trail/Route 50 intersection.
  5. Provide secondary vehicular access to Sub-Tract B1 via connection with the existing service drive in front of the Coralain Apartments to the east.
  6. Locate the intersection of the Route 50 service drive and Jaguar Trail as far south of the Jaguar Trail/Route 50 intersection as deemed feasible at the time of site plan review.
  7. Provide pedestrian walkways and bus shelters which will encourage the use of mass transit facilities by increasing their convenience.
  8. Provide sufficient acreage to satisfy the park and recreational needs of new residents.
- Such coordinated development of the entire 22-acre tract will improve the internal circulation system, organize efficient access to Route 50, and ensure the maintenance of compatible land use patterns.
- In the event that the small tract immediately south of the Route 50 corridor is not assembled for the purpose of development with the 18-acre tract to the south and the advantages of coordinated development for the entire 22 acre are not realizable, it is recommended that residential development occur at the lower end of the proposed density range (8 dwelling units/acre) buffered from Route 50. The same provisions which apply to the preferred coordinated development apply in this instance as well.
- Sub-Tract B2**
- The 29 acres west of Jaguar Trail, east of the Holmes Run stream valley and north of Marc Drive are recommended for a mix of office development and park use:
1. The northern 14 acres, immediately south of Route 50, are recommended for office devel-

opment at a maximum building height of six stories. The site is across Route 50 from the existing Melpar site, well buffered by the stream valley to the west, and some distance from residential communities.

2. The southern 15 acres (between the proposed office development and Marc Drive) are recommended for park use. Although various park-related uses are under consideration, the Park Authority currently views this as the probable site for the Fairfax County Heritage Center, a future community center and swimming pool. Should this tract not be acquired for park purposes, it should be developed at a density of 3-4 dwelling units per acre. Development of both portions of this sub-tract presumes the following:

- substantial open space buffer along the south side of Route 50 and along an improved Jaguar Trail;
- provision of primary vehicular access to Route 50 via a realigned four-lane Jaguar Trail with minor access to Route 50 via the completed and preferably rerouted service drive. Minor access to Marc Drive from the realigned Jaguar Trail should be such as to discourage the use of Marc Drive for access to Tract B;
- primary access to Route 50 for both office development and park activity should be via an improved, four-lane, realigned Jaguar Trail;
- the reservation of required right-of-way for the improvement of the intersection of Jaguar Trail and Route 50; and the realignment and widening of Jaguar Trail to four lanes (with a 90' right-of-way);
- the coordination of vehicular access from both office and park activity, as well as with residential development proposed east of Jaguar Trail;
- right-of-way should be dedicated for an east-west roadway which will cross the Holmes Run stream valley, thus providing access to the 13-acre proposed development west of the stream valley;
- dedication of those portions of the Holmes Run stream valley which are within Sub-Tract B2 to Fairfax County; and
- provision of pedestrian walkways linking adjacent activities, in an effort to reduce auto-dependence through the provision of convenient alternatives.

#### Sub-Tract B3

This 20-acre sub-tract is south of Marc Drive and between the Holmes Run stream valley on the west and Falls Church High School on the east. The School Board has indicated a need for approximately 10 acres for an intermediate school site west of the Falls Church High School property. Therefore, the property should be designated for school, park, and/or single-family residential uses at 3-4 units per acre.

1. Approximately four acres in the northern portion of Sub-Tract B3 immediately south of Marc Drive are recommended for active park use in conjunction with adjacent proposed park acreage on Sub-Tract B2.
2. Vehicular access would be to the south exclusively, with no connection to Marc Drive and no crossing over Holmes Run.
3. Appropriate buffering should be maintained along the eastern and southern periphery of this portion of Sub-Tract B3.
4. In keeping with the overall land use recommendations for the southeastern quadrant, that portion of Sub-Tract B3 which falls within the floodplain of Holmes Run should be dedicated to the County Park Authority.
5. Provide pedestrian walkways, linking to Holmes Run stream valley paths and to adjacent activities.

6. Provide sufficient acreage within Sub-Tract B3 to satisfy the park and recreational needs of proposed residents. (This requirement may be satisfied by the four-acre park site in the northern portion of Sub-Tract B3.)

7. Sufficient right-of-way should be reserved for all transportation improvements recommended in the text of this study or on Map 32.

8. Provide primary vehicular access to Route 50 via a realigned four-lane Jaguar Trail with minor access to Route 50 via the completed and preferably rerouted service drive. Minor access to Marc Drive from the realigned Jaguar Trail should be such as to discourage the use of Marc Drive for access to Tract B.

#### Sub-Tract B4

The remaining 50-acre sub-tract east of Holmes Run stream valley is recommended for single-family detached residential development at a density of 3-4 dwelling units per acre, a density which is comparable to that of adjacent existing residential units to the east.

1. Vehicular access should be via the extension of Camp Alger Avenue and Fallowfield Drive, with no vehicular link westward across the stream valley.
2. Provide pedestrian walkways linking this proposed development with adjacent communities, St. Philip's Church, Falls Church High School, the Holmes Run stream valley, and the proposed park.
3. Provide sufficient acreage, within Sub-Tract B4, to satisfy the park and recreational needs of new residents.
4. Dedicate that portion of the sub-tract which is within the Holmes Run stream valley to the County Park Authority.

Sub-Tracts B4 and B6 have recently been sold for development under the existing single-family detached zones on the properties.

#### Sub-Tract B5

A 13-acre tract in the northern portion of Sub-Tract B5 immediately south of Route 50 is proposed for a motel/hotel facility, with the following development stipulations:

1. It is recommended that this be a multi-story (maximum height of 120') structure of approximately 200 units with convention room and restaurant facilities.
2. Dedicate that portion of the sub-tract which is within the Holmes Run Stream Valley to the County Park Authority.
3. Preserve a substantial portion of the existing tree cover as a natural buffer along both the periphery with I-495, and with Route 50, while permitting attractive visibility points along both I-495 and Route 50.
4. The tract should be bordered on the south by the east-west natural drainage area (identified on Map 18) which is recommended for open space preservation and connection with the Holmes Run stream valley.
5. The primary vehicular access to the sub-tract would be the extension of the proposed four-lane, east-west collector (with 90' right-of-way) between the office development and park activity in the northern portion of Sub-Tract B2;
6. Development on this portion of Sub-Tract B5 would presume construction of a four-lane bridge over the Holmes Run stream valley with minimal disruption to the stream. This bridge will connect with the vehicular access outlined above, but there will be no direct vehicular access to Marc Drive via a crossing of Holmes Run stream valley. (Provide primary vehicular access to Route 50 via a realigned four-lane Jaguar Trail with minor access to Route 50 via the completed and preferably rerouted service drive. Minor access to Marc Drive from the realigned Jaguar Trail should be such as to discourage the use of Marc Drive for access to Tract B.)

An alternative option for development of this 13-acre northern portion of Sub-Tract B5 is office development at a maximum building height of six stories and with a gross floor area not to exceed 80,000 square feet in order to maintain an overall level of development intensity comparable to that resulting from development of a 200-unit hotel facility. The second through sixth development stipulations listed above are applicable in this instance as well.

Alternate configurations of office or hotel development on increased acreage within the northern portion of Sub-Tract B5 would be considered in the event that the overall intensity of development were of a magnitude similar to that currently permitted in the designated 13-acre site in Sub-Tract B5 immediately south of Route 50.

In conjunction with the transfer and concentration of permitted intensity along the Route 50 corridor, the remaining acreage in Sub-Tract B5 which is west of Holmes Run stream valley is recommended for acquisition by the County through dedication by the landowner. The dedication of this acreage permits the maintenance of the overall land development intensity recommended for Tract B earlier. Approximately 13 acres of this land dedication are in floodplain, and 19 acres comprise a VEPCO power line easement.

In the southeastern corner of Sub-Tract B5 are the ruins of various nineteenth century structures associated with the Dulin family, who lived in this area between the mid-eighteenth and late nineteenth centuries.

An archaeological survey in 1976 recommended the site for further investigation since: 1) it represents one of the few remaining historic sites of early nineteenth century vintage in the Falls Church area; 2) its excavation could reveal the lifestyle of the average farmer in Northern Virginia during the nineteenth century; and 3) some of its architectural features (i.e., stone and brick construction vs. all brick construction; basemented dependencies) appear to be rather unusual.

Options developed by the surveyor with regard to treatment of this property are listed in descending order of priority:

1. Placement of easement or other historic preservation zoning classification on this site. Measures would also have to be taken to ensure that further vandalism does not take place. Alternatively, the immediate site area might become a component of the proposed open-space plan for Tract B. The ultimate objective of such actions would be the systematic and total excavation of the site by properly trained personnel.

2. Test trenching in a systematic fashion of all components of this site before development takes place in the area. The objective of such action would be to establish the function, date, and extent of each site component.

3. Salvage archaeological activity in conjunction with site development.

The survey recommended that a person skilled in prehistoric sites and artifacts conduct a survey of any Indian remains in the area, particularly in the vicinity of the floodplain of Holmes Run.

Appropriate acreage should be reserved adjacent to, but outside of, the Holmes Run stream valley for the construction of the 25-acre storm-water detention/retention pond referenced earlier.

#### Sub-Tract B6

The 50 acres immediately north of the Holmes Run Acres residential community (10 acres of which are floodplain) are recommended for detached single-family residential development at a density of 2-3 dwelling units per acre, comparable to that of the adjacent existing community to the south, with the following development stipulations:

1. There will be no vehicular access from this proposed, detached single-family residential development to the north or to the east;

2. Vehicular access to these proposed single-family detached residential units will be via Holly Lane and Hemlock Drive, which will form a loop within the developable 40-acre site.

3. Provide a substantial open space buffer of existing vegetation enhanced with landscaped earth berms to the west, along the periphery with the VEPCO easement and the I-495 corridor.

4. Retain the existing tree cover along the rear lot lines of existing Holmes Run Acres homes where they abut this proposed residential site.

5. Provide sufficient acreage to satisfy the park and recreation needs of proposed new residents.

#### Option 2

Option 2 proposes medium-density residential uses along the Route 50 corridor in exchange for: 1) the preservation of a smaller portion of Tract B west of the stream valley for active and passive recreational and open space purposes, while; 2) ensuring the construction of compatible detached, single-family dwellings adjacent to existing, stable, single-family residential communities.

#### Sub-Tract B1

The development proposed for this sub-tract would remain the same as that proposed under Option 1, residential use at a density of 8-12 dwelling units per acre. (The stipulations on development set forth under Option 1 would be applicable in this instance as well.)

#### Sub-Tract B2

The 29-acre tract is recommended for a mix of residential and park uses:

1. The northern 14 acres are recommended for residential development at an overall density of 8-12 units per acre, well buffered on the north from the Route 50 corridor with landscaping and earth berms.

2. The southern 15 acres are recommended for park use, identical to that proposed under Option 1. (The development stipulations for Sub-Tract B2 that are stated under Option 1 are applicable in this instance as well.)

#### Sub-Tract B3

The development proposed for this sub-tract would remain the same as that proposed under Option 1, a mix of residential at a density of 3-4 units per acre, approximately 10 acres for school purposes and approximately 4 acres for parkland (south of Marc Drive). (The stipulations on development of this sub-tract set forth under Option 1 would be applicable in this instance as well.)

#### Sub-Tract B4

The development proposed for this sub-tract would remain the same as that proposed under Option 1, residential use at a density of 3-4 dwelling units per acre. (The stipulations on development set forth under Option 1 would be applicable in this instance as well.)

#### Sub-Tract B5

An approximately 13-acre tract in the northern portion of Sub-Tract B5 immediately south of Route 50 is proposed for medium-density residential at 8-12 units per acre, with substantial setback complemented with a buffer of landscaping on earth berms along the Route 50 corridor and at the Route 50/I-495 interchange. (The stipulations set forth under Option 1 for development of this 13-acre tract are applicable in this instance for residential development.)

In conjunction with the transfer and concentration of intensity in the form of locating medium-high density residential development along the south side of the Route 50 corridor, approximately

60 acres west of Holmes Run and immediately north of proposed single-family residential development for Sub-Tract B6 are recommended for dedication to the County. As was the case in Option 1, this permits the maintenance of the overall level of land development intensity recommended for Tract B. (The stipulations set forth under Option 1 for development of this portion of Sub-Tract B5 are applicable in this instance as well.)

The remaining approximately 52 acres of Sub-Tract B5 are recommended for detached, single-family residential development at a density of 2-3 units per acre with the following stipulations:

1. Vehicular access will be via connection to Route 50. No vehicular access from this proposed single-family detached residential development will be granted to the south or the southeast into Sub-Tracts B3 and B4 or directly onto Marc Drive.

2. Provide a substantial open space buffer of existing vegetation complemented by landscaped earth berms to the west, along the periphery with the VEPCO easement and the I-495 corridor.

3. Provide sufficient acreage to satisfy the park and recreation needs of proposed new residents.

4. PDH-4 is encouraged if, and only if, the Dulin Ruins are preserved and substantial additional acreage is dedicated to the Park Authority.

#### Sub-Tract B6

The development proposed for this sub-tract would remain the same as that proposed under Option 1, residential use at a density of 2-3 dwelling units per acre. (The stipulations on development set forth under Option 1 would be applicable in this instance as well.)

#### Option 3

Option 3 proposes detached single-family residential development on the western and southern portions of the tract in lieu of any intensity concentrations and open space dedications as proposed in Options 1 and 2.

#### Sub-Tract B1

The development proposed for this sub-tract would remain the same as that proposed under Option 1, residential use at a density of 8-12 dwelling units per acre. (The stipulations on development set forth under Option 1 would be applicable in this instance as well.)

#### Sub-Tract B2

The 29-acre tract between Route 50 and Marc Drive is recommended for acquisition and use as a local park, with uses similar to those referred to under Option 1.

In the event that this entire acreage is not acquired for local park use, the remaining portions are recommended for residential development at an overall density of 3-4 dwelling units per acre. (The development stipulations here are similar to those associated with recommended park acquisition for a portion of Sub-Tract B2 in Option 1.)

#### Sub-Tract B3

The 20-acre tract south of Marc Drive, between Falls Church High School and Holmes Run stream valley, is recommended for detached single-family residential development at an overall density of 3-4 dwelling units per acre, with approximately 10 acres reserved for school purposes and approximately four acres of parkland immediately south of Marc Drive. (The stipulations on development set forth under Option 1 for this sub-tract would be applicable in this instance as well.)

#### Sub-Tract B4

The 50-acre tract east of the Holmes Run stream valley and southwest of Falls Church High School and St. Philip's Church is recommended

for residential development at a density of 3-4 units per acre. (The stipulations on land development set forth under Option 1 for this sub-tract would be applicable in this instance as well.)

#### Sub-Tract B5

The 119-acre sub-tract between I-495 and the Holmes Run stream valley is recommended for residential development at an overall density of 2-3 units per acre. With regard to residential density, the 2-3 dwelling units per acre range option, if developed in the Planned Development Housing (PDH) mode with full bonuses would result in a density of almost 4 dwelling units per acre.

