THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA

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AREA II

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This document consists of the Area II Plan, adopted August 26, 1975, and all amendments adopted through October 27, 1986. Any subsequent amendments are available from Maps and Publications Sales, Massey Building, Fairfax, Virginia 246-2974.

The Board of Supervisors has established a regular Annual Plan Review and updating process to insure the continuing relevance of the Plan. For information regarding the Annual Plan Review, please call 246-1200.

This document, which is to be used in conjunction with the Area Plan maps, provides background information and planning policy guidelines for Fairfax County, as required by the Code of Virginia, as amended.

1986 EDITION
(As Amended Through October 27th, 1986)
1989 REPRINT
(Including, bound at the rear of this volume, the complete text and map for each amendment pertaining to this volume adopted through July 24, 1989)

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THE COMPREHENSIVE PLAN
FOR FAIRFAX COUNTY, VIRGINIA

Area II

Table of Contents

AREA PLANS

The plan has been developed in response to citizen preferences, public policy guidelines, economic realities, and legitimate private sector concerns and intersects. A broad, generalized, land use pattern does emerge which serves as the context for the more detailed land use and functional recommendations.

New compatible residential infill and the preservation of existing stable neighborhoods are the major planning policies for the eastern part of the County—Planning Areas I, II, and IV. In the less developed Area III, west of Difficult Run in the Upper Potomac Planning District and South Run in the Pohick Planning District, the residential pattern changes dramatically. stable neighborhoods are still preserved, but in the western part of the County, apart from planned development centers, the dense residential and commercial development that characterizes the closer-in areas does not appear. Also, many western County stable areas such as Great Falls include large tracts of undeveloped land and areas of environmental conservation.

Growth centers, generally referred to as planned development centers, are strategically located throughout the County and are designed to house the increased population which is not absorbed by infill of stable areas. In the eastern part of the County, these planned development centers are large undeveloped areas usually enclosed by existing surrounding development, such as the Tysons Corner quadrangle. In the west, the land designated for planned development centers is by and large presently undeveloped with substantial areas nearby which are planned for environmental conservation and very low-density residential Reston is already developing as a planned development center and by 1990 is expected to have a population of 75,000.

By 1990, roughly 100,000 more people will be employed in Fairfax County. Nonetheless, the region's core will continue to be the dominant employment location for Fairfax County residents. Major planned industrial development, especially in the western portions of the county, locates future basic employment activity where it will have less impact on the congested eastern parts of the County. This location will encourage reverse commuting in the opposite direction of existing rush-hour traffic and will tend to intercept and tap the labor force in the Routes 7, 50, I-66, and I-395/I-95 corridors. Major regional commercial centers are located near major transportation resources, planned development centers, and relatively high-density stable areas.

Mass transit improvements and new highway construction are recommended to serve the population increase. Radial roads, which are often planned to be widened and provided with new intersections and service roads, are supplemented by new and improved circumferential and cross-County roads such as Route 28. In the highly developed eastern part of Fairfax County, Areas II and IV, rapid rail stations are located and selectively accompanied by high densities in their immediate vicinities. Throughout the entire County, a heavy reliance has been placed upon the use of bus transit.

Land Use Planning Objectives

The growth and land use pattern planned for Fairfax County to 1990 is guided by six key objectives supplemented by major functional recommendations. The significance of each varies in different parts of the County, but taken together, they produce the broad development pattern described earlier. These concepts are:

- general land use classifications;
- preservation of existing neighborhoods;
- growth of planned development centers;
- implementation of environmental and heritage resource protection and preservation programs;
- development of economic growth areas; and
- creation of a responsive transportation network.

Subsequent amendments to the Comprehensive Plan will further address the achievement of these objectives through the time phasing of development.

General Land Use Classifications

The Comprehensive Plan, by incorporating the four area plans, contains detailed land use evaluations and recommendations. Identification of land areas into stable, complex, and option areas shapes the major policy framework of the plans.

All infill shall be of a type and density which is compatible with the affected area. All buffering measures between different uses and densities shall consist of preserving, maintaining, and utilizing natural vegetation, particularly trees, as buffers to the maximum extent physically possible and whatever other measures are necessary.

Stable Areas

Stable areas cover most of the County where existing residential and commercial development make infill with compatible land uses an appropriate planning solution. The recognition that an area is stable does not mean a policy of inaction. Actions such as infill density control, buffer requirements, and public facility provision must be taken to insure that this stability is maintained.

Complex Areas

Complex areas are those faced with many land use problems at once, where commercial or industrial development pushes against residential sections, or where pressure for high-density development threatens an environmentally sensitive area or would require major new public facilities. The Plan establishes policy guidelines and make significant recommendations. Decisions in most complex areas must be made soon, before it is too late for choosing. Complex area development must provide for effective and suitable traditional uses within the complex area as it relates to surrounding stable communities.

Option Areas

Option areas are those where relatively little development has taken place. A range of choices for future uses of the land is available but decisions are less urgent than in complex areas. Option areas make up the remainder of the developable land after stable and complex areas have been delineated. The Plan examines available alternatives and make specific land use policy recommendations in option areas.

Preservation of Existing Neighborhoods

The eastern part of Fairfax County, roughly the area east of Route 123 and Difficult Run, is largely developed, and a policy of protecting and enhancing existing stable neighborhoods is a prime objective in Area I, II, and IV plans. In these areas, infill development, which is usually residential, is normally of a compatible type and density. In Area III where most of the vacant and undeveloped land is located, stable neighborhoods include areas of much lower density and open space. This conservation land is classified as stable, with areas such as the western Pohick with its five- and ten-acre estates included in this classification. In stable areas, the Plan encourages buffering between potentially conflicting land uses, reduction of through-traffic on neighborhood streets, the containment of commercial expansion, and the protection of environmentally valued resources.

To further ensure compatible infill, special exception/special permit uses should be assessed on a case-by-case basis (except where otherwise noted in specific community sector text), and considered compatible with existing development if there are no adverse impacts on the transportation system, the environment, and the surrounding community.

Planned Development Centers

The planned development center, a concept that was successfully pioneered in Reston, is a means of clustering and concentrating growth in order to achieve a balance between new development and protection of the environment. It offers a mixture of housing types and densities, rather than the usual low-density sprawl, and encourages a coordinated mixture of land uses including open space, public facilities, and commercial development. The concept encourages the expansion of job opportunities and less reliance on the automobile for long-distance commuting, thus reducing noise and air pollution, and contributing to the quality of living.

Large undeveloped areas in the eastern part of the County, such as the Chiles and Lehigh tracts, the Fairfax Center Area and the area near Tysons Corner, are often treated as potential planned development centers with a mixture of land uses at relatively high densities. Development centers in the western part of the County consist of the major ones at Reston/Herndon and Centreville and less extensive developments at Chantilly and Burke. However, it is estimated that the residential stable infill in Area II outside of development centers will absorb much of the projected population growth prior to 1990, since the planned development centers, with the exception of Reston, will be in the early stages of development.

Planned Development Housing

Whereas a planned development center required hundreds and even thousands of acres, planned development housing (PDH) is a county goal that can be accomplished within a comparatively small area. In PDH zoning, just as in the larger planned development centers, construction is clustered so as to leave greater open space than is possible with conventional single-family development. Further, a mix of housing types is possible.

Environmental Preservation

Environmental protection and preservation is important throughout the County. In eastern Fairfax County, much of the significant land has already been developed. Stream valleys such as Cameron Run, Accotink Creek, Mason Neck, and Pimmit Run are to be preserved either through private conservation and/or public actions.

In the western part of Fairfax County, sensitive environmental areas such as the Potomac and Occoquan shorelines, the Difficult Run stream valley, and large parts of the Pohick Planning District are potentially threatened by inappropriate development.

The Plan uses the concept of environmental quality corridors (EQCs) as a way of coordinating some major objectives of environmental planning. The EQCs represent and relate areas which form a significant environmental pattern. Principally, the EQCs are lineal open space areas comprised of a number of natural and cultural resource features. Streams, their floodplains, wetlands, and public parks form the core of the system. Prime wildlife habitats, heritage resources, rights of way, and citizen-identified environmental resources are additional components which may not necessarily

coincide with the lineal, stream-based pattern. The EQCs are designed first and foremost to protect sensitive environmental features from harmful degradation, thus preserving these amenities, but the system of EQCs also functions in the overall land use plan as a network of natural buffer areas of limited development which serve to define and space more developed communities. Where appropriate, they may provide recreational opportunities, though care must be taken not to conflict with the main environmental protection function of the corridor system.

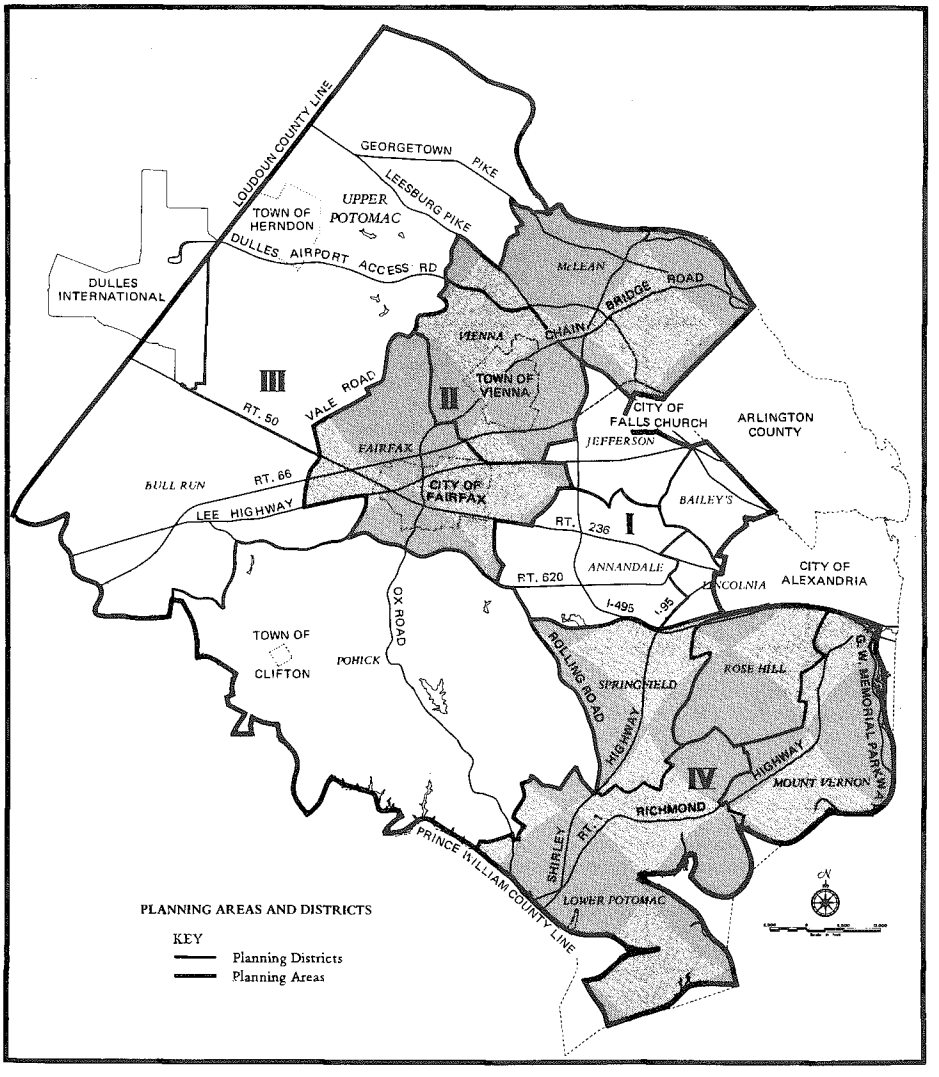
Management of Heritage Resources

The identification, study, and preservation of our heritage resources is one of the goals of the County's planning process. In our rapidly growing county, many important archaeological sites and historic structures are being lost. To create an optimum balance between the conflicting interests of economic growth and the preservation of our heritage resources, the Heritage Resources Management Plan sets forth general policies and guidelines to maximize preservation while simultaneously minimizing its impact on economic growth. The Heritage Resource Management Plan includes management strategies for each Planning Area and District. Summaries of these management strategies and recommendations are included in each Area and District Plan. Consultation with Heritage Resources Branch staff is recommended early in the planning stages of development so that heritage resources can be evaluated and preservation alternatives can be examined.

Economic Growth Centers

Areas of employment growth are located throughout the County in areas with access to available labor and a good existing, or potential, transportation system. They are usually located near population centers like Reston and prime interchanges and transportation nodes as at Tysons Corner and Dulles. Rail and automobile corridors such as Burke and the I-95/I-395 corridor are also key areas for this kind of development. The I-95/I-395 corridor, Dulles Airport, and Reston vicinity will provide the areas of greatest potential economic growth, although to realize this potential, the transportation deficiencies of the Dulles area must be overcome. One of the key concepts in the location of these centers is to encourage work-trip movement away from the congested eastern parts of Fairfax and to reduce travel times and trip lengths for commuter work trips.

To provide for the needs of planned population growth and to complement existing regional commercial development, six new or expanded regional-scale centers are recommended for Fairfax County: Reston, Fairfax Center Area, Centreville, Springfield Mall, Tysons Corner, and possibly Hybla Valley. The last three are expansions of existing centers. The timing of these regional shopping centers will depend on a number of factors such as the location and timing of new housing developments, transportation improvements, and the adequate provision of public facilities. All will have good accessibility to the market areas which they will primarily serve.



Transportation

The proposed transportation network is designed to improve existing roads and mass transit, and to provide acceptable service for stable infill development, planned development centers, and economic growth areas. Potential air pollution problems are a factor in assessing development density proposals, new highway alignments, and consideration of alternative transportation modes; e.g., rapid rail transit. The Plan moves to solve transportation needs generated by the population increase with four major approaches:

- Radial roads to Washington and the highly developed eastern part of the County; (e.g., Routes 7 and 50) are improved or widened for improved transit operations.
- Circumferential roads, in addition to I-495, are proposed to be constructed or improved. Principal primary circumferential routes shown on the Plan are I-495 and Routes 123 and 28. Complementing these are additional circumferential highway improvements, including the Springfield Bypass route.
- Secondary roads are improved to provide safety and a level of convenience to the population they serve, while preserving neighborhood, scenic, and environmental features.
- Mass transit as an alternative to the automobile is given strong emphasis in the plan. New bus, rapid rail, and commuter rail proposals are made with special attention given bus transit in the next 10 years. In the period 1975-1985, the provision of rapid rail transit will be limited to the more developed eastern portions of the County, although allowance has been made for possible extension after 1985 in the western part of Fairfax County to Reston and Centreville.

Population Forecasts

The Plan is based upon a forecasted population of 686,000 in 1990. This forecast will be revised on an annual basis as changing demographic factors affect the County's growth rate. More importantly, as the Metropolitan Growth Policy Program develops annual growth policy statements, the forecasts will be revised to reflect new policies. When the changes affect other aspects of the plan, such changes will be made in the course of the plan update.

Purpose of Area Plans

Area plans have a target year of 1990. The policies which guide them are consistent with the adopted interim development and redevelopment policies and with the policies and objectives developed under other components of the planning process, especially on the countywide level.

The countywide and area plans have been developed in tandem. Planning has proceeded from both the overall countywide and small-area perspectives simultaneously, thus resulting in a healthy tension as the general countywide concepts have pressed against the localized and detailed requirements of the area plans. The area plans were developed within the guidelines set by the *Countywide Alternative* document and were, in turn, used as the foundation for this countywide Plan document.

The area plans, which reflect existing conditions and address specific issues in each area, and which are responsive to the needs and desires articulated by the citizens of each area, generally present detailed recommendations. In some cases, however, the plans highlight alternative choices available to citizens an public officials. In

these situations, the plans generally discuss the alternatives and then point the way toward selection of the most desirable alternative.

The area plans do not fully specify, nor should they, the County's complete program of action for the next 15 years. They do present a 15-year picture of the desirable future, which provides a framework for thinking about the future as the decisions which shape it are made.

The area plans will be reviewed on an annual basis. As this occurs, the revised area plans will reflect the changes in the countywide, and other, plans made in response to changing conditions.

Geographical Organization of Area Plans

Prior to PLUS, the County was organized for planning purposes into fourteen planning districts. Most of these were covered by comprehensive plans. The plans, however, were out of date or were becoming so; and they addressed different issues in a variety of ways over a period of years without ever coming to grips in a coordinated manner with the problems facing the County's local areas.

The planning districts, usually, with only a slight modification to follow subcensus tract boundaries, were combined for the PLUS effort into four planning areas to limit the areas being replanned to a manageable number and to simplify the coordination of local area planning. Portions of the County in each of the planning areas are indicated in the accompanying planning districts and areas map.

AREA II

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. Population estimates have been made for a 15-year period. Stable areas have been designated for the purpose of reinforcing neighborhood stability 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 situation defies simple solutions. 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; and
- improved access to major shopping facilities by trails, sidewalks, and small area transit.

Regional-scale planned development centers are proposed at Tysons Corner and the Fairfax Center Area (west of the intersection of Route 50 and I-66).

Economic analysis has provided recommendations to:

- increase job opportunities within the area by full utilization of potential job sites such as Tysons Corner, Merrifield, and the Fairfax Center Area.

Environmental protection and enhancement are recommended through:

- establishment of low-density development in environmentally sensitive areas such as the Difficult Run, Bull Neck Run, and the Potomac palisades;
- reduced automobile use by encouraging greater mass and small area transit use;
- review of environmental constraints and prohibitions on a site-by-site basis to minimize development impacts;
- development of an air quality maintenance plan; and
- delineation and protection of environmental quality corridors.

Heritage resource identification and preservation are recommended through:

- consideration of heritage resources at the earliest planning stages of development, and as appropriate thereafter;
- application of appropriate preservation options to important sites, structures, and districts;
- continued monitoring of protected resources.

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;
- conservation of existing moderate-income housing units; and
- monitoring neighborhood design and housing construction to promote open space and structural quality.

Transportation strategies and growth control are linked by:

- recommending compatible infill development at densities sufficient to encourage more mass transit ridership and small area transit systems;
- promoting planned development centers to facilitate mass transit use; and
- proposed improvements to Route 7 and the Dulles Airport Access Road.

Public facilities investment patterns are recommended which:

- phase timing of facilities to guide growth;
- reduce public facility costs by encouraging planned development; and
- promote increased public investment in neighborhood parks and needed school facilities.

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

- innovative programs such as the small area transit systems or local commuter bus groups;
- public policy decisions (zoning, administrative rulings, etc.);
- public investment (capital improvement program (CIP), park dedication and advance acquisition, highway programming, land banking, etc.);
- private input to public policy (citizen review of CIP, participation in PIES, neighborhood project initiatives); and

BACKGROUND

Rapid Suburbanization and Traffic Congestion

A few years ago, peaceful rolling farmland and quiet crossroads towns characterized the 70 square miles in the northeast central part of the County which make up Area II. The relentless movement of Washington's suburban growth and the opening of two interstate highways which transverse and converge within the area have transformed these rural clusters into a densely populated suburb except at the western perimeter along Difficult Run and along the Potomac palisades. Provided with excellent access to downtown Washington and Montgomery County, Maryland, as well as to most employment centers in Northern Virginia, the area has become a mecca for both residential and nonresidential growth. Between 1960 and 1983, population increased by 77,873 persons and Tysons Corner has become the largest industrial/commercial complex in the County. Congestion along the transportation networks and environmental impacts from this congestion have become the major problems of the area.

Area II has been fortunate in its growth. Since much of its development followed the 1958 countywide plan, it does not suffer substantially from the intrusion of incompatible land uses into residential neighborhoods, strip commercial development along arterial roads, or a lack of public facilities such as schools and parks. Pedestrian circulation to shopping, recreation facilities, and adjacent neighborhoods is somewhat limited. But the area's residential sprawl provides a classic example of a land use configuration which is uneconomic for delivery of public services and wasteful of transportation-related energy resources. The transportation network itself has lagged behind development creating congestion along major corridors and encouraging motorists to bypass major intersections by cutting through residential neighborhoods.

Clearly, the criteria for land use planning have changed since the beginning of development in Area II. The issues now revolve around how to fill in the gaps with harmonious development and meet new requirements for energy conservation and protection of natural resources.

County officials are making an effort to encourage mass transit usage through the planning process. The introduction of bus and rail transit considerations could change the type of development undertaken in the future. The impact of primary emphasis on rail transit is particularly pertinent to Area II since three of the six County Metro stations in the adopted regional system will be in the area.

High-density residential nodes have already developed near Tysons Corner, Fairfax Circle, at the Gallows Road-Route 50 intersection, and along Route 123 north of Fairfax City. While none of these concentrations is within walking access of a Metro station, all are well-located in relation to present and potentially improved feeder bus service. There will be pressures for high-density development in several areas, especially near Metro stations.

Conflicts will be inevitable. One challenge to planning will be to ameliorate the effects of intensive land uses in complex areas on predominantly low-density residential development. But the improvements in transportation and the increase in economic opportunity which can accompany well-planned multiuse higher density development centers could benefit the whole community.

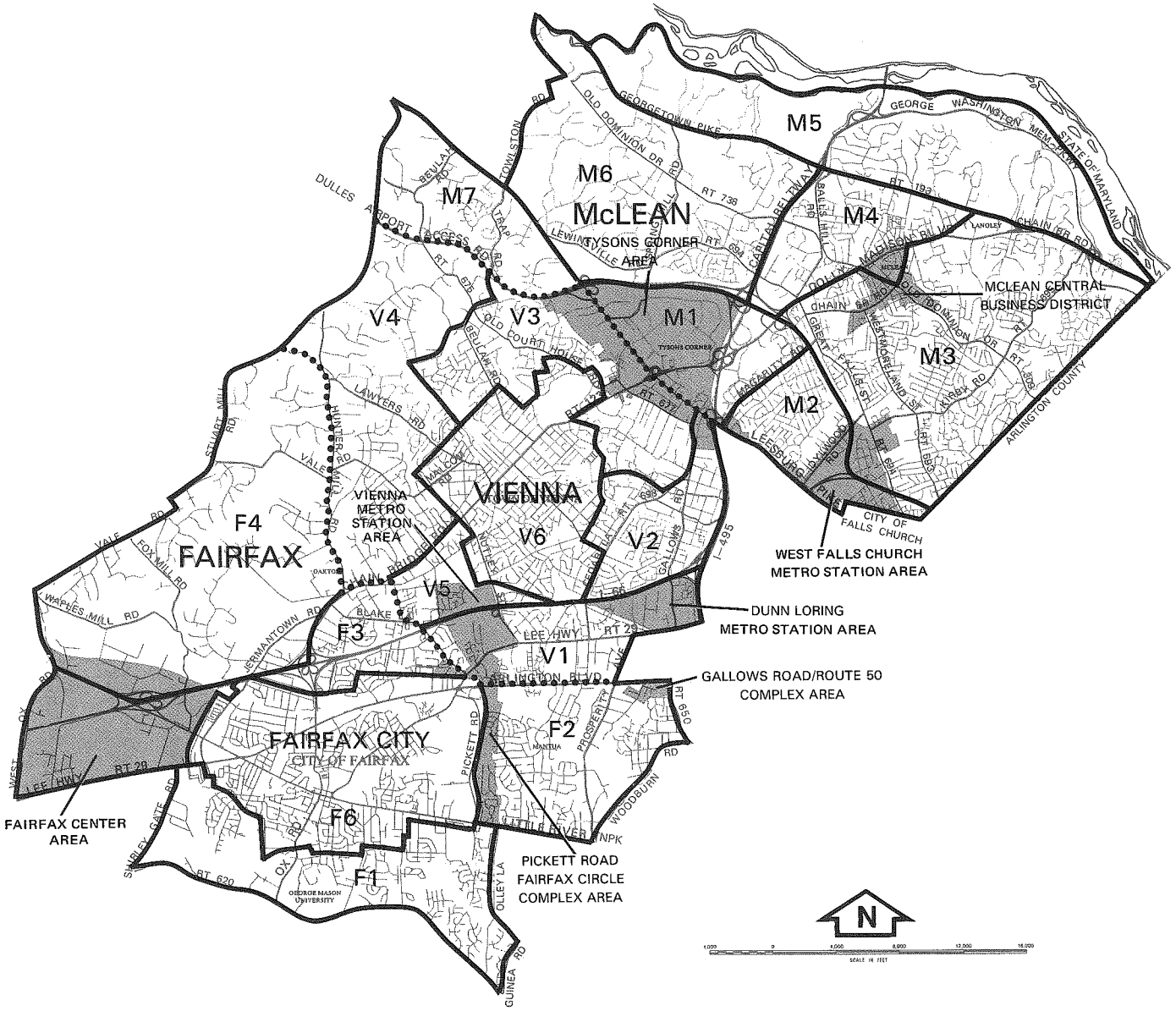
Two of the main objectives of the plan for Area II are to respond to changes in growth patterns and to address larger concerns such as environmental protection, energy conservation, and pollution abatement. Other purposes include improving the mechanisms of planning and land use control and increasing public involvement in the entire process.

Analyses and recommendations in this document extend countywide policies to the district and community sector levels in Area II. But the analyses and recommendations also reflect considerable input from local residents, businessmen, and community organizations.

THE AREA IN THE OCCOQUAN BASIN

Part of Area II is within the watershed of the Occoquan Reservoir, the source of drinking water for over 600,000 Northern Virginians. The reservoir has serious water quality problems resulting from runoff pollution. In 1982 Fairfax County adopted the *Occoquan Basin Study* which includes a series of recommendations designed to protect the reservoir while achieving the planning objectives relating to the selection of locations for economic development, airport noise, land use compatibility planning and the implementation of environmental quality corridors. A synopsis of the *Occoquan Basin Study*, a map showing the boundaries of the Occoquan Basin and a description of the specific recommendations regarding water quality, aircraft noise and environmental quality corridors which apply to all lands within the basin are presented under a section titled Protection of the Occoquan Basin and the Public Water Supply at the beginning of the Area III recommendations section. These recommendations apply to that part of Area II in the Occoquan Basin.

AREA II



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
.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 (e.g. 20-40 du/ac)	100% EA (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 II

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
Fairfax Planning District						
Single Family Detached	5,140	6,623	6,784	3,554	10,338	10,465
Townhouse	745	1,789	1,911	1,720	3,631	2,548
Apartment	3,476	3,343	3,542	2,518	6,060	6,556
Mobile Home	254	256	256		256	256
Total	9,615	12,011	12,493	7,792	20,285	19,825
McLean Planning District						
Single Family Detached	12,858	14,599	14,706	5,578	20,284	20,224
Townhouse	965	1,173	1,197	430	1,627	1,621
Apartment	2,749	4,484	4,734	1,140	5,874	5,623
Total	16,302	20,256	20,637	7,148	27,785	27,468
Vienna Planning District						
Single Family Detached	9,963	11,548	11,663	3,886	15,549	15,529
Townhouse	1,120	3,017	3,059	1,237	4,296	4,239
Apartment	2,429	2,861	2,878	1,473	4,351	4,334
Total	13,512	17,426	17,600	6,596	24,196	24,102
Planning Area Total	39,429	49,693	50,730	21,536	72,266	71,395

Existing and Projected Housing Units by Type
January 1983 — Plan Buildout
Area II Fairfax 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
Sector F1						
Single Family Detached	1,621	2,256	2,339	861	3,200	3,231
Townhouse			46	79	125	61
Apartment		3	2	20	22	23
Mobile Home	254	256	256		256	256
Total	1,875	2,515	2,643	960	3,603	3,571
Sector F2						
Single Family Detached	1,755	2,042	2,083	553	2,636	2,645
Townhouse	468	890	890	55	945	945
Apartment	1,746	1,477	1,677		1,677	1,477
Total	3,969	4,409	4,650	608	5,258	5,067
Sector F3						
Single Family Detached	607	372	369	383	752	756
Townhouse	227	891	955	133	1,088	999
Apartment	1,730	1,857	1,857	1,066	2,923	3,165
Total	2,614	3,120	3,181	1,582	4,763	4,920
Sector F4						
Single Family Detached	945	1,755	1,797	1,408	3,205	3,317
Townhouse		4	16	328	344	101
Apartment				931	931	1,036
Total	945	1,759	1,813	2,667	4,480	4,454
Sector F5						
Single Family Detached	212	198	196	349	545	516
Townhouse		4	4	1,125	1,129	442
Apartment		6	6	501	507	855
Total	212	208	206	1,975	2,181	1,813
Planning District Total	9,615	12,011	12,493	7,792	20,285	19,825

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

Area II McLean 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
Sector M1						
Single Family Detached	120	45	45	44	89	89
Townhouse	200	244	244		244	244
Apartment	1,832	3,453	3,453	634	4,087	4,086
Total	2,152	3,742	3,742	678	4,420	4,419
Sector M2						
Single Family Detached	2,112	2,196	2,198	185	2,383	2,376
Townhouse				109	109	109
Apartment	340	340	340	363	703	703
Total	2,452	2,536	2,538	657	3,195	3,188
Sector M3						
Single Family Detached	6,744	7,187	7,212	1,630	8,842	8,792
Townhouse	552	629	646	317	963	964
Apartment	307	441	441	101	542	542
Total	7,603	8,257	8,299	2,048	10,347	10,298
Sector M4						
Single Family Detached	1,303	1,519	1,519	637	2,156	2,140
Townhouse	200	264	270	4	274	268
Apartment		250	500	42	542	292
Total	1,503	2,033	2,289	683	2,972	2,700
Sector M5						
Single Family Detached	573	911	919	687	1,606	1,612
Townhouse	13	34	35		35	34
Total	586	945	954	687	1,641	1,646
Sector M6						
Single Family Detached	1,475	1,859	1,918	1,905	3,823	3,842
Townhouse		2	2		2	2
Total	1,475	1,861	1,920	1,905	3,825	3,844
Sector M7						
Single Family Detached	531	882	895	490	1,385	1,373
Total	531	882	895	490	1,385	1,373
Planning District Total	16,302	20,256	20,637	7,148	27,785	27,466

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

Area II Vienna 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
Sector V1						
Single Family Detached	667	669	664	666	1,330	1,345
Townhouse	718	1,677	1,678	656	2,334	2,330
Apartment	1,584	1,532	1,532	556	2,088	2,088
Total	2,979	3,878	3,874	1,878	5,752	5,763
Sector V2						
Single Family Detached	1,452	1,692	1,699	657	2,356	2,344
Townhouse	111	147	147	20	167	167
Apartment	3			156	156	156
Total	1,566	1,839	1,846	833	2,679	2,667
Sector V3						
Single Family Detached	1,762	2,010	2,054	1,119	3,173	3,201
Townhouse	47	79	58	277	335	338
Apartment	4	504	521	102	623	606
Total	1,813	2,593	2,633	1,498	4,131	4,145
Sector V4						
Single Family Detached	1,776	2,386	2,427	946	3,373	3,316
Townhouse	47	318	318	6	324	324
Apartment	300	300	300	8	308	308
Total	2,123	3,004	3,045	960	4,005	3,948
Sector V5						
Single Family Detached	249	458	479	204	683	685
Townhouse	65	486	543	219	762	733
Apartment				636	636	636
Total	314	944	1,022	1,059	2,081	2,054
Sector V6						
Single Family Detached	4,047	4,333	4,340	294	4,634	4,638
Townhouse	132	310	315	59	374	347
Apartment	538	525	525	15	540	540
Total	4,717	5,168	5,180	368	5,548	5,525
Planning District Total	13,512	17,426	17,600	6,596	24,196	24,102
Planning Area Total	39,429	49,693	50,730	21,536	72,266	71,395

STABLE AREAS

Planning Area II is composed of the McLean, Vienna, and Fairfax Planning Districts.

A wide range of local environments is found in Area II, varying from open farms and wooded areas in the western portion to established communities in the eastern portion. This section of the Plan designates stable areas and focuses upon evaluations and recommendations for areas which have been identified as stable. Protection, compatible infill, and enhancement of these stable areas is a major objective of the Area II section of the Plan.

What is a Stable Area?

The three-part land classification system developed for the district planning process tailors a planning approach and broad strategy for stable, complex, and option areas based on the characteristics of each type of area.

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. Further, a stable area may include significant amounts of undeveloped land. But the main feature is the existence of sufficient development and pattern of use on the land to establish a definite character which should be respected by future development on the remaining land.

Policies for Stable Areas

Protection and enhancement involves taking positive actions necessary to reinforce the existing character of the area and preventing actions which would compromise or degrade this character.

For the most part, stable neighborhoods in Area II are residential with a scattering of institutional structures, parks, and open spaces and some small commercial and industrial zones. The physical condition of the homes and the public and private structures is generally good although several small pockets of substandard or marginal-quality housing do exist.

Six general policies for stable areas have been formulated to provide key guidelines for specific recommendations designed to protect and enhance the quality and character of individual stable areas.

- 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, as needed.
- Public Transit. Develop transit alternatives to the automobile, where feasible.
- Community Service Programs—Develop programs and facilities that serve the special needs of current residents; consider the reuse or multiple use of available public facilities (such as schools) which have excess capacity or potential for other than primary uses.

The Framework for Analysis: Community Planning Sectors

To facilitate the analysis and development of recommendations and to provide a tool for citizen review of localized information, 19 community

planning sectors have been defined by boundaries which have been drawn to permit the use of existing small area data sources and, for the most part, follow principal roadways and natural barriers. The sectors divide each planning district into several parts and are identified by a letter/number code. The letter is the planning district reference (M-McLean, V-Vienna, F-Fairfax) and the number is simply a sequential designation. The sectors are also identified by names for easy reference. The community planning sectors are not meant necessarily to delineate neighborhoods in the strictest sense and they may have limited utility for other purposes such as neighborhood housing improvement or variable service area public facilities programming. No one system can meet all needs. The community planning sectors, nevertheless, offer a useful way to present information for small areas within planning districts.

The order of discussion by planning district will be from the urbanized eastern portion of the County to the more rural portion to the west.

Characteristic Problems and Recommended Solutions for Stable Areas

The following are characteristic problems identified from the evaluation of stable areas in Area II, with recommended approaches to their solution.

Commercial Encroachment into Stable Residential Neighborhoods and Commercial Sprawl Along Transportation Corridors

Commercial uses, except designed local-serving shopping centers, whether located at an intersection or along a highway corridor, tend to generate activity not generally compatible with stable residential (particularly low-density residential) neighborhoods. Characteristic of this situation, single-family residential properties adjacent to or near commercial activity are often purchased for their speculative, nonresidential potential, subsequently rented, often undergoing a period of deterioration. This deterioration, in turn, may be cited as an argument for more rapid conversion of the property to nonresidential uses. In its cumulative effects, such a redevelopment scenario is self-perpetuating. The McLean Central Business District is the principal site in Area II where encroachment into stable residential neighborhoods occurs. However, there are several arterials where pressures for commercial sprawl along transportation corridors exist. Several actions may be taken to resolve or at least ameliorate the effects of this situation.

It is necessary to assess whether a given commercial center satisfies local or regional needs (or some mix of both). Once determined, it is possible to project the commercial square footage required to support that type of center and thereby satisfy the appropriate need. To illustrate the point, if the retail center is to serve only the needs of local residents, then there is a limit to the number and type of shops and offices as well as a limit to the floor/area ratio beyond which this center should not expand. Once the extent of the need and its appropriate market area have been determined, it is possible to define the physical boundary of the commercial activity area.