The development stipulations for Sub-Tract B5 under this option would be similar to those for the residential development proposed for 52 acres of Sub-Tract B5 under Option 2.

The PDH-style clustering of single and multi-family residential units at an overall density of three units per acre (3.75 dwelling units per acre overall under the density bonus provisions of PDH development) would be permitted only on the condition that a substantial open space buffer, suitable for active recreational uses, were dedicated to the County on the southern portion of Sub-Tract B5 where it abuts Sub-Tract B6, and that no vehicular access be granted into or through Sub-Tract B6 from Sub-Tract B5. In this instance, vehicular access would be to the north via connection with Route 50 and/or Jaguar Trail only.

PDH-4 is encouraged if, and only if, the Dulin Ruins are preserved and substantial additional acreage is dedicated to the Park Authority.

#### Sub-Tract B6

The 50-acre sub-tract between Sub-Tract B5 and the Holmes Run Acres subdivision is recommended for residential development at a density of 2-3 dwelling units per acre, comparable to its existing zoning designation. Development on this sub-tract will be limited to single-family detached residential units, comparable to adjacent, existing single-family detached residential development. (The development stipulations set forth under Option 1 of this sub-tract would be applicable in this instance as well.)

Under all options, every effort should be made to preserve the approximately 4.5 acres known as the Dulin Ruins.

#### Option 4 Employment Center

(Contingent upon the provisions of necessary transportation and public facility improvements.)

Recognizing the County's objective of providing employment centers at desirable locations throughout the County, an option is provided for an employment center on the southeastern quadrant. The consideration of a proposal for an employment center on this quadrant should be coordinated with the consideration of any development proposal on the northeastern quadrant in order to ensure coordinated vehicular access and coordinated stormwater management for both quadrants. At a minimum, however, prospective developer(s) of an employment center on the southeastern quadrant shall comply with all of the following development conditions:

#### Land Use

1. The 178-acre southeastern quadrant of the I-495/Route 50 interchange shall be consolidated for the purpose of development of an employment center and related uses, and for residential development.

2. Nonresidential uses shall be limited to that portion of the site west of Holmes Run stream valley. The site design of the nonresidential portion of the quadrant shall have substantial landscaped open space provided throughout the site and particularly to the south to eliminate any impact upon nearby stable residential communities. At least 35 percent of the area west of the Holmes Run stream shall be preserved as landscaped

open space. Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space.

3. The Holmes Run stream valley shall be preserved as a stream valley park in accordance with the County's adopted stream valley policy.

4. In order to limit its impact on the surrounding residential communities acknowledging the capacity of the Route 50/I-495 road network with improvements as noted in the transportation section which follows, any proposal for an employment center on the southeastern quadrant of the I-495/Route 50 interchange shall have no more than 2.25 million square feet of nonresidential development on the area west of Holmes Run stream valley. The nonresidential development shall consist of 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a 350-room hotel. In addition, a maximum of 250 residential units might be considered on this portion of the site.

5. That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area shall be limited to three stories in height. The vacant portion of the quadrant south of Falls Church High School is planned for residential development at 3 to 4 dwelling units per acre (single-family detached units are encouraged in this portion of the site).

6. Approximately 3 to 5 acres of parkland shall be provided (preferably contiguous to the Providence District Recreation Center) to serve the future residents of this site.

7. Hotel/motel uses shall be internal to the site and be integrated with the design and layout of the site.

8. Retail commercial uses shall be provided to serve primarily the demand for other nonresidential uses on the site and integrated with the overall design and layout of the site.

9. A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping shall be provided along the southern perimeter of the site to eliminate an adverse visual impact upon the detached single-family residences to the south of the site. This buffer shall be dedicated to the County, if appropriate, and maintained in its natural state. It is understood that a portion of this area may be needed stormwater management.

10. The height of all structures in the southern portion of the site shall be limited to six-stories so as to be visually unobtrusive to the stable low-density residential communities to the south and east of the site.

11. The provision of lighting on the site and its structures shall be visually unobtrusive to and compatible with all nearby residences and adjacent communities. As a general rule, parking lot lighting shall not exceed 13 feet in height.

#### Transportation

1. Vehicular access for planned nonresidential uses shall be separate from access provided for residential activity. Specifically, nonresidential uses shall access the site from Route 50 only, and such access shall be located west of Holmes Run stream valley. Vehicular access to residential uses in the northern portion of the site (north and northwest of the Falls Church High School) shall be via Jaguar Trail, while vehicular access to residential uses in the southeastern portion of the site shall be via Camp Alger Avenue. Jaguar Trail, Marc Drive and Camp Alger Avenue shall be improved as necessary to accommodate the additional residential traffic from this site.

2. No on-site vehicular circulation across the Holmes Run stream valley shall be permitted.

3. Any developer under this option shall abide by existing covenants running with the land to neighboring civic associations, which covenants prohibit vehicular access to residential communities south and east of the site.

4. In addition to the conditions stated above, all proposals for vehicular access to this site shall meet with the approval of Fairfax County and the Virginia Department of Highways and Transportation and the Federal Highway Administration, as appropriate. It is imperative that any vehicular access design for this tract shall be compatible with a solution for vehicular access to both the north-eastern and the southeastern quadrants. The primary basis of review shall be the impact of the proposal on (a) the safe and efficient operation of Route 50 and I-495, and (b) the level of service on Route 50, I-495, and the ramps of the Route 50/I-495 interchange. In particular, the level of land use activity planned under this option is conditional upon the provision by the developer(s) of all transportation improvements and transportation strategies (e.g., carpools, van pools, mass transit use) deemed necessary by Fairfax County, and the Virginia Department of Highways and Transportation and the Federal Highway Administration, as appropriate, to accommodate the level of traffic generated by each phase of the development of this site. A traffic monitoring program shall be undertaken and maintained by the developer to ensure the effectiveness of the transportation strategies.

5. The implementation of these transportation improvements and strategies is to be phased such that the site is adequately served during all stages of development without adversely affecting the safe and efficient operation of Route 50 and I-495.

6. Route 50 shall not be designed to exceed six through lanes east of Jaguar Trail.

#### Environment

1. The Holmes Run stream valley shall be preserved as a stream valley park under the provisions of the County's adopted stream valley policy and protected from adverse impact both during and after the development of the site.

2. Nonvehicular access to and through the Holmes Run stream valley shall be provided via this site.

3. A substantial portion of the existing tree cover shall be preserved as a natural open space screen and buffer, particularly along the periphery with I-495 and Route 50.

4. In order to control stormwater runoff from this site, any development proposal must include a stormwater management plan which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) shall provide for the control of any post-development peak discharge in excess of the pre-development peak discharge. In addition, the utilization of Best Management Practices (BMP) is strongly encouraged.

5. All federal, state and local air and noise standards shall be strictly complied with as a result of development on this site.

#### SOUTHWESTERN QUADRANT (TRACT C)

##### Analysis: A Summary of Development Potential

The primary concerns in the development of the 130-acre southwestern quadrant of the Route 50/I-495 interchange are: the preservation of the quality of nearby stable residential communities and that of the Fairfax Hospital complex; as well as the ability of Gallows Road to carry through circumferential traffic in addition to local traffic in an adequate manner. In particular, any development on this tract must not adversely impact either vehicular- or pedestrian-patient access to Fairfax Hospital.

The land use recommendations developed for this tract attempt to capitalize upon the extensive Beltway frontage and proximity to a major Beltway interchange, as well as the proximity to the Fairfax Hospital complex, while not unduly burdening an already severely taxed road network.

The southwestern quadrant is readily accessible from Gallows Road which forms its western

boundary, with substantial frontage along I-495 on the east. However, due to the already severe traffic congestion on all three roadways surrounding the southwestern quadrant (Tract C), it is essential that the mix of basic employment and residential activity planned for this site be well coordinated internally and utilize the proposed transportation network in the most efficient manner. Any mix of office, residential, retail, and motel development on Tract C must be organized so as to minimize any potentially undesirable impacts on existing development, and relate to one another in a manner which complements their various functions. Although it is expected that full development of this large tract of land will occur over a number of years, there must be an overall, coordinated development plan at the outset to guide each phase of growth in the most efficient manner, ensuring the programmed completion of necessary transportation and public facilities improvements, thereby best serving the interests of the entire County, the nearby local communities, and developers of this tract.

#### Local Development Objectives and Concerns

(These are specific statements of policy which are applicable to the development of this tract. The precise recommendations for the development of each tract are contained in the subsequent section entitled Recommendations.)

##### I-495 Corridor

1. Maintain a substantial open space buffer of existing vegetation along the west side of the I-495 corridor (the eastern edge of Tract C) in order to minimize excessive visual, noise, and air pollution impacts on the interior of the tract. In those locations along I-495 where dominant landforms afford potentially high-visibility settings, the proposed buffer of existing vegetation should be altered to permit increased visibility, while retaining the aesthetic character of the entire corridor.
2. Preserve natural drainage areas as open space corridors with existing tree cover, linked with the open space buffer system along I-495.
3. It is recommended that no additional vehicular access onto I-495 between Route 50 and the Gallows Road overpass be granted.
4. Due to the desirability of visibility from I-495 and Route 50, office and motel/hotel activity should be developed in a coordinated manner along the frontage with these two highways. Residential development in this portion of the tract is not desirable because of: the opportunity cost loss to visibility-conscious office development; as well as the excessive noise, visual, and air pollution impacts along the I-495 and Route 50 corridors.

##### Route 50 Corridor

1. Maintain a substantial open space buffer of existing vegetation along the south side of the Route 50 corridor in order to minimize visual, noise and air quality impacts upon the development in the interior of Tract C.
2. Permit no direct vehicular access to Route 50 from Tract C. (No service drive along Route 50 in this location is necessary.)
3. Sufficient acreage should be dedicated for right-of-way purposes to construct a realigned, grade-separated interchange at Route 50 and Gallows Road.

##### Gallows Road Corridor

1. Maintain a substantial open space buffer of existing vegetation along the east side of Gallows Road from Route 50 to the bridge over I-495, in order to preserve the visual quality of this portion of the Gallows Road corridor, and to prevent undue noise and air quality impacts on both existing residential development west of Gallows Road and the proposed development in the interior of Tract C.
2. In order to minimize potential traffic congestion on Gallows Road and at the intersection of

Gallows Road and Route 50, limit to three the number of vehicular access points onto Gallows Road from Tract C (See Map 32). Of the three, the first existing major intersection south of Route 50 on Gallows Road should serve as the access point for the principal roadway leading into the tract. This principal roadway should be designed to maximize the visual effect of entering the tract.

3. Improvements are required to Gallows Road in order to handle the projected increased traffic volume from within Tract C as well as from other portions of the County.

4. In order to encourage mass transit usage in this area, provide pedestrian walkways along the east side of Gallows Road from Route 50 to I-495, and coordinate with pedestrian access into the interior of the tract. Such a pedestrian system linked to convenient bus stop shelters would increase the attractiveness of mass transit usage as an alternative to auto usage.

5. In general, due to the potential for deleterious visual, noise, and air quality impacts associated with residential proximity to the I-495 and Route 50 corridors, residential development should be concentrated on the western portion of the interior of Tract C.

6. Residential development should provide sufficient acreage for the provision of adequate park and recreational facilities for proposed new residents.

#### Recommendations

The recommendations which follow for Tract C are proposed in a desire to provide a reasonable amount of flexibility in the design and development of this 130-acre tract, and yet ensure that ultimate development occurs within the guidelines of the objectives enumerated above in the Local Development Objectives and Concerns section by both the County staff and local communities through the Route 50/I-495 Area Task Force. The development of this large tract will occur over a number of years during which shifts in the market demand for various types of residential and commercial development can be expected. This fact coupled with the conviction that there is no one ideal land use solution to development of the entire tract result in the recommendation of a flexible range of proposed land uses. In keeping with this desired flexibility, land uses are recommended within an approximate acreage range with specific development guidelines indicated.

The following points highlight the planned approach:

1. The type and intensity of land uses proposed for the ultimate development of Tract C under Options 1 and 2 which follow are based upon the presumption that all specified transportation improvements relevant to traffic entering or leaving this tract are to be constructed or programmed for construction prior to or concurrent with appropriate, designated phases of development, which over a period of time conclude at the point of ultimate planned development. Although all specified transportation improvements are necessary to accommodate the traffic flow entering or existing Tract C under ultimate planned development, of principal concern is the completion of the realigned, grade-separated interchange at Gallows Road and Route 50.
2. Because the ultimate planned development of Tract C will occur over a number of years, it is necessary and reasonable to program transportation improvements which are relevant to Tract C for completion over a similar period of time so as to ensure that the additional traffic volume associated with each phase of development on Tract C is accommodated by the appropriately phased construction of transportation improvements.
3. In the event that the specified transportation improvements necessary to accommodate each phase of planned development on Tract C are not programmed for construction at the

time of development, or where satisfactory agreements with prospective developers to ensure the programming of needed transportation improvements at each specified stage of development are not concluded, then the tract must be planned for, and development limited to, a reasonable, lower level of intensity which will not exacerbate unduly the already severe traffic congestion on the existing transportation network. This is referred to as Option 3. The approach provides reasonable flexibility such that as specified transportation improvements are programmed, additional phased development at a cumulatively increasing intensity can be approved for Tract C, with the ultimate planned development of the tract acceptable at that point in time when all transportation improvements relevant to traffic flow into and out of Tract C have been programmed for completion.

4. Prior to the development of any portion of the southwestern quadrant, the County must review and approve an enforceable development plan specifying the type, extent, and location of proposed land uses, with development stipulations, in relation to the permissible range of planned ultimate development for the entire 130 acres. This review process will ensure coordinated internal development of the tract, efficient use of the planned transportation network (both internally and externally), and the minimization of undesirable impacts upon existing adjacent communities.

5. The southwestern quadrant is recommended for development primarily as a campus-like basic employment center, concentrating upon research and development activities—that is to say, as an employment center whose firm or firms serve(s) a regional or national market. This is consistent with the objectives of the adopted Plan, and the recommendation further encourages the development of a related mixture of residential and retail commercial to support the primary activity—a basic employment center.

Therefore, it is recommended that development of the southwestern quadrant take place generally within the acreage ranges set forth for each land use between Option 1 and Option 2. Again the purpose in providing this flexibility in the extent of campus-like office, retail, and residential development is to encourage a reasonable level and type of development, based upon expected completion or programmed completion of necessary transportation and public facility improvements for such development while achieving the countywide and local objectives stated earlier. In particular, these recommendations for Tract C are intended to promote quality design while ensuring the internal and external coordination of development, and a high degree of compatibility among the proposed land uses for the 130-acre tract.

The presumption is made in the recommended development options for Tract C that in all likelihood several developers will participate in the eventual development of the tract over an as yet indefinite period of time, and therefore the recommended options propose complementing land use activities while emphasizing the creation of a campus-like employment center. However, from the perspective of achieving the adopted goals of the County and those of nearby communities, it would be more desirable to encourage a single owner for the entire 130-acre site. Development by a single owner over a period of years would increase the prospect for a well-coordinated, adequately-staged development plan comprised of compatible land uses which would minimize potentially adverse impacts upon adjacent stable communities, in conjunction with this, development by a single owner of the entire 130-acre site as a campus-like employment center would be considered an acceptable land use option in the event that: 1) the proposed development were phased according to the programmed completion of all transportation recommendations

### Option 1

This option proposes predominantly office and related residential development on Tract C.

Under this option, basic employment activity (primarily campus-like office development) is recommended for approximately 55 acres of the southwestern quadrant, concentrated along the frontage of the I-495 and the Route 50 corridors.

1. An average building height of 8 stories is recommended, permitting a range of between 4-story and 12-story structures, while encouraging variety and an overall, quality-designed development plan.
2. Office development should maximize the retention of existing tree cover, particularly along the Route 50, Gallows Road, and I-495 corridors, while permitting desirable visibility at selected locations along the I-495 and Route 50 frontage.
3. It is recommended that the proposed major vehicular access (across from the Anderson Drive intersection with Gallows Road) into the tract serve as the primary boulevard for the tract around which office and motel development will be situated. Such a boulevard would have an extremely positive organizing effect in creating a well-designed employment area.
4. It is recommended that office development not exceed approximately 800,000 square feet of gross floor space.

Medically related activities, both office and residential, are recommended in the southern portion of the southwestern quadrant, due to the proximity of Fairfax Hospital and other existing and planned facilities in the medical complex around the hospital. Proposed uses would include offices for physicians and laboratories, limited retail sales of medical supplies, nursing home facilities, as well as housing for physicians, nurses, and other medical employees.

Residential uses should be concentrated some distance away from the I-495 corridor, while preserving the required open space buffer of existing vegetation along much of the Gallows Road corridor.

A motel/hotel facility on an approximately 10-acre site is proposed for location within or near the northeastern corner of the tract. This would ensure a high visibility location toward both the I-495 and the Route 50 corridors, and take advantage of the positive visibility afforded by the boulevard-like vehicular access suggested earlier.

1. It is recommended that this be a multi-story (maximum height of 120') structure of approximately 150-200 units with convention room and restaurant facilities.
2. It is recommended that the gross floor space of this facility not exceed 150,000 square feet.

Multifamily residential development at an overall density of 8-12 dwelling units per acre is recommended for approximately 55 acres, well buffered from proposed office, motel, and retail activities, as well as the major highway corridors.

1. As indicated on the Recommendations Map 28 for Tract C, this residential development should be located generally along the western portion of the tract to minimize poten-

tially adverse impacts associated with the I-495 corridor.

2. PDH development is encouraged, which would permit clustering of residential units, and thereby retain much of the existing vegetation. Although some mix of unit types is appropriate, it is recommended that the majority of this residential development occur as high-rise structures (up to 12 stories), which would cause the least disruption to the existing tree cover while maximizing the potential for visibility; but not at the expense of subjecting residential units to the noise impacts and air pollution of the I-495 corridor.

3. The design of these residential units should relate strongly to the remainder of the tract, particularly the basic employment activity area. Pedestrian walkways and bicycle paths should interconnect all portions of the tract. This will encourage living-working patterns internal to the site over time, and thereby act to reduce the already high traffic congestion in and along the Gallows Road corridor.

4. In addition, sufficient acreage should be reserved for the provision of required park and recreation space for anticipated new residents.

A retail facility is recommended for approximately 10 acres, which would serve the local needs of residents and employees on the southwestern quadrant.

1. This local retail facility should be located away from Gallows Road, and developed with its orientation internal to Tract C, well buffered from nearby residential and office activity. (In particular, truck loading and unloading should be screened from residential and office activities.)
2. Parking facilities should be constructed so as to preserve islands of existing tree cover, and thereby reduce the undesirable visual effect of an uninterrupted expanse of asphalt, particularly for nearby residential areas, and from the Gallows Road, Route 50, and I-495 corridors.
3. It is recommended that the gross floor space for this facility not exceed 110,000 square feet.

This option would permit a substantial mix of office and related residential activity, with an expanded retail commercial development well coor-

minated on the 130-acre tract, while not altering the primary identity of Tract C as a basic employment center.

Under this option, basic employment activity (primarily office development but including campus-like research and development operations) is recommended for approximately 45 acres of tract. Although this is a flexible acreage proposal, it is felt that office development on less acreage than this will jeopardize the identity of Tract C as a primary employment center for the County. It is recommended that the gross floor space of this facility not exceed 650,000 square feet.

The development guidelines stated for basic employment activity under Option 1 are applicable here as well.

A motel/hotel facility on an approximately 10-acre site is proposed for location within or near the northeastern corner of the tract. This would ensure a high visibility location toward both the I-495 and the Route 50 corridors, and take advantage of the positive visibility afforded by the boulevard-like vehicular access suggested earlier.

1. It is recommended that this be a multi-story (maximum of 120') structure of between 150 and 200 units, with convention room and restaurant facilities.
2. It is recommended that the gross floor space for this facility not exceed 150,000 square feet.

Multifamily residential development at an overall density of 8-12 dwelling units/acre is recommended for approximately 50 acres, well buffered from proposed office, motel, and retail activities, as well as the major highway corridors.

The guidelines for residential development under Option 1 are applicable in this instance as well.

Under this option, retail commercial development is recommended for approximately 25 acres, well integrated within the overall development plan for Tract C. This retail development would be of sufficient size to service nearby communities in addition to the proposed residents and employees on Tract C.

1. Visibility should be provided at selected



locations along the Route 50 and Gallows Road corridors; however, this should not affect the provision of substantial open space buffering along these corridors from within Tract C, nor the retention of significant existing tree cover.

2. This community retail center should be well integrated with the proposed office, motel, and residential activities, and be situated internally to Tract C.

3. Adequate parking facilities should be provided for this retail commercial center in a manner which preserves substantial islands of existing tree cover, thereby reducing the undesirable visual effect of an uninterrupted expanse of asphalt, particularly from nearby residential areas, and from the Gallows Road, Route 50, and I-495 corridors.

4. It is recommended that the gross floor area for this facility not exceed 250,000 square feet.

#### Transportation Recommendations

In addition to the concern for transportation improvements which will facilitate through as well as local traffic movement, a principal concern relating to the development of the Gallows Road and Route 50 highway corridors is the improvement of vehicular access to Fairfax Hospital (particularly access to the emergency facilities).

Under either Option 1, Option 2, or under some acceptable variation between, sufficient right-of-way should be reserved for required transportation improvements as specified in the text below, or on Map 32.

The following transportation improvements are recommended for completion or programmed completion prior to or concurrent with the development of Tract C.

1. Construction of a grade-separated interchange at Route 50 and Gallows Road.

2. Access from Gallows Road to Tract C only at three locations:

- across from Anderson Drive
- across from the Fairfax Hospital entrance
- across from Woodburn Road

(Additional improvements may be required to all three existing intersections.)

3. Construction of a well coordinated internal circulation system connecting with the above three access points to Gallows Road. This internal circulation system should be designed in accordance with State and County standards.

4. Coordination of traffic control signals along Gallows Road, in an effort to contribute to the improvement of traffic flow. (However, it is recognized that the capacity of the proposed highway system will not be increased sufficiently by the coordination of traffic signals to accommodate the projected 1990 traffic volumes.)

5. Provision of adequate pedestrian walkways along Gallows Road and the frontage of Route 50, connecting with pedestrian walkways into the interior of Tract C, and with conveniently located, adequate bus shelters along Gallows Road and Route 50. Such a convenient and attractive pedestrian system should encourage increased mass transit usage and thereby reduce auto usage during peak travel hours by some percentage.

#### Recommended Development Assuming No Agreement with Prospective Developers Regarding Contributions Toward Transportation Improvements:

##### Option 3

As indicated earlier, the ultimate planned development of Tract C under either Option 1 or Option 2 can occur only at such time as all specified transportation improvements relevant to this tract are completed or programmed for completion. A transportation improvement relevant to

Tract C includes the provision of a realigned, grade-separated interchange at Gallows Road and Route 50. In the event that no agreement is reached with prospective developer(s) on the completion of the above recommendation, it is recommended that Tract C develop in a coordinated manner at an overall residential density of 3-4 dwelling units per acre, with the following development stipulations:

1. provision of substantial buffering with the preservation of existing tree cover adjacent to the I-495 and Route 50 corridors;

2. encouragement of PDH-style development, which would permit the clustering of residential units, thereby retaining much of the existing vegetation;

3. provision of acreage suitable for the development of active and passive recreational facilities to adequately serve the park and open space needs of future residents;

4. construction of pedestrian walkways and bicycle paths to interconnect all portions of the tract with adjacent communities; and

5. the dedication of all acreage required as right-of-way for proposed transportation improvements, as specified above. In the event that all acreage required as right-of-way were not dedicated, then residential development on the entire 130 acres would not exceed three units per acre, the low end of the density range. Vehicular access to Tract C under this residential development option would be via the three intersections recommended earlier for Options 1 and 2.

#### Phased Land Development Based Upon Phased Transportation Improvements

The intensity of land development on Tract C and its resulting traffic generation relate directly to the necessity for transportation improvements within and adjacent to Tract C. On the assumption that all recommended transportation improvements relevant to Tract C may not be completed or programmed for completion at or prior to the initiation of planned development on Tract C, but that agreement is reached with prospective developers on the reasonable, phased completion of transportation improvements, then it is recommended that phased levels of land development be permitted for the 130-acre site. This would permit development within approximate ranges of intensity based upon the agreed completion or programmed completion of those transportation improvements relevant to traffic entering and/or exiting Tract C at agreed-upon stages of land development. *It should be stressed that the phases of land development indicated below in relation to specific transportation improvements are approximate and are intended for use only as general guidelines for land development on Tract C.*

##### Phase 1

Utilizing the existing transportation network, and upon dedication of all acreage required for the completion of recommended transportation improvements relevant to Tract C by prospective developers, the following would be permitted:

1. residential development at an overall density of 3-4 units per acre on the entire 130 acres (520 units); or

2. commercial office or motel development not to exceed a total of approximately 150,000 square feet of gross floor space on a minimum of 10 acres within the north portion of the tract. (The remainder of the 130-acre tract would remain planned for residential development at an overall density of 3 units per acre.)

##### Phase 2

With the completion or programmed completion (at the time of development) of the widening of Gallows Road to six lanes (divided) from Route 50 to I-495, the improvement of the Gallows Road/I-495 interchange by providing two addi-

tional ramps north of Gallows Road, and the dedication of all acreage required for the completion of recommended transportation improvements relevant to Tract C by prospective developers, the following would be permitted:

1. residential development at an overall density of 3-4 units per acre on 130 acres (520 units); or

2. commercial office or motel development not to exceed a total of approximately 400,000 square feet of gross floor space on a minimum of 25 acres within the north portion of the tract. (The remainder of the 130-acre tract would remain planned for residential development at an overall density of 3 units per acre.)

##### Phase 3

With the construction or programmed construction of the realigned, grade-separated interchange at Gallows Road and Route 50, the completion or programmed completion of the widening of Gallows Road to six lanes (divided) from Route 50 to I-495, the improvement of the Gallows Road/I-495 interchange by providing two additional ramps north of Gallows Road, and the dedication of all acreage required for the completion of recommended transportation improvements relevant to Tract C by prospective developers, the following would be permitted:

1. commercial office development not to exceed approximately 800,000 square feet of gross floor space on a minimum of 40 acres within the north portion of the tract (the remainder of the 130-acre tract would remain planned for residential development at an overall density of 3 units per acre); or

2. a mix of commercial office, motel, and/or local retail development not to exceed a total of approximately 800,000 square feet on a minimum of 40 acres, adjacent to the Route 50 and I-495 corridors. (The remainder of the 130-acre tract would remain planned for residential development at an overall density of 3 units per acre); or

3. a coordinated mix of residential development at an overall density of 4-5 units per acre on 55 acres (275 units) as well as commercial office, motel, and/or local retail not to exceed approximately 400,000 square feet of gross floor space on a minimum of 30 acres. (Any remaining undeveloped portion of the 130-acre tract would be planned for residential use at an overall density not to exceed 3 units per acre.)

(Note: Under Phase 3, as specified under Options 1 and 2 for Tract C, motel development alone will not exceed approximately 150,000 square feet and local retail development alone will not exceed approximately 110,000 square feet.)

##### Phase 4

With the construction or programmed construction of:

1. the realigned, grade-separated interchange at Gallows Road and Route 50;

2. the widening of Gallows Road to six lanes (divided) from Route 50 to I-495;

3. the improvement of the Gallows Road/I-495 interchange by providing two additional ramps north of Gallows Road; and

4. with the dedication of all acreage required for the completion of recommended transportation improvements relevant to Tract C by prospective developers, the following would be permitted:

• commercial office development not to exceed approximately 1,800,000 square feet of gross floor space on the entire 130 acres.

• a coordinated mix of residential development, commercial office, motel and/or local retail development on the entire 130 acres as specified under either Option 1 or Option 2 for Tract C.

(Note: Under Phase 4, all development stipulations enumerated under either Option 1 or Option 2 for Tract C development are applicable. See Note under Phase 3.)

### NORTHWESTERN AND SOUTHWESTERN QUADRANTS OF THE ROUTE 50 AND GALLOWES ROAD INTERSECTION (TRACTS D AND E)

#### Analysis: A Summary of Development Potential

The development potential of these tracts is substantially the result of their proximity to both I-495 and the Route 50 corridor. They lie at the eastern terminus of the Route 50 office park corridor which ends at Prosperity Avenue on the west. However, the attractiveness of their location is constrained substantially by the already severe traffic congestion which occurs at the intersection of Route 50 and Gallows Road, and at peak-hour periods along much of the Route 50 and Gallows Road corridors. Therefore, access to Tracts D and E must be situated so as to minimize additional transportation impact upon these corridors and their intersection.

The primary concern in the formulation of recommended land uses for these remaining vacant quadrants of the Route 50/Gallows Road intersection was the need to provide the necessary highway right-of-way for a realigned, grade-separated interchange at this location. As alluded to above, this grade-separated interchange is presently needed to ameliorate the severe level of traffic congestion throughout this area of peak-hour periods, and the present configuration of adjacent land uses requires that any such improvement be realigned to the west. Although detailed design work has not been prepared by the Virginia Department of Highways and Transportation for this recommended interchange, it is anticipated that approximately 8 acres of right-of-way are required from Tract D and 8 acres from Tract E.

#### Local Development Objectives and Concerns

(These are specific statements of policy which are applicable to the development of this tract. The precise recommendations for the development of each tract are contained in the subsequent section entitled Recommendations.)