In order to minimize the adverse impacts of incompatible land uses in close proximity to one another and to stabilize the boundary of commercial activity, it is necessary to establish transitional land uses or natural barriers between residential and nonresidential uses. In addition to blocking adverse visual and noise impacts, appropriately placed transitional land uses act as a geographic step-down from higher intensity to lower intensity land uses. Given the situation where adjacent vacant, undeveloped land is available between commercial activity and stable residential neighborhoods, transitional uses such as medium- to high-density residential units (5 dwelling units per acre to 20 dwelling units per acre), low-intensity institutional uses, or open space parkland may be created to buffer the stable residential units. In some instances where existing single-family residences abut commercial or commercially-zoned properties, it would be appropriate to establish a transitional use zone which permitted professional office use of existing single-family structures, while maintaining the single-family character of the structures and the neighborhood. In such a zone, parking facilities, signs, lighting, and access would be in strict conformance with the single-family character of the neighborhood. (This has been somewhat successfully employed in sections of Annandale.) In other areas a preferred alternative would be redevelopment of single-family uses into medium- or high-density uses.

Abutting Incompatible Land Uses With Minimal Buffering

In general, there should be a transitional use step-down between low-density residential neighborhoods and high-density residential complexes. 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 should be recommended at specific locations where its absence constitutes a major problem.

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

Due to the geographic location of Area II, the majority of peak-hour trips along major thoroughfares in Area II is through-traffic moving either into or from the major employment centers in metropolitan Washington. 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 local neighborhood streets.

The solution to congested major arterials and related air pollution problems is countywide. The problem could be ameliorated in part by diverting through-traffic to the Metro system, encouraging public transit use by reducing travel time and providing amenities such as bus shelters. The symptoms and adverse effects of traffic congestion are problems for stable areas. Such is the case with the heavy use of local streets by nonlocal traffic. Since it has been determined that the placement of physical barriers across publicly maintained local roads is not legal, excessive through-traffic must be discouraged by:

- the improvement of presently congested intersections and major thoroughfares, especially by the provision of service roads and adjacent reverse frontage development to reduce unlimited access;
- the use of necessary control devices along local roads; and
- The creation of one-way traffic patterns which discourage the use of nonarterial roads by through-traffic.

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 subdivision, parks, open space and stream valleys, and environmental quality corridors 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 feature of such an integrated walkway system would be the provision of a real option to the automobile.

Imbalance in Housing Stock

The housing stock of the area is 66 percent single-family, 12 percent townhouse, and 22 percent apartments. The price of most of this housing, especially new construction, is beyond the reach of a large segment of the County's population.

The goal of a wider variety and mix of housing types and costs can be achieved through a combination of available tools. Encouraging imaginative use of the planned development approach along with County actions to improve the review and approval process, land banking, density credits, etc., may all be used to attain this goal.

Inadequate Public Facilities

The results of analysis of park adequacy in Area II indicate that there is some need for development of existing parks and new local-serving parks; that is park land, open space, and recreational facilities within close access of local neighborhood residents. Also, the expected infill population will contribute to or create a substantial need of its own. The provision of a number of small, closer local parks encourages pedestrian movement, thus further reducing auto trips. This objective may be attained not only by Park Authority acquisition of land, but by the clustering of residential development, where possible, in order to preserve open space and by encouraging the use of planned unit development which will include open space amenities.

McLEAN PLANNING DISTRICT

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

Planning History

The 1958 comprehensive plan showed what is now the McLean Planning District as low-density residential development with commercial and/or industrial concentrations in the McLean CBD and at Tysons Corner. A Tysons Corner plan was adopted in February 1963. In May 1965 an amendment added detailed land use planning for the acreage along the west side of Route 7 between Chain Bridge Road and the Dulles Airport Access Road.

The first McLean plan was prepared in 1965, presented to the Board of Supervisors in February 1966 and adopted May 18, 1966. The plan was modified by amendment ten times with the last amendment providing a trails and bikeways system. There were two major amendments to the plan. *The Difficult Run Watershed Study* was adopted January 4, 1967, and covered the area west of Spring Hill Road not included in the 1966 plan. The McLean CBD plan, adopted July 8, 1970, revised land uses and the road pattern by proposing higher density and a CBD bypass in that section of the district. The other amendments included changes in the public facilities plan with respect to fire stations and parks, a reevaluation of the land uses along Lewinsville Road between Dolley Madison Boulevard and the Beltway, Fleetwood Drive extension, right-of-way standards for the CBD, a revised road pattern for the Tysons Corner area, and a pedestrian overpass for the Capital Beltway near the Tysons Corner regional shopping center.

The purpose of the 1966 McLean plan was to provide a guide for the future growth of the district and at the same time provide a balanced viable community. The general objective was to show the most beneficial arrangement of ultimate land use for the area. Specific objectives were that single-family densities would remain as the predominant land use, that densities of ten units or more be confined generally within or immediately adjacent to the community commercial areas, that high-intensity industrial and commercial be limited to the Tysons Corner area, and that the area adjacent to Dolley Madison Boulevard between the George Washington Parkway and the Dulles Access Road remain free of commercial or higher density residential uses except within CBD. None of the plan amendments has changed these objectives.

The McLean plan was a traditional land use plan also showing major transportation elements and proposed generalized public facility locations. The 1966 plan made no specific provisions for implementation using zoning as a tool. The CBD plan amendment proposed, as implementation tools, application of newer zoning techniques, institution of design controls, advance acquisition for highway improvements, and adoption of a capital improvement program, but these tools, with the exception of design standards developed by a citizens committee, were never developed or utilized.

Major Issues

The major issues which the Plan for the McLean Planning District Plan addresses are:

- the accommodation of regional transportation demands from areas outside the Beltway to the metropolitan area core without adversely impacting existing neighborhoods and the general quality of life in the planning district;
- the balancing of the economic demand for growth in the Tysons Corner area with internal and external traffic problems generated by regional and local travel, and with the need to avoid an adverse environmental impact on the air and water quality of the surrounding area;
- guiding development within the McLean CBD at a scale compatible with the CBD's continued use by surrounding McLean residents for their service and shopping needs and compatible with the CBD's transportation facilities;
- the need to provide improved access to the West Falls Church Metro Station while at the same time preserving the quality of life of existing neighborhoods;
- continuing to contain commercial and higher density residential development within the McLean CBD and Tysons Corner;
- providing maximum environmental protection for the Potomac palisades, its tributary stream valleys and steep slopes, and along Georgetown Pike which is designated as a scenic and historic byway;
- identifying potential general locations for providing a mix of housing types including moderate-cost housing; and
- the need for and acceptability of additional neighborhood shopping facilities to reduce traffic congestion in the CBD and for energy conservation.

Land Use

McLean is predominantly a stable, low-density residential district. Single-family residences which comprise over 70 percent of its housing units occupy nearly 66 percent of the total developed land in the district. The Federal Government owns 12 percent of the developed land. There are approximately 3600 acres of vacant, zoned land in the McLean Planning District.

All multifamily, commercial, and industrial development in McLean, with a few minor exceptions, is located in Tysons Corner, the Central Business District (CBD), or in four neighborhood shopping areas. Except on the CBD fringe, there is no encroachment of nonresidential uses into residential neighborhoods.

Economic analysis reveals that existing neighborhood and community shopping centers are not adequately serving existing demand; the ratio of shopping floor space to population in McLean is barely one-half that of the County average. Remedy for the present deficiency and provision for projected growth requires that additional space for shopping centers be allocated both inside and outside the Beltway. This action would also have a beneficial effect on traffic congestion within the CBD and Tysons Corner, energy consumption, and air quality.

Transportation

The McLean Planning District is cross-hatched by numerous major and minor arterials used in interstate, daily commuter, and local travel. The Capital Beltway, George Washington Memorial Parkway, and Route 7 carry a mixture of travelers in all three categories. Dulles Airport Access Road is dedicated to airport traffic and has only recently been opened to local public transport. Route 123 carries a heavy volume of cross-County commuter traffic as well as local trips. Collector and local streets are designed primarily to serve neighborhoods and other abutting land uses.

The most significant transportation problem of the district is that all categories of travel are mixed in the road network at Tysons Corner, a regional attractor because of its large commercial and industrial park businesses. The resultant congestion has caused high volume spillover from the principal arterial streets to neighborhood streets; these incursions should be discouraged by traffic control devices and by improving the major arterials. Resolution of this problem is essential as a public obligation of government to its citizens and to satisfy the economic demand for expansion of Tysons Corner, a demand not equalled elsewhere in the County. This expansion would benefit the County as a whole.

There are many alternatives which may be employed in various combinations. These are discussed under the Tysons Corner Area section of the Plan. Stable area transportation discussions by sector are confined to local problems and remedies and the impact in each sector of major transportation alternatives. In either event, increased emphasis must be given effective and affordable public transportation systems.

Transportation planning must produce both short- and long-range programs for increasing capability to handle traffic between the planning district and the metropolitan core.

Public Facilities

The following table indicates the existing public facilities located within the Planning District.

Sewering of Bull Neck Run is apparently not favored by most residents. So long as this attitude and low-density residential zoning prevail, there is no need for provision of this service to communities in this watershed during the period of this Plan.

Environment

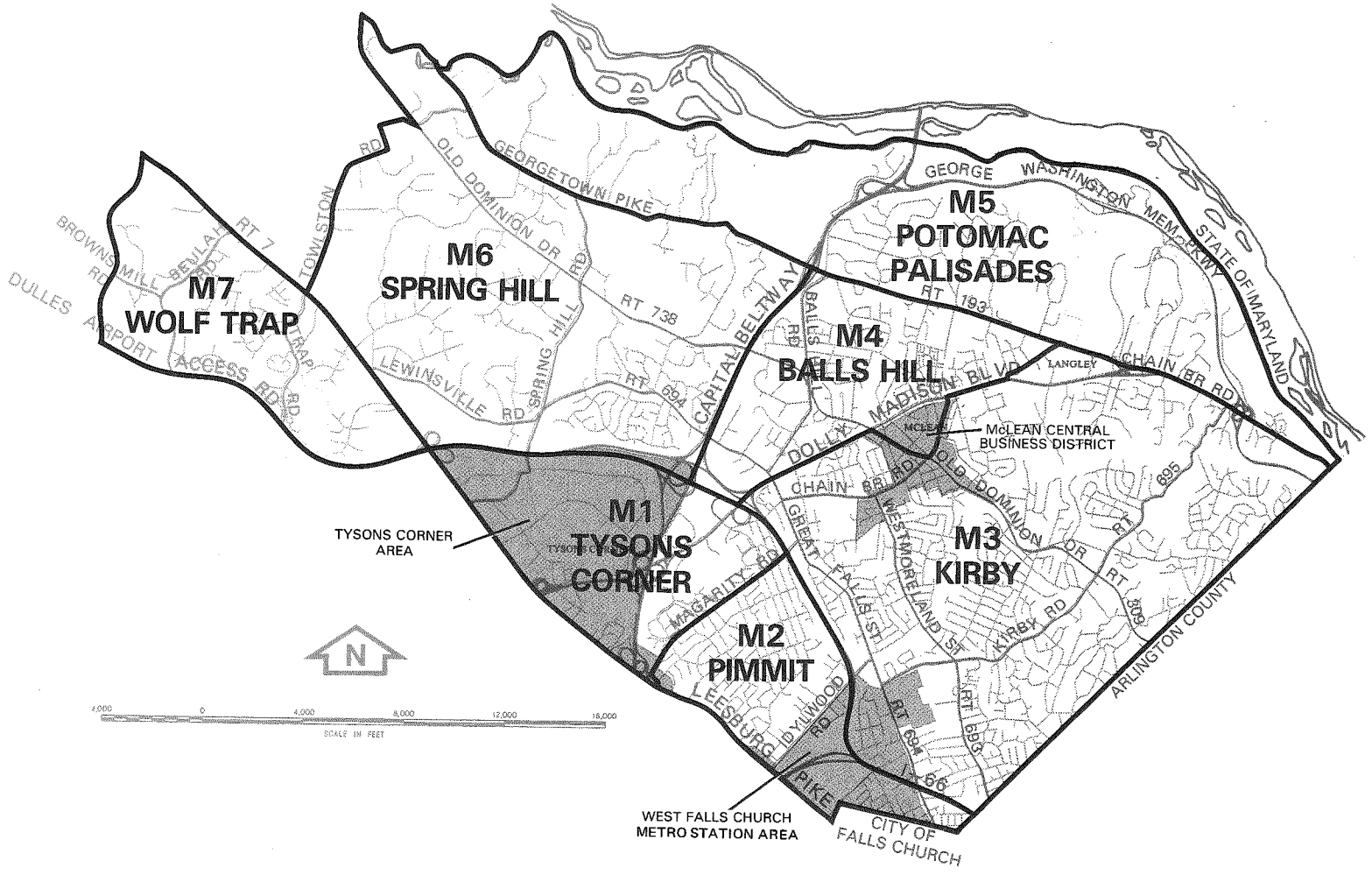
This district is contained within several of the County's major watersheds: Difficult Run, Bullneck Run, Scott Run, Dead Run, Turkey Run and Pimmit Run. Except for Pimmit Run, all of these drain into the Potomac River just upstream from a principal County water source; thus a premium must be placed on protection of the extensive floodplains, headwaters and stream valleys within these watersheds. The McLean Planning District, located in the Piedmont Geologic Province, also contains considerable highly erodible soils and steep slopes. These factors, coupled with the natural beauty and relative environmental fragility of the Potomac palisades and Difficult Run, impose a considerable environmental constraint on development and provide numerous amenities which merit protection.

An open space network linking these environmental amenities has been delineated for the McLean area. The environmental quality corridor open space network is based primarily on the floodplains, shorelines, and major parks of McLean and also includes such resources as steep slopes and wildlife habitats. The citizen inventory of environmental resources conducted in the McLean Planning District provided valuable environmental information. Many of these resources, such as the Potomac Palisades, Scott Run, and Black Pond are incorporated into the EQC system. Historic sites such as Bethel Primitive Baptist Church, Wolf Trap Farm and Langley Friends Meeting House are also part of the system.

Air and noise pollution are concerns, particularly in the eastern sectors along principal road arterials (e.g., Route 7, Route 123, George Washington Parkway and I-495).

A portion of the stream valley and adjacent land within this Planning District/Planning Sector

AREA II



McLEAN PLANNING DISTRICT

EXISTING PUBLIC FACILITIES
June 1983

Sector	Schools			Parks, Recreation and Open Space	Other Public Facilities
	Elementary	Intermediate	High School		
M1	Westgate			Westgate, Scotts Run Stream Valley	Tysons Fire Station
M2	Lemon Road			Olney, Griffith, Fisher, Pimmit View, Lemon Road, Lisle, Pimmit Hills, Tysons-Pimmit and Mt. Royal	Pimmit Hills School, Tysons-Pimmit Library Site, George Mason High School and Mt. Daniel Elementary School (City of Falls Church)
M3	Franklin Sherman, Haycock, Chesterbrook, Kent Gardens	Longfellow	McLean	Bryn Mawr, Dolley Madison Estates, Franklin Woods, Haycock-Longfellow, Kent Gardens, Lewinsville, Lineway Terrace, McLean High, Potomac Hills, Kirby, Pathfinder, Springvale, Pimmit Run Stream Valley, Leven Preserve	Lewinsville School, Fort Marcy (U.S. Park Service), McLean Fire Station
M4	Churchill Road	Cooper		Churchill Road, McLean Central, McLean Knolls	Dolley Madison Library, McLean Governmental Center, McLean Community Center, Dead Run School Site
M5			Langley	Langley Oaks, Langley Fork, Tollbrook Ridge, Dranesville District, Scotts Run Stream Valley	George Washington Parkway (Federal)
M6	Spring Hill			Greenway Heights, Hamlet, Timberly, McLean Hunt Estates, Spring Hill School Site, Falstaff, Difficult and Bull Neck Stream Valleys	
M7				Wolftrap and Difficult Run Stream Valleys	Wolf Trap Farm Park (Federal)

PLANNED RESIDENTIAL INFILL—McLEAN PLANNING DISTRICT

Unit Type	Existing (1983)		Estimated Additional		At Buildout	
	Number	Percent	Number	Percent	Number	Percent
Single-family	14,706	71.3	5,578	78.0	20,284	73.0
Townhouse	1,197	5.8	430	6.0	1,627	5.9
Apartment	4,734	22.9	1,140	16.0	5,874	21.1
Total	20,637	100.0	7,148	100.0	27,785	100.0

Source: Office of Research and Statistics, January 1983.

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 and Archaeology

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

District of Columbia Boundary Stones. Sandstone markers were erected in 1791 when the Capital boundaries were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. Remains of the stones have all been recovered and are under the protection of the Daughters of the American Revolution. There are four boundary stones along the Arlington boundary.

Langley Ordinary. Langley hamlet at the intersection of Georgetown Pike and Old Chain Bridge Road contained a drover's rest, a toll house, a blacksmith shop, and a store. This mid-19th century building, once used as a tavern, served during the Civil War as a hospital and headquarters for Union General McCall.

Salona. The house in which President James Madison took shelter the night in 1814 when the British burned the Capitol and the White House. The house, built about 1805, is a two-story brick structure. Its wings were destroyed during the Civil War and only one was rebuilt afterward.

Wolf Trap Farm. A log, clapboard and stone structure, one and a half stories located in Wolf Trap Park. It was the scene of a meeting which precipitated the initial discussion leading to the creation of the United Nations.

Old Georgetown Pike. Route 193, between Route 123 in Langley and Route 7 in Dranesville, was designated by VDH&T as the state's first Virginia byway. Originally a buffalo trail and later a familiar trail for the Susquehannahs and Iroquois, it served from the early 1800's to 1932 as a toll road for the transport of agricultural produce toward Georgetown and Alexandria.

Pimmit Run. The mouth of Pimmit Run in Arlington County was probably the site of the Northern Virginia landing of Captain John Smith in 1608. The run was traversed by several early roads and several mills were built along it, including one in the McLean area in which the Declaration of Independence and Constitution are reputed to have been stored overnight during the War of 1812.

RECOMMENDATIONS

The primary planning guidelines for the McLean Planning District are:

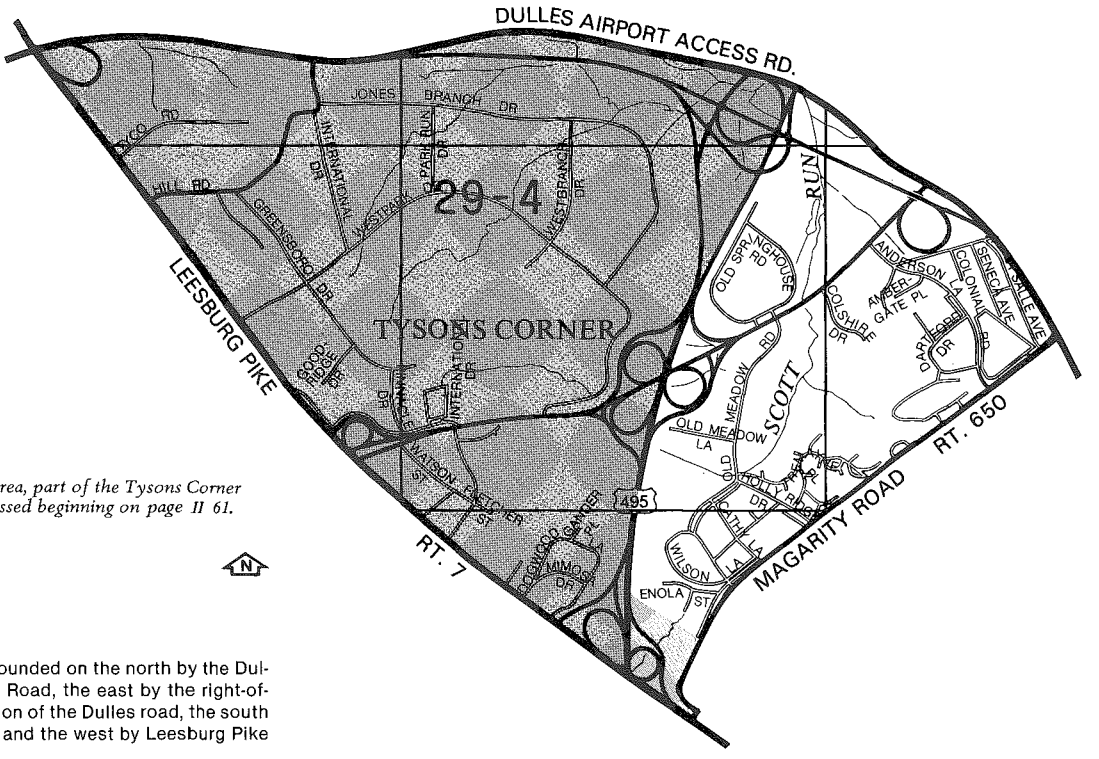
- preservation of stable neighborhoods in the low-residential densities which generally characterize them now;
- use of PDH for residential infill on selected sites where space permits to capitalize on its ability to preserve open space, configure housing to the topography, and reduce public facilities cost;
- continued development of Tysons Corner as a regional-scale planned development center contingent upon the provision of adequate transportation facilities and upon the protection of surrounding areas from adverse environmental impact;
- concentration of high-density residential and most commercial development within Tysons Corner and the CBD;
- adoption of land use and transportation policies and programs designed to alleviate current transportation problems on both principal arterials and neighborhood streets and to accommodate a reasonable amount of future growth with minimum adverse impact;
- prevention of strip commercial intrusion on stable residential areas along routes radiating from existing commercial sites by providing viable economic alternatives to buffer commercial zones; and
- preservation of the environmental quality corridors (EQCs).
- the consideration of heritage resources in the earliest planning stages of development;
- the investigation of open space and sensitive areas for potential heritage resources.

Many recommendations for stable portions of community planning sectors are influenced by the planning assumption that the adopted regional system for Metro-rail will be built. If that system is not completed, at least to West Falls Church, these recommendations will require a reevaluation. The importance of this factor is highlighted by the present assignment of first priority in transportation to improving access to proposed Metro stations.

Route 7 Corridor Between DAAR and Loudoun County

Industrial, office, research and development (R&D) and retail commercial uses are not appropriate in the Route 7 corridor.

M1 TYSONS CORNER COMMUNITY PLANNING SECTOR



The shaded area, part of the Tysons Corner Area, is discussed beginning on page II 61.

This sector is bounded on the north by the Dulles Airport Access Road, the east by the right-of-way for the extension of the Dulles road, the south by Magarity Road, and the west by Leesburg Pike (Route 7).

The entire sector is included in the Tysons Corner Area.

Land Use

The remaining area, east of I-495, is predominantly developed with an equal mix of medium-density apartments and industrial research and development uses. The area contains a small single-family subdivision, Hunting Ridge, at the eastern perimeter.

Transportation

Traffic congestion is the principal problem of this area. Two peripheral arterials, Route 7 and 123, carry a high volume of through-traffic at peak hours. Two I-495 interchanges and the terminal exit of the Dulles road are adjacent to the area. Tysons Corner regional shopping center and the commercial and industrial uses in the sector generate traffic which further impacts Routes 7 and 123. During peak-hour portions of I-495, Routes 7 and 123 and Magarity Road in or adjacent to the area are subject to low speeds, unstable traffic flow and intermittent stoppages. The traffic generated by uses within the area is limited to three collector streets—Anderson Road, Old Meadow Road, and Magarity Road. These streets now function well internally except at peak-hour when the heavy volume on the peripheral arterials creates a backup of traffic. The situation is particularly bad at the intersection of Magarity Road, Lisle Avenue, and Route 7, where the closeness of the Beltway exit limits solution options.

The proximity of large apartment developments to the major shopping facilities makes mall access by walking and bicycle trails particularly important here. Potential benefits in convenience, reduced congestion and air pollution, and energy conservation are apparent.

A pedestrian overpass is now being planned across the Beltway approximately midway between the Routes 7/123 interchange. It will aid primarily the residents of the sector living north of Magarity Road.

Elements of the trails plan in the sector include:

- a network of combination 8-foot walking and bicycle trails along Leesburg Pike, Magarity Road, Chain Bridge Road, Dolley Madison Boulevard, and portions of the proposed network of roads within the Tysons quadrangle;
- a Fairfax County Park Authority trail along the entire length of Scott Run and continuing out of the sector to the Potomac River; and
- a short pedestrian trail along the northern boundary of Westgate Elementary School to connect the trail on Magarity Road to the Scott Run trail.

Public Facilities

Schools

Westgate Elementary School is located within the sector.

Parks, Recreation and Open Space

This sector is served by a park in the Scott Run stream valley and Westgate Park. Some active recreation facilities are located at schools. In addition, five existing apartment developments and four others either planned or under construction include swimming pools and other private recreational facilities.

Nevertheless, there are not sufficient public park facilities in Sector M1 to serve existing residents and the large increment of expected growth. Some of those needs can be met through development of Scott Run Park. Need for large active facilities such as ballfields, however, will have to be met at Olney Park (See Sector M2) and new development at Lewinsville Park (See Sector M3).

Other Public Facilities

The Tysons Fire Station is located within the sector of Spring Hill Road just east of Route 7.

Shopping

The area is adequately served by commercial activity centers. The area is easily accessible to the Tysons Plaza shopping area as well as the McLean Central Business District.

Housing

All of the apartment developments in the area have been built in the past ten years and are in good condition. Rents and condominium prices range from moderately high to luxurylevel. The Hunting Ridge subdivision contains the only single-family housing in the area.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Topographically prominent because Gantt Hill in the Tysons quadrangle is the highest elevation in the County, the Tysons Corner sector lies in the headwaters of the Scott Run watershed. Scott Run, which flows north to the Potomac River, has flooding problems near its mouth which are aggravated by intensive development along its course. The Scott Run watershed lies within the watershed protection area designated to protect the Potomac River water source above the Little Falls pumping station. This water quality problem is complicated by highly erodible soils and soils which are not well-suited to septic tank construction. The floodplains, stream influence zones and parks associated with Scott Run and Difficult Run comprise the major elements of the environmental quality corridors in this area.

Location of the sector at the junction of several heavily traveled highway routes has created an adverse air quality impact which demands a concerted effort to resolve current traffic congestion problems. Concentrations of photochemical oxidants have been measured near this sector and have been found to be substantially in excess of air quality standards.

RECOMMENDATIONS

Additional land use recommendations were adopted as part of the Tysons Corner Area. See Land Use Recommendations for Tracts C1 through through C4 in the Tysons Corner Area section of the Plan.

Land Use

A. The basic pattern of commercial, industrial, and high-density residential development in stable areas is in accordance with current plans and the land is zoned accordingly. Site plan review must devote some special attention to the reduction of adverse transportation impacts resulting from infill.

Public Facilities

A. Develop the Scott Run Park near Westgate Elementary School.

B. Construct the Tysons/Pimmit Regional Library within the Beltway.

C. Acquire and develop a community park in the Tysons/Spring Hill Road area.

Environment

A. Most urgent is completion of proposed transportation improvements to alleviate existing and projected traffic congestion problems on principal arterials to reduce adverse impact on air quality and energy consumption.

B. Acquire privately-owned portions of the Scott Run stream valley between Scott Run Park and the Potomac to preserve the stream valley and facilitate completion of the trail system.

M2 PIMMIT COMMUNITY PLANNING SECTOR

The shaded area, part of the Tysons Corner Area, is discussed beginning on page II 61.

The shaded area represents a portion of the West Falls Church Metro Station Area which is discussed in the West Falls Church Metro Station Area section of the Plan, beginning on page II 80.

This sector is bounded by Magarity Road, Dulles Airport Access Road (DAAR)/I-66 right-of-way to the Arlington and Falls Church boundaries, and by Leesburg Pike (Route 7).

The Magarity Road/Lisle Avenue intersection in the southwestern corner of the sector is part of the Tysons Corner Area.

Land Use

A portion of the West Falls Church Metro Station Area is included in this planning sector. Discussion and recommendations for this area are found in the section of the Plan entitled 'West Falls Church Metro Station Area' which begins on Page II 80.

The remainder of the sector is a stable area which is predominantly long established, relatively modestly priced single-family residential.

There are two areas of vacant tracts. One is located along Leesburg Pike between St. Luke's Methodist Church and Peachtree of McLean; the other along Idylwood Road north of the Metro station site, primarily on the west side, and extends to Great Falls Street. The rather limited site along Leesburg Pike is bounded by a church, single-family homes and medium-density residential development. Compatible development here should be either low- or medium-density residential.

The second site is larger but the portion already developed is at low residential density which should be retained despite redevelopment pressures expected upon completion of the West Falls Church Metro Station.

Commercial activities within the sector are limited. The Pimmit Hills Shopping Center provides convenience shopping and is proximate to the proposed Metro site. An office building has been constructed next to St. Luke's Methodist Church and another office complex is located across Route 7 from St. Luke's Church. Additional local-serving shopping is justified by present demand and will be needed to meet future infill growth. An increase in commercial facilities can be provided by expansion of the existing shopping center or construction of a new center. The relatively limited number of potential sites and the desire to avoid community disruption favor expansion of the existing facilities.

Transportation

Magarity Road is subject to low-speed, unstable traffic flow and intermittent stoppages at its major intersections.

Leesburg Pike is a high-volume radial route leading to Falls Church and Alexandria. Additional local traffic will be generated by commuter traffic to the Metro

station. Highway programs to support Metro station access are discussed as part of the West Falls Church Metro Station Area.

There is much merit to the proposal to have a low-capacity bridge over Pimmit Run. It would facilitate local traffic to and from the Lemon Road School for the large majority of its students while simultaneously improving safety and reducing local traffic on Route 7. The present McLean plan provides for such a bridge on Redd Road. Hillside Drive is the preferred site to reduce the likelihood of use of this route as a commuter bypass. The bridge should have adequate capacity for school buses but be limited capacity to prevent truck use.

Elements of the trails plan affecting this sector are:

- a suburban trail for walking and cycling along Leesburg Pike, Idylwood Road, Haycock Road, and portions of Great Falls Street and Magarity Road to connect or supplement existing sidewalks;
- a Park Authority trail along Pimmit Run from the Lemon Road School through Olney Park and continuing into Sector M3;
- a National Park Service trail along the I-66 and DAAR rights-of-way.

Public Facilities

Schools

Lemon Road Elementary School is located within the sector. No additional school facilities will be required.

The Mount Daniel Elementary School is located on North Oak Street within this sector. The school is owned and operated by the City of Falls Church and is not part of the County's school system.

Parks, Recreation and Open Space

Pimmit Run, which traverses the sector from south to north, has recently been made an open concrete culvert. The stream valley remains an environmental asset. There are eight parks within the sector as follows: Olney, Griffith, Fisher, Pimmit View, Lemon Road, Lisle, Pimmit Hills and Tysons/Pimmit. A park district maintenance facility is located on a portion of the Olney Park.

With 49 acres in community parks and several facilities at Olney and Lemon Road Parks and at area schools, service should be generally adequate through 1990.

Other Public Facilities

The leased Tysons/Pimmit Library is located within the sector and will be replaced by a permanent facility colocated with a park at 7550 Leesburg Pike.

The surplussed Pimmit Hills School is located within the sector.

Shopping

This sector is immediately adjacent to Tysons Corner, a regional shopping center. Community shopping facilities are also available in the McLean CBD, Vienna and Falls Church. Local-serving shopping is available in the Pimmit Hills Shopping Center; however, this center may not meet the demand for such shopping facilities.

Housing

Housing in this well-established stable area is largely older single-family residential. Sites for additional housing are limited and future development should be compatible. Most likely areas are those described previously along Leesburg Pike and Idylwood Road.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Pimmit Sector lies entirely in the headwater regions of the Pimmit Run watershed and is bisected by floodplains of Pimmit Run. An open concrete channel in the Pimmit Run reduces its value as an environmental asset in the sector. Because this community is highly developed, the impact of its highly erodible soils is somewhat reduced. Yet erosion prevention will remain an essential factor in any Metro and highway construction and in any development in the vacant areas identified along Leesburg Pike and Idylwood Road and any such facilities should be designed to retain stormwater runoff. Maintenance of air quality is a concern particularly at both the western and eastern extremities of the sector.

RECOMMENDATIONS

Land Use

A portion of the West Falls Church Metro Station Area is included in this planning sector. Discussion and recommendations for this area are found in the section of the Plan entitled 'West Falls Church Metro Station Area' which begins on Page II 80.

A. To preserve stable portions of the sector, infill should be residential and compatible with existing uses. Specifically,

1. The vacant site, north of Route 7, between St. Luke's Methodist Church and the site of the planned Tysons/Pimmit Regional Library, should be planned for medium-density residential development at 5-8 dwelling units per acre. However, low-rise office is an option, provided all of the following conditions are met:
   - development should be located in the central portion of the site;
   - the provision of an integrated overall design which would recognize the parcel's distinctive topography and would render any buildings and ancillary facilities visually compatible with adjacent structures. In particular, as Pimmit Hills is of a higher elevation than the subject property, roof elements such as mechanical ducts and elevator motor rooms, etc., should be screened from higher elevations so as not to create any adverse visual impact;
   - the provision of all necessary lighting and signs in a manner which would make them unobtrusive to any nearby existing or planned residences;
   - the provision of an effective stormwater management and erosion control system which would coordinate the site development of the library, scheduled for construction between late 1982 and 1983, with any development on parcel 39. Any retention pond that would service the combined properties and be at least partially located on the library site should be managed by the County.
   - the provision of vehicular access so as not to exacerbate traffic flow on Route 7 and to facilitate traffic movement from Pimmit Hills via Kilgore Road and the nonresidential development adjacent to the site. This could be achieved by having one access point north of Route 7 and opposite George Marshall Drive to connect to Pimmit Hills, the library and park, and parcel 39.

2. Low-density residential infill should also be continued for ultimate development along Idylwood Road between the school and Great Falls Street to preserve the character of the neighborhood.

B. To provide needed additional local-serving shopping:

1. Limited expansion of the Pimmit Hills Shopping Center should be permitted with two floors of commercial office space above reconstructed retail stores to make redevelopment economically feasible. To fulfill demand, this may require additional shopping in adjacent areas—perhaps across Route 7.

A study should be undertaken to determine whether the Pimmit Hills Shopping Center along Route 7 can be expanded and reconstructed to better provide a community center which would meet area needs for the foreseeable future. Difficult topography would require architectural and landscaping excellence to provide an attractive center.

Public Facilities

A. Complete development of Olney and Lemon Road Parks.

B. Develop Lisle Park and Fisher Park.

C. Construct the Tysons/Pimmit regional library on the site purchased adjacent to the Peach Tree garden apartments.

Environment

A. Acquire remaining segments of Pimmit Run stream valley between Lemon Road Park and the Dulles Airport Access Road for incorporation within the trails system.

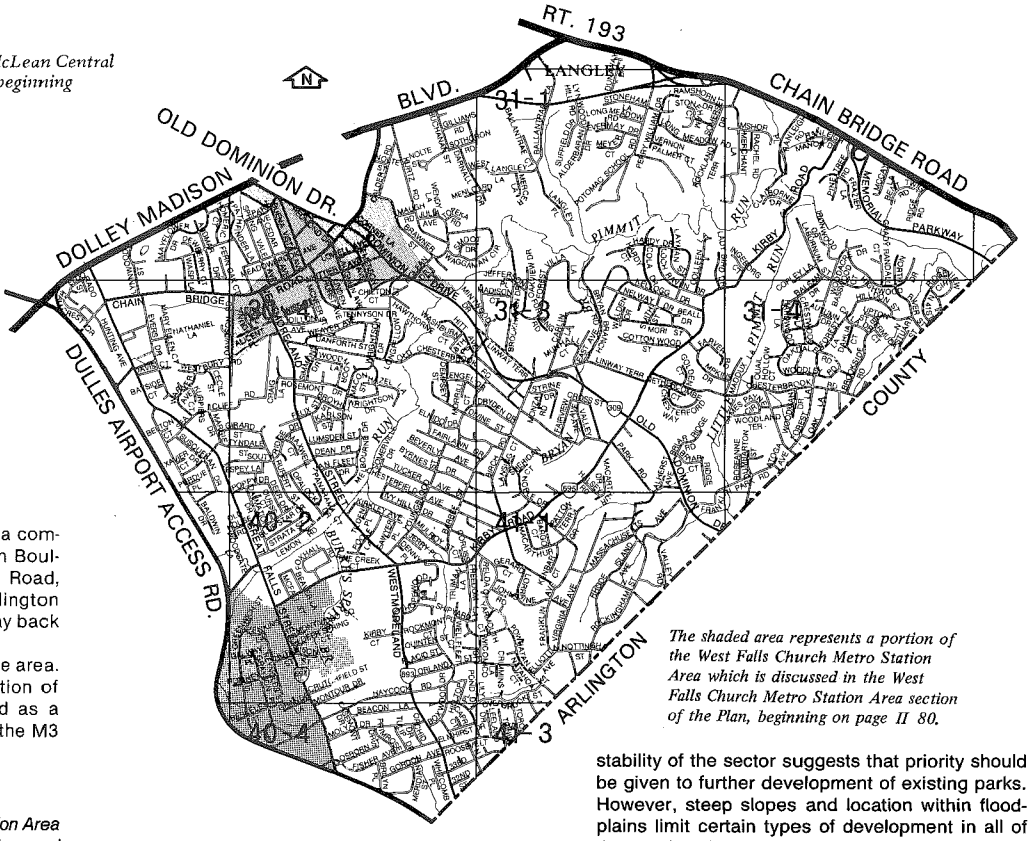
B. Air quality should be considered in planning for the Route 7 corridor.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

M3 KIRBY COMMUNITY PLANNING SECTOR

The shaded area, part of the McLean Central Business District, is discussed beginning on page II 18.