#### Route 50 Corridor

1. In an effort to reduce the present level of traffic congestion along the Route 50 corridor, and improve traffic flow through the Route 50/I-495 Area:

- improve the intersection of Route 50 and Gallows Road with a grade-separated facility;
- minimize the number of direct access points onto Route 50, and organize access at selected intersections (existing or proposed);
- encourage mass transit usage by the provision of convenient bus shelters and pedestrian walkways along Route 50, connecting with an internal pedestrian system.

1. Coordinate the development of Tract D and Tract E acreage which is not required for highway right-of-way, respectively, with existing and proposed commercial office development along the Route 50 corridor to the west.

2. Maintain a buffer of existing vegetation along the periphery of Tracts D and E, while providing necessary visibility to proposed development at selected vantage points. In particular, a substantial buffer of open space should be maintained along the northern border of Tract D with the Luther Jackson Intermediate School, and along the southern and southwestern boundaries of Tract E with stable residential communities.

3. Separate commercial and residential traffic as well as through and local traffic wherever feasible.

#### Gallows Road Corridor

1. No direct vehicular access should be permitted to Gallows Road, since it would create undesirable nonlocal traffic movement through

Tracts D and E in an effort to avoid traffic congestion at the intersections of Route 50 with Gallows Road and with I-495.

2. In an effort to encourage mass transit usage and reduce auto dependence, provide pedestrian walkways along the west side of Gallows Road, connecting to bus shelters along Gallows Road and to walkways leading to the interior of Tracts D and E. Walkways should also connect interior neighborhoods such as Bedford Village with office development to the north.

#### Recommendations

1. Dedicate sufficient right-of-way for the construction of a grade-separated interchange at Route 50 and Gallows Road, which would be realigned westward into a portion of Tract D and Tract E.

2. The remaining acreage in Tracts D and E not required for highway right-of-way is recommended for commercial office development (limited office—office), or possibly motel use of Tract D, with the conditions in any development that the acreage be well buffered (particularly on Tract D adjacent to Luther Jackson Intermediate School and on Tract E adjacent to stable residential communities), and that there be no direct vehicular access to Gallows Road. Tracts D and E should have access to Route 50 at Williams Drive via completed service drives along the north and south sides of Route 50, respectively.

- A maximum building height of six stories is recommended, although the primary considerations in the development of these tracts are:

- minimal intrusion upon nearby stable residential communities;
- minimal aggravation of already severe traffic congestion at the intersection of Route 50 and Gallows Road;
- the quality of design for the development of the tracts.

- Parking facilities associated with this proposed office development should be visually unobtrusive from both Route 50 and Gallows Road.

- Access to the service drive through Tract D to Luther Jackson Intermediate School should be provided.

- Major highway and access improvements must be provided to allow the planned points of vehicular access to this site to operate at an acceptable level of service as prescribed by the Virginia Department of Highways and Transportation and the County. Achievement of the full office intensity recommended in the Plan will, to a large degree, be dependent on the ability of the prospective developers to satisfactorily resolve the issues of vehicular access and internal circulation. In addition, the development of the subject site must not overload the capacity of the planned interchange at the Gallows Road/Route 50 intersection, allowing it to also operate at acceptable levels of service as prescribed by the Virginia Department of Highways and Transportation and the County.

- Development of Tracts D and E shall require the provision of stormwater management facilities which meet the requirements and objectives of Fairfax County for the Long Branch and Woodburn segments of the Accotink Creek watershed.

3. In addition to right-of-way required for the interchange of Route 50 and Gallows Road, sufficient acreage should be reserved as right-of-way for all transportation improvements recommended in the text of this study, or illustrated on Map 32.

### SOUTHEASTERN QUADRANT OF I-66 AND CEDAR LANE (TRACT F)

#### Analysis: A Summary of Development Potential

The principal factors guiding the formulation of land use recommendations for the 84-acre vacant tract are:

- its extensive high-visibility frontage along the south side of I-66;
- the visibility of this acreage to existing single-family residential units north of I-66;
- no direct access and circuitous indirect access to the tract from I-66 and I-495 along the heavily congested Gallows Road and Route 50 corridors;
- the proximity of light industrial development to the east and stable residential communities to the north, west and southwest;
- proximity to the location of the proposed Dunn Loring Metro Station to the east;
- the presence of the Long Branch of Accotink Creek which transects much of the tract in a north-south direction creating two roughly equal sub-tracts. (A seven-acre portion is separated from the remainder of Tract F by I-66.)

The land use recommendations attempt to utilize fully the proximity of the future Metro station as an alternative transportation system to serve the tract and thereby reduce an otherwise substantial increase in the level of auto traffic. In addition, the proposed mix of residential and office development on the tract will further the objective of reduced auto-reliance, while at the same time:

- enabling preservation of the stream valley as a small environmental quality corridor;
- effectively buffering the light industrial development to the east, and adjacent stable residential neighborhoods to the north, west and southwest; and
- effectively utilizing the extensive I-66 frontage in a manner which does not create an undesirable visual impact on stable communities north of I-66.

#### Local Development Objectives and Concerns

(These are specific statements of policy which are applicable to the development of this tract. The precise recommendations for the development of each tract are contained in the subsequent section entitled Recommendations.)

#### I-66 Corridor

1. Maintain and enhance the present extent of vegetation on the tract, and with appropriate actions including landscaping, minimize undesirable visual, noise, and air pollution impacts from the I-66 corridor upon development planned for Tract F. In addition, development on Tract F should not intrude visually upon adjacent existing residential communities north of I-66 so as to jeopardize the stability of these residences.

2. No direct vehicular access to Tract F to or from I-66 appears feasible.

#### Hilltop Avenue Corridor

1. Maintain an open space buffer, preserving and enhancing existing vegetation along the north side of Hilltop Road to minimize the impact of traffic along this roadway on the proposed residential units.

2. In order to minimize traffic congestion, permit a maximum of two vehicular access points onto Hilltop Road, one providing direct access to Sub-Tract F2 and the other to Sub-Tract F3.

#### The Intersection of Hilltop Avenue and Prosperity Avenue, and the Northward Extension of Prosperity Avenue Into Tract F

1. Transportation improvements should be made which permit the extension of a primary vehicular access to the future Dunn Loring Metro Station from Prosperity Avenue.

This may require acquisition of right-of-way immediately south of I-66 in order to provide sufficient access to the proposed Metro Station site from the west.

- Eliminate the intersection of Hilltop Road with Route 29 in its present location and coordinate access to Dorr Avenue via an improved Hilltop Road/Prosperity Avenue intersection, preferably relocated in a more northerly location (See Map 32).
- In order to ensure the appropriate location of adjacent, compatible land use activities, the northward extension of Prosperity Avenue may act as the transition between proposed residential development to the west and proposed office development to the east (under the alternative land use option for Sub-Tract F3).

2. Wherever feasible, transportation improvements should be recommended which do not encourage the use of local residential streets by nonresidential traffic.

3. Minimize disruption to through vehicular movement on all designated Metro access routes.

#### Other

1. Due to substantial noise, visual, and air pollution impacts on Tract F from the I-66 corridor, orient residential development toward the interior and the southern portion of the site.

2. Preserve the stream valley and adjacent environmental quality corridor which delineates the boundary between Sub-Tracts F2 and F3.

3. Where possible, provide appropriate transitional land uses between residential and light industrial development.

4. Provide pedestrian walkways and bus shelters along Hilltop Road and Prosperity Avenue in an effort to encourage mass transit usage (particularly use of the future Metro station) and thereby reduce increased auto trips on already congested roadways. Pedestrian walkways should connect proposed residential development and employment centers.

5. At the time of residential development, reserve sufficient acreage for the provision of adequate park and recreational facilities for proposed new residents.

#### Recommendations

##### Sub-Tract F1

This 7-acre sub-tract is recommended for single-family detached residential development at a density of 2-3 dwelling units per acre in accord with the density of existing single-family residential community to the north and east. However, this development should:

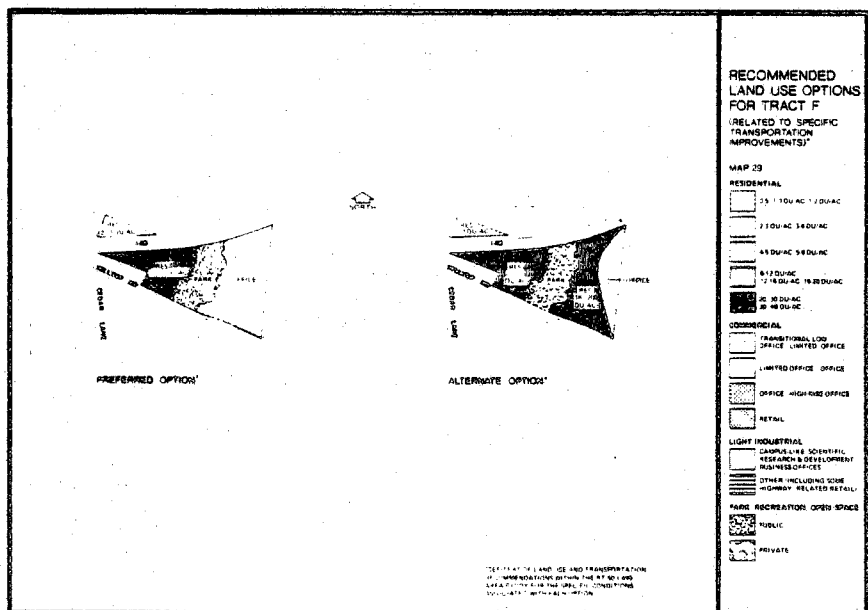
1. maintain a substantial open space buffer (preserving existing vegetation) along the I-66 corridor;
2. provide vehicular access to the site via Occidental Drive and DePaul Drive.

Sufficient right-of-way should be reserved for the completion of all transportation improvements recommended in the text of this study, or illustrated on Map 32.

##### Sub-Tract F2

Due to severe noise impact along this portion of the I-66 corridor, this 36-acre sub-tract is recommended for residential development at a density of 5-8 dwelling units per acre. Sub-Tract F2 could also be considered for an alternative use of campus-like office or research and development use if it were developed as part of a totally coordinated and environmentally sensitive development of Sub-Tracts F3 and F2 with extensive buffering to protect existing residential development. Such a use would avoid potential noise impacts of I-66 on residential use of the tract and could take advantage of the tract's visibility from I-66. These recommendations are made with the following provisions:

1. maintenance of a substantial open space buffer along the south side of I-66, enhanced



with appropriate landscaping and earth berms where necessary, as well as adequate buffering along the southern periphery of the tract;

2. dedication of all acreage in Sub-Tract F2 within the floodplain of the Long Branch of Accotink Creek to Fairfax County;

3. reservation of sufficient right-of-way for the provision of park and recreational facilities for proposed new residents;

4. orientation of residential development primarily toward the stream valley and Hilltop Avenue (to minimize visual, noise, and air pollution impacts from the I-66 corridor);

5. access to Sub-Tract F2 across from the intersection of Willowmere and Hilltop, with a 4-lane roadway serving Sub-Tract F2, connecting with Sub-Tract F3. (This will require a 4-lane span of the stream valley. Such access would only be necessary if F2 is developed for coordinated campus-like office or research and development uses with F3.);

6. internal circulation so as to connect Sub-Tracts F2 and F3, rather than forcing this movement to be made via Hilltop Road. (A 4-lane roadway should be provided to serve this function, and to connect the tract with the Prosperity Avenue extension. Such access would only be necessary if F2 is developed for coordinated campus-like office or research and development uses with F3.);

7. widening of Hilltop Road to four lanes;

8. improvements to the existing sewer lines which serve Tract F to ensure that proposed development does not overburden the existing and planned system;

9. the provision of low- and moderate-income units in new developments throughout the county is an important county concern. Provision of low- and moderate-income housing units is one of the thirteen criteria currently used by the Board in determining whether rezoning applications should be granted above the low end of the planned density range. Given the convenient regional location and accessibility of the Route 501-495 Area and its combination of employment and residential uses in the same area, the area is a most appropriate location for additional housing opportunities for low- and moderate-income families. In making decisions on new residential development, the county should weigh heavily the provision of low- and moderate-income housing in this area as desirable and important in meeting county objectives. Development at the high end of the density ranges with additional density bonuses as provided for in the

Zoning Ordinance is encouraged only if appropriate residential development which incorporates low- and moderate-housing units is suitably assured.

##### Sub-Tract F3

The 41-acre vacant tract is recommended for coordinated commercial office development (limited office—office) or campus-like light industrial activity of a research and development nature maintaining a substantial open space buffer along the I-66 corridor, enhanced by appropriate landscaping. This office development will act as a transitional use between existing light industrial activity to the east and proposed residential development to the west. In addition, the proximity of this office activity to proposed residential development will encourage walk-to-work patterns and thereby act to reduce the exacerbation of already substantial traffic congestion. The following development provisions apply:

1. dedication of acreage within Sub-Tract F3 which lies within the stream valley;

2. construction of a 4-lane roadway to serve Sub-Tract F3, with vehicular access across from the intersection of Old Lee Highway and Hilltop Road, and access to both Sub-Tract F2 and to the proposed Prosperity Avenue extension (subject to the provisions noted under Sub-Tract F2);

3. widening of Hilltop Road to four lanes;

4. extension of 4-lane divided Prosperity Avenue northward into Sub-Tract F3, as shown in Map 32, providing a principal vehicular access to the future Dunn Loring Metro Station. (If the entire Sub-Tract F3 were developed in campus-like, light industrial uses, alternative alignments which may be less disruptive to the site may be considered for this facility.);

5. improvements to the existing sewer lines, as specified in the earlier impact analysis, to ensure no overburdening of the present system.

An alternative option for development of this 41-acre sub-tract would be a mix of residential and office activity:

1. approximately 15 acres east of the proposed Prosperity Avenue extension would develop in office uses (limited office—office); while

2. the remainder of the tract west of the proposed Metro access road (the Prosperity Avenue extension) and outside the floodplain would develop at a residential density of 16-20 units per acre with the following provisions:

- maintenance and enhancement of a sub-

stantial open space buffer along the I-66 corridor, with appropriate buffering, landscaping and screening, using earth berms along the west side of the Metro access road;

- development of clustered, high-rise residential development, thereby maximizing the extent of undisturbed open space on the site, particularly adjacent to I-66 and the light industrial activity area;
- orientation of residential units toward the dedicated stream valley open space.
- the provision of low- and moderate-income units in new development throughout the county is an important county concern. Provision of low- and moderate-income housing units is one of the nine criteria currently used by the Board in determining whether rezoning applications should be granted above the low end of the planned density range. Given the convenient regional location and accessibility of the Route 50/I-495 Area and its combination of employment and residential uses in the same area, the area is a most appropriate location for additional housing opportunities for low- and moderate-income families. In making decisions on new residential development, the county should weigh heavily the provision of low- and moderate-income housing in this area as desirable and important in meeting County objectives. Development at the high end of the density ranges with additional density bonuses as provided for in the *Zoning Ordinance* is encouraged only if appropriate residential development which incorporates low- and moderate-income housing units is suitably assured.