The shaded area represents a portion of the West Falls Church Metro Station Area which is discussed in the West Falls Church Metro Station Area section of the Plan, beginning on page II 80.

This sector is bounded on the north by a combination of roads including Dolley Madison Boulevard, Old Dominion Drive, Chain Bridge Road, and Georgetown Pike. It follows the Arlington boundary to I-66, then the DAAR right-of-way back to Dolley Madison Boulevard.

The entire sector is classified as a stable area. The central business district (CBD), a portion of which lies within the sector, is discussed as a special area. The CBD area is outlined on the M3 sector map.

Land Use

A portion of the West Falls Church Metro Station Area is included in this planning sector. Discussion and recommendations for this area are found in the section of the Plan entitled 'West Falls Church Metro Station Area' which begins on page II 80.

The sector is characterized best as a long-established, stable single-family detached residential area with a wide range in size, age, and cost of housing.

Sector commercial facilities are located in that part of the CBD located in the sector and in the Chesterbrook neighborhood shopping center. Existing demand and projected population increases may require allocation of additional local-serving shopping within the sector.

Transportation

There are two basic transportation problems in this sector. The most significant results from overtaxed capacity of the existing road network to handle commuter traffic to the center city. Because principal radials (Dolley Madison Boulevard and Leesburg Pike) are congested, minor arterials (Great Falls Street and Old Dominion Drive) are used by commuters. At peak-hour Old Dominion Drive, Chain Bridge Road, Great Falls Street and Kirby Road between Old Dominion Drive and Chain Bridge Road are subject to low speeds, unstable traffic flow and intermittent stoppages.

The second problem stems from the inadequacy of local streets to handle local traffic effectively and safely. Many of these streets carry a traffic volume which would justify widening and straightening by VDH&T standards. Local residents oppose such changes both because of the loss of rustic neighborhood characteristics and because higher capacity avenues will attract more commuter traffic. Community opposition has created an impasse inasmuch as VDH&T is unwilling to carry out the more modest straightening improvements. However, commuter traffic should be channelized to encourage mass transit in order to reduce pressure on minor arterials, collectors and neighborhood streets.

Elements of the trails plan affecting this sector include principally:

- an 8-foot suburban trail divided for walking and cycling along the entire length of Dolley Madison Boulevard and Chain Bridge Road on the east, and similar connecting or supplementing links for existing sidewalks along Great Falls, Westmoreland, Kirby, Chesterbrook, Old Dominion, Tennyson, Longfellow, and Chain Bridge on the north;
- a Park Authority trail along Pimmit Run from Great Falls Street to the Arlington County line; and
- a series of pedestrian trails along low-volume residential streets, generally in an arc around the CBD.

Public Facilities

Schools

The Franklin Sherman, Haycock, Chesterbrook and Kent Gardens Elementary schools, Cooper and Longfellow Intermediate schools and Langley and McLean High schools are located within the sector.

Parks Recreation and Open Space

Pimmit Run, which bisects the entire sector from south to north, is the primary ecological asset of the area. There are twelve community parks serving the area as follows: Bryn Mawr, Dolley Madison Estates, Franklin Woods, Haycock-Longfellow, Kent Gardens, Lewinsville, Linwood Terrace, McLean High, Potomac Hills, Kirby, Pathfinder, and Springvale.

In addition, there is the Pimmit Run Stream Valley Park (including Pimmit Bend) and the Leven Preserve which can be used for botanical purposes only.

Park distribution is quite good. There is a potential for creation of additional neighborhood parks in conjunction with infill development. The stability of the sector suggests that priority should be given to further development of existing parks. However, steep slopes and location within floodplains limit certain types of development in all of the neighborhoods and community parks except Lewinsville. The 9.5 acres in Potomac Hills, for example, consist of five separate areas located behind individual homes, thereby making them virtually inaccessible to the public. Additionally, these 9.5 acres constitute floodplain and steep ravines with little or no land suitable for an active recreational park.

Fort Marcy, a 15-acre U.S. park, is also in the sector between Chain Bridge Road and the George Washington Memorial Parkway near the Arlington boundary.

With the existing community parkland and large amounts of other open space, adequate service is provided with two major exceptions: (1) development of parkland west of Old Dominion Drive and (2) acquisition and development of land for active recreation east of Old Dominion and south of Pimmit Run. Schools within the sector provide numerous athletic facilities which compensate in part.

Other Public Facilities

The McLean Fire Station is located within this sector.

Shopping

This sector has immediate access to the regional shopping center in Tysons Corner and community shopping centers within the CBD and Falls Church. Neighborhood convenience shopping is also available in the Chesterbrook Shopping Center.

Housing

Housing in this well-established, stable area is predominantly single-family residential. It is a mixture of old and new, large and small units, which commingles housing for a broad spectrum of income levels but with the preponderance of homes at the upper income levels. Homes are generally well-maintained and most lots contain mature trees.

There are two townhouse developments—Westmoreland Square and Hallcrest Heights. Similar developments can be incorporated in part of some of the current vacant land. Through careful site plan regulation and use of PDH development on larger sites, mixed housing types can be provided which will not be incompatible with existing housing and which will provide housing for a mix of income levels.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Kirby Sector lies primarily within the Pimmit Run watershed. Both Pimmit and Little Pimmit Runs contain extensive floodplains throughout the sector and the stream valleys in the northern part are characterized by steep topography. These factors plus the presence of highly erodible soils, especially west of Kirby Road and north of Chesterbrook Road, make stream valley and watershed protection an essential planning consideration. The Pimmit Run floodplains, stream influence zones and parks associated with them are included in the proposed environmental quality corridor system. The historical significance of the sector is highlighted by Fort Marcy, scattered remnants of Civil War trenches, old churches and grave sites, and cornerstone markers of the former boundary of the District of Columbia. Many of these features are included in the environmental quality corridor network.

Maintenance of air quality is a general concern but is more particularly a problem along the commuter routes with greatest volumes of traffic; i.e., both the southernmost and northernmost parts of the sector.

RECOMMENDATIONS

Land Use

A portion of the West Falls Church Metro Station Area is included in this planning sector. Discussion and recommendations for this area are found in the section of the Plan entitled 'West Falls Church Metro Station Area' which begins on Page II 80.

To preserve the residential nature of this sector, infill in this sector should be primarily single-family detached. Exceptions should be made for inclusion of medium-density townhouse developments or PDH development which may include townhouses on selected sites, specifically A, B, C, D and E below:

A. Additional townhouses in the 5-8 unit density range in the southeast quadrant of Dolley Madison and Great Falls Street across from Hallcrest Heights.

B. Additional townhouses in the southeast quadrant of Great Falls Street and Chain Bridge Road at a density range of 4-5 units per acre. Development should be adequately buffered from the adjoining low-density neighborhood.

C. Additional townhouses in the 5-8 unit per acre density range in the southeast quadrant of Kirby Road and Westmoreland Street adjacent to Westmoreland Square.

D. In the vicinity of Kirby Road and Great Falls Street, encourage PDH development in the 4-5 unit density range. To minimize impact on the surrounding area, development should include reverse frontage, heavy tree buffer, single-family detached housing at the perimeter to interface with existing types, exclusion of tall buildings which are incompatible with the vistas of the surrounding community, and an internal circulation system.

E. Townhouse at a density of 5-8 dwelling units per acre may be allowed on the property located on parcel 30-2 ((7)) (2) 37 and 38, in West McLean, if the property is consolidated with the property located on parcel 30-2 ((7)) (2) 41-46.

F. Residential development on the 51 acres surrounding the Linway Terrace Park, west of Kirby Road, should be permitted in the 2-3 unit density range. The higher end of the range could only be attained with appropriate land consolidation.

G. Low density residential in the 1-2 unit per acre density range (1/2-acre cluster) is recommended for the tract between the Ballantrae and Evermay communities. Cluster development should should be encouraged to preserve the pond site and fence line trees (hickories and Virginia red cedars) in common space and provide a transition between the two-acre estates in Ballantrae and the half-acre housing in Evermay.

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

I. Residential development in the 2-3 dwelling unit per acre range is recommended for vacant or resubdivided parcels on both sides of Pimmit Run between Kent Gardens Park and Old Dominion Drive.

J. Residential development on vacant or resubdivided land in the area south of the McLean CBD, east and north of Tennyson Drive and west of Longfellow Street, is encouraged in the 2-3 unit per acre range. Since the substantial existing development is single-family detached housing at a lesser density than that permitted by current zoning, it would be desirable that new development should be limited to the same structure type and density as the existing development.

K. Residential development on vacant or resubdivided land in the area bounded by Old Chesterbrook Road, Old Dominion Drive, Sixth Place and Pimmit Run should be permitted only at the low end of the range.

L. The residentially-planned area bounded by the Arlington County line, Powhatan Street, the eastern boundary of the Nantucket and Marlborough subdivisions, the northern boundary of the Marlborough subdivision, Kirby Road, and Route 123 is recommended for residential uses at 1-2 dwelling units per acre. Because of the character of existing development in the area, new development at or near the high end of the range would be appropriate, except in those subareas where steep slopes and storm water runoff into the streams feeding Little Pimmit Run require less density to maintain adequate environmental protection.

M.Consider the expansion of Chesterbrook Shopping Center within the constraints of currently-zoned commercial space.

N.The service station at the intersection of Kirby Road and Dolley Madison Boulevard while considered to serve a function to area motorists using the George Washington Memorial Parkway, represents a nonconforming use and no commercial rezoning for expansion should be granted. Any modernization should be consistent with the current restriction on such nonconforming uses. Dolley Madison Boulevard from the Parkway to Tysons Corner has been protected from abutting commercial uses except along the CBD frontage as a result of sustained local citizen association activity. The approach to Washington from Dulles International Airport should continue to be protected from commercial development.

O. Low-density residential uses in the 1-2 unit per acre range are recommended between the May property and Ballantrae Farms on the north side of Route 123 to provide a transition between the 2-3 unit per acre development recommended to the east and the less than one unit an acre platting in Ballantrae Farms to the west. Reverse frontage development should be required.

P. On the south side of Dolley Madison Boulevard, the area from Kurtz Road eastward to Ballantrae Farms should develop at 1-2 units per acre with appropriate interior and exterior noise attenuation measures. The Salona historic site should be preserved.

Public Facilities

A. Develop Haycock/Longfellow Park.

B. Develop Kent Gardens Park.

C. Provide a tot lot at Franklin Sherman Elementary School to serve children in and around the McLean CBD.

D. Consideration should be given to providing a McLean south fire station in this sector.

E. Acquire and develop a community park to serve the Franklin Park area off Kirby Road.

F. The Lewinsville Elementary School site is appropriate for uses allowed by right, special permit, or special exception, under the existing R-3 zoning district which are compatible with the residential area adjoining it on four sides. Specifically, activity related to such uses shall not adversely impact the adjoining residential community in terms of traffic, vehicular access, parking requirements, lighting, signing, outside storage, length and intensity of outside activity, or general visual impact.

Environment

A. Provide a parking lot adjacent to the Leven Preserve.

B. Historic sites within the sector should be preserved within any future developments. Notable are Langley Ordinary and Salona, described in the introduction to McLean Planning District.

C. Acquire connecting segments of Pimmit Run and Little Pimmit Run stream valley in the sector for preservation and to facilitate completion of the trails system to the Arlington County line.

D. Include Georgetown Pike and abutting properties as part of the environmental quality corridor network. To protect the aesthetic character of this Virginia byway, Fairfax County should secure a scenic easement on the land abutting the Pike running in a band on both sides for a depth of 100 to 150 feet.

History and Archaeology

Langley Fork Historic District

The provisions of the Langley Fork Historic District (Appendix 1, A1-900 of the Zoning Ordinance) limit uses within the district to residential. Present uses include a church and school as well as a service station with a grandfathered use on residential land.

All exterior improvements should be designed to be compatible with the scale and appearance of the cluster of historic sites. All development will be reviewed by the Architectural Review Board.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

McLEAN CENTRAL BUSINESS DISTRICT

The McLean Central Business District (CBD) is a large community shopping, service, and residential area approximately 230 acres in size centered at the intersection of Chain Bridge Road and Old Dominion Drive. The triangle bounded by Old Dominion Drive, Route 123, and Chain Bridge Road is in Sector M4, while the rest of the CBD is in Sector M3. This arbitrary division was made to facilitate transportation impact analysis.

The McLean CBD is classified as a stable area. Since a separate citizens task force was established to study the CBD and since several land use and transportation recommendations will be set forth with some specificity, a special section is appropriate in the Plan.

A major change has been made in the boundaries of the CBD area as defined in the plan adopted by the Board of Supervisors in 1970. The area north of Dolley Madison Boulevard which is developed in residential and public uses is discussed and planned as part of the Sector M4. Minor boundary changes have also been made (1) south of Whittier Avenue between Tennyson Drive and Laughlin Drive where the boundary line was moved one parcel closer to Whittier and (2) on the west side of Tennyson Drive where the boundary was moved three parcels north so that all the properties in this portion of the CBD (a) will have access directly to Whittier, (b) will have access directly to Whittier from the commercial portion of Tennyson Drive north of the south side of Whittier without impacting on the residential portion of Tennyson Drive, and (c) no potential commercial traffic will impact on Linden Hurst Avenue and the residential portions of Tennyson, Laughlin or Emerson, these being south of the north side of Whittier.

ISSUES

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

An office district is located between Dolley Madison and Chain Bridge Road, and a secondary office/retail area is growing along Old Dominion Drive southwest of the Old Dominion Drive/Chain Bridge Road intersection. Recent residential construction consists of the 2-building, 544-unit high-rise on Fleetwood and Beverly Roads, as well as townhouse developments east of Old Dominion and west of Westmoreland Street. Single-family residential is found mainly west of Ingleside Avenue north of Chain Bridge to Pathfinder, and in the area between Lowell and Whittier.

The CBD provides shopping and professional services to the surrounding community. It is located within two miles of Tysons Corner, a major regional center providing employment and extensive shopping opportunities. In order to coexist with the Tysons area and to preserve its identity, the McLean CBD will have to continue to serve the needs of the surrounding community without attempting to compete with the regional facilities being offered at Tysons Corner. All identifiable community needs should be accommodated in the CBD plan—retail commercial, medical and professional services, other services and repair, limited office and medium-density residential apartments and townhouses to accommodate future growth.

The congestion along Elm Street and at the intersection of Old Dominion Drive, Chain Bridge Road and Elm Street is exacerbated by the traffic generated by the post office on Elm Street. The new separate Post Office on Spring Hill Road in the Tysons Corner area to serve the portion of McLean at or near Tysons Corner will alleviate some congestion along Elm Street and at the intersection.

The proximity of Tysons Corner has another effect on the CBD. Some of the transportation arteries serving Tysons Corner also constitute the approaches to the CBD, and severe traffic congestion of these major roads during peak hours diverts commuter traffic into and through the CBD. Access from the CBD to Dolley Madison Boulevard (Route 123) during peak hours is hindered. The traffic pattern within the CBD suffers because the planned street network has not been implemented. Existing streets are inadequate and future improvements will depend on scarce highway funds. At present most internal traffic within the four sectors of the CBD has to use the central intersection of Old Dominion Drive, Chain Bridge Road and Elm Street. The capacity of this intersection is limited without the construction of a major overpass or underpass for Old Dominion Drive. While some relief can be achieved by the construction of alternate circulation routes to accommodate turning movements, no alternative exists for through-traffic. The possible solution of a commuter traffic bypass has been suggested but was not approved in the past because of overwhelming citizen opposition and prohibitive cost projections.

With a clear delineation of the different roles of the CBD and Tysons Corner, a plan has been forulated that reflects land use densities consistent with the idea of the CBD as a community center as well as recognizing the need for not overloading an already poor traffic circulation network.

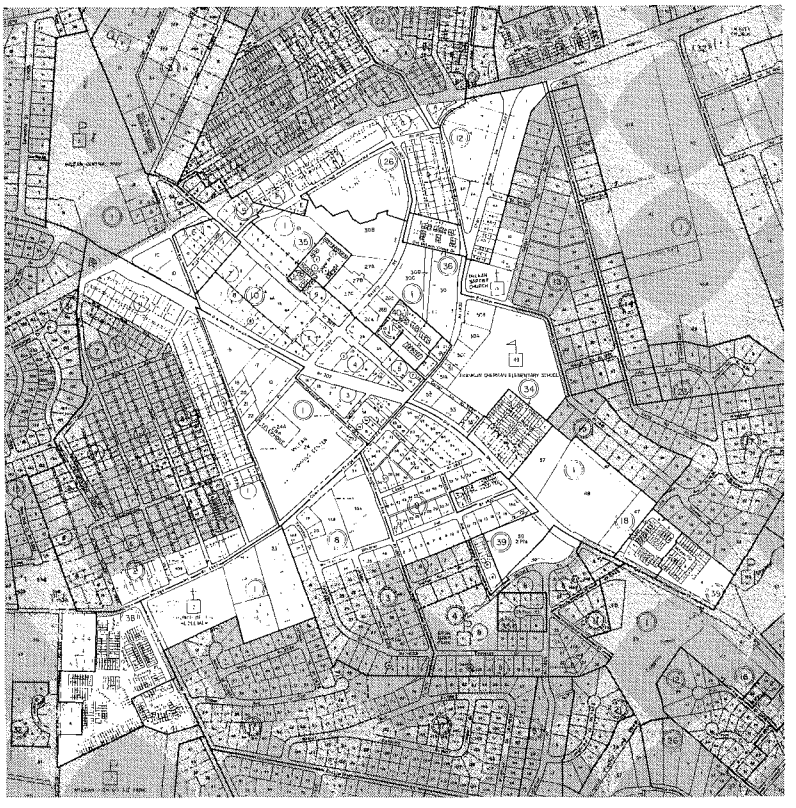
The present McLean CBD has no real focal points and no vistas. Sidewalks are lacking for the most part, discouraging pedestrian movement between shopping centers. However, distances between centers are great enough to mitigate against complete conversion to a pedestrian-oriented center even if sidewalks and walkways were provided. The dispersion of these shopping centers together with the new higher intensity development has added to traffic congestion created by through-traffic and threatens the character and community service role of the CBD.

In 1975, there were about 60 acres of vacant land in the CBD. While recognizing the pressure for higher density development of vacant or underutilized land, too intense development would destroy the essential community-character of the McLean CBD, making it incapable of supporting itself or the surrounding residential area with essential services and transportation.

One major site for new development remains in the McLean CBD. A 13-acre site abuts Old Dominion Drive just south of McLean Mews. There is a residence on this land.

The land along Lowell, Emerson, and the north side of Whittier Streets is presently developed, but existing housing is relatively old and several residential structures are of marginal quality.

A problem exists where old residences along Ingleside, the east side of Old Dominion (between Ingleside and Dolley Madison Boulevard), the north side of Chain Bridge Road (between Buena Vista Avenue and Pathfinder Lane) and the south side of Whittier Avenue already have special permits allowing professional and real estate offices. Designation of these areas for eventual townhouse construction is suitable while the continuation of allowing special permits appears logical until tracts of land are assembled.



Ideally, the CBD area would be essentially redeveloped to separate local from through-traffic, to group retail uses, to encourage pedestrian movement between stores, and to provide a focal point for the area. However, the legal and economic mechanisms to accomplish these objectives in an overall massive fashion are not available. Therefore, interim measures must be taken which will encourage private development and redevelopment actions into a pattern which will most nearly accomplish the same objectives, supporting and enhancing the role of the CBD as an attractive and effective community center.

RECOMMENDATIONS

Land Use

A. The area bounded by the Franklin Sherman Elementary School site, Old Dominion Drive, the Old Dominion Square townhouses and Salona Village Subdivision should develop in residential uses at 8-12 dwelling units per acre. Consideration of any density in excess of eight units per acre shall be dependent upon the provision of substantial landscaped open space around the periphery of the tract. PDH development is encouraged to enhance the character of this site within the central business district. In particular, proper buffering and single-family detached or attached housing are recommended for the perimeter adjoining Salona Village.

In lieu of construction of a service drive along Old Dominion Drive, it is recommended that coordinated public access be provided between Corner Lane, Whittier Avenue, and the internal circulation scheme of the proposed development.

B. The area east of Elm Street and west of McLean House and Langley Shopping Center between Fleetwood Road and Chain Bridge Road should develop as a mixture of apartments, retail and office uses.

1. Residential—The northwest 5 acres within the CBD should be developed for apartments in the 20-30 units an acre density range with a height limit of 90 feet. (Under the preferred PDH zoning district, flexibility in height may be considered with the total height not to exceed 10 stories.) Development at the upper end of the range would be contingent upon provisions for the completed construction of the remaining portion of Fleetwood Road as a critical link in the CBD circulation plan and other amenities such as pedestrian ways linking the residential uses with the retail uses along Chain Bridge Road, developed open space, structured parking and exceptional design. McLean House had been granted a very high planned density of 40 units per acre under the previous plan, largely in consideration of extensive road construction, a sizeable off-site contribution toward a pedestrian overpass and construction of a pedestrian connection with the large supermarket/Salona Village as well as compliance with landscaping and on-site retention before these became requirements. The adjacent area (approximately 6 acres), extending easterly toward Poplar Street, should be developed at a density of 16-20 dwelling units to the acre.

2. Nonresidential—Retail and office uses would occupy the remaining acreage. The retail-office mix on both sides of Poplar Street and along Curran Street can be best approximated by present C-5 or C-6 zoning which would provide for flexibility in use and design and retain the essentially retail function of the parcel south of Poplar Place extension. Heights should be limited to 40 feet. The floor area ratio (FAR) should not exceed 0.5. A slightly higher FAR (0.8) may be granted the retail/office mix between Poplar and Chain Bridge Road in return for integrated development which would include most of the parcels in this block. The relocated Curran Street should be paralleled by a pedestrian way. A continuation of this pedestrian way to Fleetwood Road would connect the residential and commercial uses and serve the entire development.

An alternative option permitting low-rise office uses could be considered for the entire acreage bounded by Elm Street, Fleetwood Road, McLean House and Beverly Road/Poplar Place if:

- the offices were planned in a coordinated fashion and appropriately integrated site development were assured; integrated site development should be viewed from an urban design perspective and consider how these structures would interface with surrounding properties and with each other. A combination of office and apartment uses in a single structure could be considered. Retail uses could be permitted on the first floor of those structures on land abutting the north side of Poplar Street where retail would have been permitted under the conventional zoning alternative above;
- the height of the buildings would be limited to 40 feet. The FAR throughout would be no higher than 0.5. On the northernmost five acres of this tract, such a low-rise office use would be further contingent upon the dedication and construction of Fleetwood Road by the present or subsequent owners or developers. Bonus height up to a total of 90 feet may be granted to compensate for the land area lost through dedication of Fleetwood Road;
- a minimum six-foot wide pedestrian way with plantings and street furniture were provided. These amenities should be in accordance with McLean CBD Design Standards to result in a pleasing pedestrian facility which would provide access to the various office buildings, and indirectly, to the Post Office on Elm Street;
- the transitional yard requirement of the landscaping and screening ordinance were to apply to all parcels abutting on the residential area to the east, and this transitional yard would be waived only to the extent that it includes the 6-8 foot pedestrian facility. Parking enclosed in a building or structure and/or additional landscaping would be encouraged to reduce the visual impact of any parking areas from the upper floors of McLean House.

C. Land along Lowell, Emerson and the north side of Whittier Avenue, with the exception of parcels already zoned for commercial use, should develop in residential uses at a density of 8-12 units an acre with the stipulation that no apartments are contemplated under this density range. However, the small parcel, map 30-2 ((9)) parcels 77 and 78, in the northeast side of Emerson Avenue, north of Lowell Avenue, that is zoned R-4, may be developed in the commercial use if such development retains the residential scale and has an FAR no greater than 0.5 and is heavily buffered and screened along Emerson Avenue to minimize visual impact on the nearby residential area and that the height be limited to two stories measured from the Emerson Avenue elevation.

D. Commercial activities in the CBD should be concentrated and intensified in areas where they now exist. Further commercial encroachment on surrounding residential uses should not be permitted.

E. The problem of special use permits allowing commercial office uses in old residences within the CBD should be approached from a design point of view. The areas between Ingleside and Buena Vista, the west side of Old Dominion between Park Avenue and Dolley Madison Boulevard, the north side of Chain Bridge Road between Buena Vista Avenue and Pathfinder Lane, and the east side of Emerson Avenue south of Whittier Avenue should be designated for eventual development to townhouse at a 5-8 unit an acre density range. Use permits should be allowed only along the following streets: Ingleside Avenue, Old Dominion Drive, Chain Bridge Road, Emerson Avenue between Lowell Avenue and Chain Bridge Road.

Private recreation would be a suitable alternative use for the land area between Ingleside and Buena Vista Avenues south of Meadowbrook Avenue.

F. The land along the south side of Whittier Avenue, except that area near Old Dominion Drive already developed in commercial retail use, would be most appropriately developed in residential townhouse use at 5-8 units per acre to provide a transition between the commercial retail and office uses in the CBD and the low density single-family residential neighborhood to the south. However, the existing zoning and development along the south side of Whittier Avenue west of Emerson Avenue limits the possibility of attainment of this preferred transitional objective. Therefore, the tier of parcels having frontage on the south side of Whittier Avenue between Emerson Avenue and Tennyson Drive may be considered for office use, preferably in townhouse type structures, limited to the uses and not to exceed the bulk permitted in the C-1 zoning district, with heavy buffering and screening provided along all perimeters adjacent to areas planned for residential use.

The properties south of Whittier Avenue and east of Emerson Avenue as far east as the adopted retail located west of Old Dominion Drive are recommended for residential townhouse use at 5-8 dwelling units per acre. An option for transitional, townhouse office use shall be considered on the condition that the building height not exceed three stories and that a substantial landscaped open space buffer be provided along the southern perimeter to eliminate any adverse impact on the planned residential development to the south. The townhouse office option for lots 12 and 13 will only be considered if the appropriate consolidation with the lots to the east between the zoned commercial fronting on Old Dominion Drive and lots 12 and 13 occurs. Although adjacent parcels to the east and south have been developed at a floor area ratio of 0.25, a floor-area-ratio greater than 0.25, but not to exceed 0.40, may be considered for these properties if vehicular access is coordinated with commercial activities fronting on Old Dominion Drive to the east and south to permit access to Whittier Avenue.

G. The area south of Chain Bridge Road between Westmoreland Street and Davidson Road is designated in the density range of 8-12 dwelling units per acre. In order to be compatible with present development, infill shall consist of townhouses only.

H. Location of commercial retail activities is appropriate for present retail locations and existing commercial retail zoned land in the CBD and as infill between these existing uses along Chain Bridge Road, Old Dominion Drive and Old Chain Bridge Road.

1. The land on the east side of Ingleside Avenue, north of Poplar Place and south of the Koenig Building could have a retail-office option if the following conditions are met:

- consolidation of the properties;
- all ingress and egress to the property is via Poplar Place;
- height not to exceed that allowed under a C-2 zoning category;
- approximately ¾ of the parking will be underground;
- only one sign shall be permitted on the Ingleside Avenue side of the building and it must be affixed to the building;
- lighting on the Ingleside Avenue side of the building shall be shielded so as not to impact the residences across the street;
- all lighting and landscaping will be in conformance with the McLean CBD Design Standards;

- there will be a full transition yard on Ingleside Avenue;
- open space will be the same as under a C-2 zoning category (30 percent); and
- a maximum FAR of .7 may be permitted.

2. The property located in the northwest quadrant of Old Dominion Drive and Poplar Place, currently-zoned for retail commercial uses, is suitable for low-rise office and retail uses. Egress and ingress shall be via Poplar Place. Right turn only channelized ingress and egress from one curb cut on Old Dominion Drive, located as far as possible from the intersection with Poplar Place, may also be permitted. A floor area ratio not to exceed .7 is permissible provided the following conditions are met:

- Height should not exceed 40 feet.
- The street-level floor should be designed and developed for retail uses.
- The developer shall provide below-grade parking.

3. The property (parcel 17) located on the south side of Old Dominion Drive between Ingleside Avenue and Beverly Road and immediately east of the Koenig Building is suitable for commercial office and/or retail.

I. Location of low-rise commercial offices is appropriate for present office locations and existing commercial office zoned land in the CBD—the triangle bounded by Ingleside Avenue/Old Dominion Drive/Poplar Place, area fronting Dolley Madison Boulevard north of Fleetwood Road (development in this area should not be permitted to have curb cuts to Dolley Madison), area between Elm Street and Old Dominion Drive with the incorporation of present retail uses and present retail zoning, and the tract of land south and east of the medical building fronting on Chain Bridge Road.

J. Commercial areas should be well-buffered from residential uses around the periphery through green-screens and other natural buffering.

K. The highway corridor districts along Old Dominion Drive and Chain Bridge Road should be retained.

L. Existing curb cuts should be reduced if possible and additional curb cuts should be minimized along Old Dominion Drive and Chain Bridge Road. The areas specified for townhouse/use permit development along these roads should be served by service roads.

M. The McLean design standards for site development, shoppers' amenities, and tree planting should be complied within any future development in the CBD. These were developed by the McLean Planning Committee in conjunction with a professional planning consultant. Efforts should be made to strengthen these standards and incorporate them where possible in a new CBD zoning district.

N. Underground parking and maximum utilization of existing parking facilities should be encouraged with orientation toward improving pedestrian circulation.

O. The strip southeast of Chain Bridge Road between Corner Lane and Dolley Madison Boulevard constitutes a buffer zone to the Salona Village residential community. All construction should be limited to no more than two-story height or C-1. The same stipulation shall apply to the parcel adjoining Holmes Place between Emerson Avenue and Old Dominion Drive.

P. A new CBD zoning district should include sign regulations tailored to a CBD.

Transportation

These recommendations represent the findings of extensive citizen study with staff support and are the best evaluation of the CBD at this time. Further detailed technical study of circulation in this area should be carried out which may yield refined and additional recommendations.

A. Widen Chain Bridge Road (Route 3547) to four lanes, with turning lanes or a fifth continuous turning lane, between Dolley Madison Boulevard (Route 123) and Westmoreland Street utilizing Old Chain Bridge Road right of way to form a four-way intersection at Route 123 and Churchill Road.

B. Widen Old Dominion Drive to four lanes, with turning lanes, between Mayflower Drive (Route 1550) and Holmes Place (Route 1809). This improvement should provide two through lanes on Old Dominion Drive. Prohibit crossovers at Ingleside Avenue.

C. Dolley Madision Boulevard between Lewinsville Road and the George Washington Memorial Parkway should be limited to four lanes except for those intersection improvements in the vicinity of major traffic generators which may be necessary to accommodate traffic concentrations in such areas.

D. Beverly Road and should be uniformly widened and upgraded between Old Dominion Drive and Ingleside Avenue.

E. Ingleside Avenue should be widened between Beverly Road and Chain Bridge Road and realigned to intersect with Chain Bridge Road at the same point as Tennyson Drive. The present Ingleside Avenue right of way should be used to provide a free right turn from Ingleside onto Chain Bridge Road. Attention must be paid to improved safety with regard to traffic engineering at this intersection.

F. A through-route utilizing the improved Poplar Place and Ingleside Avenue should be instituted to relieve congestion created by through-traffic at the intersection of Old Dominion Drive and Chain Bridge Road. This would require a turning lane from Old Dominion combined with realignment of the Beverly/Ingleside intersection to provide continuity from Poplar into Ingleside.

G. Eliminate traffic light cycle for Elm Street at Chain Bridge/Old Dominion intersection and make Elm Street one-way to Beverly Road to help relieve Old Dominion/Chain Bridge congestion.

H. Additional traffic signals will be provided when standard national warrants are met.

I. A new street should be constructed to connect Chain Bridge Road and Beverly Road.

J. Chain Bridge Road between Old Chain Bridge and Route 123 should be retained for local and eastbound traffic and pedestrian use.

K. Elm Street should be widened to a uniform four-lane width between Beverly Road and Dolley Madison Boulevard. A median cut should be considered in Route 123 at Elm Street with proper engineering precautions taken.

L. Throughout the CBD, left-turn traffic should be channelized by special turning lanes and/or planted median strips.

M. On-street parking, except where specifically designated, should be banned throughout the CBD.

N. Curran Street right of way should be retained as a pedestrian-way and extended to Fleetwood Road.

O. Sidewalks should be provided and completed along all street frontage.

P. Plans for bicycle and pedestrian paths in the CBD should conform to the adopted McLean trails plan with first priority being given to the need for a safe pedestrian route along or parallel to Old Dominion Drive.

Q. A pedestrian overpass of Dolley Madison Boulevard connecting the CBD and the Library/Community Center should be built in a location agreeable to citizens and VDH&T engineers.

R. The CBD and the surrounding community should be considered for mini-bus service after an experimental project has been tested in the County.

It is recognized that scarce highway improvement funds will lead to delay or no action on many of these recommendations. For this reason, it is recommended that any funds available for CBD improvements be directed first towards the following top priority improvements already recommended:

1. widening of Chain Bridge Road;
2. widening of Old Dominion Drive; and
3. institution of a through-traffic route utilizing Old Dominion Drive/Beverly Road/Ingleside Avenue.

S. Uniform street plantings should proceed throughout the CBD along all thoroughfares.

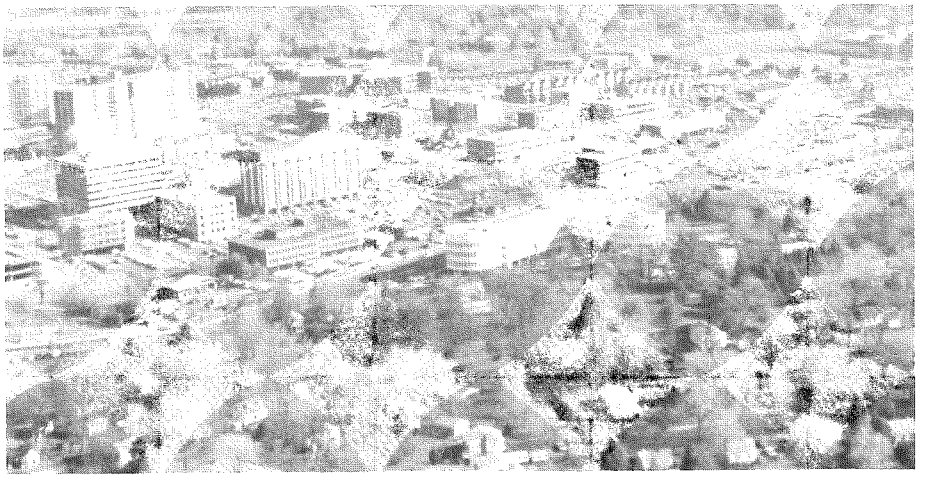
T. Any center islands installed for channelization of traffic and pedestrian safety should be landscaped.

U. At the time Chain Bridge Road and Old Dominion Drive are widened, all utility wires should be put underground along these two major routes.

Environment

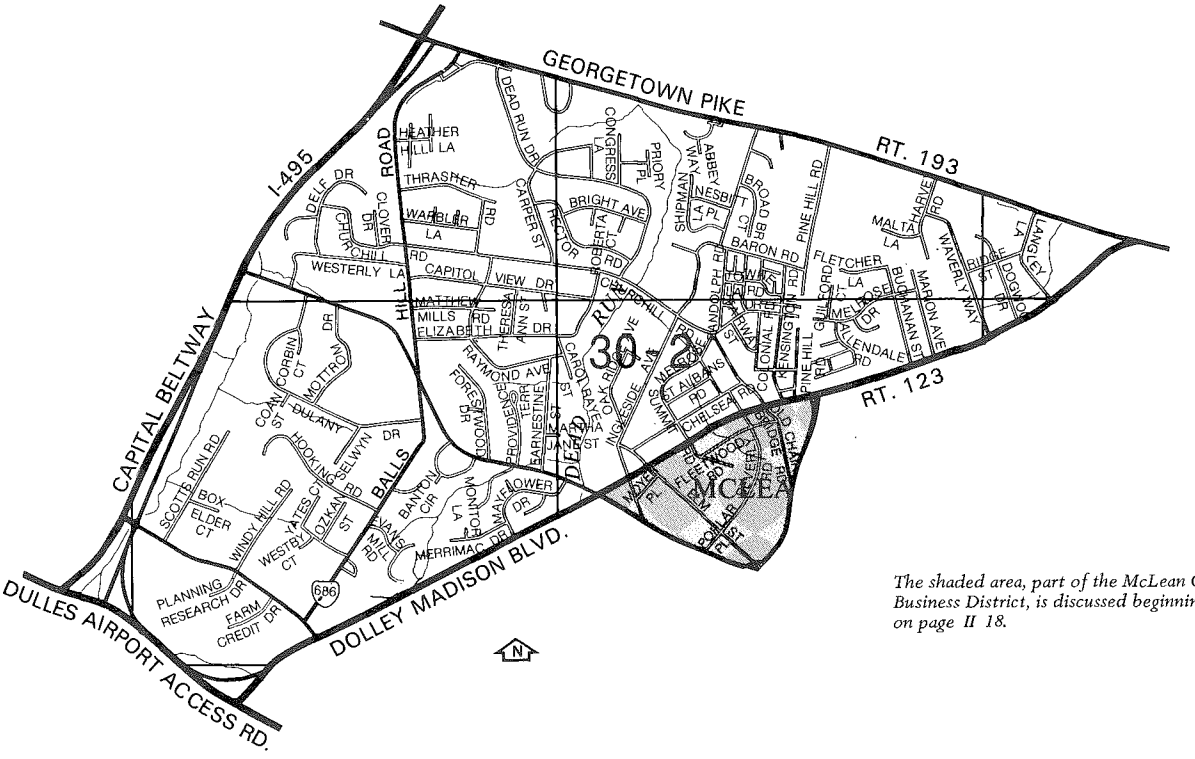
A. Control future development so that the water quality and quantity of Dead Run are not adversely affected.

B. Include Pimmit Run and abutting properties as part of the environmental quality corridor network.



McLean Central Business District looking northeast.

M4 BALLS HILL COMMUNITY PLANNING SECTOR



The shaded area, part of the McLean Central Business District, is discussed beginning on page II 18.

This sector is bounded on the north by Georgetown Pike, along the southeast by a combination of roads passing through the Central Business District (CBD) which includes Chain Bridge, Old Dominion, and Dolley Madison, and on the west by I-495.

The sector includes that portion of the CBD in the Dolley Madison, Old Dominion, and Chain Bridge triangle. (The CBD area is discussed separately as a special area.)

Land Use

This is a residential sector with a considerable range in home style, age and cost. It is primarily single-family residential, the exception being the Kings Manor townhouse development. The only commercial facilities are those located within the CBD special area.

Vacant tracts are found in three somewhat limited sites: one is in the Ingleside/Churchill Road triangle opposite the CBD, another along the north side of Lewinsville Road, and the third along the south side of Lewinsville Road, is the site of the proposed Control Data Corporation development. In the 1966 Plan, as amended, these areas are largely designated for low-density residential development.

The Rucker tract is located on the north side of Dolley Madison, east of Pine Hill Road across from the CBD. Because of the relatively small size of the site, the problem of access to Dolley Madison and the presence of a neighborhood of single-family detached homes immediately adjacent to the site, it would be desirable to limit development to no more than five dwelling units per acre.

Planning townhouses on this site adjacent to the CBD but separated by a major arterial is controversial. The location of higher density residential units near commercial activity is generally appropriate. In this case, grade-separated pedestrian and bicycle access would seem an essential part of justification. A pedestrian overpass should be built near Elm Street.

Townhouse development within this area could be made compatible with existing residential uses which include the Kings Manor townhouse development. Townhouses, at five units per acre, would be an acceptable resolution which would be compatible with present single-family housing and more readily adaptable to the odd lot sizes and configurations. In any event, development should be sited to restrict access to Dolley Madison Boulevard to current intersections.

Transportation

The most significant transportation problem within the sector is the congestion which results from daily commuter traffic on Lewinsville Road, Old Dominion Drive and Dolley Madison Boulevard. Some of this traffic is generated by the severe congestion at Tysons Corner which tempts commuters living west of Route 123 in the Route 7 corridor to use minor arterial and collector street bypasses. At peak-hour I-495, Georgetown Pike, and Old Dominion Drive between Balls Hill Road and Dolley Madison Boulevard are subject to low speeds, unstable traffic flow and stoppages.

Completion of the proposed Control Data Corporation facility in the western quadrant of the Lewinsville/Dolley Madison intersection could add an estimated 1100-1500 peak-hour trips to sector traffic. Citizens are concerned about the impact of this facility on traffic congestion and air quality. Special attention must be given to solving these problems.

Resolution of the basic transportation problem will be aided primarily by actions taken to remedy the Tysons Corner congestion. These include improved public transit service, construction of the Tysons Corner circulation plan, and opening of the DAAR to public use or alternatively, building parallel lanes across the northern edge of the Tysons quadrangle.

Construction of the pedestrian/bicycle overpass across Dolley Madison in the vicinity of Elm Street would serve to reduce automobile traffic between the CBD and the adjacent residential area which includes McLean Central Park, Dolley Madison Library, and the community center.

Elements of the trails plan in the sector include:

- an extensive network of proposed eight-foot combination walking and bicycle trails to supplement limited sections of existing concrete or asphalt sidewalks. The planned trails parallel Dolley Madison Boulevard, Lewinsville Road, Old Dominion Drive, Pine Hill Road, and Georgetown Pike through their entire length within the sector. They also include a trail along Balls Hill Road from Lewinsville Road to Churchill Road and one along Baron Road from Pine Hill Road to Churchill Road. A trail is also planned through the Churchill Road School property, Churchill Road Park, and Cooper Intermediate School property to connect Churchill Road and Georgetown Pike. A short section parallels Elm Street from the CBD to the Dolley Madison Library and McLean Community Center.
- A short trail following low-volume residential streets passes through Kings Manor connecting the Pine Hill Road trail with the sidewalk along Churchill Road.
- A Fairfax County Park Authority trail parallels the Beltway from Lewinsville Road to Old Dominion Drive, then follows Scott Run to the Potomac River passing through Dranesville District (Burling) Park.

Public Facilities

Schools

The Churchill Road Elementary and Cooper Intermediate schools are located within the sector.

The school administration holds a 10.2-acre site in the southeast quadrant of Georgetown Pike and Pine Hill Road for a future elementary school.

Parks, Recreation and Open Space

There are four community parks in the sector: Churchill Road, Dead Run, McLean Central and McLean Knolls.

The existing park distribution and quantity are partially adequate for the present population and would be supplemented by recommendations for additional public facilities in Sectors M3, M5 and M6. There is a limited potential for additional community parks in conjunction with infill development. Recreation facilities such as a playground, open play area, bicycle path and lighted tennis courts are found at the Churchill Road and McLean Central Parks.

Other Public Facilities

The McLean Governmental Center, McLean Community Center and the Dolley Madison Library are located within the sector.

Shopping

Residents in this community have ready access to shopping within the McLean CBD and at Tysons Corner. The combination provides regional- and local-serving shopping. No commercial facilities are required in the sector, nor should any be allowed.

Housing

Housing in this well-established, stable residential area is primarily single-family detached. Although a considerable portion of the homes are high cost, large-lot residences, there is a broad range including relatively moderately-priced older dwellings.

One townhouse development, Kings Manor, is located near and just north of the CBD special area on a site designated for townhouse development in the present CBD plan.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

About 80 percent of Balls Hill Sector comprises the upper half of the Dead Run watershed, while the remainder of the sector is in the Scott Run watershed. Scott Run and its floodplain border the sector on the west between Lewinsville Road and Old Dominion Drive. Highly erodible soils are present throughout the sector. These factors make watershed protection essential here since both Dead Run and Scott Run empty into the Potomac just above the Little Falls pumping station.

The environmental assets associated with Scott Run and Dead Run form the basis of the environmental quality corridor network in the Balls Hill Sector. Several stream valley parks are linked by the floodplains and stream influence zones of these two streams.

Air quality maintenance is presently a concern along the Route 123 sector boundary. Continued development to the west without concomitant improvement in transportation systems would extend air pollution to the west along each of the minor arterials now being used extensively by commuters. Air pollution monitors at the McLean Governmental Center show high levels of hazardous air pollutants which frequently exceed air quality standards.

RECOMMENDATIONS

Land Use

To preserve the existing residential nature of the sector:

A. Infill should be primarily single-family detached residential. The area opposite the CBD is recommended for a 4-5 units per acre density range except for a tract where 5-8 units per acre could be appropriate which extends from Dolley Madison Boulevard's intersection with Chain Bridge Road 1000 feet to the boundary of the Merryhill historic site. Any new development west of the Chain Bridge Road intersection should respect the existing scattered development through buffering or compatible structure types.

B. A grade-separated interchange may be required to handle traffic at this intersection as volumes on these roads continue to increase.

C. Single-family detached residential uses at 1-2 units per acre are recommended for the tracts along the north side of Lewinsville Road except for those parcels having frontage on Balls Hill Road where a density range of 2-3 units per acre would be appropriate.

D. The area south of Elmwood Estates and north of McLean Knolls and the present termini of Windy Hill Road and Scotts Run Road between Balls Hill Road and Scott Run Environmental Quality Corridor, should be developed in the 1-2 dwelling units per acre range to provide a desirable transition in density from the large lots in Elmwood to the small lots in McLean Knolls. Half-acre cluster development is recommended.

E. The parcel of land owned by the McLean Citizens Association at the western end of Merrimac Drive is recommended for residential use at 2-3 units per acre if the land passes out of private recreational use. The adjoining parcel 30-1 ((1)) 40 as well as remaining land between the Spring Side subdivision, Webb Lane and the Langley School is recommended for residential use at 3-4 units per acre.

F. The Merryhill site, if redeveloped, would be appropriate for residential development at 4-5 dwelling units per acre if the historic building and surrounding environs are preserved, the architectural design is compatible, access is restricted to an existing median break, and effective substantial screening and buffering is provided to the lower density residential areas.

Public Facilities

A. Complete development of Churchill Road Park and the McLean Central Park/Community Center complex according to their master plans.

B. Develop McLean Knolls Park

Environment

A. Infill potential is largely within the sensitive Scott Run watershed and must be closely regulated. Additional Scott Run stream valley parkland should be acquired as part of the environmental corridor network, and to complete the trail system from the Scott Run Park to the Potomac River.

B. Numerous historic sites should be preserved within any future developments.

C. Improve peak-hour commuter mass transit service to reduce auto traffic using major arterials during heavy use periods.

D. Include Georgetown Pike and abutting properties as part of the environmental quality corridor network. To protect the aesthetic character of this Virginia byway, Fairfax County should secure a scenic easement on the land abutting the Pike running in a band on both sides for a depth of 100 to 150 feet.

History and Archaeology

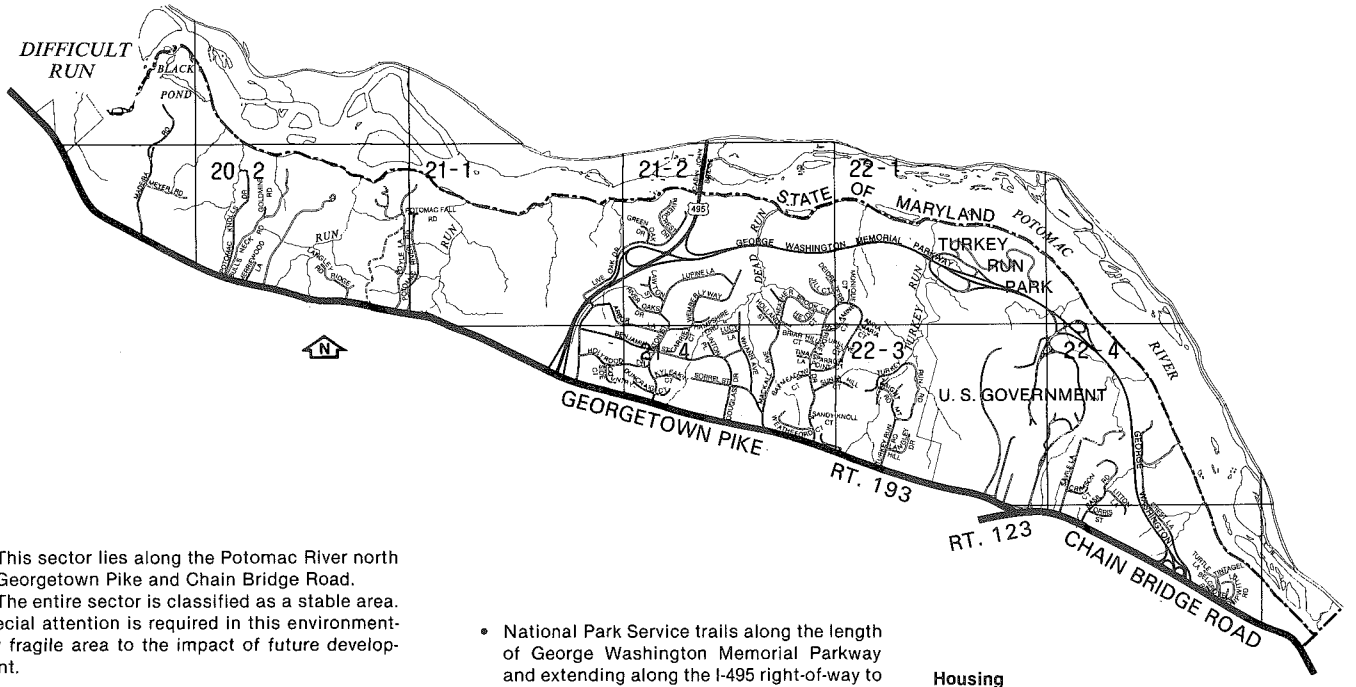
Langley Fork Historic District

A portion of the Langley Fork Historic District lies within the Community Planning Sector M4. Regulations are discussed in Sector M3.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR



This sector lies along the Potomac River north of Georgetown Pike and Chain Bridge Road.

The entire sector is classified as a stable area. Special attention is required in this environmentally fragile area to the impact of future development.

Land Use

Large portions of this sector are devoted to public or institutional uses: federal agencies and parks, a county park and school, and the Madeira School

Beyond those uses, the sector is entirely residential. Except for the Merrywood townhouse development, all the housing is currently the single-family detached type.

There are currently no commercial facilities in this sector. There appears to be no demand or requirement for such facilities because of relatively ready access to regional and community shopping centers. Limited convenience shopping facilities strictly in accordance with the use limitation of PDH zoning might prove appropriate.

Transportation

Since the two major highways through this sector are limited access, the primary transportation concern is access to Georgetown Pike and Chain Bridge Road and the traffic conditions on those routes. Georgetown Pike used by abutting residents as well as commuters bypassing Tysons Corner, is subject to low speeds, unstable traffic flow and intermittent stoppages at peak hours.

The road is commonly acknowledged to be a traffic hazard; it is also generally acceptable in its present condition to local residents. It has recently been designated a Virginia byway. Changes in vertical alignment to improvement safety are needed and desired; major changes to straighten alignment or widen the road would be strongly opposed by local residents; however, as population continues to grow along the pike, especially in areas farther west, the current sentiment among many new and younger residents for improvement may result in increased demand for upgrading road capacity. Planning efforts must focus on other means of coping with increased traffic volume anticipated to maintain this historic and scenic byway.

The trails system provides for trails primarily in the eastern half of Sector M5. Major elements include:

- a Fairfax County Park Authority trail along Scott Run through Dranesville District Park and extending south to Scott Run Park at Tysons Corner;
- National Park Service trails along the length of George Washington Memorial Parkway and extending along the I-495 right-of-way to connect to the Dranesville District Park and a McLean trail at the Beltway;
- other extensions connect a trail using Whann Avenue and a trail along the western boundary of the Langhirst tract, and a segment in the Turkey Run Farm recreation area; and
- McLean trails are those previously mentioned (along the Beltway right-of-way, through the Langhirst tract, and along Whann Avenue), a trail using Benjamin Street, and a small network of trails in the Turkey Run recreation area.

Public Facilities

Schools

Langley High School is located within the sector.

Parks, Recreation and Open Space

The natural beauty, scenic vistas, low-density development, and the large areas being preserved in this sector lend it a park-like setting.

Parkland in the area includes the federally-owned Turkey Run and Great Falls Parks and the George Washington Memorial Parkway. The Fairfax County Park Authority maintains Langley Oaks Park, Dranesville District Park, Tollbrook Ridge Park and Langley Fork Park. While this regional-serving parkland is complemented by the athletic facilities available at Langley High School, there are no community parkland and facilities in this sector. As the population continues to grow, these will be needed for residents of Sector M5, and to some extent by those living in Sector M4.

Shopping

There are currently no shopping facilities within the sector. Population growth within the sector is unlikely to generate sufficient demand for commercial facilities except possibly for neighborhood convenience shopping of the type which might be provided within a PDH development. CBD and Tysons Corner shopping is easily accessible and probably more acceptable to residents than providing local facilities in the sector.

Housing

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

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Potomac Palisades Sector is generally accepted as environmentally fragile. It contains the lower reaches of five watersheds along the Potomac. From east to west they are: Turkey Run, Dead Run, Scott Run, Bull Neck Run, and Difficult Run. The rough terrain, steep slopes, and high erodibility of the soils all combine with rugged beauty to emphasize the need for stringent environmental protection with these watersheds. Slopes in excess of 15 percent are especially common along the Potomac shoreline and along Bull Neck Run.

There are many historic sites, a splendid variety and exemplary specimens of flora, and numerous wildlife habitats throughout the area. The environmental fragility, ecological variety and historical significance combine to create a unique area which merits special consideration.

Many of these amenities occur near the lower reaches of Dead Run, Scott Run, Bull Neck Run and Difficult Run in this sector and are included within the proposed environmental quality corridors. As a scenic and historic byway, Georgetown Pike and a zone on both sides should also be considered as a potential environmental quality corridor to be maintained in very low-density in order to retain the open scenic qualities of the pike and to restrain future traffic volumes.

Air quality maintenance remains a concern in this sector, particularly along the Capital Beltway corridor and at the merger of Georgetown Pike, Chain Bridge Road and the George Washington Memorial Parkway.

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

Land Use

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

A. West of the Beltway, where three stream valleys cross the sector and where the land is not sewered, a density not to exceed 0.2 units per acre is recommended.

B. East of the Beltway where the land is partly sewered and most of the land, with the exception of the Langhirst tract, is already developed, compatible unfill at a density not to exceed 1 unit per acre is recommended.

C. Use of PDH-1 is recommended for the Langhirst tract as a means of protecting the environment, preserving open space, and achieving unique benefits such as scenic or active recreation areas not otherwise obtainable. However, housing types should be limited to single-family detached and attached units.

D. General commercial development should not be permitted.

Public Facilities

A. Acquire and develop a community park suitable for active recreation in the area west of Langley High School to serve existing and projected population.

B. Develop Dranesville District Park.

C. Develop Langley Fork Park with recreational facilities.

Environment

A. The sector's proximity to the Potomac River and location at the termination of several watersheds, the presence of highly erodible soils and steep slopes, the abundance of flora and fauna, and presence of historically significant sites dictate that development plans be carefully reviewed to preserve this environmental quality.

B. The above should include preservation of Bull Neck and Turkey Run. In the case of Turkey Run, this should be accomplished through acquisition in areas of new development.

C. To preserve the Scott and Pimmit Run stream valleys and completely link the valleys for trail purposes, all land along the stream beds should be acquired.

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

E. Include Georgetown Pike and abutting properties as part of the environmental quality corridor network. To protect the aesthetic character of this Virginia byway, Fairfax County should secure a scenic easement on the land abutting the pike running in a band on both sides of a depth of 100 to 150 feet.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

M6 SPRING HILL COMMUNITY PLANNING SECTOR

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

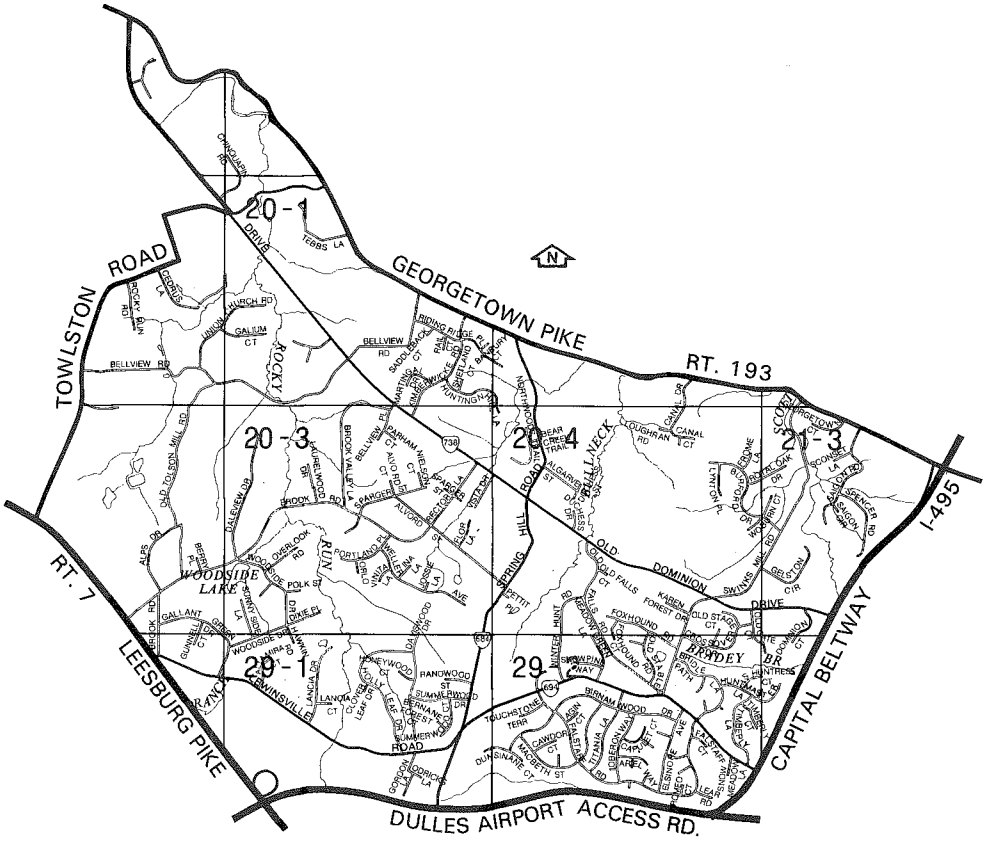
Land Use

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

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

Transportation

Continuing population growth in the sector and areas to the west has created a considerable transportation problem. Primarily because of the congestion in the Tysons Corner area, many commuters seeking to use Leesburg Pike, the major radial to the metropolitan center, are attracted to alternate routes along minor arterials and collector streets through residential communities. Therefore, the pending decisions on extension of I-66 and the DAAR inside the Beltway, opening of the DAAR to general use or construction of parallel lanes along the DAAR—all possess potential for resolving some of the growing transportation problems within the sector. Expansion of major highway facilities and increased use of mass transit are needed. Appropriate land use decisions along primary routes can help to maintain the effectiveness of these arterials. Georgetown Pike, Old Dominion Drive, Lewinsville Road and I-495 are subject to low speeds, unstable flow and intermittent stoppages at peak hours.



Completion of the approved Metro-rail system and possible extension of Metro-rail to Dulles Airport offer only long-range potential to alleviate the problem. Expanded bus service would do little to aid residents of this sector directly because current land use patterns do not favor economical use of buses.

As in residential sectors inside the Beltway, there is substantial citizen resistance to upgrading minor arterial and collector roads because of the adverse impact on neighborhood characteristics and the increased attraction to commuter traffic.

Elements of the McLean trails plan in this sector include:

- three trails proposed to traverse the sector on parallel north-south axes along Scott Run, Bull Neck Run, and Difficult Run;
- a network of 4' walking trails recommended by the Fairfax County Park Authority along sections of Lewinsville Road, Spring Hill Road, Brook Road, Towlston Road, Leesburg Pike, Georgetown Pike and Leigh Mill Road; and
- several stretches of 8' combination walking and bicycle trails along Spring Hill Road, Lewinsville Road, Swinks Mill Road, Old Dominion Drive, and Georgetown Pike.

Public Facilities

Schools

Spring Hill Elementary School is located within the sector.

The school administration owns several sites for additional schools if they are required. They include the 11-acre Old Dominion elementary school site adjacent to Greenway Heights Park and the 70-acre Spring Hill secondary school site north of Lewinsville Road opposite Spring Hill Elementary School.

Parks, Recreation and Open Space

There are seven community parks located in the sector: Greenway Heights, McLean Hamlet, Timberly, McLean Hunt Estates, Spring Hill School Site, and Falstaff. Bull Neck Stream Valley Park and a part of the Difficult Run Stream Valley Park lies in the sector with much of the remainder of the stream valley being immediately adjacent.

The large lot size in many residential areas, the large areas of undeveloped land, and the numerous stream valleys give ready access to nature areas. While the sector is adequately served in terms of park acreage, there is a lack of facilities and land suitable for development of facilities.

Shopping

Except for extremely limited convenience shopping at the Spring Hill Road-Old Dominion Drive intersection, there are no commercial shopping facilities in the sector. Existing demand must be satisfied at shopping centers at Tysons Corner and in the McLean CBD. As the population grows, increased demand will necessitate construction of additional centers in the McLean Planning District.

Housing

While there is a broad range of housing costs in the Spring Hill Sector, housing is primarily single-family detached. There is a large amount of recent residential construction in the sector, much of it in middle to high cost homes on one acre or larger lots. Because the area west of Spring Hill Road is unsewered, much of the construction is on septic field.

Several small communities predating suburbanization and providing homes for low- and moderate-income families are located in the southeastern portion of the sector. The need for additional dwelling units for low- and moderate-income households is acute, especially in the Tysons Corner area.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Spring Hill Sector is naturally enhanced by several stream valleys which cross it enroute to the Potomac. These include parts of the Scott, Bull Neck, and Difficult Run watersheds. The ruggedness of the terrain coupled with high erodible soils makes watershed protection an essential planning consideration for future development and new construction.

Soils in this sector are generally suitable for individual septic tank development. This factor is important because large portions of the sector are presently unsewered. Among these, the Bull Neck watershed is most noteworthy because it is unsewered and largely undeveloped.

The Scott Run and Difficult Run stream valleys are part of the proposed environmental quality corridors. Throughout the sector, there are several historic sites and a rich variety of flora and fauna including both endangered species and other outstanding specimens which deserve protection within the environmental quality corridor system. These amenities will be preserved through a number of legal tools which will vary from low-density or cluster zoning to public acquisition, depending on the resources to be protected.

RECOMMENDATIONS

Land Use

A. Low-density residential development should be continued. Large-lot (2 acres) or estate (5 acres or more) development in the western portions of the sector and extending into the Upper Potomac Planning District is recommended as a means of achieving the low-density development sought in the Difficult Run Environmental Quality Corridor. This area is bordered on the south and east by Woodside, Woodhaven, and Greenway Heights.

B. Vacant land south of Lewinsville Road and east of Gordons Lane should be developed at 2-3 units per acre. Cluster development should be encouraged so that land immediately adjacent to the Dulles Airport Access Road would remain as open space and provide a buffer to the residential area.

C. Vacant land between McLean Hunt and I-495 should be developed at the same density as McLean Hunt, with clustering to protect Bradley Branch and buffer the residences from the Beltway.

D. Property located on Tax Map 20-4((1))86, 86B and 87 currently being utilized as a nonconforming automobile junkyard and ball fields, may be developed under R-1 cluster zoning to provide extensive buffering from the existing commercial uses located at the intersection of Old Dominion Drive and Spring Hill Road as well as from the existing single family residential to the west.

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

F. Policies for industrial/office and retail commercial uses in the Route 7 corridor are contained in the McLean Planning District introduction, above.

G. Land along the north side of Route 7 should maintain the present 1 unit per acre density but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.

Public Facilities

A. Consider limited development of Greenway Heights Park and McLean Hamlet Park.

B. Provide recreation center/pool complex in Spring Hill Park.

Environment

A. Protect the Bull Neck Run, Rocky Run and Difficult Run stream valleys as part of the proposed environmental quality corridor system partly by low-density zoning and development and conservation easements without public access, and partly through dedication in areas of new development where the stream valley is on the Comprehensive Plan for acquisition as a public park.

B. Protect the wildlife habitat in the Bull Neck Run area from the harmful effects of urbanization.

C. Acquire remaining segments of Scott Run for incorporation into the trails system.

D. Maintain as much natural ground cover as possible in the Rocky Run area to protect wildlife and prevent erosion.

E. Protect Spring Hill Road and Swinks Mill Road as scenic routes between Old Dominion Drive and Georgetown Pike. The best way to remove through-traffic from these facilities is to implement major improvements to Route 7 and to improve circulation at Tysons Corner.

F. Include Georgetown Pike and abutting properties as part of the environmental quality corridor network. To protect the aesthetic character of this Virginia byway, Fairfax County should secure a scenic easement on the land abutting the pike running in a band on both sides for a depth of 100 to 150 feet.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

M7 WOLF TRAP COMMUNITY PLANNING SECTOR

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

Land Use

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

There are presently no commercial or industrial facilities in the Wolf Trap Sector. There are numerous parcels zoned for, and remaining in, agricultural uses.

A rather large expanse of undeveloped land remains in the southwest corner of the sector between Beulah Road and Difficult Run. It is currently zoned 1-acre residential.

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

Transportation

Leesburg Pike provides the primary access for residents of the Wolf Trap Sector. Beulah and Trap Roads provide secondary routes across the Dulles Access Road to the south. Continuing population growth in the sector and areas to the north and west will increase-use of Leesburg Pike which already suffers from severe congestion in Tysons Corner. Residents have benefitted from the extension of I-66. They will also benefit from extension of DAAR inside the Beltway and particularly from the construction of parallel lanes along the DAAR.

In the long run, establishment of commuter bus service or extension of Metro-rail to the vicinity of the Route 7/DAAR intersection or Wolf Trap Farm Park, where parking facilities already exist, offers potential for reducing congestion.

Commuting problems are the result of congestion further east since both Leesburg Pike and Beulah Road have adequate capacity within the sector for stable traffic flow at peak hour.

The McLean trails plan in the sector includes a Fairfax County Park Authority trail connecting the Bull Neck Run trail with the Difficult Run trail along a route passing through Wolf Trap Park and paralleling the Dulles Airport Access Road west of the park to Difficult Run. The Fairfax County Park Authority has recommended trails along Beulah Road and Leesburg Pike.

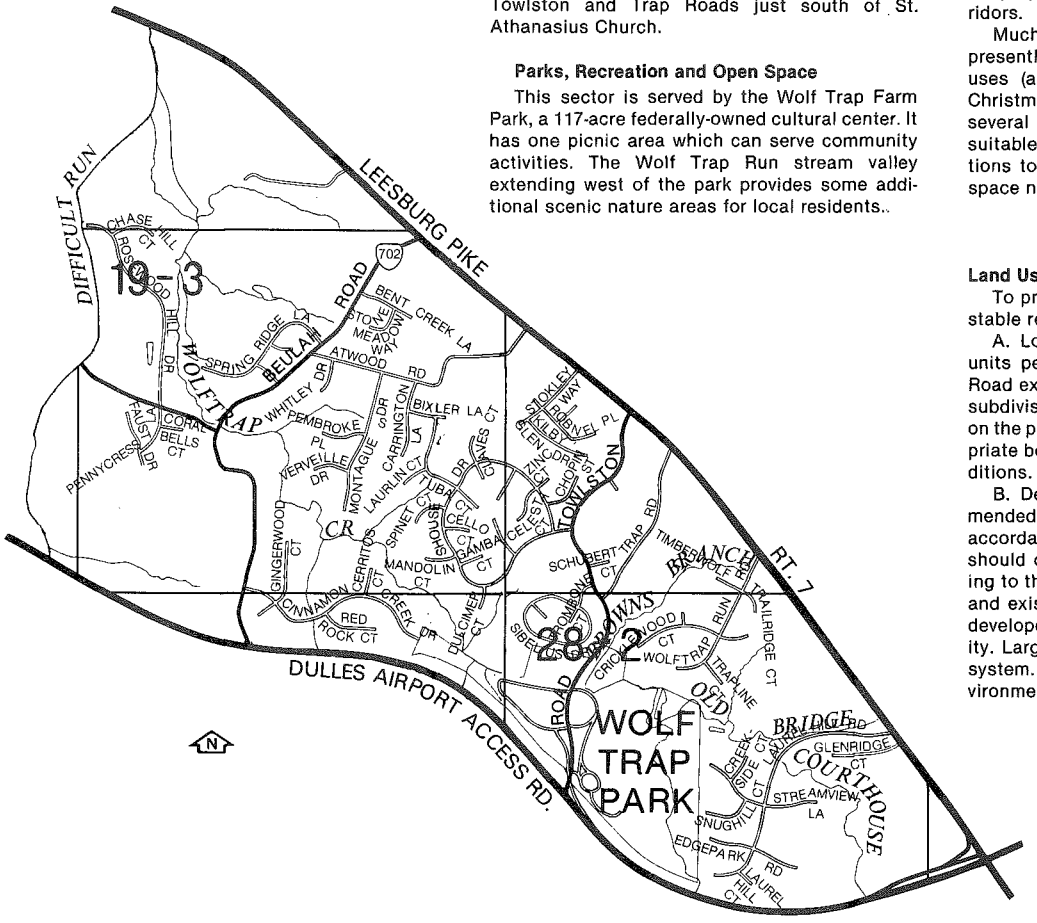
Public Facilities

Schools

The school administration owns one 12.6-acre school site for future use if required. This is Andrew Chapel elementary school site between Towlston and Trap Roads just south of St. Athanasius Church.

Parks, Recreation and Open Space

This sector is served by the Wolf Trap Farm Park, a 117-acre federally-owned cultural center. It has one picnic area which can serve community activities. The Wolf Trap Run stream valley extending west of the park provides some additional scenic nature areas for local residents..



However, the absence of any active recreational sites will become more important if the large amount of expected population growth occurs. The relatively long distances to school sites with facilities effectively deny their use by sector inhabitants.

Shopping

There are currently no commercial facilities in the Wolf Trap Sector.