In Sub-Tracts F2 and F3 sufficient right-of-way should be reserved at or prior to the time of development to ensure the completion of all transportation improvements specified in the text of this study, and on Map 32.

#### SOUTH MERRIFIELD

##### Analysis: A Summary of Development Potential

This portion of the Route 50/I-495 Area has been designated as a basic employment site within Fairfax County, and to date considerable office and light industrial development has occurred. At the present time, approximately 150 acres of vacant, undeveloped, or underutilized property remain in this southern portion of Merrifield.

The primary objective of the review and update of land use recommendations for this sub-area was to coordinate both office and light industrial development in a manner which:

- minimizes adverse impacts upon stable residential communities within and adjacent to the Route 50/I-495 Area;
- minimizes additional traffic volume on already severely overburdened Route 50, Gallows Road and Route 29;
- encourages the use of mass transit facilities (bus and the future Metro system) in an effort to reduce auto dependence; and which
- coordinates the development of the Merrifield area with that proposed on the various segments of the vacant Chiles tract.

#### Local Development Objectives and Concerns

(These are specific statements of policy which are applicable to the development of this tract. The precise recommendations for the development of each tract are contained in the subsequent section entitled Recommendations.)

##### Route 50 Corridor

1. Encourage the development of well-designed office structures along both sides of the

Route 50 corridor from Prosperity Avenue to Gallows Road, in a coordinated manner.

2. Vehicular circulation among the various office uses should be coordinated internally, with the service drives connecting to a minimum number of access points to Route 50, in an effort to provide balanced access and reduce the number of congestion points which impede traffic flow on Route 50.

3. Major access points to Route 50 should be connected with internal circulation system, and access to Prosperity Avenue and Route 29.

4. Existing vegetation along the Route 50 corridor should be maintained and enhanced with appropriate landscaping wherever possible.

5. Provide pedestrian walkways and improved shelters along Route 50 in an effort to encourage the increased use of mass transit facilities by making it more convenient, accessible and visible.

##### Prosperity Avenue Corridor

1. Improvements are required to Prosperity Avenue north of Route 50 and at its intersections with Route 50 and Route 29 so that it may serve as a primary vehicular access route to the future Dunn Loring Metro Station.

2. Minimize the number of additional access points onto Prosperity Avenue, since, as congestion points, they tend to reduce the flow of through-traffic.

3. Maintain a substantial open space buffer along the eastern side of the Prosperity Avenue corridor.

4. Provide pedestrian walkways along the eastern side of Prosperity Avenue, linking with internal pedestrian circulation systems serving the interior office and light industrial activity areas.

##### Gallows Road Corridor

1. Limit the number of additional curb cuts along Gallows Road, and, where possible, coordinate existing access at several designated intersections.

2. Improvements should be made which separate local and nonlocal traffic.

- Construct a north-south collector road east of, but generally parallel to, Gallows Road, which would link Route 29 on the north with Gatehouse Road on the south, and connect with Porter Road.

- Improve the intersection of Gallows Road with Porter Road and Strawberry Lane.

3. Provide pedestrian walkways along Gallows Road as an alternative to short-trip auto usage by employees and residents within Merrifield.

##### Route 29 Corridor

1. In an effort to reduce the number of congestion points impeding through-traffic flow:

- Limit the number of full intersections along Route 29 between Prosperity Avenue and I-495.
- Coordinate internal vehicular circulation by the completion of the service drive along the southside of Route 29.
- Improve the intersections of Route 29 with Prosperity Avenue, and with Gallows Road, in conjunction with roadway improvements to Route 29.

2. Provide pedestrian walkways along Route 29 in locations which will encourage increased mass transit usage by local employees.

##### Other

1. Maintain the stability of the Yorktowne Apartments east of Gallows Road with appropriate buffering and the development of adjacent, compatible land uses.

##### Recommendations

##### Route 50 Corridor

1. That portion of the Route 50 corridor from Prosperity Avenue to Gallows Road is recommended for development as an office park.

Although office development has occurred already on much of this acreage, approximately 50 acres north and south of Route 50 remain to be developed. This recommended development should:

- Maintain a substantial buffer of existing vegetation along the Route 50 corridor; adjacent to the service drive right-of-way, adjacent to Luther Jackson Intermediate School, and with stable residential communities to the south.
- Maintain an average building height of six stories, while permitting a range of structures between two and eight stories.
- Provide pedestrian walkways connecting all portions of the proposed office development, and linking with convenient bus stop shelters along Route 50.

2. The area south of O'Connell Drive, north of the Pine Ridge subdivision and east of the Elks Lodge should be planned for low-intensity, low-rise office use only with substantial parcel consolidation sufficient to ensure coordinated development and incorporating an improved internal circulation system. The following conditions also need to be satisfied:

- The height and bulk of the low-intensity office uses should be comparable to the adjacent offices zoned for development at approximately three stories immediately to the east of Williamstown and south of the newly realigned O'Connell Drive between Gallows Road and Williamstown. The more intense development should be concentrated north of Pennell Street and Pennell Street extended and east of Williams Drive and the less intensive uses on the southern portion of the property.
- An improved vehicular circulation system should be developed to facilitate access between Williams Drive and Prosperity Avenue and also between Williams Drive and Gallows Road via the realigned O'Connell Drive which should intersect with Williams Drive south of its current intersection to provide greater distance from the Route 50/Williams Drive intersection.
- Provision for a landscaped buffer at least 150 feet wide to eliminate any adverse impact on the existing Pine Ridge subdivision and the planned residential development of 3-4 units per acre to the southeast. The landscaped buffer should consist of earthen berms and evergreen and hardwood plantings of sufficient height and depth to obscure line-of-sight vision of parking lots, buildings, signs and lighting for nearby residential areas. Every effort should be made to retain the mature trees on the tract and replace those that are removed with large specimen plantings.

Lighting and signs should be designed and located in a manner which renders them unobtrusive to nearby existing and planned residences. The developer(s) will be responsible for regular maintenance of the conservation buffer, including removal of debris and rubbish and replacement of diseased or dead specimen plantings with others of equal size and type.

- Development shall ensure the prevention of peak-flow stormwater increases resulting from development of the site through the provision of onsite detention designed in excess of that normally required by Fairfax County policies and standards.

3. Containment of commercial development within appropriately designed, appropriately designated areas, and, in particular, to the east side of Prosperity Avenue, and the protection and enhancement of stable residential communities continues to be a primary consideration for the

development of this area. Accordingly, all elements of any proposed development shall be evaluated in light of this policy. These elements shall include, but not be limited to, the siting and architectural design of the buildings and those elements that were addressed in the conditions mentioned above. While development of townhouse offices is recommended in the areas contiguous to the Pine Ridge subdivision and the planned residential areas to the southeast, other designs which address the policies stated herein of protecting and preserving the stability of the residential neighborhoods may be considered.

4. In addition, the following transportation improvements are recommended:

- Extend the service drive along the south side of Route 50 to Prosperity Avenue locating its intersection with Prosperity Avenue as far south of the Prosperity Avenue/Route 50 intersection as possible (near the southern boundary of the large vacant tract in the southeastern quadrant of Route 50 and Prosperity Avenue). The service drive should be extended eastward along Route 50 to include Tract E in the southwestern quadrant of the Route 50/Gallows Road intersection.
- Improve the at-grade intersection of Prosperity Avenue with Route 50, in conjunction with recommended improvements to Route 50.
- Extend the service drive on the north side of Route 50 to include Tract D in the northwestern quadrant of the Route 50/Gallows Road intersection.
- Provide primary access from Route 50 to the proposed office development on both sides of this highway at Williams Drive, with the existing median cuts at Javier Road eliminated.
- Synchronize traffic control signals along Route 50.

#### Prosperity Avenue Corridor

1. The following transportation improvements are recommended:

- Widen Prosperity Avenue to a four-lane divided facility between Route 50 and Route 29, with appropriate intersection improvements at Route 50 and Route 29.
- Realign and extend Prosperity Avenue north of Route 29 through Tract F to the Dunn Loring Metro Station north of Hilltop Road as a four-lane divided facility. This is shown on Map 32.
- Extend Executive Park Avenue to intersect Prosperity Avenue north of Route 50 on the alignment presently dedicated to the County.
- Extend Williams Drive as a four-lane facility to Prosperity Avenue to a point approximately 800 feet north of Executive Park Avenue.
- Provide pedestrian walkways along Prosperity Avenue.
- Synchronize traffic control signals on Prosperity Avenue.

#### Gallows Road Corridor

1. The tract bounded by Gallows Road on the west, Gatehouse Road on the south, the Merrifield Shopping Center on the north and the Yorktowne Apartments on the east is recommended for light industrial development. Although scattered light industrial development has taken place in this area, approximately 35 acres remain to be developed as light industrial activity. Any proposed development in this area should be analyzed in detail with specific consideration given to the potential impact development will have on the Yorktowne Apartments, and to the available means of mitigating any potentially adverse impacts.

2. Existing and proposed development should be coordinated in such a way as to minimize the

extent of increased traffic congestion in the area (particularly along Gallows Road), and to minimize visual blight along the Gallows Road corridor. In conjunction with an improved local highway system, a north-south collector road connecting Route 29 on the north with an improved Porter Road on the west, and Gatehouse Road on the south should be constructed. Such a facility would coordinate the internal development of this tract and provide an alternative to the congestion of the Gallows Road corridor, which presently carries a high volume of through as well as local traffic.

3. Substantial buffering should be provided adjacent to the existing Yorktowne Apartments along its frontage with proposed light industrial development, and along the I-495 corridor.

4. The remaining vacant acreage south of Gatehouse Road is recommended for high-rise office development, well buffered from the Route 50 corridor by preservation of a substantial buffer of existing vegetation.

5. In the event the Luther Jackson Intermediate School is relocated, declared surplus, or if the site becomes available for redevelopment, the property is recommended for commercial office use (limited office—office). Consideration of the maximum planned intensity of office use on this site shall depend upon compliance with the following conditions:

- The design and development of the site should be coordinated and compatible with adjacent properties to ensure integration of the site into the existing and planned office activity along the Route 50 corridor.
- Office use should be of a scale (height and bulk) and situated in a manner that will ensure compatibility with adjacent planned uses. In general, office uses on this site should not exceed six stories.
- Access to the site should be coordinated with Tract D, with primary access on Gallows Road, opposite from Gatehouse Road. Major highway and access improvements must be provided to allow the points of access to operate at an acceptable level of service as prescribed by the Virginia Department of Highways and Transportation and the County. Achievement of the full office intensity recommended in the Plan will, to a large degree, be dependent on the ability of the prospective developers to satisfactorily resolve the issues of access and internal circulation. In addition, the development of the site must not overload the capacity of the planned new interchange at Gallows Road/Route 50, allowing it to also operate at acceptable levels of service as prescribed by the Virginia Department of Highways and Transportation and the County.

6. In addition, the following transportation improvements are recommended:

- Between Route 50 and Route 29, a raised median strip with selected turning lanes should be provided on Gallows Road in order to reduce the number of left turning points and to improve safety. In conjunction with this improvement, improve the intersection of Porter Road and Strawberry Lane with Gallows Road.
- Improve the intersection of Gatehouse Road with Gallows Road in conjunction with the construction of a realigned, grade-separated interchange at Gallows Road and Route 50. Improved access to the Yorktowne Shopping Center should be a part of this overall solution.
- A roadway connection should be provided from Eskridge Road to Gallows Road via an improved Strawberry Lane.
- Synchronize traffic control signals along Gallows Road.

7. Provide needed pedestrian walkways along the Gallows Road corridor.

#### Route 29 Corridor

1. The Route 29 corridor between Prosperity Avenue and Gallows Road is recommended for coordinated light industrial development. Although portions of this light industrial corridor between Prosperity Avenue and Gallows Road have developed already, approximately 50 acres remain vacant, undeveloped or underutilized between Route 29 and the proposed office development to the south along the Route 50 corridor.

2. The primary concern with development in this area is to ensure that traffic is coordinated internally by designated collector roads and service drives. Primary access to Route 29 will be via an improved Eskridge Road, with access to Gallows Road via an improved Strawberry Lane.

3. A substantial landscaped earth berm buffer should be constructed adjacent to the Luther Jackson Intermediate School to the south at the time of proposed office and/or light industrial development on adjacent tracts.

4. In addition, the following transportation improvements are recommended:

- Improve Eskridge Road to a four-lane facility (70' right-of-way) from Route 29 to its connection on the south with Javier Road and Williams Drive. (It will be necessary to realign Eskridge Road at its intersection with Route 29.)
- Improve the intersection of Gallows Road and Route 50 with a realigned grade-separated facility.
- Synchronize traffic control signals along Route 29.

5. In addition, construct pedestrian walkways which will interconnect all portions of the light industrial area with recommended walkways and convenient bus shelters along Route 29.

6. Additional right-of-way should be reserved as required for the completion of all transportation improvements recommended in this text, or on Map 32.

#### NORTH MERRIFIELD

##### Analysis: A Summary of Development Potential

A number of factors guide the recommendations for the type and scale of ultimate development in this segment of the Route 50/I-495 Area:

- proximity of the proposed Dunn Loring Metro station south of I-66;
- circuitous access to I-66 and I-495 via congested roadways, despite the physical proximity of both highway corridors to the area;
- the extent of vacant or underutilized acreage along the Gallows Road and Route 29 corridors;
- the present land use configuration of light industrial development west of Gallows Road, with retail commercial activity concentrated around the vicinity of the Gallows Road/Route 29 intersection, and residential development east of Gallows Road;
- the present level of traffic congestion along Route 29 and Gallows Road, due to high volumes of through-traffic and traffic generated by considerable uncoordinated strip development along both Gallows Road and Route 29.

As a result, the recommendations which follow for this portion of the Route 50/I-495 Area propose the creation of a coordinated mix of employment activities, related residential development, and retail activity which will act to enhance the fiscal condition of the County, while at the same time offering improved employment commuting patterns within the County. With regard to the latter, the creation of a balanced transportation system which adequately serves existing and anticipated traffic in this area will be achieved by:

- maximum utilization of the potential for nonauto travel created by the proposed loca-

tion of the Dunn Loring Metro Station in the northern portion of North Merrifield;

- separation of residential and nonresidential traffic, as well as separation of through and local traffic wherever possible;
- provision of convenient bus facilities and pedestrian walkways, connecting employment centers and residences with the future Metro station;
- location of residential development in such a manner as to encourage walking to and from nearby employment centers;
- maximum protection for stable residential communities within, or adjacent to, North Merrifield.

#### Local Development Objectives and Concerns

(These are specific statements of policy which are applicable to the development of this tract. The precise recommendations for the development of each tract are contained in the subsequent section entitled Recommendations.)