Housing

Housing in the Wolf Trap Sector is predominantly new single-family detached in the mid to high cost range and located on half-acre lots. Older homes are those associated with earlier or continuing agricultural uses.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Wolf Trap Sector lies within the Difficult Run watershed and is drained by Wolf Trap Creek and its main tributary, Old Courthouse Spring Branch. A combination of highly erodible soils throughout most of the sector, substantial floodplains, and steep slopes along the streams makes watershed protection a basic concern.

Wolf Trap Creek and Difficult Run are part of the proposed system of environmental quality corridors.

Much of the open space in the sector is presently zoned for and devoted to agricultural uses (a vegetable farm, fruit orchards, and a Christmas tree farm); these farms, along with several historic buildings in the sector which are suitable for preservation, would be valuable additions to the environmental quality corridor open space network.

RECOMMENDATIONS

Land Use

To provide compatible development within the stable residential portion of the sector:

A. Low density residential development at 1-2 units per acre is recommended east of Beulah Road except for a small area west of Beau Ridge subdivision and north of Wolf Trap Run as shown on the plan map where .2-.5 units per acre is appropriate because of floodplain and steep slope conditions.

B. Development west of Beulah Road is recommended for .2-.5, .5-1 and 1-2 units an acre in accordance with the Area II Plan map. Developers should design with varying lot sizes corresponding to the planned land use densities on the map and existing development even if the area to be developed covers more than one residential density. Larger lots may include portions of the EQC system. Further policy guidance is found in the environmental recommendations.

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

D. To maintain the present scenic attractiveness of Route 7 in this area, site plans for all developments should be encouraged to continue to feature greater than normal setbacks from the highway and natural buffering as many recent developments have done. To implement this policy proposal, a zoning ordinance amendment should be considered.

E. Policies for industrial/office and retail commercial uses in the Route 7 corridor are contained in the McLean Planning District introduction, above.

Public Facilities

A. Acquire and develop the Andrew Chapel elementary school site if it is declared surplus, or acquire an alternate site for a community park capable of supporting active facilities.

Environment

A. Preserve the Difficult Run, Old Courthouse Spring Branch and Wolf Trap Creek stream valleys from the adverse effects of development by prohibiting development in the floodplains and requiring strict adherence to County erosion and vegetation policies. These stream valleys form part of the environmental quality corridor open space system and should be protected through a variety of measures such as zoning, scenic easements without public access, or park acquisition so that environmental amenities are not lost.

B. The environmental quality corridor (EQC) designation includes the 100-year floodplain, adjacent steep slopes, major streams and swales, existing parkland and the stormwater runoff filter strip. It is intended as a limit of clearing.

C. All major subdivision roads should be oriented to the uplands and ridge lines. Small subdivision streets or access roads should not cross streams or major swales as this interrupts and disregards the EQC network, promotes nonpoint source pollution loadings and excessive cut and fill.

D. Lot consolidation may be appropriate in some areas prior to development. This will facilitate the achievement of the overall plan design recommendation.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

VIENNA PLANNING DISTRICT

The Vienna Planning District is located in the central northeast portion of the County. It is bounded on the northeast by Route 7, on the east by I-495, on the south by Route 50, Prosperity Avenue and Route 29, on the west by Blake Lane, Route 123, Hunter Mill Road and Difficult Run, and on the north by the Dulles Airport Access Road.

Population growth in the Vienna Planning District has been rapid—in 1960 there were 11,440 persons in the town and 12,653 persons in the unincorporated portion. As of January 1983, the town had an estimated population of 14,942, while the rest of the district had grown to 33,333 persons. By buildout the population will be 12,502 in the town and 41,092 in the County portion.

As of January 1983 the residential density in the Vienna Planning District (including the town) is 1.6 units or 4.5 persons per acre. The addition of committed and anticipated residential development would increase this density to 2.1 units and 4.8 persons per acre.

Some of the Vienna Planning District's demographic characteristics include the following:

- higher median income than the County average; and
- higher educational levels than the County average.

Planning History

The 1958 comprehensive plan indicated the area now designated as the Vienna Planning District to be planned for single-family residential use except for supporting public facilities, neighborhood shopping and the Tysons Corner complex. A Tysons Corner plan was adopted in February 1963 and amended in May 1965 to add detailed land use planning for acreage along the southwest side of Route 7 between 123 and the Dulles Airport Access Road.

The *Upper Accotink Watershed Study*, adopted in two parts in July 1963 and November 1965, proposed high-density residential uses at the Nutley Street/I-66 interchange, advocation of the I-66 median strip for a rail rapid transit route and possible transit station locations. Of particular interest was the County's determination to maintain the identities of the Town of Vienna and Fairfax City through the promotion of low-density land use between the two established clusters.

The *Difficult Run Watershed Plan*, which was adopted January 4, 1967, clearly embodied the principles of the suburban cluster development concept.

The *Vienna Planning District Comprehensive Plan* was prepared in 1966, presented to the Board of Supervisors in February 1967, and adopted October 2, 1967. It incorporated substantial input from the Upper Accotink and Difficult Run plans. The plan has been modified by amendment three times. The Oakton community amendment provided for a community center with well-designed commercial, public/semipublic and residential uses. The *Tysons Corner Circulation Plan*, adopted October 2, 1973, provided a revised road pattern to alleviate congestion. The January 28, 1974, amendment placed the Vienna Metro line and two of its stations on the plan. Three additional studies have been completed since the Vienna plan was adopted in 1967. The Merrifield and Wolf Trap-Amanda neighborhood analyses were prepared in 1969 and 1972 respectively as part of the County's workable program. These analyses examined the nature, extent and causes of blight in the study areas. A study of possible secondary access routes from Technology Park to Cedar Lane and Route 7 was prepared in the fall of 1973 but was withdrawn from Board consideration.

The objectives of the 1967 Vienna plan were:

- the provision of the widest possible range of housing types;
- the efficient use of transportation channels, including rail rapid transit;
- a wide range of choice for employment center location;
- the establishment of well-balanced communities, supported by adequate community services and facilities;
- the provision of adequate areas for active recreation, and the preservation of other desirable open space for both passive recreation and resource conservation; and
- the design of a flexible plan, subject to beneficial changes warranted by future technological advances and the receipt of new information.

The Vienna plan was a traditional land use plan also showing major transportation elements and proposed generalized public facility locations. It had a policy of noncontainment requiring that the plan suitably accommodate a population of approximately 52,000 in the horizon year. The land use pattern was a synthesis of the concentric zones of decreasing density and suburban cluster concept—that is, the concentric zones of decreasing density would center on the suburban cluster of Vienna rather than the District of Columbia. The Vienna plan had no implementation features except zoning.

Land Use

The Vienna Planning District surrounds the Town of Vienna which has roughly one-quarter of the acreage of the planning district. The Vienna Planning District draws its character from the town with many residents identifying with Vienna as their community center for activities and in spirit.

Approximately 80 percent of the land in the Vienna Planning District (outside the town) has already been developed. The district (including the town) is predominantly stable residential with single-family residences constituting 66 percent of its housing units on 67 percent of the developed land.

A mix of higher density residential uses is concentrated along the Lee Highway and Arlington Boulevard corridors. Medium-density townhouse developments are scattered in areas south of Route 123 with some concentration in the area between Lee Highway and Arlington Boulevard. Existing medium and higher density residential uses account for about 3271 units on 144 acres. Outside of the town, the Vienna Planning District contains two industrial parks, (Merrilee and Lee-Hi) located on Lee Highway near the Dunn Loring Metro Station site and comprising about 240 acres of the land in use. The town has a 75-acre industrial park bordering the County. Several neighborhood shopping centers and one community shopping center combined with scattered strip-commercial uses total around 165 acres. Much of the district is served by the large amount of commercial retail uses in the Town of Vienna along Maple Avenue. Total commercial retail and office use acreage in the district is approximately

EXISTING PUBLIC FACILITIES
June 1983

Sector	Schools			Parks, Recreation and Open Space	Other Public Facilities
	Elementary	Intermediate	High School		
V1	Fairhill			East Blake Lane, Hideaway Towers, Villa Lee	Dunn Loring and Vienna Metro Stations, Merrifield Fire Station
V2	Stenwood	Thoreau		Dunn Loring, Tysons Woods, W&OD Railroad Regional Park	W&OD Railroad Regional Park, Dunn Loring School
V3	Freedon Hill, Westbriar, Wolftrap	Kilmer		Freedom Hill, Ragland Road, Waverly, Wolf Trail, Foxstone, Eudora, Wolftrap Stream Valley, W&OD Railroad Regional Park	Dunn Loring Fire Station
V4	Flint Hill		Madison	Ashlawn, Peterson Lane, Kemper, Clarks Crossing, Tamarack, Difficult Run Stream Valley, W&OD Regional Park	Elementary School Site
V5	Marshall Road		Oakton	Nottoway	Intermediate School Site
V6	Louise Archer Cunningham Park Vienna			Cunningham, Peterson Lane, W&OD Railroad Regional Park	Cedar Lane School, Vienna Fire Station, Patrick Henry Library, Vienna Town Government

485 acres, compared to a total of 109 acres in the Town of Vienna.

The Vienna Planning District currently contains approximately 1673 acres of unimproved land.

Transportation

The Vienna Planning District is crossed by several major highways: I-66, Lee Highway (Route 29), Arlington Boulevard (Route 50), Leesburg Pike (Route 7); and two major circumferential highways, the Capital Beltway (I-495) and Route 123. Strip-commercial development in the Town of Vienna along Route 123 has caused some traffic congestion problems there. Bottleneck congestion occurs at the Route 123/Route 7 intersection in the Tysons Corner area. Except for these problems, the major highways provide relatively good service within this district despite the heavy commuter through-traffic during peak hours.

Two Metro rapid rail stations are planned in this district as part of the WMATA adopted regional system. The Dunn Loring Metro Station site is located in the I-66 right-of-way near the intersection of Gallows Road/I-66 and the Vienna Metro Station site is located in the I-66 right-of-way near the intersection of Nutley Street/I-66.

Except on the two interstate routes (I-66 and I-495), local and regional bus service is available on all major highways in the district. Transportation planning must produce both short-range and long-range programs for increasing capability to handle traffic between the planning district and the metropolitan core.

The proposed bypass north of the Town of Vienna which was part of the 1967 Vienna Planning District plan has been removed. The Board of Supervisors is opposed to the use of either Abbotsford Drive or Clarks Crossing Road for such a purpose since a bypass road in either location would disrupt established stable neighborhoods.

A comprehensive trails-bikeway plan is now under development which will tie in with the Town of Vienna adopted plan.

Public Facilities

The following table indicates the existing public facilities located within the Planning District:

(Insert Vienna Planning District Existing Public Facilities table here from Comp Plan BB document 338)

Environment

The Vienna Planning District is located primarily in the headwaters and upper tributary regions of Difficult Run and Accotink Creek watersheds; thus, any development ultimately affects the water quality and fish/wildlife resources of the Potomac River and estuary. This factor plus the widespread occurrence of highly erodible soils, especially in Sectors V3 and V4, makes stream valley protection an essential planning consideration. Septic tank limitations and extensive floodplains along Bear, Long and Hunters branches of Accotink Creek and Piney Branch, Wolf Trap Creek and Old Courthouse Spring Branch of Difficult Run are other environmental factors which should affect type and intensity of development.

These branches of Difficult Run and Accotink Creek are part of the environmental quality corridor open space network. The floodplains, parklands, steep slops, and dense vegetation associated with each of these branches merit protection and have recreational and educational potential. Wherever the demand exists, and wherever the ecological carrying capacity permits, a lineal recreation system should be planned within these EQCs. The EQCs should be used to structure the shape of future urbanization.

Air pollution is a concern throughout much of the district, particularly along major arterial roads in the Dunn Loring area of Cedar Sector and most of Lee Sector. Noise pollution also occurs along major transportation corridors.

History and Archaeology

There are a number of known and potential heritage resources in the Vienna Planning District. Potentially important prehistoric archaeological sites are know to exist in the Long, Bear, Hunters, and Piney Branch floodplains, and similar sites may be located in the Difficult Run and Would Trap Creek watersheds. Historic resources have been identified in the Town of Vienna as well as throughout the District. Additional resources may yet exist in undeveloped areas and within developed sections of the District. Particularly important would be resources associated with the history of the Town of Vienna. Some of the known historic resources include:

Ash Grove. This is one of only two Fairfax Family houses still standing in Fairfax County. Built about 1790, the house is "T" shaped and covered with white clapboard. The outbuildings include an exterior brick kitchen and a clapboard smokehouse.

Moorefield. This house of Jeremiah Moore, an influential early Baptist leader in Fairfax County, was built in 1790 as a frame and clapboard structure and is now covered with brick. Adjacent to land programmed for the Vienna Metro Station, this house was assured of preservation and use in its present location by a recent rezoning in the Town of Vienna.

Windover Heights. Built in 1869, this is Fairfax County's best example of the Italian villa style of building, very popular in this country after the Civil War. This site is located in the Town of Vienna.

Other historic sites which are included in a Fairfax County inventory of historic sites are mentioned in the community planning sector descriptions.

RECOMMENDATIONS

The primary planning guidelines for Vienna Planning District are:

A. The preservation of stable neighborhoods and the basic low-density character of the town and district.

B. The concentration of commercial and industrial activities in designated areas. New commercial development outside the complex areas should be limited to well-designed neighborhood shopping centers where there is a demonstrable need and where provision has been made for additional traffic to be generated.

C. The location of medium and higher density residential in areas with private access to planned Metro stations, existing bus service, and major thoroughfares.

D. The prevention of further strip-commercial expansion along roads in the district by concentrating commercial development in centers, providing sufficient commercial acreage to meet future population demands, and providing other economically viable alternatives. No additional strip-commercial zoning should be permitted on the roads in the district.

E. The top priority for road improvements and construction should be given to improving access to Metro stations.

F. The preservation of environmental quality corridors as recommended here and in the countywide section of the Plan.

G. The obtainment of access for express bus and/or commuter car pool use of the Dulles Airport Access Road.

H. The consideration of heritage resources in the earliest planning stages of development.

I. The investigation of open space and sensitive areas for heritage resources.

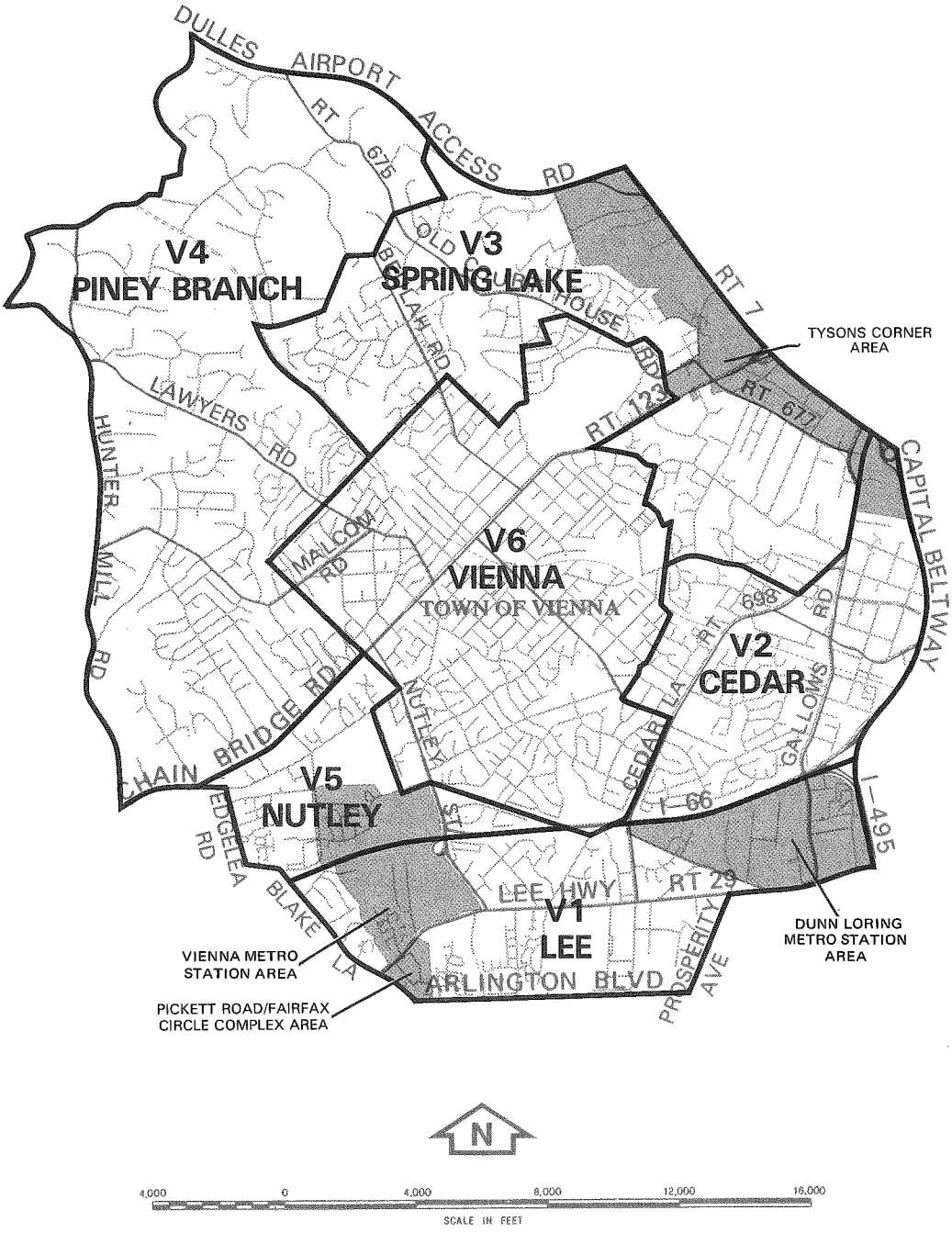
It should be noted that any recommendations for the stable portions of the community planning sectors are based on the assumption that the present WMATA adopted regional rail system will be completed.

PLANNED RESIDENTIAL INFILL—VIENNA PLANNING DISTRICT

Unit Type	Existing (1983) Number	Existing (1983) Percent	Estimated Additional Number	Estimated Additional Percent	At Buildout Number	At Buildout Percent
Single-family	11,663	66.3	3,886	58.9	15,549	64.3
Townhouse	3,059	17.4	1,237	18.8	4,296	17.7
Apartment	2,878	16.3	1,473	22.3	4,351	18.0
Total	15,600	100.0	6,596	100.0	24,196	100.0

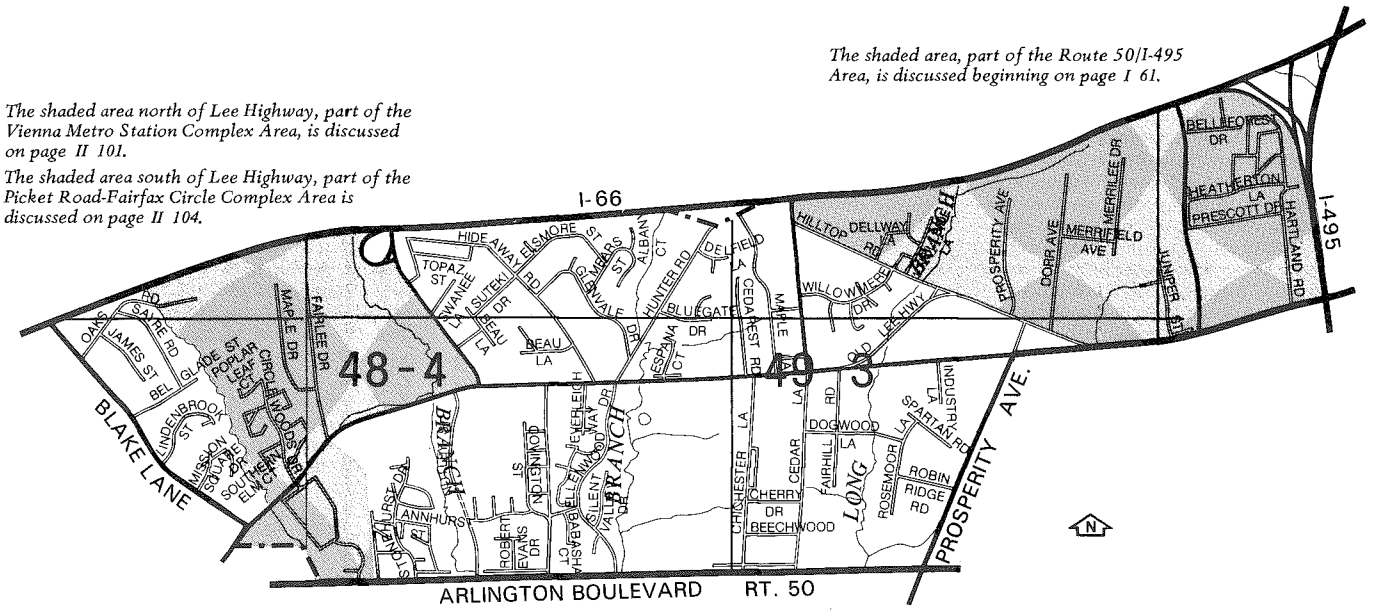
Source: Office of Research and Statistics, January 1983.

AREA II



VIENNA PLANNING DISTRICT

V1 LEE COMMUNITY PLANNING SECTOR



The shaded area north of Lee Highway, part of the Vienna Metro Station Complex Area, is discussed on page II 101.

The shaded area south of Lee Highway, part of the Picket Road-Fairfax Circle Complex Area is discussed on page II 104.

The shaded area, part of the Route 50/I-495 Area, is discussed beginning on page I 61.

This sector located south of the Town of Vienna is bounded by I-66 on the north, the Capital Beltway (I-495), Lee Highway (Route 29), and Prosperity Avenue on the east, Arlington Boulevard (Route 50) on the south, and Blake Lane, Lee Highway, and the City of Fairfax boundary on the west.

Portions of this sector at the east and west ends of the corridor between Lee Highway and I-66 lie within the Vienna and Dunn Loring Metro Complex Areas.

The land area between Arlington Boulevard and Lee Highway, west of the Stonehurst townhouse development and northeast of the Fairfax City line is part of the Pickett Road-Fairfax Circle Complex Area.

Land Use

The stable areas in Lee Sector are characterized by a variety of land uses including commercial, industrial park, high-rise and garden apartment, townhouse, and single-family residential uses. Single-family residential is the predominant land use.

Commercial uses are concentrated along Lee Highway in strip-type development. Pressures for further strip-commercial development exist along both Lee Highway and Arlington Boulevard, and may develop along future Metro access routes as Metro becomes operational.

The portion of Lee Sector between Lee Highway and Arlington Boulevard has experienced most of the higher density residential development and is likely to continue to develop in this manner. This area's proximity to three major radial transportation routes and two planned Metro stations marks it as a prime site for higher density residential and commercial uses. Safeguards must be established to protect the character of existing uses.

The largest amount of uncommitted vacant land in the stable area in Lee Sector lies within the corridor between Lee Highway and Arlington Boulevard, particularly in two large tracts—one east of Bear Branch stream valley and one north of the Providence Hall apartments.

The Lee-Hi and Merrilee Industrial Parks are located north of Hilltop Road and are included in the Dunn Loring Metro Complex Area. Together, these industrial parks are one of the better developed and more attractive industrial use areas in Fairfax County. The industrial uses adjacent to these parks that result as infill occurs on vacant industrial zoned land should be buffered from surrounding residential areas. Presently, this industrial area is tightly defined by surrounding residential and commercial uses.

Several stable single-family residential developments border the Metro complex areas. These areas should be protected from encroachment by Metro-related noncompatible uses through the use of natural buffering and available site plan and design review control tools.

Continued stabilization of the Lee Sector can be achieved by:

- identification of commercial, office, and industrial activity boundaries. This should relieve pressures for strip-commercial expansion as well as protecting stable residential and industrial areas.
- residential infill compatible with present residential uses, including mixtures of housing types where appropriate.

Any consideration of this sector must include the possibility of a future cutback in the Metro adopted regional system because of financial problems. The alternative impacts of this action on the stable areas around Metro complex areas should be investigated and considered in recommendations for the Vienna Metro corridor.

Transportation

There are three major radials in this sector—Route 50, Route 29 and I-66. Other major access roads in this sector are Blake Lane, Nutley Street, Cedar Lane and Gallows Road. Cedar Lane and Gallows Road between Route 29 and Route 66 are subject to low speeds, unstable traffic flow and stoppages at peak hours.

Additional problems relating to future access to Metro stations are currently being studied. This situation will have very significant impact on all roadways in this sector in the future as Metro becomes operational.

One intersection in this sector represents the point of most congestion because it brings together two roads with high traffic volumes—Route 29 and Gallows Road. Possible other future problem intersections that may impede traffic flow are Blake Lane/Route 29, Nutley Street/Route 29 and Prosperity Avenue/Route 29.

Three possible new roads are foreseen in this sector: an extension of Prosperity Avenue north of Route 29 to improve Metro access; a Nutley Street extension between Route 50 and Route 29; and a Blake Lane extension between Routes 50 and 29.

The two planned Metro stations in this sector are to be located in the median of I-66 at the Gallows Road intersection (Dunn Loring Station) and the Nutley Street intersection (Vienna Station.) The Vienna Metro Station will be the terminal station on that line under the adopted regional system.

No significant bikeways exist in this sector.

Public Facilities

Schools

Fairhill Elementary School is located within the sector.

Parks, Recreation and Open Space

The East Blake Lane, Hideaway, Towers, and Villa Lee Parks are located within the sector.

Other Public Facilities

Merrifield Fire Station is located within the sector.

Shopping

Convenience shopping facilities for Lee Sector are available in the Fairfax Circle Area, Yorktowne Shopping Center, Pickett Shopping Center and in five shopping centers in the Town of Vienna. Regional shopping facilities are readily accessible in the Tysons Corner and Seven Corners Shopping Centers. Shopping facilities serving this sector are adequate to meet present population needs.

Housing

Approximately 40 percent of the existing housing units in Lee Sector are high-rise or garden rental apartments. Another 36 percent of the residential units in this sector are townhouses. The remainder of the housing in this sector are single-family units.

The majority of the housing units in this sector are relatively new and almost all units are in good structural condition.

The prices of housing in Lee Sector range from slightly below to slightly above the County's median cost but there is very little low- or moderate-cost housing available. Rental units in this area are middle-range cost, but again provide no low-income housing opportunities. These rental units meet a growing demand in Fairfax County where construction of new rental units has decreased drastically and conversion of existing rental units to condominium ownership has increased substantially. Future residential developments in this area must be encouraged to provide low- and moderate-cost housing. This is appropriate in Lee Sector with its proximity to an employment center, two planned Metro stations, three major roadways and good public bus service.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Lee Sector is located in the headwater regions of the Accotink Creek watershed and is within the Lower Potomac Pollution Control Plant service area. This sector is crossed from north to south by three upper tributaries of Accotink Creek—Hunters Branch, Bear Branch and Long Branch—all of which have broad floodplains suitable for open space or recreational use. As such, all three have been designated as part of an environmental quality corridor system which also includes the two neighborhood parks and an area of dense vegetation in this sector. Portions of the sector between Lee Highway and Route 50 have high erosion-prone soils.

All of this sector is in an air quality impact area. This means it is in a zone of measured high air pollution levels resulting from a combination of one or more pollution factors, e.g., vehicular traffic congestion or industrial pollution sources.

RECOMMENDATIONS

Land Use

The demarcation line separating planned commercial, industrial and higher density residential development has long been established in adopted County plans as Prosperity Avenue between Routes 29 and 50. This affirms the continuation of the demarcation line at Prosperity Avenue on the east and Fairfax Circle east as far as Bear Branch on the west with low-density residential in the intervening area separating two intensively planned and developing cluster areas centered on Fairfax Circle and at the Yorktowne intersection of Gallows Road and Route 50. Therefore:

A. In the area between Routes 50 and 29 all additional commercial retail, office and industrial uses on land not already zoned for these uses should be confined to the area east of Prosperity Avenue and the area in the vicinity of Fairfax Circle. Conversion of industrially-zoned land to commercial retail zones should not be permitted except for the expansion of existing automobile dealerships.

B. The tract fronting Lee Highway bounded by Stonehurst townhouses, Providence Hall apartments and Hampton Court townhouses has been designed by court order for a commercial shopping center use. This is not consistent with good land use planning. Any portion of this tract not built in accordance with the existing commercial zone is recommended for development in the 8-12 units per acre range. Any development should respect the adjacent cemetery and floodplain and should be designed for minimal adverse impact on the Lee Highway/Nutley Street intersection.

C. In the area between Bear Branch, Prosperity Avenue, Route 50 and Lee Highway, except for land already zoned for industrial and commercial use, development should be in the 2-3 units per acre density range except along the west side of Prosperity Avenue. Higher density residential development and commercial or industrial uses other than those now zoned and planned shall not be permitted in this area. Care has been and will continue to be taken to insure that commercial and industrial development west of Prosperity Avenue is so buffered, set back, landscaped and facaded so as to make it a compatible transitional neighbor to the low-density residential planned for the west side of Prosperity Avenue.

To provide a transitional use between the homes to the south, southeast and west and the industrial uses to the north and northeast, low-rise offices are an appropriate option to residential use at 2-3 dwelling units per acre for the area immediately southwest of the industrially planned land south of Route 29 and west of Prosperity Avenue (parcel 51 and the western portion of parcel 50). However, the following conditions need to be satisfied:

1. the provision of a substantial and effective landscaped buffer between the offices and any planned and existing residential uses to reduce adverse visual impact. Existing trees should be preserved where possible and supplemented, if necessary, by new plantings;
2. the limitation in the height of offices to a maximum of three stories from any elevation;
3. the provision of signs and lighting features whose character, size, and location shall be compatible with and result in no adverse visual impact upon adjacent existing and planned residential units;
4. the design of the low-rise offices should be compatible with the residential character of the adjacent planned and existing residential communities through the architectural treatment of the buildings in terms of scale, detail of building components and materials. Exterior landscape elements adjacent to any residential development should be well-designed and in harmony with the nearby residential development.

To provide a transitional use between the homes to the south and west and the industrial uses to the north, low-rise townhouse offices are appropriate for the area immediately south of the industrially planned land south of Route 29 and west of Prosperity Avenue (lot 39 and southern portion of lot 50). However, the following conditions need to be satisfied:

1. the provision of a substantial landscaped open space buffer between the townhouse offices and any existing and planned residential uses to reduce any adverse visual impact. Existing trees should be preserved where possible and supplemented, if necessary, by new plantings.
2. the limitation in the height of townhouse office units to a maximum of three stories;
3. the provision of signs and lighting features whose character, size, and location shall be compatible with and result in no adverse visual impact upon adjacent existing and planned residential units. Signs and lighting features should, wherever possible, be located on the part of the property near the industrial uses and not in close proximity to the residential units.
4. the provision of an access road into the property which should be from Prosperity Avenue, and, together with any parking, should be located on the northeast portion of the property near the industrial uses to reduce the effect of vehicular noise and light glare upon nearby residential units; and
5. the design of the facade of the townhouse office units facing any existing or planned residential development should be compatible with the residential units. The facades should be architecturally treated in terms of scale, detail of building components and materials. Exterior landscape elements adjacent to these facades should be well-designed and in harmony with the residential development to the south and west.

Highway, especially major highways, have long been recognized by planners, developers and citizens as appropriate demarcation lines between low-density, single-family detached residential development and more intensive, industrial, commercial and high-density residential development. Prosperity Avenue, between Routes 29 and 50, widened to four lanes, serves and should continue to serve, as such a firmly established land use demarcation line.

D. Parcels along the west side of Prosperity Avenue where platting, topography, adjoining uses and street noise may make the development of single-family detached housing infeasible may be reconsidered for residential development at 3-4 units per acre provided such development is clustered away from the street, does not exceed two stories in height and is well-buffered from the area planned or developed at 1-2 and 2-3 units per acre. Such structures will be sited and designed so as to serve as an effective and aesthetically pleasing transitional use.

E. The Fairfax County Park Authority should acquire the tract located on Arlington Boulevard between Stonehurst and Boulevard Estates, through dedication, for use as local-serving parkland at the time of development of the community shopping center in the sector. Because of a large amount of stream valley, this tract is virtually undevelopable except as parkland or open space uses.

F. On the north side of Lee Highway industrial infill should be permitted as far west as Long Branch. Low-rise offices are recommended as a transitional use along the north side of Old Lee Highway and Lee Highway to a point approximately 180 feet east of Cedar Lane. No other commercial or industrial uses should be permitted along the north side of Lee Highway in the stable portion of this sector. Emphasis should be placed on aggregation of small lots and green screen buffering of nonresidential development from surrounding residential uses.

G. The four parcels located at the northeast corner of Hilltop Road and Cedar Lane are planned for residential use at 4-5 du/ac. If the following conditions are met the upper end of the planned density would be appropriate:

- Protection of the stable, low-density single-family homes planned at 1-2 du/ac to the south and west by the use of a landscaped buffer along Hilltop Road and compatible architectural scale and style.
- Consolidation of all four parcels preferably as a planned unit development, with single access to Hilltop Road.
- Development that is integrated and compatible with the Dunn Loring Village development.

H. The one-acre parcel located at the northeast quadrant of the intersection of Lee Highway and Cedar Lane is appropriate for a transitional office-conversion use. The parcel would be appropriate for redevelopment for townhouse office use under the following conditions:

1. Combined access will be limited to Lee Highway with no access on Cedar Lane. The access will be shared by the adjacent commercial office parcels to the east.
2. Substantial landscape buffers will be provided to serve as a clear line of demarcation between any commercial development that

may be constructed on the property and the existing and planned residential uses located to the north and west.

3. Design will be of high quality and residential in character, both in terms of scale, bulk, material, and component detail.

4. The structure will not exceed three stories in height and will be limited to point two five (.25) floor area ratio.

5. No retail use of the site will be permitted.

I. Vacant land and land subject to redevelopment fronting the north side of Lee Highway between Old Lee Highway and Hunter Road should develop in residential uses at a density range not to exceed 4-5 units per acre. Townhouse uses at this density should not be permitted unless enough parcels can be assembled to ensure developments large enough to provide amenities needed (5 acres and above). Townhouse uses should be buffered from adjacent commercial and single-family residential uses. Where land assembly for townhouse use is not feasible, development of single-family detached housing using reverse frontage or local residential street orientation would be appropriate.

Vacant land and land subject to redevelopment fronting along the north side of Route 29 between Nutley Street and Hunter Road should develop in coordinated residential uses at a density of 4-5 units per acre. Consolidation of parcels to a four-acre minimum is encouraged, with a substantial, landscaped open space buffer provided to complement existing topography and vegetation along that portion of the land adjacent to Route 29. Such a buffer shall eliminate any potential for adverse visual impact from Route 29 or nearby commercial activity. Residential units shall be sited in such a manner as to minimize any highway noise impact, with vehicular access from residential development coordinated with currently planned intersections along Route 29.

In view of the impact of highway noise from nearby Route 29, new development must provide adequate noise attenuation measures including acoustical treatment of all units in order to reduce the interior and exterior noise levels to County accepted levels or standards.

J. Residential infill in the portion of the sector east of Nutley Street and north of frontage property on Lee Highway should be limited to residential uses at a density of 1-2 units per acre.

K. Land northwest of the Lee Highway frontage on the northeast side of Blake Lane southeast of the Floyd development is recommended for residential use at 5-8 units per acre.

L. A highway corridor overlay district should be applied to Route 29 (Lee Highway) in this sector.

M. In view of the size, configuration and location of parcel 48-3 ((1)) 12, south of I-66, it is recommended for residential development at 2-3 units per acre as compatible infill to maintain the stability of surrounding low-density residential uses. In view of the impact of highway noise from nearby I-66, new development must provide adequate acoustical treatment of all units to reduce the maximum interior noise level of such units to County accepted levels.

Public Facilities

A. Acquire land for a community park in the area between Route 50 and Route 29.

B. Develop Towers and Blake Lane Parks to serve the active recreation needs of the community.

Environment

A. Prohibit development in the floodplains along the three stream branches of Accotink Creek. Citizens have expressed a special interest in protecting the environmental resources along Hunters Branch as it runs through areas of potential high-intensity development in the stable and complex areas of this sector.

B. Protect highly erodible soils during and after construction, including development prohibition on the most vulnerable soils and selective cutting when vegetation is removed. Restrict development on the steep slope areas where not suitable for certain land uses.

C. Restrict auto-oriented uses and industrial/commercial uses which contribute significantly to further air quality degradation in this area.

D. Protect the Accotink Creek Environmental Quality Corridors (Bear, Hunters and Long Branches) through acquisition or land use controls.

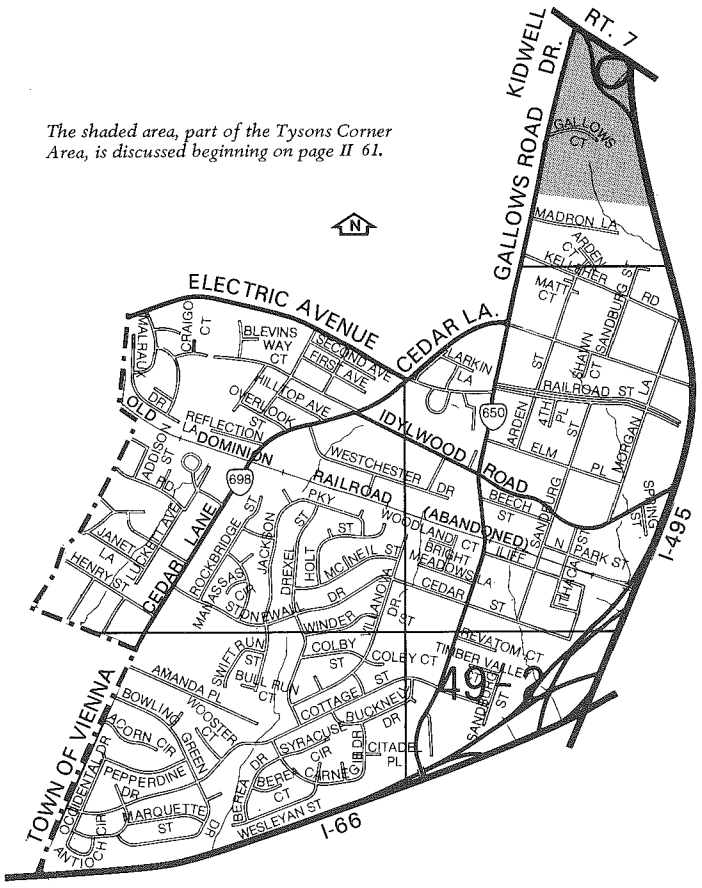
Transportation

A. The transportation recommendations for this area are in included in the Transportation section of the Plan.

V2 CEDAR COMMUNITY PLANNING SECTOR

This sector located east of the Town of Vienna is bounded by Electric Avenue, Cedar Lane, and Gallows Road on the north, the Capital Beltway (I-495) on the east, Interstate Route 66 on the south, and the Vienna Town Boundary on the west.

The northeast tip of this sector lies within the Tysons Corner Area.



The shaded area, part of the Tysons Corner Area, is discussed beginning on page II 61.

Land Use

A major portion of the Cedar Sector is developed in single-family residential uses interspersed with two small commercial areas and a small townhouse development.

A townhouse/neighborhood convenience retail commercial cluster is located in the Gallows Road/Electric Avenue/Cedar Lane triangle area with another small neighborhood convenience retail commercial area located adjacent to the Town of Vienna's Cedar Park Shopping Center on the corner of Park Street and Cedar Lane.

Strip commercial uses along Gallows Road must be prevented since they would be a safety hazard and would impede Metro traffic flow. Any need for additional neighborhood commercial facilities should be met by clustering these facilities in the Gallows Road/Electric Avenue/Cedar Lane triangle.

Most of the uncommitted vacant land in this sector exists in smaller parcels north of the W&OD Railroad Regional Park between Gallows Road and the Capital Beltway. This vacant land is intermixed with single-family residential uses which are developed in varying lot sizes.

Bordering development in the Town of Vienna is mostly single-family residential with the exception of Cedar Park Shopping Center and an adjacent garden apartment development on Cedar Lane.

Stable residential uses bordering the Tysons Corner Area may undergo redevelopment pressures as Tysons Corner develops. These stable developments should be protected through transitional land uses combined with use of buffering and other design tools.

Transportation

This sector contains one minor circumferential road (Gallows Road) and has one major circumferential route bordering it (the Capital Beltway). Gallows Road and the Beltway are subject to low speeds, unstable traffic flow and stoppages at peak hours. Widening of the Beltway to eight lanes and programmed widening of Gallows Road by VDH&T to four lanes should relieve this problem.

Idylwood Road, a connecting link between Gallows Road and Route 7, currently is providing a good level of service. Electric Avenue has recently been connected by the Town of Vienna in such a manner as to improve access to the Technology Park through residential areas of the County.

One intersection in this sector is a point of great congestion because it brings together two roads of high traffic volume—Gallows Road and Route 7. Implementation of the Tysons circulation plan should relieve congestion by rerouting traffic north of this area on a new facility to align with International Drive at Route 7. No other new road construction is foreseen in this sector. A potential congestion point and safety hazard exists at the Cedar Lane and Gallows Road intersection.

No significant bikeways exist in this sector; however, utilization of the W&OD Railroad Regional Park as part of a trails-bikeway system may be feasible.

Public Facilities

Schools

Stenwood Elementary and Thoreau Intermediate Schools are located within the sector. Dunn Loring School, within this sector, has been declared surplus by the School Board.

Parks, Recreation, and Open Space

The Dunn Loring and Tyson Woods parks are located within the sector. The sector also contains a portion of the Northern Virginia Regional Park Authority's W&OD Railroad Regional Park.

Shopping

Convenience shopping facilities for Cedar Sector are available in Cedar Park Shopping Center, Yorktowne Shopping Center, the Tysons/Route 123 area, and in four shopping centers on Maple Avenue in Vienna. Regional shopping facilities are readily accessible in the Tysons Corner and Seven Corners Shopping Centers.

Shopping facilities serving this sector are adequate to meet present population needs.

Housing

Housing units in Cedar Sector are almost exclusively single-family detached, relatively older in construction and in good structural condition.

Amanda Place is a cluster of homes in poorer structural condition with lower income residents who are unable to provide necessary improvements when needed.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Cedar Sector drains into the Accotink Creek, Cameron Run, Pimmit Run and Difficult Run watersheds and is crossed from north to south by Long Branch of Accotink Creek and Holmes Run; both originate in this sector and are intermittent streams with no broad floodplain. This sector is within the Lower Potomac Sewage Pollution Control Plant service area west of Gallows Road and within the Alexandria, Westgate and Blue Plains sewage treatment plant service areas in the rest of the sector.

The sector is crossed east to west by the W&OD Railroad Regional Park, which together with some adjacent vacant land, has been designated as part of an environmental quality corridor in the County.

The area in this sector just north of I-66 is within an air quality impact area.

RECOMMENDATIONS

Land Use

To achieve residential infill compatible with present residential uses and to protect stable developments from redevelopment pressures from the Tysons Corner Area:

A. Residential infill is appropriate in the section bounded by Cedar Lane, Gallows Road, Idylwood Road and Electric Avenue at a density range of 4-5 units an acre. This area should be buffered from existing single-family residential and commercial uses in the area.

B. Amanda Place is a potential redevelopment site in Cedar Sector. This area should be redeveloped without displacing existing residents. If an acceptable redevelopment plan for this study area is submitted to the County, the Amanda Place neighborhood should be allowed to develop and redevelop at a density range of 5-8 units per acre. However, straight residential infill on existing vacant lots should be limited to a density range of 3-4 units per acre.

C. The portion of the sector south of Railroad Street and east of Gallows Road should be limited to residential uses at a density range of 3-4 units per acre. Consideration may be given to development at a density in excess of 3 units per acre if the following conditions are satisfied:

1. the provision of a substantial landscaped permanent screen along the periphery of the acreage to ensure the elimination of any adverse visual impact upon nearby existing or planned residences from Gallows Road and the commercially-zoned parcel in the southeast quadrant of the junction of Gallows Road and Railroad Street if this parcel should develop as a commercial facility;
2. the appropriate consolidation of adjacent parcels to ensure coordinated development;
3. the provision of coordinated vehicular access so as not to exacerbate traffic flow along Gallows Road. Where possible access should be from secondary roads such as Railroad Street, Arden Street and Elm Place.

In view of the potential impact of highway noise from nearby Gallows Road, new development should provide adequate noise attenuation measures in order to reduce the interior and exterior noise levels in keeping with the adequate protection of public health and welfare.

D. In view of their proximity to Gallows Road and planned commercial activity, parcels 39-4((1))62-71, 73 and 74 and ((11)) 2, 3 and A located along the east side of Gallows Road, north of Railroad Street and south of the intersection of Gallows Road and Wolftrap Road are planned for residential development at 4-5 units per acre. Consideration may be given to development at a density in excess of 4 units per acre if the following conditions are satisfied:

1. the provision of a substantial landscaped open space buffer and permanent screen along the western and southern edge of the property where adjacent to Gallows Road and commercial uses, and along the northern and eastern periphery where adjacent to existing or planned low-density detached single-family residential use so as to ensure compatible development and eliminate any potentially adverse impacts;
2. the appropriate consolidation of adjacent parcels to ensure coordinated development, the preservation of environmental amenities such as mature hardwoods, and the siting of residential buildings towards the interior of the property to minimize any disruptive effect on adjacent existing and planned detached single-family homes;
3. the provision of coordinated vehicular access so as not to exacerbate traffic flow along Gallows Road. When possible, access to and egress from the property should be via Railroad Street and Arden Street.

In view of the potential impact of highway noise from nearby Gallows Road, new development should provide adequate noise attenuation measures possibly including such features as acoustic fencing where necessary, in order to reduce the interior and exterior noise levels in keeping with the adequate protection of public health and welfare.

E. A single-family detached residential density of 2-3 units per acre is recommended for the area bounded by Electric Avenue (Route 697) to the north, Williams Avenue (Route 896) to the east, Idylwood Road (Route 695) to the south and the Tysons Woods subdivision to the west. However, single-family detached residential uses at 3-4 units per acre might be considered in the event of the substantial land consolidation of small lots to a minimum consolidated size of 8 acres and incorporating a sound internal vehicular circulation system. A residential density in excess of 2-3 units per acre should only be permitted on those parcels which, if developed, would not be disruptive to the stable residential character of this area.

F. The area along the east side of Gallows Road, between the Courts of Tysons Townhouse development on the north and Oak Street on the south, is planned as shown on the Plan map. It is planned for appropriate residential use in order to provide balance to the highly commercial development of Tysons Corner and to provide a clear demarcation between the commercial use of parcels fronting on the west side of Gallows Road and the residential use of land which is the intended use on the eastern side of Gallows Road.

Any application for higher density development, under one of the options provided below, should comply with the following criteria:

- An acceptable, detailed transportation analysis performed in conjunction with a development proposal should demonstrate that any transportation improvement required by the development can be accomplished within the provisions of the transportation plan.
- The developer should agree to provide either the transportation improvements found to be needed as a result of the analysis or an acceptable solution as agreed upon by the Board of Supervisors at the time of zoning or special exception.
- Any historic landmarks, structures, and other major elements associated with the historic Dunn Loring community, and the character of the community, should be preserved and incorporated in the development scheme where appropriate.
- A landscape plan, including the limits of clearing should be submitted for the approval of the County Arborist showing maximum retention of existing stands of hardwoods and large individual specimens, both along the perimeter of the site and at the interior of the site.

Each of the two subareas listed below also has its own specific criteria which should be met.

- The area along the east side of Gallows Road between the Courts of Tysons townhouse development on the north and Tysons Grove subdivision on the south, (Tax map 39-2((1))35A,36,37,38; all of ((5)) and ((7))) may be considered for a density of 8-12 du/ac north of the currently existing Madron Lane and 5-8 du/ac south of this line. Development above the low end of the density range shall be permitted only with full consolidation; one access point on Gallows Road; orientation of units to achieve the minimization of building mass along the Tysons Grove subdivision; and the provision of a substantial landscaped buffer along this subdivision. Specifically, no buildings shall be located nearer than 35 feet from the Tysons Grove subdivision; there shall be no clearing within 15 feet of the subdivision; and existing vegetation shall be supplemented as necessary to provide the equivalent of the Zoning Ordinance transitional screening strip requirement. However, the mixture of vegetation types to be utilized in such screening shall be of sufficient size and height so as to effectively screen the buildings from the view of the residents of the adjacent single-family homes. Further, if this tract is consolidated with parcels 39 and 40, both of these areas must share one access point to Gallows Road.
- The two parcels (parcels 39 and 40) fronting on Gallows Road south of Madron Lane may be considered for a density of 3-4 du/ac. Development above the low end of this density range may be considered, but only in the event of consolidation and the provision of a substantial buffer along the eastern boundary. However, development for townhouses, at a density of 4-5 du/ac may be appropriate on this site only in the event that in addition, no direct access between the site and Gallows Road is provided."

G. The remainder of this sector including old subdivisions which predate zoning in the County (such as Grange Camp, Cedar Lane and Wedderburn Heights) should be limited to residential uses in the 2-3 unit per acre density range except in substantially developed subdivisions where the current zoning indicates other densities for compatible infill.

On the condition that planned densities of 2-3 dwelling units per acre be maintained and development be restricted to single-family detached residential units, higher density zoning categories may be considered if they would provide for more development flexibility for small sites.

To prevent strip commercial uses and to promote clustering of neighborhood commercial facilities:

H. Any additional neighborhood commercial uses in this sector should be confined to the triangle area bounded by Cedar Lane, Gallows Road and Electric Avenue. No additional strip commercial uses should be permitted in this sector.

I. No additional commercial expansion should be permitted in the Cedar Lane/Park Street area.

Public Facilities

A. Develop Tysons Woods Park and obtain access to the W&OD trail.

Environment

A. Continue plans for the acquisition and development of the W&OD abandoned right-of-way as part of the EQC network through the Northern Virginia Regional Park Authority. Consider acquisition of the privately-owned open space bordering both sides of the W&OD abandoned right-of-way as it extends east from Gallows Road, if acquisition is necessary to preserve existing park use of the land.

B. Protect highly erodible soils during and after construction.

C. Preserve citizen designated environmental resources.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

V3 SPRING LAKE COMMUNITY PLANNING SECTOR

This sector located north of the Town of Vienna is bounded by the Dulles Airport Access Road on the north, Leesburg Pike (Route 7), Gallows Road and Cedar Lane on the east, Electric Avenue and the Vienna Town Boundary on the south and the W&OD Railroad Regional Park, Clark's Crossing Road and Trap Road on the west.

A large portion of this sector along the Route 7 corridor lies within the Tysons Corner Area.

Land Use

Present development in the Spring Lake Sector stable area is almost entirely in single-family residential uses. There is one small commercially developed parcel and an office of the Virginia Division of Motor Vehicles on the south side of Old Court House Road.

The stable area between Old Court House Road and Wolftrap Road is experiencing heavy pressure for higher intensity uses and redevelopment of some existing single-family residential areas because of its proximity to the Tysons Corner Area. Pressure also exists for continuation of the strip commercial development along Route 123 toward the Town of Vienna. A substantial amount of this area is undeveloped. Many of the existing homes are over twenty years old and are situated on lots larger than one acre. Stabilization of this particular area will require that all commercial activity remain in the Tysons Corner area north of Old Court House Road and within the present commercial zoned land along the south side of Route 123. Transitional higher density residential uses along the complex area boundary and along Route 123 will relieve market pressures for continued expansion of commercial activity in these areas. Stable neighborhoods and transitional uses should be buffered from the Tysons Corner area.

The area between Wolftrap Road and Electric Avenue has a large amount of vacant land and is subject to much the same higher density and redevelopment pressures as the area immediately adjacent to Tysons Corner. Many of the homes are more than twenty years old. Some of the parcels in the Wolftrap neighborhood are landlocked with no access and platting of land is generally very irregular in the area. These conditions have led to a situation where no new construction has occurred and existing blight is increasing. Stabilization of this area will require a sociological, economic and physical design approach which can deal with existing problems of inadequate public facilities, circulation and access, poverty and deteriorating housing conditions.

The portion of the stable area west of Route 123 is primarily newer single-family residential subdivisions. A few medium-sized vacant parcels of land are clustered between Spring Lake and Ankerdale subdivisions with several bordering the Tysons Corner Area. Additional vacant land is scattered in single medium-sized tracts surrounded by single-family residential subdivisions. Stabilization can be achieved in this area through single-family residential infill and adequate buffering along the complex area boundary.

Bordering land uses in the Town of Vienna are primarily single-family residential with the exception of the Technology Industrial Park which is adjacent to a stable single-family residential subdivision on Electric Avenue and Woodford Road.

Transportation

The major radial route in this sector is Route 7 which is subject to low speeds, unstable traffic flow and stoppages at peak hours between Route 123 and the Beltway. A major point of congestion occurs at the Route 123/Route 7 interchange. The major circumferential route in this sector is Route 123. One of the major safety hazard areas in Vienna Planning District occurs between Old Court House Road and Route 7 on Route 123 because of strip commercial uses and inadequate ingress and egress from these uses.

A minor radial in this sector is Old Court House Road. Future land development around Tysons Corner will necessitate an improvement in the portion of Old Court House Road between Gallows Road and Route 123. The road is currently a safety hazard because of its narrow width and its use as a bypass to avoid Route 7 congestion. Future commercial uses along Old Court House Road and the implementation of the Tysons Circulation Plan will require widening of part of this section of Old Court House Road and improvement of the remaining section to reduce safety problems.

Wolftrap Road is currently not a through-road and is in poor condition along with other public facilities in the Wolftrap neighborhood area.

Other secondary roads in this sector have satisfactory levels of service at present. The need for improved Metro access from north of the Town of Vienna will impact this area considerable as Metro becomes operational.

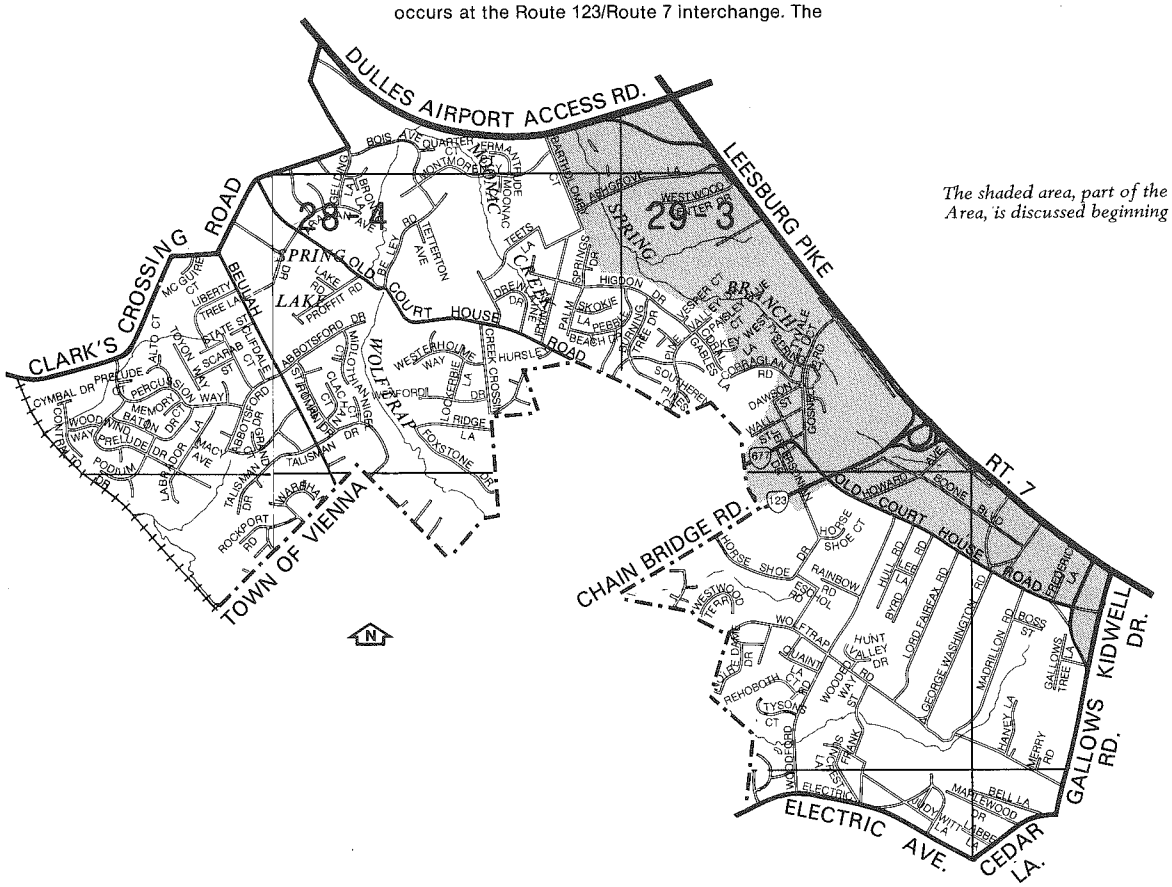
No new road construction is foreseen in this area.

No significant bikeways exist in this sector; however, utilization of the abandoned W&OD right-of-way as part of a trails/bikeway system may be feasible.

Public Facilities

Schools

The Freedom Hill, Westbriar and Wolftrap Elementary and Kilmer Intermediate school are located in the sector.



The shaded area, part of the Tysons Corner Area, is discussed beginning on page II 61.

Parks, Recreation and Open Space

Spring Lake Sector contains eight parks: Eudora Park, Foxstone Park, Freedom Hill Park, Raglan Road Park, Symphony Hills Park, Waverly Park, Wolf Trails Park, and Wolftrap Stream Valley Park.

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

Other Public Facilities

Dunn Loring Fire Station is located within the sector.

Shopping

Convenience shopping facilities for Spring Lake Sector are available in Tysons Plaza Shopping Center, the Tysons/Route 123 area and in four shopping centers on Maple Avenue in Vienna. Wolftrap Road residents currently have problems of access to these shopping facilities. Regional shopping facilities are readily accessible in the Tysons Corner Center.

Shopping facilities serving this sector are adequate to meet present needs.

Housing

The majority of housing units in the Spring Lake Sector stable area are single-family detached.

Most of the units north of Route 123 in this sector are relatively new, all are in good structural condition, and most are located on smaller lots (one-half acre or less). Housing south of Route 123 in this sector is relatively older in construction, ranges from poor to good structural condition and is located mostly on larger lots (one acre or more). Portions of this area would benefit from any neighborhood improvement program the County may undertake.

Housing costs have a broader range than in other sectors especially in the area south of Route 123. However, the lack of any low- and moderate-cost housing, except for some units in poor structural condition, should be alleviated by future residential construction.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Spring Lake Sector is located within the Difficult Run watershed and is in the Blue Plains Sewage Treatment Plant service area. This sector is crossed from east to west by three tributaries of Difficult Run-Old Courthouse Spring Branch, Wolftrap Creek and Piney Branch—all of which have upper-reach portions as well as broad floodplains suitable for open space or recreational use. Almost the entire area north of Route 123 in Spring Lake Sector has high erosion prone soils.

Wolftrap Creek and the Wolftrap Stream Valley Park are part of the Difficult Run Environmental Quality Corridor which runs from the northern boundary of this sector through the Town of Vienna and includes part of Wolftrap Creek east of the town boundary. This sector also contains Piney Branch of the Difficult Run Environmental Quality Corridor encompassing the W&OD Railroad Regional Park and Eudora Park, as well as the Old Courthouse Spring Branch of the Difficult Run EQC.

RECOMMENDATIONS

Land Use

The portion of this sector southeast of Route 123 is planned as a residential community, primarily of detached single-family homes. To protect its residential character no commercial or office uses will be permitted except those authorized by present zoning, and as indicated in Recommendations B, E1 and G. In general, it is the policy of the County to maintain Old Court House Road and the adjoining segment of Gallows Road as the line of demarcation between the Tysons Corner Area and this portion of the sector's residential community.

A. All of the land area south of Old Court House Road and west of the rear lot lines on the west side of Lord Fairfax Road between Wolftrap Road and Old Court House Road is recommended for single-family detached residential use at 2-3 units per acre except for subdivisions already developed at 3-4 units per acre, commercial retail and office zoned land near the intersection of Route 123 and Old Court House Road and a strip of land on the southwest side of Old Court House Road approximately 350 feet deep.

B. Parcels 39-1 ((1)) 57-63; ((10)) (1) 9-12, (3) 4, 5, 9, 10, (4) 8-10; ((9)) 1, 2, 30, 30A, 30B; and 39-2 ((11)) 31, 31A located along the south side of Old Court House Road west of George Washington Road are planned for residential development at 5-8 units per acre. In view of the potential impact of highway noise from nearby Old Court House Road, new development must provide adequate noise attenuation measures including acoustical treatment of all units in order to reduce the interior and exterior noise levels in keeping with the adequate protection of public health and welfare.

An option for townhouse office development may be considered on the subject property as a transition to nearby planned residential activity in the event that the following conditions are satisfied:

1. The appropriate consolidation of adjacent parcels to ensure the desirable, coordinated siting and clustering of buildings; coordinated vehicular access and internal circulation for the transitional low-rise office development so as not to exacerbate traffic flow on Old Court House Road.

2. The provision of a substantial landscaped open space buffer along the periphery of the property which would ensure the elimination of any adverse visual impact from commercial activity upon nearby existing or planned single-family residences to the south and residential uses planned at 8-12 units per acre to the east. Existing vegetation of mature trees shall be preserved in open space buffer areas.

3. Any office buildings and ancillary uses developed on the site should have a residential character, especially in terms of height (which should not exceed three stories), bulk, building component scale and the selection of building materials.

4. The provision of lighting and signs, whose size, character and location shall be compatible with, and result in no adverse visual impact upon, adjacent existing and planned residential units.

C. Land between Cedar Lane, Woodford Road, Wolftrap Road and Electric Avenue, except for the YWCA property is planned for single-family detached residential use at 2-3 dwelling units per acre. However, single-family detached residential uses at 3-4 units per acre could be considered for this area in the event of substantial land consolidation incorporating an improved internal circulation system. The YWCA property, because of its large size and unique locational characteristics could permit either small lot single-family detached development or low density townhouse development at a range of 2-3 dwelling units per acre to be developed preferably in a PDH mode. Achievement of the high end of the density range will require substantial conformance with the applicable County development criteria.

D. Between the planned realignment of Gallows Road and Kidwell Drive, south of the existing alignment of Old Court House Road, offices not to exceed five stories are recommended.

E. The area bounded by Old Court House Road, Gallows Road, Wolftrap Road and the rear lot lines of Lord Fairfax Road, except as set forth in Recommendation B, is recommended for a combination of uses which could include garden apartments, residential townhouses and single-family detached homes in the following general patterns:

1. The area east of Freedom Hill Elementary School and north of Kilmer Intermediate School is planned for townhouses at 8-12 units per acre, with the option of PDH-12 which could include some garden apartments. Under the PDH option, building heights shall be limited to those permitted for garden apartments and density should be graduated downward from the Gallows Road and Old Court House Road frontage. Consideration may be given to development at a density in excess of 8 units per acre if the following conditions are met:

- the provision of a substantial landscaped open space buffer and permanent screen between the area planned for 8-12 units per acre and the existing and planned lower density residential areas located to the south and west so as to eliminate any adverse impacts;
- sufficient consolidation of parcels to ensure the appropriate siting of residential units, coordinated vehicular access, and internal circulation;
- the retention of mature hardwoods and evergreens and minimal disruption of existing topography.

In view of the potential impact of highway noise from nearby Old Court House Road, new development must provide adequate noise attenuation measures including acoustical treatment of all units in order to reduce the interior and exterior noise levels in keeping with the adequate protection of public health and welfare.

In order to act as a reasonable transitional use in proximity to the Virginia Department of Motor Vehicles facility located on parcels 79, 80 and 81 and in view of the current commercial zoning of parcels 57A and 58A an option for townhouse office development may be considered for: 1) Tax Map 39-2 ((11)) parcels 55A, 55B, 56A, 56B, 57A, 58A and 59 in the southwestern quadrant of realigned Gallows Road and Madrillon Road; and 2) Tax Map 39-2 ((12)) parcels 82, 83 and Tax Map 39-2 ((1)) parcel 18, subject to the following conditions:

- the consolidation of parcels 82, 83 and 18 and parcels 55A, 55B, 56A and 56B to ensure the desirable siting of buildings; coordinated vehicular access and internal circulation to ensure a minimum number of vehicular access points onto realigned Gallows Road;
- the provision of a substantial landscaped open space buffer and permanent screen along Old Courthouse Road (including substantial parking lot landscaping) and

along the periphery of the acreage to ensure the limitation of any adverse visual impact;

- the limitation in the height of the townhouse office units to a maximum of three stories from all elevations;
- the provision of an architectural character and siting which is residential in terms of bulk, scale, height and material;
- the provision of lighting and signs whose size, character and location shall be compatible with, and have no adverse visual impact upon, any nearby existing or planned residences.

2. The land area along the west side of Lord Fairfax Road and south of Freedom Hill Elementary School to a depth of about 700 feet as far east as the upper Wolftrap Creek channel is recommended for single-family detached residential use at 3-4 units per acre.

3. The narrow strip of land between Gallows Road and Kilmer Intermediate School is recommended for ancillary use by the recommended townhouse or PDH development to the north. Townhouse office use might be considered in this location if parcels were consolidated and only one access to Gallows provided, open space were aggregated at the south and near the fire station, height were limited to 2 stories, the floor area ratio did not exceed 0.25, occupancy were limited to professional uses, signing were minimal and parking and landscaping were planned to approximate residential appearance. This exception to the general prohibition of commercial uses stated above in the preamble is based on the extreme narrowness and unique situation of the land in question.

4. The remaining land along Wolftrap Road between the channel and the rear lot lines on the west side of Lord Fairfax Drive is recommended for single-family detached residential use at 3-4 dwelling units per acre. The land between the channel and Kilmer School is recommended for single-family detached residential use at 3-4 dwelling units per acre.

F. No commercial uses of any kind and no commercial-type special exception or special permit use shall be permitted on the southeast side of Route 123 between the northeast entrance to Horseshoe Drive and the Vienna town line.

G. No commercial retail uses shall be permitted along the southwest side of Old Court House Road or along Gallows Road north of the Dunn Loring Fire Station.

H. Nothing in the foregoing shall negate any floodplain, public or private open space, or quasi-public uses existing or recommended which may appear elsewhere in the text or on the Plan map.

To prevent the extension of commercial uses along the northwest side of Route 123 between Tysons Corner and the Vienna town line, to provide for step-down of intensity of uses from Tysons Corner, and to achieve single-family residential infill in the stable area west of Route 123 except along its frontage:

I. The block between Old Court House Road and Route 123, Freedom Hill Park and the Vienna town line may develop at 5-8 units per acre except where commercial zoning already exists.

J. The townhouse density of this area (map 29-3((l)) lots 24, 25, 26, 26A, 27, 27A, 29 and map 29-3((3)) lots I-I9) should be 5-8 dwelling units to the acre. Up to 8 dwelling units to the acre is an acceptable option upon consolidation of a substantial number of parcels and incorporation of most of the development criteria below:

1. Amelioration of traffic impacts from the site onto Old Courthouse Road and Gosnell Road through design of an internal circulation system to minimize access points to Gosnell and Old Courthouse Roads.

2. Significant on-site landscaping and planting utilizing the retention of existing mature trees.

3. Incorporation of an open space walkway system.

4. Utilization of the existing park and open space through development orientation to buffer any impacts to the south.

5. Compatibility of dwelling units with surrounding development especially with respect to scale and bulk.

6. Attention to urban design concepts and creative architectural solutions to development.

7. Structure types should be townhomes in keeping with the character of the area.

8. An acceptable detailed transportation analysis performed in conjunction with a subsequent development proposal that demonstrates that any transportation improvements required by the development can be accomplished within the framework of the Transportation Plan.

9. Subsequent development will provide either the transportation improvements found to be needed as a result of the analysis or an acceptable solution to the County at the time of rezoning.

K. The remaining vacant area west of Route 123, except for designated public space, should be limited to single-family residential uses:

1. at 1-2 units an acre in the area bounded by Old Courthouse Road, Trap Road, the Dulles Airport Access Road, Bartholomew Court, and the Tysons Green subdivision;

2. at 2-3 units an acre except for the area described in K-1 above.

L. A natural buffer zone shall be preserved and maintained along the Old Courthouse Spring Branch stream valley from the Dulles Airport Access Road to Gosnell Road, and from the stream valley to Freedom Hill Park. In addition to the stream valley and land already dedicated or about to be dedicated to the County for open space, this buffer shall include the stream influence zone and any tree stands which protect the adjacent low-density residential areas from the visual intrusion of the existing and planned high-intensity uses in the Tysons Corner Area. The whole of this buffer zone shall be incorporated in the Old Courthouse Spring Branch Environmental Quality Corridor.

M. No commercial strip development should be permitted west of Route 123 along Old Court House Road. There is a need for continual monitoring and restudy of the area bounded, by Old Court House Road, Freedom Hill Park, the Town of Vienna and Route 123.

Public Facilities

A. Acquire community parkland in the Wolftrap neighborhood area for residents in the southeastern portion of the sector.

B. Develop Raglan Road Park.

C. Develop Wolf Trails Park.

Environment

A. Preserve the Old Courthouse Spring Branch Environmental Quality Corridor in its natural state through acquisition. A trail should be provided within the EQC along the stream valley with a connecting link to Westbriar Elementary School and Freedom Hill Park.

B. Preserve the Wolftrap Creek stream valley as part of the Difficult Run Environmental Quality Corridor. Acquire privately-owned portions of the Wolftrap Creek stream valley between the Dulles Airport Access Road and Route 123.

C. Protect highly erodible soils in this sector during and after construction.

D. Recognize branches of the Difficult Run Environmental Quality Corridor and the accompanying restrictions in this area.

E. Protect heritage resources from adverse impacts of surrounding development and include them in the EQC network wherever possible.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

V4 PINEY BRANCH COMMUNITY PLANNING SECTOR

This sector located west of the Town of Vienna is bounded by the Dulles Airport Access Road on the north, Trap Road, Clark's Crossing Road, the W&OD Railroad Regional Park, and the Vienna Town boundary on the east, Chain Bridge Road (Route 123) on the south and the Difficult Run stream valley and Hunter Mill Road on the west.

Land Use

Piney Branch is the largest sector in Vienna Planning District and approximately 80 percent of the residential uses are single-family units on the developed land.

The Oakton Shopping Center located on Route 123 and Hunter Mill Road is buffered on the east by the Oakton Manor townhouses which are developed at a lower density (5 units an acre) than is typical in townhouse developments.

Near the Town of Vienna line on Route 123 are two parcels of commercial development across from the Berkeley Square Apartment complex. The Vienna Commons townhouse development is bisected by the town boundary and lies partially within the County just north of Route 123.

Pressure exists for extension of strip commercial development south from the Town of Vienna along Route 123. A significant amount of vacant land borders the Route 123 corridor on the north. Additional pressures exist for higher intensity development in this Route 123 area because of the proximity to the planned Vienna Metro Station.

Stabilization of this area will require three actions:

- determination of actual need for additional neighborhood shopping facilities to serve present and future growth in the area. Any additional facilities should be clustered in developments such as Oakton Shopping Center which can serve as a model shopping facility for the entire Vienna Planning District. The boundary of any commercial activity area should be strictly defined;
- protection of existing neighborhoods through transitional residential uses along parts of Route 123 and adequate buffering of these uses; and
- single-family residential infill on vacant land that is bordered entirely by single-family subdivisions.