#### Route 29 Corridor

1. In order to improve traffic flow along Route 29, limit the number of full intersections along this highway between Prosperity Avenue and I-495.

- The location of these access points to Route 29 serving North Merrifield should be coordinated with those access points to Route 29 from South Merrifield.
- Improvements are required to the designated intersections of Route 29 with Prosperity Avenue and Gallows Road.
- Eliminate the intersection of Hilltop Road with Route 29 in its present location and coordinate access to Dorr Avenue via an improved Hilltop Road/Prosperity Avenue intersection, preferably relocated in a more northerly location (See Map 32). One leg of the Hilltop Road/Route 29 intersection has been closed by VDH&T. This concept is designed to provide better intersection spacing along Route 29 and eliminate hazardous intersections. Implementation of the Study recommendations will afford the industrial area with access to Route 29 at Merrilee Drive. This access would probably be more convenient than Prosperity Avenue since it lies closer to Gallows Road and I-495, and hence provides for more direct routing.
- Coordinate internal vehicular circulation from North Merrifield via a completed service drive system along the north side of Route 29 which links with the principal access points to Route 29.

2. Maintain and enhance the open space buffer provided along the Route 29 corridor.

3. Improve pedestrian circulation facilities along Route 29 and connecting with pedestrian facilities from the proposed Dunn Loring Metro Station.

#### Gallows Road Corridor

1. In an effort to improve traffic flow along Gallows Road:

- Widen Gallows Road north of Route 29.
- Where possible, separate through and local traffic.
- Minimize curb cuts, and organize internal vehicular circulation so as to utilize portions of the service drive, linking with designated intersections with Gallows Road.

2. Provide a pedestrian circulation system along Gallows Road in locations which will encourage increased use of existing and planned mass transit facilities.

3. Maintain stable residential communities along the Gallows Road corridor by:

- discouraging nonlocal traffic from using local residential streets;

- ensuring the development of adjacent compatible land uses, and the provision of appropriate buffers and screening.

#### Recommendations

##### Route 29 Corridor

1. The 28 acres of vacant or underutilized acreage north of Route 29, east of the light industrial park on Dorr Avenue, and south of existing industrial development along Merrilee Avenue are recommended for mid-rise office development, well situated some distance back from the proposed service drive along the north side of Route 29, with vehicular access coordinated at the designated points on Route 29.

- Primary access to the proposed office tract should be via the extension of Merrilee Drive southward to Route 29, with a secondary access eastward to Gallows Road.

2. With the exception of the proposed Dunn Loring Metro Station site to the north, and the retail-zoned acreage in the northwestern corner of the Gallows Road/Route 29 intersection, the remainder of this portion of North Merrifield is recommended for coordinated light industrial development.

- This development should be coordinated with organized internal vehicular circulation and access to both Route 29 and Gallows Road.

3. With the exception of the retail-zoned acreage in the northeastern quadrant of the Gallows Road and Route 29 intersection, the present site of the Merrifield Nursery east to the acreage between Hartland Road and I-495 is recommended for coordinated mid-rise office development.

- Vehicular access to and from the residential development to the north should be located so as to discourage heavy nonlocal traffic use.
- A substantial buffer should be maintained and enhanced with landscaping and earth berms along the border with residential development so as to reduce undesirable visual impacts.
- Primary vehicular access to this proposed office development should be via the intersection of Hartland Road with Route 29.

4. In addition, the following transportation improvements are recommended:

- Widening of Route 29 to a four-lane divided facility.
- Construction of a grade-separated interchange at Route 29 and Gallows Road.
- Elimination of the present intersection of Hilltop Road with Route 29.
- Realignment of the Prosperity Avenue/Hilltop Road intersection in a northwesterly direction to facilitate the proposed roadway extension toward the future Dunn Loring Metro Station, as well as improved access to Dorr Avenue.
- Elimination of the Juniper Street intersection with Route 29. Juniper Street should be connected with a four-lane, east-west roadway connecting the extension of Merrilee Drive southward with Gallows Road.
- This proposed east-west roadway parallel and north of Route 29 should extend eastward across Gallows Road to connect with Hartland Road.
- Merrilee Drive should not extend into the future Metro station site.
- Synchronize traffic control signalization along the Route 29 corridor during peak-hour periods.

5. Provide convenient pedestrian walkways and bus shelter facilities along the Route 29 corridor in locations which encourage the increased use of existing and planned mass transit facilities.

##### Gallows Road Corridor

1. The 7-acre tract north of the Merrifield Apartments is recommended for residential development at a density of 12-16 units per acre, well buffered from adjacent development, and particularly from the Gallows Road corridor.

- The developer should provide sufficient acreage to satisfy the local recreational needs of new residents.

2. The 15-acre tract south of the Merrifield Apartments and north of proposed office development is recommended for residential development at a density of 8-12 units per acre, well buffered from existing development along its periphery.

- Sufficient acreage should be set aside by the developer of this tract to satisfy the local recreational needs of new residents.

3. The existing stable single-family residential development along Belleforest Drive should be preserved and well buffered from both adjacent development and nearby highway corridors.

4. Any remaining vacant acreage in this area should develop at a density comparable to that of nearby existing single-family detached residential development.

5. In addition, the following transportation improvements are recommended:

- Widen Gallows Road to four lanes divided north of Route 29.
- Construct a collector street parallel to Route 29 immediately north of the retail-zoned acreage in the northwestern and northeastern quadrants of the Route 29/Gallows Road intersection. This street would connect with Hartland Road on the east and Merrilee Drive on the west.
- Synchronize traffic control signalization along Gallows Road in conjunction with synchronization of traffic signals throughout the Route 50/I-495 Area.

6. Sufficient right-of-way should be reserved prior to development for all required transportation improvements recommended in the text of this study or illustrated on Map 32.

#### STORMWATER MANAGEMENT APPENDIX

##### Background

In 1973, Fairfax County's drainage consultant, Parsons, Brinckerhoff, Quade and Douglas, (PBQ&D), completed a special assignment report, Task Order 9.1, on Holmes and Tripps Run. In this report, the consultant recommended construction of two detention ponds on Holmes Run in the Route 50/I-495 Area to alleviate the flooding, erosion and sedimentation problems being experienced downstream.

In 1977, as part of the Master Plan for Flood Control and Drainage, PBQ&D submitted the Immediate Action and Future Basin Plans on the Cameron Run Watershed which reaffirmed the conclusion reached in Task Order 9.1 of the need for these reservoirs.

Fairfax County retained a consulting engineering firm, Baldwin and Gregg, to conduct a detailed feasibility and impact study of the reservoirs and investigate other stormwater management options for Upper Holmes Run. This study was completed June, 1977. The *Holmes Run Feasibility Study* concurred with the PBQ&D assessment and recommendations that Reservoirs 1 and 2A be constructed.

On April 13, 1978, under Section 15.1-456 of the Code of Virginia, the Planning Commission approved the establishment and construction of two regional flood and sediment control reservoirs along Holmes Run. Reservoir 1 to be located in the southeast quadrant of Route 50/I-495 and Reservoir 2A to be located in the northeast quadrant of that intersection.

In July 1977 empowering legislation allowed the Corps of Engineers to impose strict dam safety design standards on the nation's new dams. This has substantially increased the cost of constructing the Reservoirs to the point where the

additional benefits derived from a combined Reservoir 1 and Reservoir 2A system versus the benefits derived from Reservoir 2A alone are not cost effective.

Based on the increased cost for Reservoir 1, Fairfax County retained Gannett, Fleming, Corddry, and Carpenter (GFCC) to examine alternatives to Reservoir 1 using onsite detention ponds. This study was completed in April 1980. Based on the findings of the study by GFCC, Fairfax County will implement an alternative stormwater management scheme for the Holmes Run watershed to achieve flood and erosion control benefits approximately equivalent to the efficiency of Reservoirs 1 and 2A. The alternative scheme will provide for the development of nine small detention ponds. Four of the ponds will be located in the upper portion of the watershed north of Lee Highway and five ponds will be located south of Lee Highway (see the Adequate Public Facilities and Service section of the Plan).

The purpose of the proposed impoundments is two-fold:

- to provide flood control, and
- to provide erosion control.

However, another benefit of these impoundments is to provide sedimentation control and thus improve downstream water quality.

#### Flooding

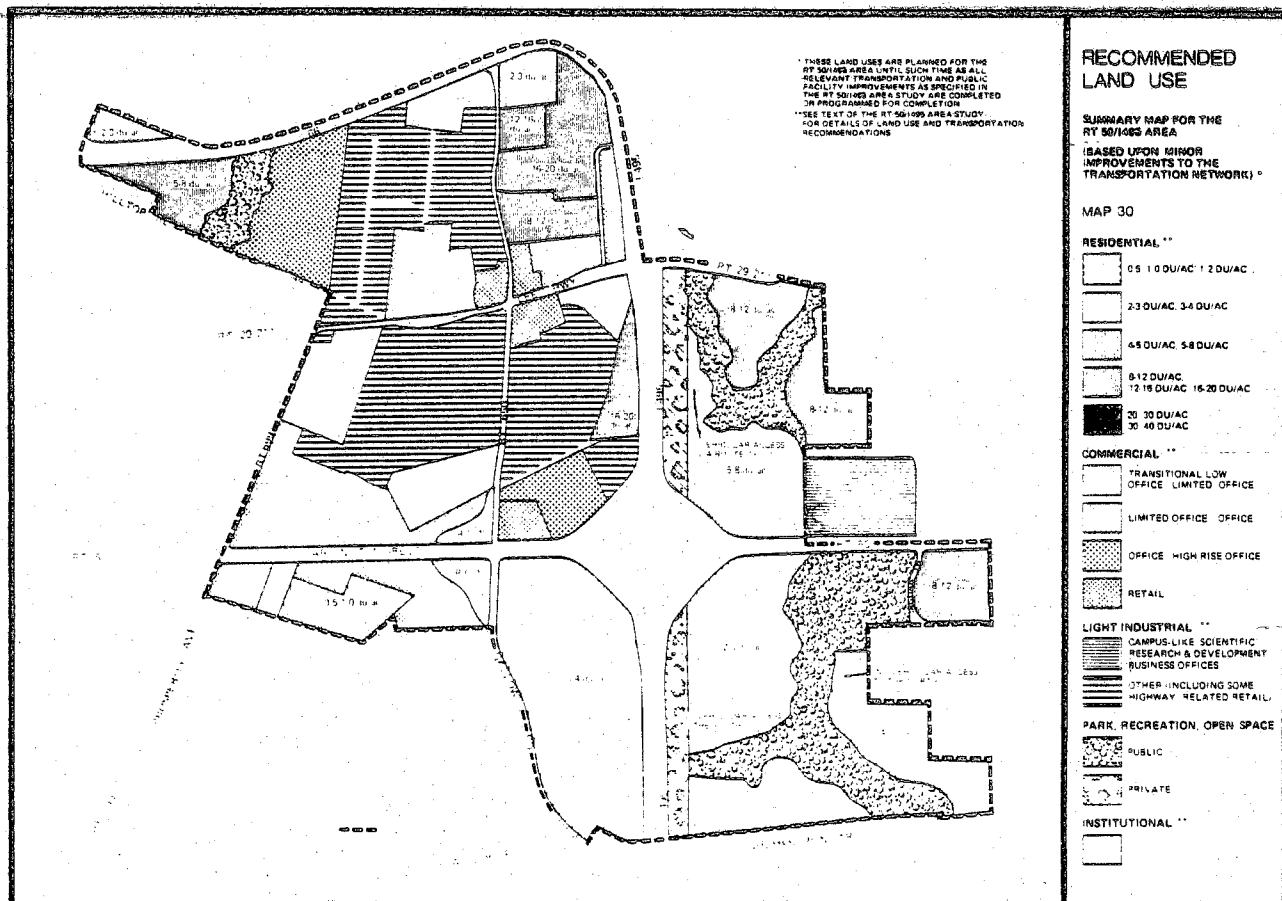
Adding impermeable areas, such as roofs and parking lots, increases the peak of flood flows during storms. This increases the flood hazard to downstream property owners.

#### Erosion

As development in the Chiles tract increases, the volume of stormwater runoff and the stream velocities, unless checked by onsite detention or other offsite facilities, will increase. Given the highly erodible soil along the entire length of the Upper Holmes Run drainway, the natural channel could widen and result in eroding stream banks. Tree roots could be undermined and collapse into the stream channel. Flat stretches could be created by the deposition of silt which, during low-flow periods, would pond water. The proposed Reservoir 2A, in conjunction with the stormwater management scheme recommended by the GFCC study, will mitigate these conditions by reducing the scouring velocities.

#### Sedimentation Control

Erosion generates sediment transport and the deposition of material in slower velocity areas of the stream channel.