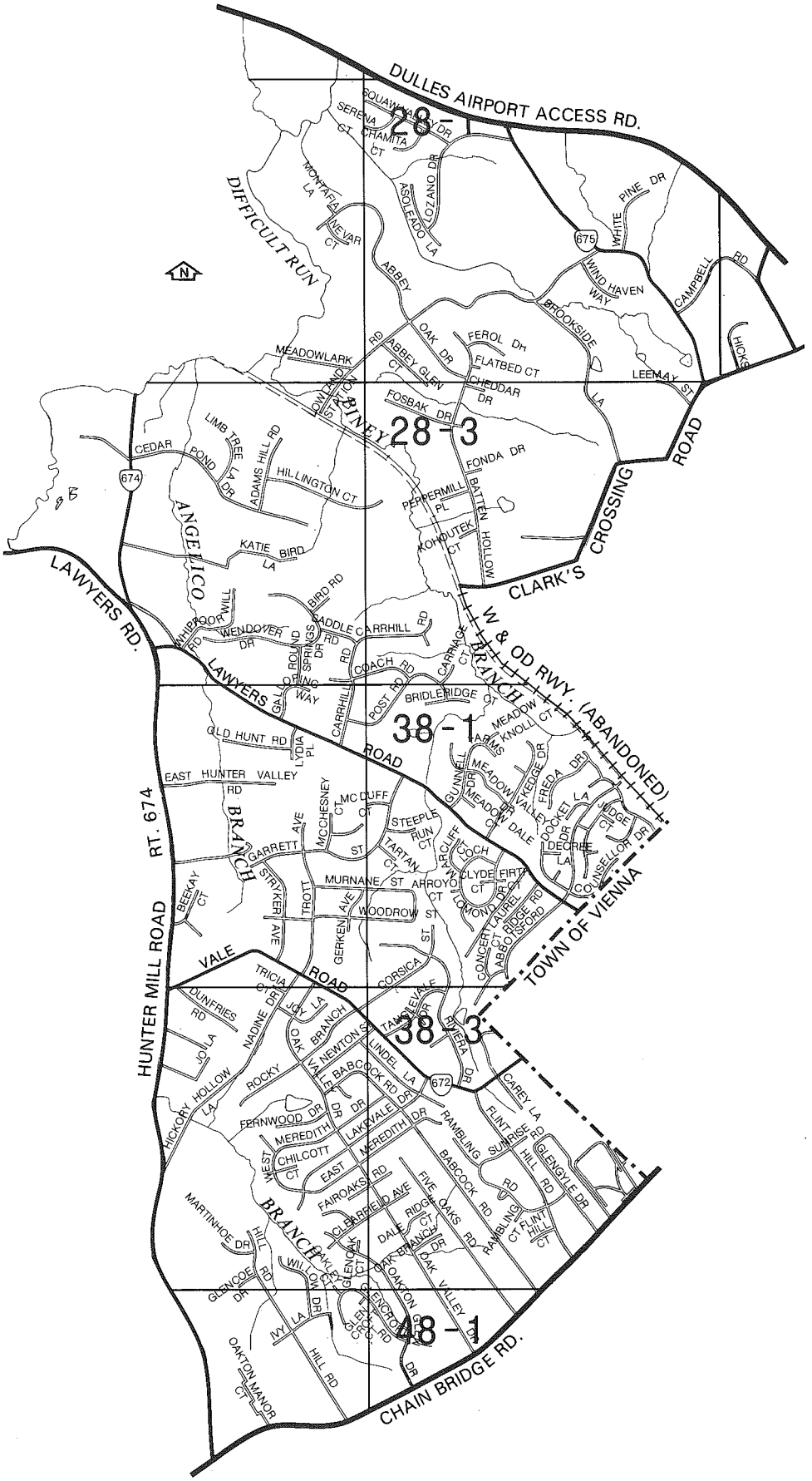
The middle portion of this stable sector is almost entirely developed in newer single family residential uses. Committed and anticipated development plans indicate that this area will be stabilized by continued infill of the same type of residential development.

The northern portion of the Piney Branch sector contains large tracts of vacant land along with some scattered low-density single family residential development. Recent rezonings encompassing a large acreage indicate that this area will continue to develop in very low-density residential uses not exceeding two dwelling units an acre.

Bordering uses in the Town of Vienna include some vacant tracts surrounded by single-family residential with the exception of commercial and townhouse uses along Route 123.

Transportation

One major access road to this sector, Hunter Mill Road, is subject to low speeds, unstable traffic flow and stoppages at peak-hour. This road will require an improvement of the existing two lanes for safety and Metro access reasons. Lawyers Road will also require improvement of the existing two lanes for safety and Metro access reasons. Currently, VDH&T plans to widen this road to four lanes, but this has been opposed by County and town citizens who feel it will only lead to a bottle neck on Maple Avenue.



Route 123 in this sector has a good level of service with no major points of congestion. This section of Route 123 has been improved recently to four lanes.

Need for improved Metro access from Reston and other northern parts of the County will impact this area considerably as Metro becomes operational.

No new road construction is foreseen in this area except the possible realignment of Hunter Mill Road at its intersection with Route 123.

No significant bikeways exist in this sector. Opportunities exist for provision of trails and bikeways as residential infill occurs and as road improvements are made in this sector.

Public Facilities

Schools

Flint Hill Elementary and Madison High Schools are located within the sector. This sector also contains one vacant elementary school site.

Parks, Recreation and Open Space

The Piney Branch Sector contains Clarks Crossing District Park, Kemper Park, Ashlawn Park, Fox Hunters Park and portions of the Difficult Run Stream Valley Park.

Many large tracts of privately-owned undeveloped land in this sector provide open space and recreational opportunities to owner-residents of these areas. An example of this is the Hunter Valley Association which offers its members horseback riding, hiking trails and other recreation facilities while striving to preserve the open space character of the northern part of this sector and sharing cooperatively in developing its own recreational activities.

Given these resources, the existing population is well served. In the future, however, a substantial number of new residents are expected to live in the sector for whom additional amenities will be needed.

Shopping

Convenience shopping facilities for Piney Branch Sector are available in the Oakton Shopping Center and in four shopping centers in the Town of Vienna. Regional facilities are available at Tysons Corner Center.

Shopping facilities serving this sector are adequate to meet present population needs. Future population growth north of the town and around the Vienna Metro Station may require an additional neighborhood shopping center in this area to serve the population.

Housing

With the exception of a townhouse development and rental garden apartment development on Route 123, the Piney Branch Sector contains only single-family detached housing units on small and large lots.

The majority of housing units in this sector are relatively new and almost all units are in good structural condition.

Housing costs in this sector are in the higher range for the most part. A broader range of housing costs may be provided through residential infill and transitional residential uses along Route 123 excluding the infill in the northern portion of this sector.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Piney Branch Sector is located almost entirely in the Difficult Run watershed. This sector is bounded on the west by Difficult Run and is crossed from east to west by Piney, Angelico, and Rocky Branches of Difficult Run. The sector is primarily within the Blue Plains sewage treatment plant service area except for a small area north of Route 123 which is serviced by the Lower Potomac Pollution Control Plant.

This sector contains several small areas with slopes greater than 15 percent, mostly in stream valley areas; one exception is steep-slope areas near Meadowlark Drive and Brookside Road. Almost the entire Piney Branch Sector has highly erodible soils. A small area north of Route 123 and an area between Hunter Mill Road and Angelico Branch have soil septic tank limitations.

Many environmental amenities are found in this sector and are included in the environmental quality corridor network. In the north, the main stem of Difficult Run surrounded by floodplains, steep slopes, and densely vegetated wildlife habitats has been designated an EQC. Piney Branch with its associated stream valley parks, vegetation, steep slopes, and the W&OD Railroad Regional Park, and Rocky Branch, with many similar amenities, are part of the Difficult Run EQC.

This sector contains the following historic sites included on the Fairfax County inventory of historic sites and the citizen inventory of environmental resources: Lahey House, Plantation, Merry-Go-Round and Oakton School.

The citizen inventory also listed a large undeveloped wooded tract fronting on Route 123 known as Twin Oaks as an environmental resource worthy of protection because of its unique vegetation and wildlife.

RECOMMENDATIONS

Land Use

A. To prevent strip commercial development along Route 123 south from the Town of Vienna and to define strictly commercial activity areas:

1. All future commercial uses and activity in this sector should be limited to the existing Oakton shopping center site and the adjacent land already zoned for commercial use.
2. The business area of Oakton should be encouraged to continue to develop under a village concept and no further commercial rezoning in the area should be considered. This area, which also includes portions of Sectors F3 and F4, should be designated as a special study area requiring continual monitoring and restudy especially with respect to issues of achieving plan objectives in implementation and the phasing of public facilities.
3. No additional strip commercial uses of any type should be allowed along Route 123 in this sector.

B. To protect existing stable neighborhoods through transitional residential uses along sections of Route 123:

1. The two tracts, bounded on the west by Flint Hill Road and on the east by apartment-zoned land, fronting Route 123 should develop in medium-density residential uses at a density of 5-8 units per acre.
2. The parcel of land bounded by Route 123, Oakton Manor Court, Oakcrest subdivision, and the northern boundary of Oakton Manor Court extended in a northeasterly direction to intersect the western boundary of Oakcrest should develop in low-density residential uses at a density of 3-4 dwelling units per acre. Planned unit development should be encouraged in this area to provide open space and adequate buffer zones along Route 123.

The northern portion of the subject property (parcels 105, 108, 109 and the northern part of 110) should be developed at 2-3 dwelling units per acre to act as a transition between the 3-4 dwelling units per acre to the south and th 1-2 dwelling units per acre to the north.

C. To encourage single-family residential infill on vacant land bordered by single-family subdivisions:

1. The area north of Lakevale Estates to Lawyers Road and Clarks Crossing Road should develop in low-density residential uses at a density range of 1-2 units per acre.

D. To preserve the rural large lot and open space character of the northern part of this sector as well as to protect the critical environmental area adjacent to Difficult Run, Angelico Creek and Piney Branch:

1. The area northeast of the W&OD Railroad Regional Park and northwest of a line made by Clarks Crossing, Beulah Road and Trap Road should develop in residential uses at .5-1 units per acre as shown on the Plan map.
2. The area between Lawyers Road and the W&OD Railroad Regional Park northwest of the Carriage Hill subdivision should develop in residential uses at .2-.5 units an acre as shown on the Plan map. If public sewer is provided in the optional sewered area shown on the Plan map, densities of .5-1 units an acre could be appropriate.
3. In both of the areas covered by Recommendations D1 and D2 above, developers should design with varying lot sizes corresponding to the planned land use densities and existing adjacent development, even if the area to be developed covers one or more than one planned residential density category. The development of similar lot sizes in those areas bordering existing and committed residential subdivisions will provide necessary visual and social transition. Small lots may be platted within the respective plan category areas to achieve allowed densities for those plan categories shown on the map. The varying lot sizes which will eliminate visual monotony should be executed under a cluster option. The EQC network should be preserved through the use of open space dedication. In no case may the density of the Plan category acreages shown on the map be exceeded through the application of EQC density credits. The natural features of the EQC network could extend into the larger lots.
4. In the optional sewered area, steep slopes, highly erodible soils, thinner overburden, and a narrow ridgeline orientation dictate large lots (2-5 acres) at .2-.5 units per acre if developed using septic systems. However, if sanitary sewer is provided for this portion of the study area, then development could occur at a .5-1 dwelling unit per acre range provided that strict adherence to environmental concerns are maintained (i.e., minimal vegetation loss, minimum grading, erosion control measures, stormwater infiltration measures, adherence to EQC network as limits of clearing, and access roads to follow ridgelines) and that the land use recommendations listed as D3 are also maintained.
5. The County should encourage scenic easements and consider a program of tax incentives to preserve the rural large-lot open space character of this part of the sector.
6. Any viable sites for potential reservoirs along Difficult Run should not be preempted for development prior to completion of a County master drainage plan.

Public Facilities

A. Acquire community parkland in areas of major development. Consider acquiring Lawyers Road elemetary school land for park use if it becomes available.

B. Develop Clarks Crossing Park to help serve the needs of the Vienna area.

C. A trails/bikeway system proposed by citizens should include the use of the Northern Virginia Regional Park Authority's W&OD trail, Piney Branch Environmental Quality Corridor, and the Rocky Branch Environmental Quality Corridor. Additional consideration should be given to pedestrian access along Route 123 and Hunter Mill Road to Oakton shopping facilities in a trails/bikeways plan.

D. Acquire and develop a community park in the area of high deficiency west of the Town of Vienna boundary.

E. Develop Ashlawn Park.

Environment

A. Require that any development in the headwaters of Difficult Run valley be sensitive to water quality issues. Such sensitivity includes minimal impervious surface, stringent sediment control during construction, and stormwater management designed to protect water quality.

Design controls for the Difficult Run headwaters include the following:

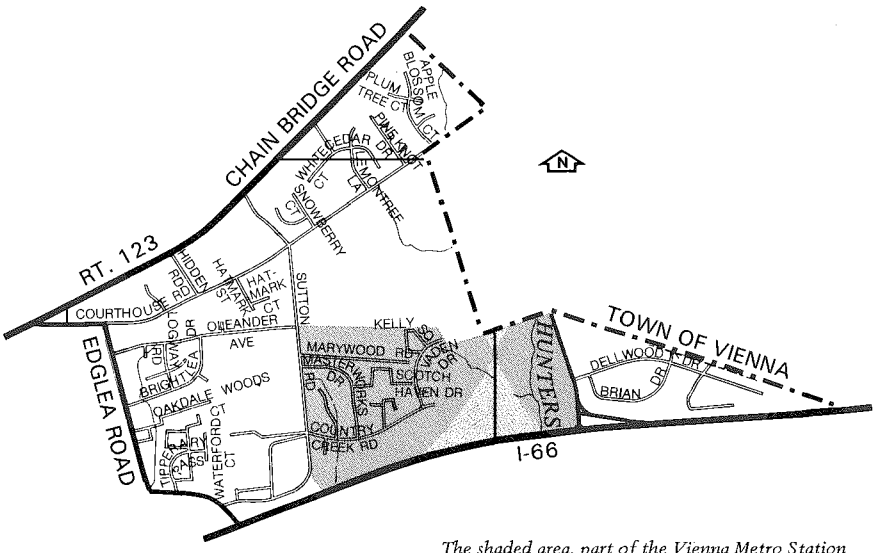
1. All major collector and subdivision roads should be oriented to uplands and ridge lines.
2. Small subdivision streets or access roads should not cross streams or major swales as this interrupts and disregards the EQC network, promotes nonpoint source pollution loadings and excessive cut and fill.
3. The Difficult Run Environmental Quality Corridor should be protected by dedication or acquisition.
4. Tract consolidation may be appropriate prior to development.
5. Developers are encouraged to design with varying lot sizes corresponding to the planned land use densities, even if the area to be developed involves more than one land use density category.
6. The use of adequate buffers, landscaping and substantial building setbacks should be provided to preserve the present character of this area when viewed from collector and minor arterial roads.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

V5 NUTLEY COMMUNITY PLANNING SECTOR

This sector located southwest of the Town of Vienna is bounded by Chain Bridge Road (Route 123) on the north, the Vienna Town boundary on the east, I-66 on the south, and Blake Lane, Edgelea Road, and Courthouse Road on the west. Part of this sector between Nutley Street and Sutton Road lies within the Vienna Metro Complex Area.



The shaded area, part of the Vienna Metro Station Complex Area, is discussed on page II 101.

Land Use

Existing development in Nutley Sector stable areas is primarily single-family residential. The Waterford townhouse development is located along Blake Lane and several small commercial uses exist along Route 123 next to the town boundary. There is a small expansion of townhouse development north of the Waterford Community.

A significant amount of vacant land lies south of the Route 123 corridor. Pressures exist for strip commercial development or higher intensity uses of this property. Stabilization of this area can be achieved through transitional residential uses and delineation of commercial activity centers if any are found to be necessary to serve future growth.

A large amount of acreage in this sector is occupied by the Oakton High School and Nottoway Park which together almost completely border the Vienna Metro Complex Area on the west and north. Bordering the Vienna Metro Complex Area on the east is a stable single-family residential area which should be protected from any noncompatible Metro-related uses which may occur.

This entire sector can be subject to pressures for rapid change in character. Although a single-family residential low-density character has not been firmly established it is desirable to protect those communities such as Vienna Oaks and Town and Country Estates from any adverse effects of a change in land use character.

Bordering Town of Vienna uses include a large amount of vacant land, including that portion of the DeLuca tract located within the town. Commercial uses along Route 123 and single family residential comprise the remainder of the border uses. Good coordination with the Town of Vienna is necessary to assure that adverse impacts of any land development bordering Fairfax County can be minimized.

Transportation

This sector lies almost entirely within a one-mile radius of the planned Vienna Metro Station. All roads in this sector especially Nutley, Sutton and Blake Lane will be heavily impacted by future development and the need for future Metro access.

No major points of congestion currently exist on present roadways although future congestion areas may develop at Nutley Street and Maple Avenue and Blake Lane and Route 123 (outside this sector).

No new road construction is foreseen in this area currently and no significant bikeways exist in this sector.

Because of its proximity to Metro, new development plans and road improvement plans for this area should emphasize pedestrian facilities, bikeways, mini-bus service, and lack of dependence on the auto for Metro access (still meeting the need for auto access from outside this sector). Proper design and site planning could alleviate internal circulation problems in this sector, relieve some of the air pollution associated with a large amount of auto traffic converging on one site, and provide a better environment sociologically and physically for those living close to Metro.

Public Facilities

Schools

Marshall Road Elementary and Oakton High Schools are located within the sector. This sector also contains one vacant intermediate school site owned by Fairfax County.

Parks, Recreation and Open Space

Nutley Sector contains the 84-acre Nottoway District Park which provides numerous active facilities. This park serves a large part of the Vienna Planning district as well as adjacent districts. Improvement of bike, car and pedestrian access to this area is necessary along with the park development.

Additional recreation opportunities are provided by school facilities in the sector.

Shopping

Convenience shopping facilities for Nutley Sector area are available in the Oakton Shopping Center, the Fairfax Circle area, and in four shopping centers in the Town of Vienna. Regional facilities are available at Tysons Corner and Seven Corners Shopping Centers.

Housing

The Nutley Sector contained 1,022 housing units as of January 1983. Most of these units are in the Country Creek, Vienna Oaks and Town and Country Estates subdivisions. Most housing units in this sector are in good structural condition with the exception of several units fronting Route 123 which may be neglected because of redevelopment expectations.

The provision of low- and moderate-cost housing in the Nutley Sector should be encouraged in view of its proximity to good public transportation and a planned Metro station.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Nutley Sector is located in the headwater region of the Accotink Creek watershed and is within the Blue Plains and Lower Potomac sewer service areas. The sector is crossed from north to south by the upper reach portion of Hunters Branch of Accotink Creek.

The citizen inventory of environmental resources shows a special interest in protecting the environmental resources along Hunters Branch as it runs through the DeLuca tract in the Vienna Metro Complex Area. The adjacent portion of the DeLuca tract in the Town of Vienna includes the historic Moorefield house.

RECOMMENDATIONS

Land Use

To prevent strip commercial development south along Route 123 from the Town of Vienna and to strictly define commercial activity areas:

A. All future commercial uses and activity in this sector should be limited to the Vienna Metro Complex Area.

B. Additional need for local-serving shopping facilities will be met by provision of a small neighborhood center in Treebrooke (Sector F3) and expansion of the shopping district in the Town of Vienna.

C. The parcel of land with 200-feet of frontage along Route 123 between the restaurant and the Emmanuel Church should be permitted to develop as a transitional low-rise office to the depth of the church property, provided the use is buffered from the adjoining residential land to the southeast and is not incompatible with the church activity. No other additional commercial uses of any type should be allowed along Route 123 in this sector.

D. Land bounded by Edgelea Woods, Oakton High School, Blake Lane and Edgelea Road should be shown on the plan map in the 8-12 units per acre range. However, development of vacant land in this area should not exceed 10 units an acre to be compatible with existing development.

E. Subdivisions platted at less than 3 units per acre and adjacent parcels where development would be considered infill should continue development at existing densities.

F. Other vacant land in this sector should be permitted to develop at 3-4 units per acre.

G. Because of traffic and vehicular noise problems, the small portion of land directly north of I-66 and bounded by Sutton Road and Blake Lane, should develop with appropriate noise attenuation measures, at 1-2 dwelling units per acre or as one of the nonresidential, noise-compatible uses permitted under the R-1 or R-2 zoning districts. In the event of development, the two parcels should be consolidated, with one access only from Sutton Road.

Public Facilities

A. Acquire the one acre inholding and develop Nottoway Park in accordance with existing plans with no through streets.

Environment

A. Protect and preserve environmental resources along Hunters Branch in the EQC network. The Nottoway Park should be linked through Hunters Branch to the EQC system.

General

A. The area bounded by Nutley Street, Old Court House Road and Route 123 should be designated as a special study area requiring continual monitoring and restudy especially with respect to issues of achieving plan objectives in implementation and the phasing of public facilities.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

V6 TOWN OF VIENNA

The Town of Vienna has jurisdiction over its own planning functions. Fairfax County supplies many public facilities for the town, including schools, health facilities, libraries, social services, fire services, and sewer capacity. The Town of Vienna can be classified as a stable area although Fairfax County planning does not control land use planning.

Town of Vienna Plan

The Town of Vienna has been engaged in comprehensive planning for many years. The town adopted its official zoning map on June 1, 1959. During the late 1950's a three-volume plan was prepared by Garland Wood Associates, but not adopted by the Town Council.

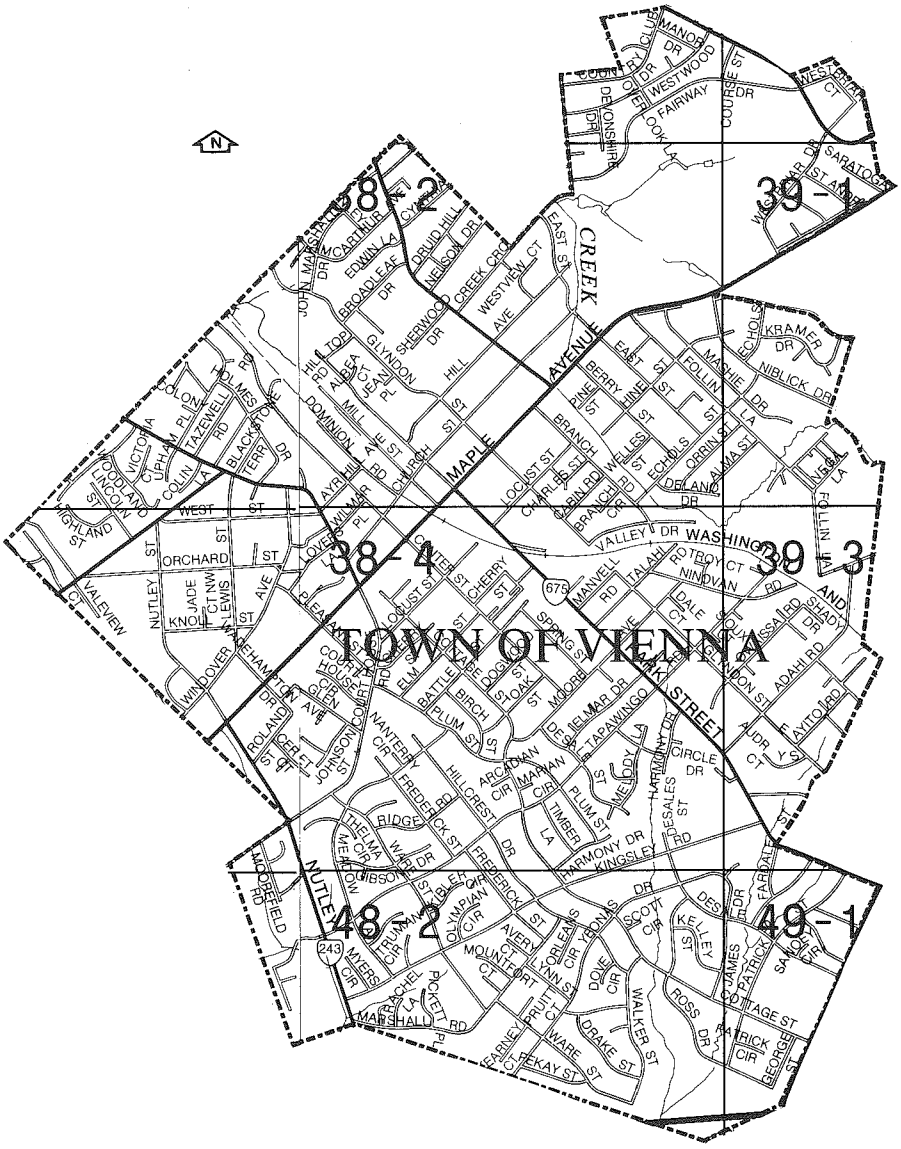
A short-lived planning department was created in 1963 which set about preparing a five-part comprehensive plan: land use, streets, water and sewer, parks and schools, commercial and industrial. An effort was made in 1964 to prepare a residential master plan but this was not adopted; in lieu thereof, the 1959 zoning map was readopted. The Council adopted a master street plan on March 15, 1965.

A statement of goals and objectives was adopted on June 1, 1970, and readopted (as revised) on February 7, 1972.

Vienna's primary goal is to retain its present character and identify as a predominantly single-family residential town, while encouraging the growth of a strong and residentially compatible economic base. Seven broad objectives were adopted as basic steps toward attainment of this goal.

During 1971, work was undertaken on a three-part comprehensive plan in conformance with requirements of Section 15.1-446 of the *Code of Virginia*. The Planning Commission and Town Council held a series of work sessions and public hearings during 1972 and 1973.

On April 17, 1972, the Council readopted the 1959 zoning map as the land use plan and then on August 6, 1973, approved a land use plan comprised of a base parcel map, overlaid by zoning boundaries and specific land uses. On January 29, 1973, the Council adopted the map of arterial, collector and local streets of the Vienna traffic circulation plan and, on November 4, 1974, readopted a slightly revised version of that map. (The map is one part of a total plan which is intended to encompass all transportation modes—pedestrian, bus, bicycle and automobile.)



In addition to these efforts to prepare a comprehensive plan related to a capital improvement program, the Departments of Parks and Recreation and Public Works maintain ongoing annual programs in their specific areas of land use and transportation responsibility.

Land Use

Vienna has an area of 4.30 square miles and a current population of 14,942. The town estimates that committed and anticipated growth and future growth to 1990 will bring this population to approximately 13,467 people. This slower rate of growth contrasts to the roughly 50 percent increase in population from 1960 to 1974. The increase of about 850 dwelling units between 1975 and 1990 should have a minimal impact on County public facilities and surrounding land use and transportation conditions in Fairfax County.

The character of the town is shaped by the large amount of land in single-family residential uses. Only a very small number of medium- to high-density residential units exist in the town. The majority of commercial activity is concentrated along Maple Avenue (Route 123) in a continuous strip including four shopping centers. Cedar Park Shopping Center is located at the intersection of Park Street and Cedar Lane. Industrial activity is centered in the Vienna Industrial Park and adjacent to the W&OD Railroad Regional Park. Approximately 66 percent of the land in the town is developed in single-family uses and 9 percent is used for commercial and industrial activity. The town presently has approximately 111 acres of unimproved land.

The Town of Vienna should retain its stable character through minor residential, commercial and industrial infill. Quality new commercial and industrial development such as Village Green and Wolftrap Motel has been possible because of the town's Board of Architectural Review Standards.

Main issues concerning the Town of Vienna are land use developments adjacent to the town in Fairfax County including the following:

- high density development around Metro stations and the adverse impact of this on the Town of Vienna transportation and public facilities; and
- strip commercial development between the town line and Tysons Corner on Route 123. The town favors no further extension of this type of land use along Maple Avenue.

Continued coordination of land use planning in Vienna and adjacent portions of Fairfax County is necessary to evaluate and control the impact of future growth in these areas.

Transportation

Transportation is the Town of Vienna's most critical planning problem. The town is the hub of a network of highways and more than 35,000 cars pass back and forth on Maple Avenue daily.

Maple Avenue is the major east-west highway in the town and is currently at a low level of service due to strip commercial activities and commuter through-traffic. No improvement of Maple Avenue is foreseen because of the impact on existing businesses. The solution to improving service on Maple Avenue lies in diversion and elimination of through-traffic by use of the Vienna Metro Station, express bus service, community bus service, and additional east-west routes serving Vienna and the planning district.

Some of the key north-south secondary routes which intersect with Maple Avenue in the Town are Nutley Street, Cottage Street, Park Street, Lawyers Road, Beulah Road and Creek Crossing Road.

The town has adopted a bikeway and trail system, has established an express bus service to the District of Columbia, is working on providing community bus service and generally has made an exemplary effort in seeking to reduce auto congestion and air pollution.

The main transportation issues concerning the Town of Vienna include the following:

- reducing congestion on Maple Avenue;
- minimizing use of residential streets by people seeking access to metro stations;
- improving Park Street without widening to VDH&T standards in order to preserve rustic town character of this corridor;
- providing improved access to the Vienna Industrial Park. This objective has been attained with the opening of Electric Avenue although this road still needs to be improved in the County. Measures for protection of County residential neighborhoods needs remain to be studied and dealt with;
- concern over the financial future of Metro and the feeling that, because of this unsure situation, planning should be done primarily on the basis of commuter convenience;
- providing commuter access to Dulles Airport Access Road;
- seeking the opening of an east-west highway bypass of Vienna to relieve traffic congestion within the town;
- improving bus and auto access to the Vienna Metro Station; and
- expanding express bus service from the town to The District of Columbia if demand is generated.

Public Facilities

The Cunningham Park, Louise Archer and Vienna schools are located within the sector.

The town provides its own police service. Fire service is provided by the Vienna Station and is considered adequate. Patrick Henry Library located in the town provides adequate service.

Within the Town limits there are currently over 350 acres of public and private land for open space and recreation purposes. Vienna manages its own Park and Recreation system which includes 55 acres of neighborhood parks, 60 acres of community parks, and 65 acres in stream valleys and linear parks. Most of the parks have some development with two totally developed in ballfields, tennis courts, multi-use courts, open play areas, and picnic facilities. Additional recreation facilities are provided at schools and the Town's Community Center. Plans for improvements and further development of several parks over the next five years will assure that all sections of the Town continue to be well served.

Environment

The Town of Vienna lies in the headwaters or upper reaches of two major watersheds, Accotink Creek and Difficult Run. The town is within both the Lower Potomac Pollution Control Plant and the Blue Plains sewage treatment plant service areas.

The town contains three streams—Wolftrap Creek, Hunters, and Bear Branches of Accotink Creek. Wolftrap Creek includes significant floodplains.

Wolftrap Creek and Bear Branch are part of two of Fairfax County's environmental quality corridors. The town is crossed by the W&OD Railroad Regional Park which along with some adjacent vacant land has been designated as part of an environmental quality corridor.

Some air pollution problems exist along Maple Avenue during peak hours.

RECOMMENDATIONS

Land Use

A. The land use and density plans of the Town of Vienna apply to this sector.

B. Fairfax County should plan land use and density in areas adjacent to Vienna to be compatible with the plans and goals established by Vienna for itself and the needs of the County.

Public Facilities

A. Develop Peterson Lane Park.

Environment

A. Preserve the Wolftrap Creek and Bear Branch Environmental Quality Corridors.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

FAIRFAX PLANNING DISTRICT

Fairfax Planning District is located at the approximate center of Fairfax County. It is bounded on the northeast by Hunter Mill Road, Chain Bridge Road, Edgelea Road, Blake Lane, and Route 50; on the east by Gallows and Woodburn Roads, Route 236, Olley Lane, Long Branch, and Guinea Road; on the south by Braddock Road; and on the west by Shirley Gate Road, Route 29, West Ox Road, Vale Road, Stuart Mill Road and Difficult Run. It surrounds but does not include the City of Fairfax. However, Sector F6 containing the County Government Center lies within the city boundaries. Planning requires continuous coordination with the City of Fairfax.

Planning History

At the time the 1958 countywide plan was adopted, the Fairfax Planning District was still largely outside the area of rapid urban development. The plan emphasized one-acre residential development and provided for shopping centers at Oakton and Kamp Washington. The Upper Accotink plan, adopted in July 1963 and November 1965, recommended increased single-family residential densities and provided for multifamily residential uses and more commercial uses in that portion of the planning district both north of the City of Fairfax and east of Jermantown Road. The *Difficult Run Watershed Plan*, adopted on January 4, 1967, recommended increased single-family residential uses. The plan also recommended some multifamily densities, a regional shopping center, and industrial uses west of the City of Fairfax in the area along Routes 50, 66 and 29.

The 1966 *Comprehensive Plan for the Fairfax Planning District* was adopted on October 2 and 4, 1967, and September 18, 1968.

Major land use features of the plan were:

- George Mason University;
- suburban residential densities on all sides of the City of Fairfax except to the northwest and southwest, where large lot development is shown;
- some multifamily development on Little River Turnpike, Arlington Boulevard, and Gallows Road;
- substantial multifamily development in the area north of the city;
- substantial multifamily, commercial, and industrial land west of the city in the transportation corridor; and
- a major stream valley park along Difficult Run.

The plan recommended an eventual population of 135,880.

Major transportation features included:

- an emphasis on road widening, road straightening, and intersection improvement rather than new highway construction; and
- the extension of Roberts Road to the north and south and the extension of Jermantown Road to the south to form a loop system around the City of Fairfax.

Land Use

The Fairfax Planning District is a preponderantly stable, low-density residential area surrounding and greatly influenced by the City of Fairfax. Single-family residences which comprise approximately 56 percent of the housing units occupy 63 percent of developed land area. There are approximately 2523 acres of undeveloped land remaining in the Fairfax Planning District.

Future growth will be affected by continued expansion of George Mason University, which will create a demand for off-campus student and faculty housing, and by development in the Fairfax Center Area.

Numerous sites offer a potential for planned unit development and PDH applications should be encouraged for the advantages accruing from reduced public facilities costs, preservation of open space, and providing housing for a mix of income groups generally near employment centers and public transportation.

Population growth in the Fairfax Planning District has been very rapid. In 1960, the population was 6,362 persons; as of January 1983, the population was estimated at 32,708.

Transportation

The district and the City of Fairfax within it encompass the intersection of numerous major arterials radiating from the metropolitan center and Route 123, the major cross-County circumferential outside the Capital Beltway. This transportation network and the local government facilities continue to lend impetus to commercial and intense residential development, and thus create the economic market factors to support a planned development center combining commercial, industrial, and high-density residential components.

Transportation planning must produce both short- and long-range programs for increasing capability to handle traffic between the planning district and the metropolitan core.

With the adoption of the *Occoquan Basin Study* recommendations for changes in various County land uses, a reevaluation of the Fairfax County transportation plan will be needed in the areas affected by these changes, especially in the Centreville area and Route 50 corridor, to adequately address the future transportation needs of the County.

Public Facilities

The following table indicates the existing public facilities located within the Planning District:

Parks, Recreation and Open Space

Eastern sectors of the district where most development has occurred are generally well endowed with parkland. Priority here should be placed on provision of recreation facilities. Additional acquisition should be sought in conjunction with the larger infill projects.

Most new development is now located in the northern and western sectors. Priority should be on park acquisition to preserve sites for future development as population grows. There are numerous potential sites along headwaters of the many streams emanating within the district, and acquisition for parkland will enhance watershed protection.

Environment

The Fairfax Planning District's location at the headwaters of several major watersheds—Difficult Run, Accotink Creek, Pohick Creek and Pope's Head Creek—plus the widespread occurrence of highly erodible soils make stream valley protection an essential development constraint. Soil septic tank limitations also occur in the district and are especially significant in Sectors F3 and F4.