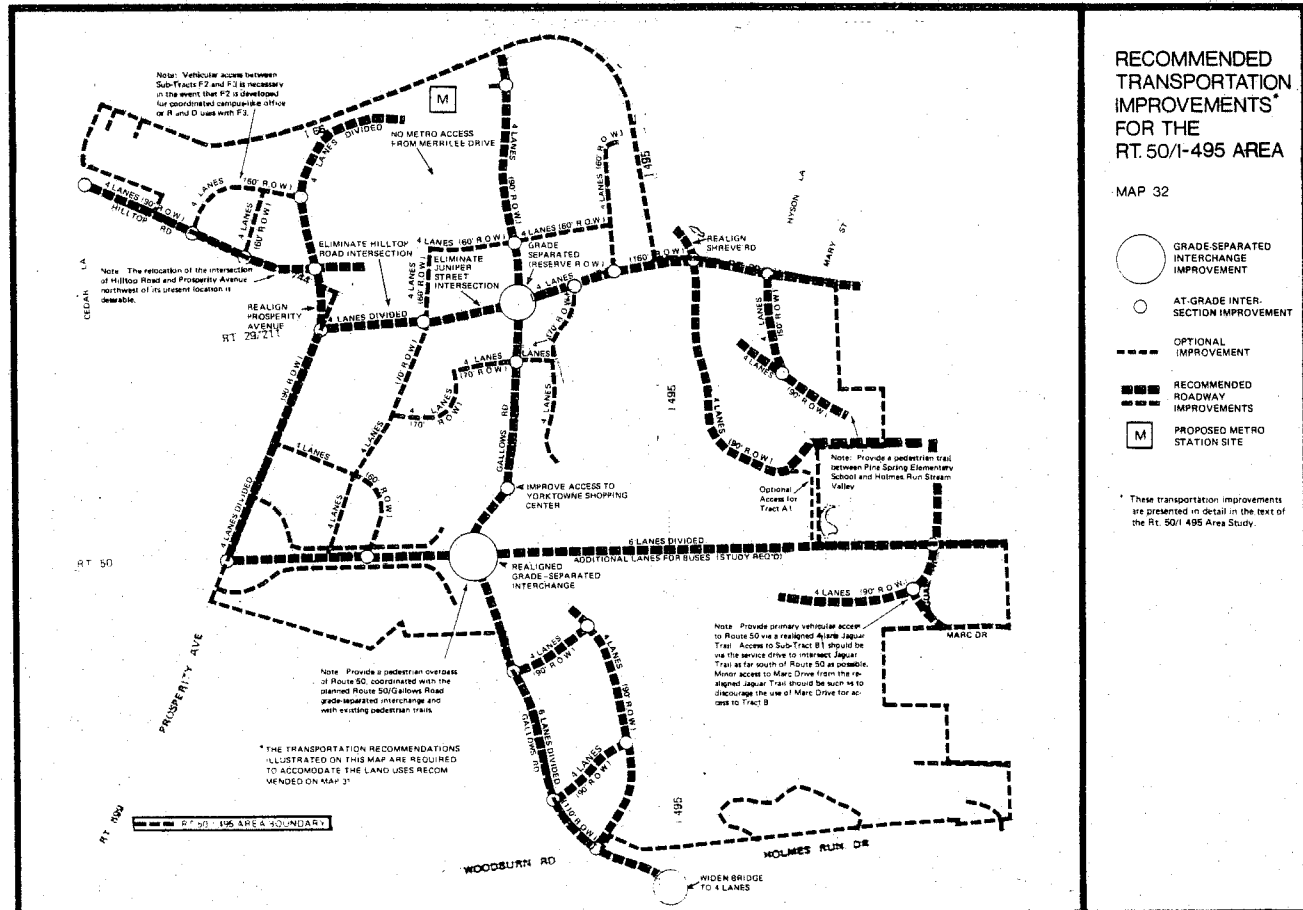
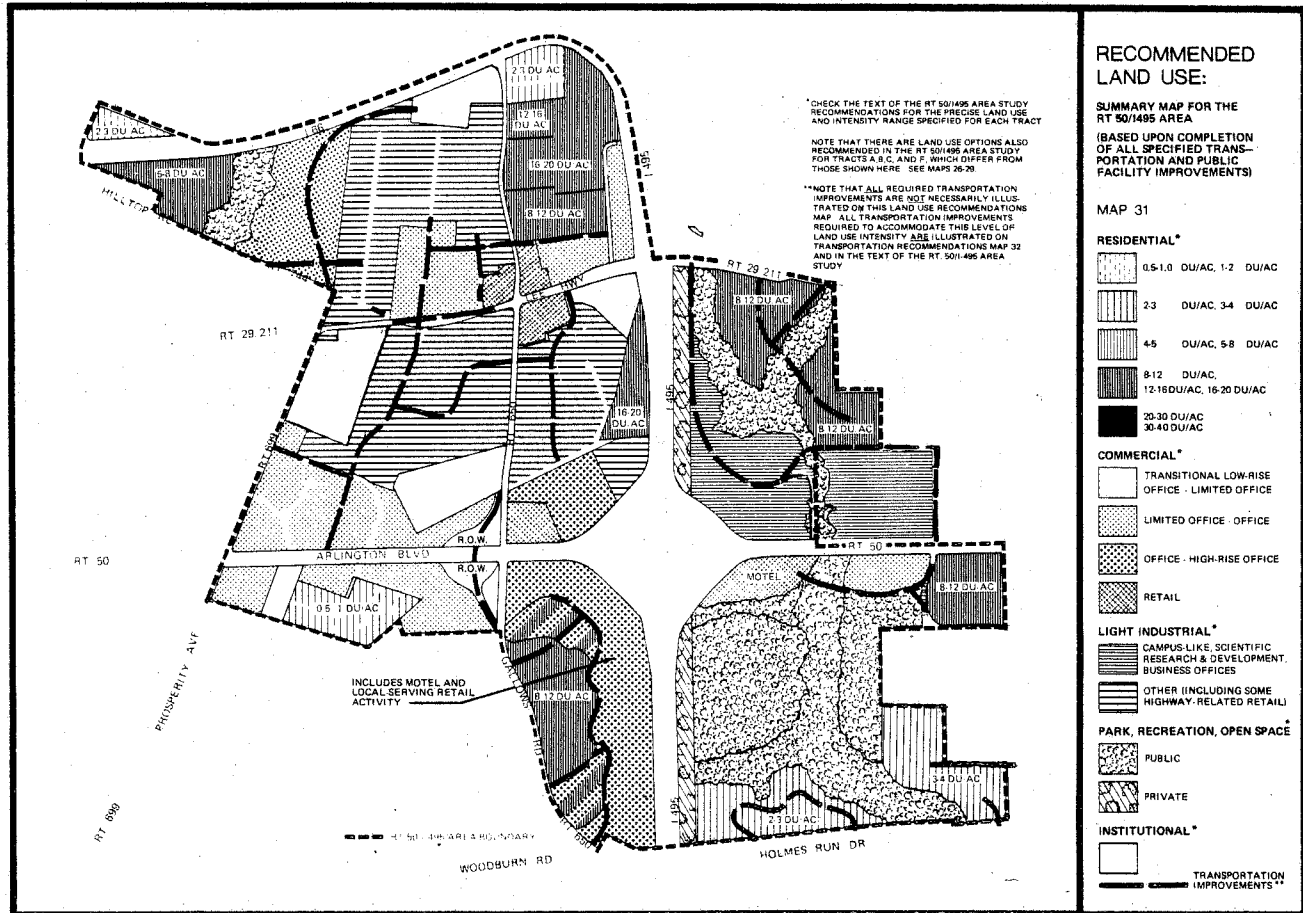


TABLE 48  
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL GROWTH PLANNED FOR THE ROUTE 50/I-495 AREA

Tract <sup>2</sup>	Sub-Tract	Tot. Vacant <sup>3</sup> Acreage	Floodplain <sup>3</sup> Acreage	Easement <sup>4</sup> or ROW Ac.	Net Developable Acreage <sup>5</sup>	No. of DUs <sup>6</sup>	Probable DU Type <sup>7</sup>				Projected <sup>9</sup> Population	Residential Density (Gross)	Anticipated Square Footage <sup>11</sup> (M. million)				Projected <sup>12</sup> Employees
							SF <sup>8</sup>	TH <sup>8</sup>	G/A <sup>8</sup>	H/R <sup>8</sup>			Office	Lt. Indus.	Retail	Motel	
A		(158)	(38)	(15)	(105)	(592-888)	(-)	(288)	(400)	(200)	(2120)		(-)	(0.75M)	(-)	(-)	(2500)
	A1	84	13	15	56									0.75M			2500
	A2	30	7		23	240-360		160	200		950	8-12					
	A3	44	18		26	352-528		128	200	200	1170	8-12					
B	(Option 1)	(296)	(58)	(19)	(219)	(474-678)	(414)	(84)	(180)	(-)	(2165)		(0.22M)	(-)	(-)	(0.15M)	(1475)
	B1	22			22	176-264		84	180		685	8-12	0.22M				1100
	B2 <sup>15</sup>	29	9		20												
	B3 <sup>16</sup>	20	8		12	48-64	64				230	3-4					
	B4	50	18		32	150-200	200				715	3-4				0.15M	375
	B5 <sup>17</sup>	125	13	19	93												
	B6	50	10		40	100-150	150				535	2-3					
C	(Option 2) <sup>18</sup>	(130)	(-)	(-)	(130)	(440-660)	(-)	(-)	(-)	(660)	(1005)	(8-12)	(0.8M)	(-)	(0.11M)	(0.15M)	(4745)
D		(12)	(-)	(6)	(6)	(-)	(-)	(-)	(-)	(-)	(-)		(0.08M)	(-)	(-)	(-)	(400)
E		(21)	(-)	(8)	(13)	(-)	(-)	(-)	(-)	(-)	(-)		(0.22M)	(-)	(-)	(-)	(1100)
F		(84)	(8)	(-)	(76)	(302-463)	(21)	(132)	(300)	(-)	(1195)		(0.7M)	(-)	(-)	(-)	(1850)
	F1	7			7	16-21					75	2-3					
	F2	36	4		32	288-432		132	300		1120	8-12					
	F3	41	4		37								0.7M				1860
TOTAL (Chiles)		(701)	(104)	(48)	(549)	(1808-2679)	(435)	(504)	(880)	(860)	(6485)		(2.02M)	(0.75M)	(0.11M)	(0.30M)	(12000)
South Merrifield <sup>80</sup>		(107)	(-)	(-)	(107)	(3-6)	(6)	(-)	(-)	(-)	(20)		(0.9M)	(0.48M)	(-)	(-)	(8100)
North Merrifield <sup>26</sup>		(105)	(2)	(-)	(103)	(206-292)	(-)	(30)	(262)	(-)	(740)		(0.58M)	(0.3M)	(0.04M)	(-)	(4020)
TOTAL (Merrifield)		(212)	(2)	(-)	(210)	(207-296)	(6)	(30)	(262)	(-)	(760)		(1.48M)	(0.78M)	(0.04M)	(-)	(10130)
AREA TOTAL		(913)	(108)	(48)	(759)	(2015-2977)	(441)	(534)	(1142)	(860)	(7245)		(3.5M)	(1.53M)	(0.15M)	(0.38M)	(22210)

PLANNED RESIDENTIAL AND NON-RESIDENTIAL GROWTH PLANNED FOR ROUTE 50/I-495 AREA

Tract <sup>2</sup>	Sub-Tract	Tot. Vacant <sup>3</sup> Acreage	Floodplain <sup>3</sup> Acreage	Easement <sup>4</sup> or ROW Ac.	Net Developable Acreage <sup>5</sup>	No. of DUs <sup>6</sup>	Probable DU Type <sup>7</sup>				Projected <sup>9</sup> Population	Residential Density (Gross)	Anticipated Square Footage <sup>11</sup> (M. million)				Projected <sup>12</sup> Employees
							SF <sup>8</sup>	TH <sup>8</sup>	G/A <sup>8</sup>	H/R <sup>8</sup>			Office	Lt. Indus.	Retail	Motel	
A		(158)	(38)	(15)	(105)	(592-888)	(-)	(288)	(400)	(200)	(2120)		(-)	(0.75M)	(-)	(-)	(2500)
	A1	84	13	15	56									0.75M			2500
	A2	30	7		23	240-360		160	200		950	8-12					
	A3	44	18		26	352-528		128	200	200	1170	8-12					
B	(Option 1)	(296)	(58)	(19)	(219)	(474-678)	(414)	(84)	(180)	(-)	(2165)		(0.22M)	(-)	(-)	(0.15M)	(1475)
	B1 (Res.)	22			22	176-264		84	180		685	8-12	0.22M				1100
	B2 (Off.)	14	4		10												
	B3 (Park)	15	5		10												
	B3 (Park)	4	2		2												
	B4 (Res.)	16	6		10	48-64	64				230	3-4					
	B4 (Res.)	50	18		32	150-200	200				715	3-4					
	B5 (Motel)	13	3		10											0.15M	375
	B5 (Park)	112	10	19	83												
	B6 (Res.)	50	10		40	100-150	150				535	2-3					
	(Option 2)	(296)	(58)	(19)	(219)	(794-1158)	(570)	(152)	(426)	(-)	(3550)		(-)	(-)	(-)	(-)	(-)
	B1 (Res.)	22			22	176-264		84	180		685	8-12					
	B2 (Res.)	14	4		10	112-168		68	100		440	8-12					
	B3 (Park)	15	5		10												
	B3 (Park)	4	2		2												
	B4 (Res.)	16	6		10	48-64	64				230	3-4					
	B4 (Res.)	50	18		32	150-200	200				715	3-4					
	B5 (Res.)	13	3		10	104-156			156		390	8-12					
	B5 (Park)	60	5	9	36												
	B5 (Res.)	52	5	10	37	104-156	156				555	2-3					
	B6 (Res.)	50	10		40	100-150	150				535	2-3					
C	(Option 3)	(296)	(58)	(19)	(219)	(724-1053)	(789)	(84)	(180)	(-)	(3505)		(-)	(-)	(-)	(-)	(-)
	B1 (Res.)	22			22	176-264		84	180		685	8-12					
	B2 (Park)	29	9		20												
	B3 (Park)	4	2		2												
	B3 (Res.)	16	6		10	48-64	64				230	3-4					
	B4 (Res.)	50	18		32	150-200	200				715	3-4					
	B5 (Res.)	13	3		10	104-156			156		390	8-12					
	B5 (Res.)	60	5	9	36												
	B5 (Res.)	52	5	10	37	104-156	156				555	2-3					
	B6 (Res.)	50	10		40	100-150	150				535	2-3					
	(Option 2)	(130)	(-)	(-)	(130)	(400-600)	(-)	(-)	(-)	(600)	(915)	8-12	(0.65M)	(-)	(0.25M)	(0.15M)	(4375)
	B1 (Res.)	50			50	400-600				300	915	3-12	0.65M				3250
	B2 (Off.)	45			45												750
	B2 (Res.)	25			25										0.25M		
	B2 (Motel)	10			10											0.15M	375
	(Option 3)	(130)	(-)	(-)	(130)	(390-520)	(520)	(-)	(-)	(-)	(1850)	(3-4)	(-)	(-)	(-)	(-)	(-)

(Note: Footnotes 1 through 12 are presented on the summary table entitled "Summary of Residential and Non-Residential Growth Planned for the Rt. 50/I-495 Area.")

\* This does not include acreage defined as underutilized.

## PLANNED RESIDENTIAL AND NON-RESIDENTIAL GROWTH PLANNED FOR ROUTE 50/I-495 AREA

Tract <sup>2</sup>	Sub-Tract	Tot. Vacant <sup>3</sup> Acreage	Floodplain <sup>3</sup> Acreage	Easement <sup>4</sup> or ROW Ac.	Net Developable <sup>5</sup> Acreage	No. of DUs <sup>6</sup>	Probable DU Type <sup>7</sup>				Projected <sup>9</sup> Population	Residential <sup>10</sup> Density (Gross)	Anticipated Square Footage <sup>11</sup> (M: million)				Projected <sup>12</sup> Employees
							SF <sup>8</sup>	TH <sup>8</sup>	G/A <sup>8</sup>	H/R <sup>8</sup>			Office	Lt. Indus.	Retail	Motel	
D		(12)	(-)	(6)	(6)	(-)	(-)	(-)	(-)	(-)	(-)		(0.08M)	(-)	(-)	(-)	(400)

Tract <sup>2</sup>	Sub-Tract	Tot. Vacant <sup>3</sup> Acreage	Floodplain <sup>3</sup> Acreage	Easement <sup>4</sup> or ROW Ac.	Net Developable <sup>5</sup> Acreage	No. of DUs <sup>6</sup>	Probable DU Type <sup>7</sup>				Projected <sup>9</sup> Population	Residential <sup>10</sup> Density (Gross)	Anticipated Square Footage <sup>11</sup> (M: million)				Projected <sup>12</sup> Employees
							SF <sup>8</sup>	TH <sup>8</sup>	G/A <sup>8</sup>	H/R <sup>8</sup>			Office	Lt. Indus.	Retail	Motel	
E		(21)	(-)	(8)	(13)	(-)	(-)	(-)	(-)	(-)	(-)		(0.22M)	(-)	(-)	(-)	(1100)

Tract <sup>2</sup>	Sub-Tract	Tot. Vacant <sup>3</sup> Acreage	Floodplain <sup>3</sup> Acreage	Easement <sup>4</sup> or ROW Ac.	Net Developable <sup>5</sup> Acreage	No. of DUs <sup>6</sup>	Probable DU Type <sup>7</sup>				Projected <sup>9</sup> Population	Residential <sup>10</sup> Density (Gross)	Anticipated Square Footage <sup>11</sup> (M: million)				Projected <sup>12</sup> Employees
							SF <sup>8</sup>	TH <sup>8</sup>	G/A <sup>8</sup>	H/R <sup>8</sup>			Office	Lt. Indus.	Retail	Motel	
F		(84)	(8)	(-)	(76)	(302-453)	(21)	(132)	(300)	(-)	(1195)		(0.7M)	(-)	(-)	(-)	(1850)
	F1 (Res.)	7	-	-	7	14-21	21	-	-	-	75	2-3	-	-	-	-	-
	F2 (Res.)	36	4	-	32	288-432	-	132	300	-	1120	8-12	-	-	-	-	-
	F3 (Off.)	41	4	-	37	-	-	-	-	-	-	-	0.7M	-	-	-	1850

Tract <sup>2</sup>	Sub-Tract	Tot. Vacant <sup>3</sup> Acreage	Floodplain <sup>3</sup> Acreage	Easement <sup>4</sup> or ROW Ac.	Net Developable <sup>5</sup> Acreage	No. of DUs <sup>6</sup>	Probable DU Type <sup>7</sup>				Projected <sup>9</sup> Population	Residential <sup>10</sup> Density (Gross)	Anticipated Square Footage <sup>11</sup> (M: million)				Projected <sup>12</sup> Employees
							SF <sup>8</sup>	TH <sup>8</sup>	G/A <sup>8</sup>	H/R <sup>8</sup>			Office	Lt. Indus.	Retail	Motel	
South Merrifield		(107)	(0)	(0)	(107)	(3-6)	(6)	(-)	(-)	(-)	(20)	(-)	(0.9M)	(0.48M)	(-)	(-)	(6100)
	South of Rt. 50 (Off.)	17	0	0	17	-	-	-	-	-	-	-	-	-	-	-	-
	(Res.)	6	0	0	6	3-6	6	-	-	-	20	0.5-1	0.25M	-	-	-	1250
	North of Rt. 50/ West of Gallows (Lt. Ind.)	34	0	0	34	-	-	-	-	-	-	-	0.45M	-	-	-	2250
	North of Rt. 50/ East of Gallows (Lt. Ind.)	16	0	0	16	-	-	-	-	-	-	-	-	0.18M	-	-	600
	North of Rt. 50/ (Off.)	6	0	0	6	-	-	-	-	-	-	-	0.2M	-	-	-	1000
	East of Gallows (Lt. Ind.)	28	0	0	28	-	-	-	-	-	-	-	-	0.3M	-	-	1000

Tract <sup>2</sup>	Sub-Tract	Tot. Vacant <sup>3</sup> Acreage	Floodplain <sup>3</sup> Acreage	Easement <sup>4</sup> or ROW Ac.	Net Developable <sup>5</sup> Acreage	No. of DUs <sup>6</sup>	Probable DU Type <sup>7</sup>				Projected <sup>9</sup> Population	Residential <sup>10</sup> Density (Gross)	Anticipated Square Footage <sup>11</sup> (M: million)				Projected <sup>12</sup> Employees
							SF <sup>8</sup>	TH <sup>8</sup>	G/A <sup>8</sup>	H/R <sup>8</sup>			Office	Lt. Indus.	Retail	Motel	
North Merrifield		(105)	(2)	(0)	(103)	(204-292)	(-)	(30)	(262)	(-)	(740)		(0.58M)	(0.30M)	(0.04M)	(-)	(4030)
	East of Gallows (Off.)	12	0	0	12	-	-	-	-	-	-	-	0.18M	-	-	-	900
	(Ret.)	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
	(Res.)	7	0	0	7	84-112	-	-	112	-	280	12-16	-	-	-	-	-
	(Res.)	15	0	0	15	120-180	-	30	150	-	460	8-12	-	-	-	-	-
	West of Gallows (Off.)	26	2	0	24	-	-	-	-	-	-	-	0.4M	-	-	-	2000
	(Lt. Ind.)	28	0	0	28	-	-	-	-	-	-	-	-	30M	-	-	1000
	(Ret.)	3	0	0	3	-	-	-	-	-	-	-	-	-	0.04M	-	130
	(Inst.)	14	0	0	14	-	-	-	-	-	-	-	-	-	-	-	-

## FOOTNOTES

- The type, location, and intensity of development indicated in this summary table for each sub-tract presumes the provision of all required transportation and public facility improvements as set forth in the text of the Rt. 50/I-495 Area Study. In the event that these required improvements are not provided, alternative development options are recommended for each of the sub-tracts. These alternative options are illustrated in the individual sub-tract tables contained in this study, and presented in greater detail in the text.
- The Rt. 50/I-495 Area has been subdivided into separate tracts which are identified on the map on page 132.
- Acreage determined to be "underutilized" is not included in the category "Total Vacant Acreage".
- This category does not include all acreage that would be required as right-of-way for highway improvements.
- This category represents developable acreage once floodplain and easement acreage has been subtracted from total vacant acreage.
- This category reflects the range of dwelling units that theoretically could be developed according to the proposed residential density range for each sub-tract.
- This reflects the types of dwelling units which are recommended for development within a given sub-tract as specified by the proposed residential density range for that sub-tract. With the exception of those sub-tracts specified for detached, single-family residential development, there is flexibility in the number of units proposed for development under a given dwelling unit type.
- SF - detached, single-family residential units  
TH - townhouse units  
G/A - garden apartment or garden condominium units  
H/R - high rise apartment or condominium units
- This population is based upon development at the upper end of the unit density range, using standard ratios of household size to dwelling unit type found in Planning Area I.
- These are the residential unit density ranges proposed in the Rt. 50/I-495 Area Study for each sub-tract.
- This category refers to the recommended total square footage of gross floor space within each sub-tract by non-residential category. The following floor-area-ratios were assumed in most instances:  
Office - 0.3 - 0.4 F.A.R.      Retail - 0.25 F.A.R.      Lt. Industrial - 0.25 F.A.R.      Motel - 0.25-0.35 F.A.R.
- The projected number of employees is computed using the following ratios of square feet per employee:  
Office - 200 sq. ft./employee      Retail - 300 sq. ft./employee      Lt. Industrial - 300 sq. ft./employee      Motel - 400 sq. ft./employee
- Light industrial development is recommended on Sub-Tract A1 only in the event that the prospective developer can provide vehicular access which satisfies the requirements and stipulations set forth in the text.
- Development at the upper end of the density range is permitted only in the event that the entire 22-acre sub-tract is consolidated.
- 15 acres of this sub-tract, including floodplain, are planned for park use.
- Approximately 4 acres of this sub-tract are planned for park use.
- Approximately 112 acres of this sub-tract, including floodplain and easement, are proposed for dedication to the County Park Authority.
- Three development options are proposed for Tract C. Options 1 and 2 presume completion of all required transportation improvements directly related to traffic into and from Tract C, while Option 3 is the level of development permitted utilizing only the existing transportation network. Development proposed under Options 2 and 3 is presented on the Tract C table.
- Approximately 6 acres in Tract D and 8 acres in Tract E are required as right-of-way for the proposed, realigned, grade-separated interchange at Gallows Road and Route 50.
- The vacant acreage shown for both North and South Merrifield does not include acreage defined as "underutilized".

## RESIDENTIAL INFILL\*

The Area I Plan recommendations for and estimates of residential development in the stable communities of the area are discussed in this section. Criteria, methods, density conditions, and areawide estimates of development to 1990 are noted.

### Criteria for Residential Infill

The Area I Plan emphasizes the appropriate utilization of vacant land in the inner County to meet the following objectives:

- reduce auto travel;
- outlize existing infrastructure;
- preserve open space in ecologically sensitive areas;
- minimize transportation impact on Area I;
- maximize the opportunities for mass transit use;
- lower housing costs; and
- provide a range of choice in housing.

Those goals were balanced by the policies and approaches for stable areas and areas discussed in prior sections of the Plan.

### Stable Area Residential Infill Method

The methodology for estimating infill housing and population growth and supportive land uses to 1990 is designed to meet the following needs for information:

- general land use recommendations by map location for the plan; and
- population figures and dwelling units by type by planning sector for functional area impact analysis and feedback to land use recommendations. The development estimates are for convenience only, based to large extent on land absorption, not on demographic factors.

This methodology, which first estimates the development on all vacant land and then steps this back to 1990 development levels, follow.

### Development on All Vacant Land

The estimation of development on all existing vacant land is achieved by reducing the available land supply for anticipated nonresidential uses such as:

- floodplains and easements;
- land reserve to provide for basic employment;
- commercial land area needed to support residential development;
- land necessary to support public facility recommendations; and
- estimates of private recreational and institutional/semi-public acreages based upon an estimate of the future ratio of land in these uses to population levels.

The resulting net amount of land available for residential development is divided into three categories:

- land committed to projects in the County's pipeline that have reached the site plan submission stage or beyond and are likely to be built as programmed;
- fixed infill development similar to its surroundings within neighborhoods where the developed character is set and the policy of preservation and enhancement of stable neighborhoods implies a simple completion of the pattern already existing; and
- infill development considered variable because it occurs on larger tracts of vacant land with an apparent range of appropriate uses and densities. The potentials for achieving compatible development depend upon access, transportation, adjacent land uses, location of shopping, and trends in housing, and the possibilities for adequate buffer treatment.

For instance, a recommendation for high- or medium-density use would be appropriate if a given site had:

- direct access onto a major transportation artery, thus reducing or eliminating potential traffic impacts on local streets;
- a trend toward multifamily housing in the surrounding area;
- enough commercial development nearby for walk-to shopping;
- land uses on two opposing sides of strip commercial and single-family homes, such that the multifamily housing created a transition zone, stabilizing the single-family community, yet not creating its own major destabilizing force; and
- a tract large enough for effective buffers both ways, thus not negatively impacting the new or existing communities. In this regard, multifamily housing is particularly appropriate where its borders with single-family communities are limited, such as is the case with development adjacent to active recreation areas, institutional land uses, and even flood plains, where development in or adjacent to stream valleys has already foreclosed their recreational, ecological, and aesthetic potential.

Not all of the above criteria have to be met, but it is important to minimize impact on stable neighborhoods and to ensure adequate access to a major transportation artery.

### Step-Back to 1990 Development Levels

Having estimated development on all available vacant land, a level of development to 1990 was estimated based on the likely effects of short-range transportation constraints, probable average of planned single-family detached housing relative to market potential, sites with less than ideal development possibilities, and other similar localized considerations.

The methodology just outlined provides an estimate of anticipated stable area infill and housing growth in Area I through 1990.

### Residential Density Ranges

Residential density ranges recommended in the plan and shown on the maps are defined in terms of units per acre. These density ranges are related in the table below to both the 1958 *Zoning Ordinance* as amended and the *Zoning Ordinance* adopted 1978.

Only the lower end of the range is planned as a presumptive appropriate density. Densities in the upper end of the range may be consistent with the land use map, but such densities may be approved only with the usage of necessary and desirable development criteria and controls as a part of the rezoning process.

Necessary and desirable development criteria may include, but are not limited to, attention to the following:

- sensitivity of design to the natural features of the land;
- progressive conservation techniques;
- provision of open space for active and passive recreational purposes;
- provision of amenities and special features;
- provision of low- and moderate-income housing;
- provision of supportive public facilities;
- innovative design;
- preservation and/or restoration of buildings, structures, or other features of architectural, historic or environmental significance; and
- phasing of development to most nearly coincide with the provision of public facilities.

Controls to ensure compliance with these criteria include, but are not limited to, the submission of development plans for categories consistent with the Plan and the proffering of reasonable conditions effectuating such development plans, or through the use of P category districts consistent with the Plan.

\*The methodology described in this section was used for population and housing projections during preparation of the Plan in 1974.

AREA I PLANNED RESIDENTIAL INFILL								
TYPE	CURRENT				ESTIMATED ADDITIONAL TO 1990			
	DU	%	Population	%	DU	%	Population	%
Annandale								
S.F.	14,663	71	53,820	78	1,320	31	4,712	41
T.H.	1,872	9	4,844	7	1,100	26	3,091	27
Apt.	4,159	20	10,241	15	1,880	43	3,661	32
Sub-Total	20,694	100	68,905	100	4,300	100	11,464	100
Baileys								
S.F.	4,741	40	16,082	50	275	55	983	74
T.H.	160	1	438	1				
Apt.	7,081	59	15,946	49	224	45	341	26
Sub-Total	11,982	100	32,466	100	499	100	1,324	100
Jefferson <sup>1</sup>								
S.F.	7,837	59	25,807	65	418	20	1,461	28
T.H.	291	2	797	2	539	26	1,508	28
Apt.	5,249	39	13,020	33	1,124	54	2,326	44
Sub-Total	13,377	100	39,624	100	2,081	100	5,295	100
Lincolnia								
S.F.	1,354	35	4,934	44	135	8	481	11
T.H.	533	14	1,349	12	787	47	2,212	48
Apt.	2,008	51	4,978	44	756	45	1,890	41
Sub-Total	3,895	100	11,261	100	1,678	100	4,583	100
Area I								
S.F.	28,595	57	100,643	66	2,148	25	7,637	34
T.H.	2,856	6	7,428	5	2,426	28	6,811	30
Apt.	18,497	37	44,185	29	3,984	47	8,218	36
TOTAL	49,948	100	152,256	100	8,558	100	22,666	100

<sup>1</sup> Includes the former North Jefferson Planning District.

**Residential Infill Population Estimates**

Future population added to Area I by 1990 as a result of residential infill development can be estimated using household size factors for various types of units. In Fairfax County current household size factors have been determined using a 1974 survey of County households. Changing social norms and economic factors affect household composition in complex ways so that any future population estimates based on household sizes are tentative. The current 1974 average household sizes for different types of housing indicated in the table below provide the best available information for estimating the population to be attracted to Area I by the recommended residential infill to 1990.

Using these factors in conjunction with the estimates of stable area infill development and central business district and special area growth to 1990 by unit type given in a preceding table, the population to be added in each of the planning districts in Area I by 1990 is shown in the following table:

As is shown by the table Annandale is expected to realize the largest population increase among the planning districts in Area I, growing by 1990 to a population of some 80,500 persons. Overall, Area I is expected to grow by almost 23,000 persons in the decade to 1990, an increase of 15 percent or an average of 2,300 persons added per year for the decade.