The floodplains and parks associated with each of these watersheds form the basis for the environmental quality corridor (EQC) network in the Fairfax Planning District. In addition, there are extensive steep slopes and significant vegetation, primarily along Difficult Run, which enhance this open space system. Such heritage resources as the Ox Hill Memorial markers, Aspen Grove, Lawyers Road, Oakton United Methodist Church and Squirrel Hill are part of the EQC system.

EXISTING PUBLIC FACILITIES
June 1983

Sector	Schools			Parks, Recreation and Open Space	Other Public Facilities
	Elementary	Intermediate	High School		
F1	Fairfax Villa, Olde Creek	Frost	Woodson	Fairfax Villa, Surrey Square, University, Old Forge, George Mason, Long Branch Stream Valley	Housing and Community Development Headquarters, George Mason University
F2	Mantua			Eakin, Karen, Accotink Creek Stream Valley, Eakin (Mantua Section)	Fairfax Hospital, Fairfax House, Woodburn Mental Health, State Mental Health, Annandale Fire Station
F3	Mosby Woods			Borge Street, Mosby Woods, Villa Deste	Elementary School Site
F4	Oakton			Foxvale, Wayland Street, Tattersall, Oak Marr, Oak Borough Square Difficult Run Stream Valley	Oakton Fire Station
F5				Dixie Hill	County Government Site
F6					County Government Complex

Air and noise pollution are concerns throughout much of the district, particularly along major arterials, e.g., Route 123, Route 50, Route 236 and I-66.

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 and Archaeology

Several known and potential heritage resources exist in the Fairfax Planning District. Particularly important prehistoric and historic archaeological sties have been recorded on the north bank of Accotink Creek. A potential exists for prehistoric quartz quarries south of Little River Turnpike. Although not yet investigated, the Difficult Run watershed is a high potential area for important heritage resources. Historic resources have been identified throughout the district. Additional historic resources may exist in open spaces and within older developed areas, particularly within the City of Fairfax. Some of the known historic resources include:

RECOMMENDATIONS

The primary planning guidelines for the Fairfax Planning District are:

- Preservation of stable neighborhoods in the low residential densities which generally characterize them now.
- Use of medium-density PDH for residential infill on selected sites where space permits to capitalize on its ability to preserve open space, configure housing to the topography, and reduce public facilities cost.
- Prevention of strip commercial intrusion along highways by providing viable economic alternatives to buffer commercial zones.
- Adoption of land use and transportation policies and programs designed to alleviate current transportation problems on both principal arterials and neighborhood streets and to accommodate future growth with minimum adverse impact.
- Develop land use and transportation alternatives for evaluation in determining the scale and design of the planned development center west of Fairfax.
- Preservation of environmental quality corridors and other features of natural beauty or heritage resource importance.
- The consideration of heritage resources in the earliest planning stages of development.
- The investigation of open space and sensitive areas for heritage resources.
- The cluster concept is reaffirmed as a planning policy for land use and development in the Fairfax Planning District where many rezoning proposals are seeking favorable action, albeit with justification to "spot" or "strip" zone. Any effort to abort the principle of low-density residential development or retention of greenbelt areas between the intensively planned cluster areas is especially prevalent along arterial highways. Planner and citizen must be extremely vigilant in "holding the line" and limiting cluster area demarcation lines.

Many recommendations for stable portions of community planning sectors are influenced by the planning assumption that the adopted regional system for Metro-rail will be built. If that system is not completed to the two stations in the Vienna Planning District, these recommendations will require reevaluation. The importance of this factor is highlighted by the present assignment of first priority in transportation to improving access to proposed Metro stations.

CITY OF FAIRFAX PLANS

The plan for the City of Fairfax was adopted for all but the center city area on June 18, 1968. This plan recommended:

- suburban residential densities for most of the city, including along some of the major thoroughfares;
- multifamily densities near the city center and at scattered locations;
- commercial development primarily along Route 236, Route 50 and Route 29;
- industrial development at four locations; and
- a system of stream valley parks.

No construction of new highways, except an extension of Roberts Road to form an inner eastern loop around the city center, was recommended. The *Center City Comprehensive Development Plan*, adopted by the Fairfax City Council on May 22, 1973, is also shown on the summary map.

The Fairfax City Planning Commission began work on a new comprehensive development plan in mid-1973 and presented it to the City Council in October, 1974. It was adopted in 1975.

The plan stresses land use proposals and espouses a general philosophy that the emphasis in growth should be on residential development. It states that the "center of the City of Fairfax should be developed primarily to serve the desires and wishes of the residents of the city, and that such commercial development that might occur within that area be focused on local market needs rather than those of a regional nature." This view is repeated several times. The plan mentions proposed growth centers in adjacent areas of Fairfax County.

The plan also incorporates several new zoning classifications. A townhouse category for 6 units an acre would augment the single classification for 9 units an acre now being used. The maximum number of dwelling units per acre under planned development has been reduced from 15 to 12. Two new zoning categories created under the planned development concept provide for cluster development at four and seven dwelling units per acre, respectively. Two new commercial zones have been created. C1-L allows office buildings with a residential type design in small tracts adjoining residential areas; C-P-D, commercial planned development, provides for either predominantly or totally commercial development under Council review.

The land use and transportation sections acknowledge the traffic generated within the city as a result of its role as a government/educational center. However, the transportation plan stresses attainment of a traffic situation within the city consistent with residential habitation. It seeks to attain a pedestrian orientation in the center city. Of greatest interest to Fairfax County is the emphasis on by pass routes on the east along Pickett Road and on the west on a road to the west of Jermantown Road along the boundary of the city connecting with Shirley Gate Road. This latter proposal differs from County transportation recommendations.

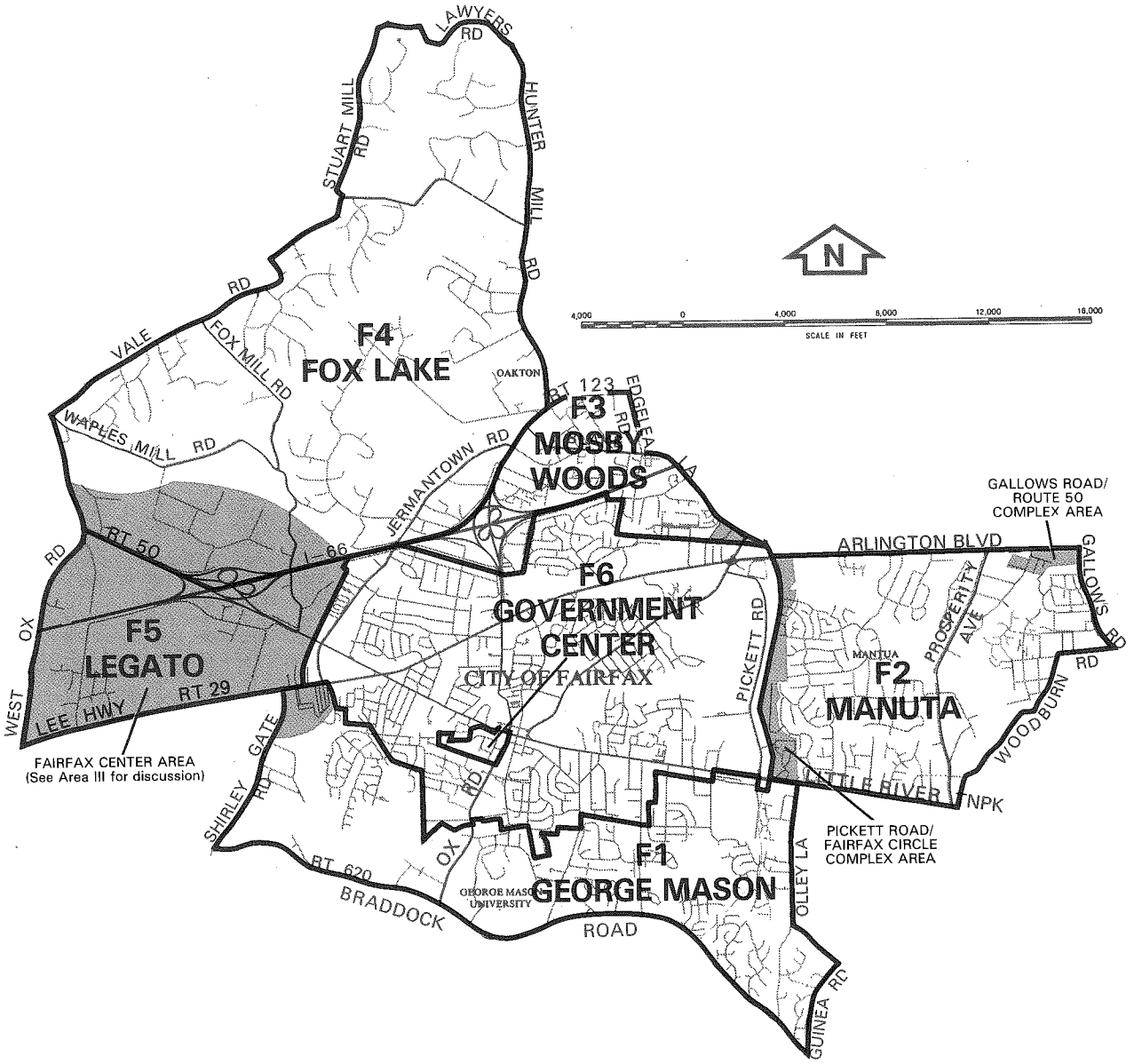
The city plan also includes a 14-mile network of bicycle paths.

PLANNED RESIDENTIAL INFILL—FAIRFAX PLANNING DISTRICT

Unit Type	Existing (1983) Number	Existing (1983) Percent	Estimated Additional Number	Estimated Additional Percent	At Buildout Number	At Buildout Percent
Single-family	7,040	56.4	3,554	45.6	10,594	52.2
Townhouse	1,911	15.3	1,720	22.1	3,631	17.9
Apartment	3,542	28.3	2,518	32.3	6,060	29.9
Total	12,493	100.0	7,792	100.0	20,285	100.0

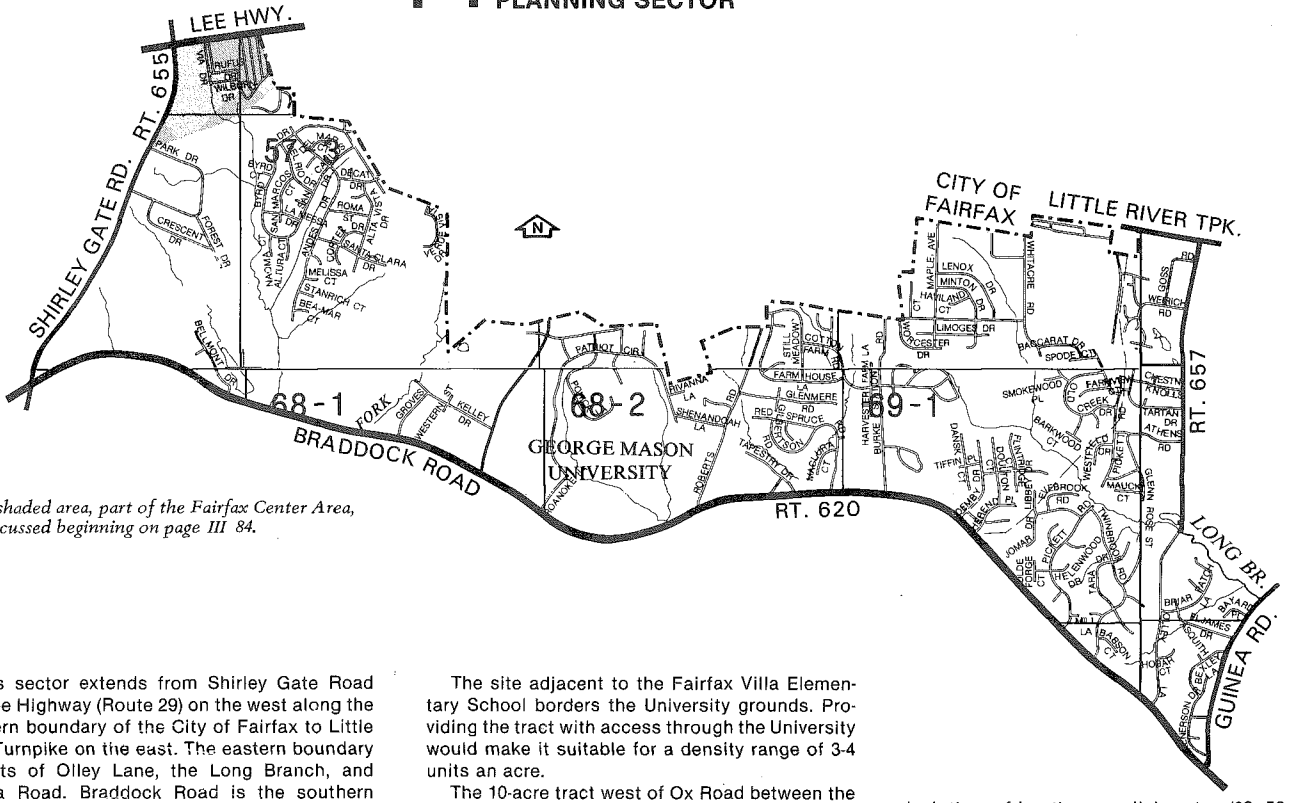
Source: Office of Research and Statistics, January 1983.

AREA II



FAIRFAX PLANNING DISTRICT

F1 GEORGE MASON COMMUNITY PLANNING SECTOR



The shaded area, part of the Fairfax Center Area, is discussed beginning on page III 84.

This sector extends from Shirley Gate Road and Lee Highway (Route 29) on the west along the southern boundary of the City of Fairfax to Little River Turnpike on the east. The eastern boundary consists of Olley Lane, the Long Branch, and Guinea Road. Braddock Road is the southern limit. The area west of Ox Road (Route 123) is in Springfield Magisterial District, and the area to the east is in Annandale Magisterial District. Shirley Gate Road on the west and Olley Lane/Long Branch on the east are boundary changes from the previous Fairfax Planning District.

The sector is classified as stable except for the southeast quadrant of the Route 29/Shirley Gate Road intersection which is included in the Fairfax Center Area.

Land Use

The sector is essentially a stable residential area consisting of numerous developments of quite new, well-kept upper-middle-income homes. Scattered, older and often rural style homes remain on some tracts. These homes are generally in at least fair condition and are occupied, but there are no active farms. Waples Mobile Home Park is located east of Shirley Gate Road, west of the Fairfax city boundary and south of Route 29.

George Mason University comprises approximately one quarter of the sector on an attractive, large tract astride Ox Road. Planning liaison is maintained with the University. There are several other vacant areas.

As of September, 1983 the George Mason University had an enrollment of 14,545. It is projected this number will increase to over 16,000 by 1985. This will entail a concurrent expansion of faculty. The building program is dependent on state approval and state funds will provide some on-campus housing for students and/or faculty. This situation will create a demand for some moderately priced faculty housing, and if costs permit, student housing in the area.

Land use on adjacent tracts within the City of Fairfax are generally residential and compatible. Exceptions are commercial uses mostly in strip development along Little River Turnpike (Route 236) to the east adjacent to Woodson High School and along Lee Highway (Route 29) to the west.

There are presently no commercial activities within the sector. Convenience shopping, however, is plentiful in nearby centers within the City of Fairfax.

The site adjacent to the Fairfax Villa Elementary School borders the University grounds. Providing the tract with access through the University would make it suitable for a density range of 3-4 units an acre.

The 10-acre tract west of Ox Road between the University and Fairfax will be affected by the eventual widening of Ox Road to four lanes, which will split the tract. The tract is also adjacent to an established single-family residential area and will, therefore, be best developed in 3-4 units an acre.

The site further south along Ox Road and surrounded on three sides by the large-lot Braddock subdivision should develop at no more than 3-4 units an acre in order to be compatible with that subdivision.

The largest site adjacent to the University lies immediately east. The area is divided in several sizeable tracts. Ridge Manor Subdivision off Roberts Road juts into the tract about halfway between Braddock Road and the Fairfax city line. The area contains the headwaters of two small streams and the slopes thereto are quite pronounced.

To achieve compatibility with existing homes, 2-3 units an acre would be appropriate. A PDH development would permit landscaping and siting to meld housing units with the undulating terrain and stream valleys and is encouraged.

At the eastern boundary of the sector, a vacant site lies at the intersection of Braddock and Guinea Roads—an area containing single-family detached houses and townhouses. Development at low-density, up to 4 dwelling units per acre average, would be compatible.

The land located in the Occoquan Basin, generally between Popes Head Creek, Braddock Road and Shirley Gate Road, is for the most part vacant. There is only scattered development, some of it in the Shirley Gate Park, Bellmont and Lake Fairfax Estates subdivisions.

Transportation

Braddock Road and Little River Turnpike are the two principal commuter radials serving residents of this sector. Traffic volume on these routes continues to grow. The ability of the routes to handle future traffic volumes will be affected by continued population growth in the sector, in the City of Fairfax, and particularly in areas to the west, continuing growth and housing availability for George Mason University, improvements or lack thereof in other parallel routes (29, 50, I-66), Metro-rail completion to Nutley Street, and success of Metro buses.

Cross-County transportation will be affected by the programmed widening of Route 123 to four lanes in the County, the Fairfax City Council decision not to widen Route 123 through the city, and the decision which will be made regarding handling north-south traffic through or around the City of Fairfax.

Among the major thoroughfares in the sector, traffic congestion is greatest on Braddock Road east of Burke Station Road and on Olley Lane. During peak hours traffic is characterized by low speeds, unstable flow, and intermittent stoppages.

In addition to the widening of Ox Road, VDH&T projects the widening of Braddock Road to four lanes between Guinea Road and Burke Station Road. This project should be extended to Ox Road. Widening of Braddock Road should be extended further westward to link with the realigned intersection of Shirley Gate Road and Braddock Road, when that improvement is made.

Coordinated planning with the City of Fairfax and VDH&T is vital to resolve problems associated with eastern and western bypasses of the city and travel to the County complex within the city.

As it nears Braddock Road, Shirley Gate Road should be realigned to the east to provide a more attractive western bypass route.

Traffic to and from the County Government Center is discussed in Sector F6.

Public Facilities

Schools

The Fairfax Villa and Olde Creek Elementary, Frost Intermediate and Woodson High Schools are located in the sector.

The former Eleven Oaks School, which is located partially in this sector, serves as an annex for school administrative functions. The Woodson-Frost school complex contains a school support center used for maintenance and storage purposes. No further uses beyond the 16 acres currently enclosed in the fences area for the sup-

port center will be developed for other than schools use. Within the 16 acres of support services no permanent or temporary uses should be established without review and approval by the Planning Commission.

Parks, Recreation and Open Space

There are six community parks within the sector as follows: Fairfax Villa, George Mason, Olde Forge, Surrey Square, University and Long Branch Stream Valley (located partially in Annandale Planning District).

Parkland in the sector is adequate for the existing population; however, a need exists for park development and acquisition of strategically located new parks in areas to be developed. Also, Long Branch Stream Valley Park should be expanded to connect existing sections to facilitate completion of a trails system extending to Accotink Creek stream valley.

Stream valleys in many of the vacant tracts offer the potential for additional parkland as development occurs. The open space owned by George Mason University is projected to remain for many years.

Shopping

Convenience and community shopping is readily available and more is planned in the City of Fairfax. Commercial facilities are also located along Route 236 and Braddock Road east of the sector. Residents are nearly equidistant from regional shopping centers at Springfield Mall, Landmark and Tysons Corner with Fair Oaks the nearest regional shopping center. Planning additional commercial in the sector is not warranted.

Housing

Housing within developed residential areas is predominantly single-family detached in an upper-middle income price range. The numerous homes on larger tracts vary across a range from older farm homes to new middle-income homes. There are no townhouse developments in the sector, but there are three townhouse developments immediately adjacent, one of which stands on the south side of Braddock Road.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Sector F1 lies at the headwaters of three major watersheds—Popes Head Creek for the sector west of Ox Road, Pohick Creek between Ox and Burke Station Roads and Accotink Creek for the remainder of the sector east of Burke Station Road. Lands draining into Popes Head Creek and its tributaries are located in the Occoquan Reservoir watershed.

Long Branch is the dominant ecological feature in the largely developed eastern portion of the sector. Rabbit Branch in the Pohick and upper Popes Head Creek are important features in the generally undeveloped tracts west of Ox Road. Watershed protection is a factor because of the sector's location in headwater regions, highly erodible soils and occasional sites where slopes exceed 15 percent in the upper Popes Head Creek. Lands draining into Popes Head Creek and its tributaries are located in the Occoquan Reservoir watershed.

Use of septic tanks is limited by unsuitable soils in three north-south corridors—one at the sector's western boundary near Shirley Gate Road, the second generally west of Ox Road and the third between Pickett and Guinea Roads.

Air quality maintenance is a matter of concern particularly along the main east-west commuter routes through the City of Fairfax and Braddock Road east of Pickett Road. Highway noise is also a concern along all major roads, and especially the commuter routes, in this sector.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

History

Aspen Grove, a stately, privately-owned home probably built in the early nineteenth century, is located on Roberts Road.

RECOMMENDATIONS

Part of this sector is within the watershed of the Occoquan Reservoir. Special recommendations, resulting from the *Occoquan Basin Study*, are presented at the beginning of the Area III section of the Plan. These apply to affected lands in this sector in addition to the sector recommendations listed below.

Land Use

To preserve the stable residential character of the sector, infill residential construction should be primarily single-family residential.

A. Develop the site east of Fairfax Villa Elementary School in the 3-4 units per acre range, with primary access through the University, preferably in the PDH category.

B. The Braddox subdivision and the large acreage parcel surrounded by the subdivision are recommended for residential use at 1-2 units per acre. An extension of Western Avenue through the acreage parcel, together with some minor replatting, would permit development of this area with reverse frontage near the Route 123/Braddock Road intersection and would eliminate the need for an additional access road near the intersection into the development.

C. Develop at 3-4 units per acre the tract west of Ox Road between the University and the City of Fairfax.

D. Encourage PDH development on the tract east of Roberts Road, north of Braddock Road and south of the Fairfax city line in the 2-3 unit per acre range, suitably buffered from adjacent residential areas and landscaped and sited to preserve the small streams within the area.

E. Plan single-family residential at an average not to exceed 4 units per acre for the site in the northwest quadrant of Braddock Road and Guinea Road to permit development compatible with the existing residential mix.

F. No additional commercial uses should be permitted in this sector since substantial commercial resources exist in the southeast quadrant of Braddock Road and Route 123 (Area III, Sector BR7) and the City of Fairfax. In addition, provision for new commercial uses has been made in the Fairfax Center Area.

G. The parcel of land south of Route 236 between Woodson High School and the Calvary Hill Baptist Church should be planned for single-family residential use at 4-5 dwelling units per acre, provided the following conditions are met:

1. the preservation of environmental amenities;
2. the provision of a substantial landscaped buffer along Route 236;
3. the design of a vehicular access that would not exacerbate traffic flow along Route 236; and
4. the provision of noise attenuation measures that may be necessary due to the noise impact from Route 236.

Institutional uses that are permitted in the residential zoning categories appropriate for the planned residential 4-5 dwelling units per acre density range and which are compatible with the adjacent Woodson High School and Calvary Hill Baptist Church would also be a suitable type of development. Institutional uses, such as church facilities, should be permitted only if certain conditions are met, including the provision of substantial landscaped buffers where the subject property is adjacent to residential development and along the boundary adjacent to Route 236, sign and lighting control, the preservation of environmental amenities, the elimination of traffic movement and parking impacts, and the design of the main structure and ancillary buildings in such a way as to ensure compatibility with the residential communities to the south and east in terms of building height, scale and building components.

H. The area west of the City of Fairfax, Waples Mobile Home Park and George Mason University property should be planned for residential development commensurate with existing development in the upper Popes Head Creek watershed and with water quality protection objectives for the Occoquan watershed.

Residential land use at a maximum density of .2 dwelling units per acre should be planned for the area in the Occoquan Basin generally located between Popes Head Creek, Braddock Road and Shirley Gate Road to help protect the environmentally sensitive headwaters of the Popes Head Creek watershed. (See Plan map.)

I. If the 43.4 acres west of the stream valley and presently part of the 120-acre Fairfax Memorial Park ceases to be used for a cemetery, an appropriate alternative use would be residential development at 1-2 dwelling units per acre. To be compatible with Somerset, Somerset South, and other nearby subdivisions, the property should develop at a density no greater than permitted in the R-2 zoning district. In addition, the siting of buildings, the internal road layout, and the preservation of environmental features should be such that any adverse visual impact on adjacent communities is eliminated. The public access to such development should not be through Long Branch Stream Valley Park.

Public Facilities

A. Develop Fairfax Villa and Olde Forge Parks.

B. Acquire and develop community parks in areas of major residential development.

C. Develop University Park and George Mason Park.

D. Determine the best means of correcting the problems arising from the failing septic systems along Shirley Gate Road and then aid, as appropriate, in the correction of the problems.

E. Consider acquisition and development of Aspen Grove historic site north of George Mason University.

Environment

A. Protect the Popes Head Creek and Rabbit Branch headwaters by requiring any development to be sensitive to water quality issues.

B. Acquire connecting segments of Long Branch stream valley for park use and incorporation into a trail system. This stream valley is part of the EQC network.

C. Protect vegetated open spaces which serve as wildlife habitats.

D. Apply water quality recommendations presented at the beginning of the Area III section of the Plan to those lands within the Occoquan Basin.

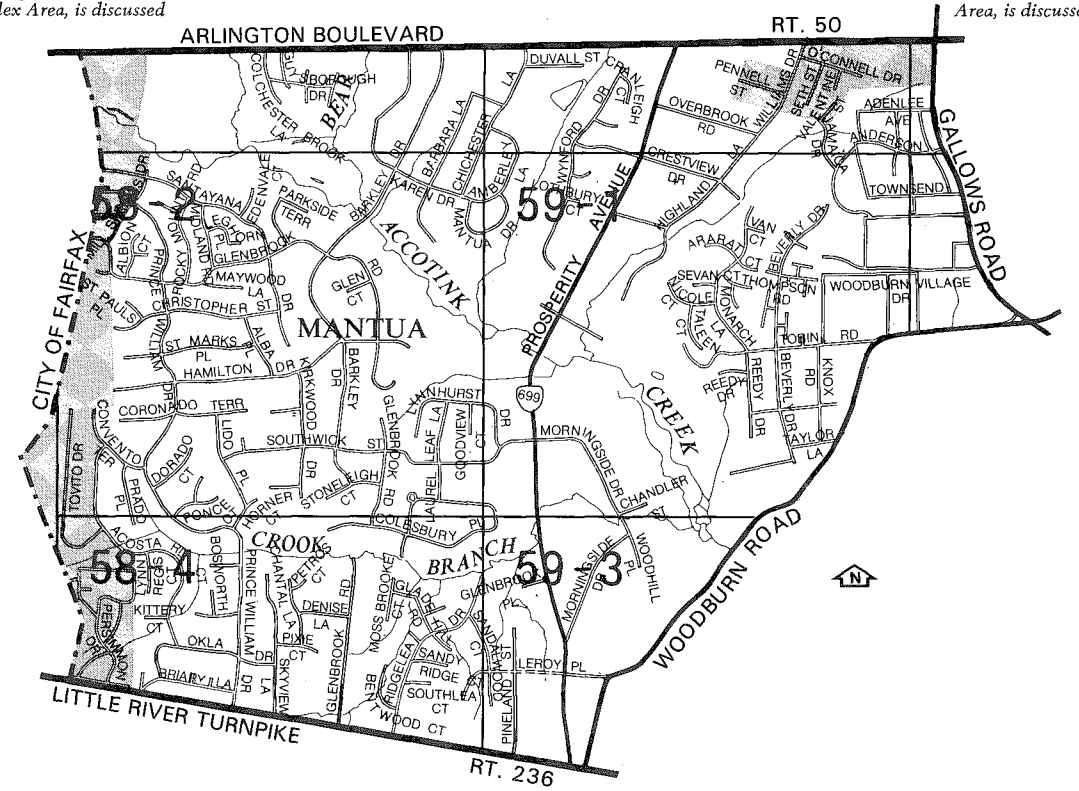
E. Provide highway mitigation for noise sensitive land uses so as to ensure a healthful living and working environment in which speech and activity interference is minimized in both interior and exterior areas.

F. Preserve the environmental quality corridor system as described at the beginning of the Area III section of the Plan, including those EQC lands along Popes Head Creek and its tributaries, through a variety of implementation methods.

F2 MANTUA COMMUNITY PLANNING SECTOR

The shaded area, part of the Picket Road-Fairfax Circle Complex Area, is discussed on page II 104.

The shaded area, part of the Gallows Road-Route 50 Complex Area, is discussed on page II 103.



This sector lies east of the City of Fairfax between Arlington Boulevard (Route 50) and Little River Turnpike (Route 236). Its eastern boundary consists of Gallows and Woodburn Roads.

The northeastern corner of the sector, lying adjacent to the Chiles tract in the Jefferson Planning District is part of the Route 50/I-495 Area the major portion of which is in Area I. It is designated as the Gallows Road—Route 50 Complex Area and is discussed separately. A strip of land 500-1000 feet in depth immediately east of the Fairfax city line between Arlington Boulevard (Route 50) and Little River Turnpike (Route 236) is part of the Pickett Road-Fairfax Circle Complex Area.

Land Use

The remainder of the sector is classified as stable. It is largely single-family residential with most of the homes quite new and falling in a high middle-income range. Townhouse and garden apartments have been built on three sites: one immediately west of the Fairfax Hospital and Woodburn Center, another just east of Fairfax at Pickett Road and Little River Turnpike and a third south of Route 50 and adjacent to Accotink Creek.

Commercial facilities within the sector are limited to auto service stations, fast food service, and some office space. As on the north side of Route 50, other than low-density residential development should not extend west of Prosperity Avenue.

Sites available for consideration of further development are limited. The three most significant vacant tracts are: one immediately west of the townhouses near Fairfax Hospital, a second immediately east of the garden apartments in Little River Turnpike, and a third between the Fairfax city boundary and Mantua Hills. The environs of each of these sites justify low-density residential development.

The first of these sites is adjacent to existing townhouse and garden apartment developments and employment activities in Fairfax Hospital, Woodburn Center, and the various commercial activities along Route 50 and 1-acre residential to the west. Low-density residential development (3-4 units an acre) would be compatible. It has adequate space for a PDH development and PDH should be encouraged in order to preserve open space and provide some housing mix. Special consideration must be given to coordinating development with that within the remainder of the Route 50/I-495 Area.

The second site along Little River Turnpike is presently zoned for low-density residential. The characteristics of the location on a major thoroughfare and adjacent to garden apartments suggest that this site would be well suited for medium-density residential. However, traffic conditions and erosion problems related to medium-density make retention of this area at low-density in the 2-3 unit an acre range appropriate.

The third site east of Pickett Road is surrounded on three sides by low-density residential and is recommended for infill at comparable densities.

Transportation

This sector is bounded by the major commuter arterials to the metropolitan core. Transportation concerns are related directly to the ability of these two arterials to handle commuter volume and of collector streets to accommodate simultaneously access to the arterials and a lesser volume of cross-County traffic. This will be complicated in the future by the need for easy access to proposed Metro stations.

Specific problem areas lie in the vicinity of the Arlington Boulevard-Gallows Road-Capital Beltway complex at and beyond the eastern extremity of the sector, and the high volume of commercial, school, and commuter traffic on Pickett Road in Fairfax which impacts both arterials. Prosperity Avenue and Woodburn Road also serve as collectors and have limited cross-County commuting. Within the sector, the existing road net is able to handle present traffic flows without undue congestion.

Current plans of VDH&T do not include projects in this sector. However, transportation improvements will be an integral part of development plans for the Chiles tract, and the realignment of the northern end of Pickett Road is a matter of discussion with the City of Fairfax and VDH&T.

County transportation recommendations include the widening of Prosperity Avenue to two 12-foot lanes in the sector and to four lanes between Arlington Boulevard and Lee Highway. Other suggested improvements for improved access to Metro stations and for fringe parking will also contribute to improved traffic conditions in the sector. Programmed widening of Braddock Road should eventually divert some traffic now using Little River Turnpike. Because this sector is largely stable single-family residential, it would be difficult and inappropriate to improve access by adding traffic on existing roads because stable area policy calls for diverting through-traffic from neighborhoods. Other means, such as car pooling to service Metro or bus service, must be found.

Construction of sidewalks along major thoroughfares would encourage commuters walking to local bus stops. This may require installation of "walk" signals at some intersections.

Public Facilities

Schools

Mantua Elementary School is located within the sector.

Parks, Recreation and Open Space

Parkland in Mantua Sector lies primarily along the Accotink Creek. Parks include Eakin (Mantua section), Eakin Community, Karen and Accotink Creek Stream Valley.

The Board of Supervisors also owns an additional 11.7 acres of undeveloped land along Accotink Creek adjacent to the City of Fairfax, just south of Arlington Boulevard.

Other Public Facilities

The following other public facilities are located within the sector: Fairfax Hospital, Fairfax House, Woodburn Mental Health, and Annandale West Fire Station. The State of Virginia-owned and -operated Northern Virginia Mental Health Institute is located adjacent to the Fairfax Hospital.

Shopping

Convenience and commercial shopping are readily available in the City of Fairfax and in smaller commercial areas along Route 50 and 236.

Housing

Housing has been provided mostly in single-family detached residential developments for upper middle income families. Developments on half-acre or one-acre lots are common. Townhouses and garden apartments are luxury units constructed for middle income families. Most units are comparatively new, reflecting westward urban growth during the past decade. Smaller or older housing units in a suitable state of maintenance for occupancy by low- or moderate-income families are limited and scattered throughout the sector. Additional residential development of any of the above types on the relatively few remaining tracts would be compatible with existing housing.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Mantua Sector lies entirely within the Accotink Creek watershed. Accotink Creek and its tributaries—Long Branch, Bear Branch, and Crook Branch—are the dominant environmental features here. Extensive floodplains impose a significant development constraint as does watershed protection because of generally highly erodible soils and slopes exceeding 15 percent along the stream valleys.

The floodplains of each of these branches of the Accotink form a link in the environmental quality corridor network. Much of this land has already been acquired as stream valleys.

Air quality maintenance is a planning consideration throughout the sector along major arterials and collector streets, e.g., Routes 50 and 236.

RECOMMENDATIONS

Land Use

A. To provide compatible infill in the essentially developed stable portion of this sector, plan infill as single-family detached housing at existing densities.

B. The area bounded by Route 50, the Fairfax city line, Accotink Creek, Eakin Park and Bear Branch is recommended for development in the 3-4 unit per acre density range. The portion east of Hunters Branch is already zoned for townhouse usage at 5 units per acre but covenanted for 3.7 units per acre. Planned unit development is encouraged for the portion west of Hunters Branch.

C. To provide a transition between townhouse development to the east and a large lot subdivision to the west, the land area north of Accotink stream valley park between Strathmede Square and Pine Ridge is recommended for single-family detached housing at 2-3 units per acre. The undeveloped Strathmede Springs subdivision, adjacent to the Bedford Village apartments, would be appropriate for the same type of housing in the 3-4 unit per acre density range.

D. The vacant tract in the southeast quadrant of the intersection of Prosperity Avenue and Route 50 should be permitted to develop for office uses and should be heavily buffered from adjoining single-family uses.

E. In the Mantua community, the subdivision comprised of 58-2((4)) and ((16)) is characterized by residential development at an average density of one dwelling unit to approximately one acre. In this essentially developed subdivision, infill should be at this existing density.

Public Facilities

A. Insure the provision of parks and open space amenities in large new residential developments.

B. Complete the development of Eakin Park in accord with the adopted park master plan.

C. Acquire and develop community parks in the areas of high deficiency near Bedford Village and in the southwestern portion of the sector near Crook Branch stream valley.

D. Construct two detention ponds southwest of the Route 50/Gallows Road intersection. One is to be located on parcel 49-4 ((1)) 57A and the other located near the intersection of Meade Place and Jamaica Drive.

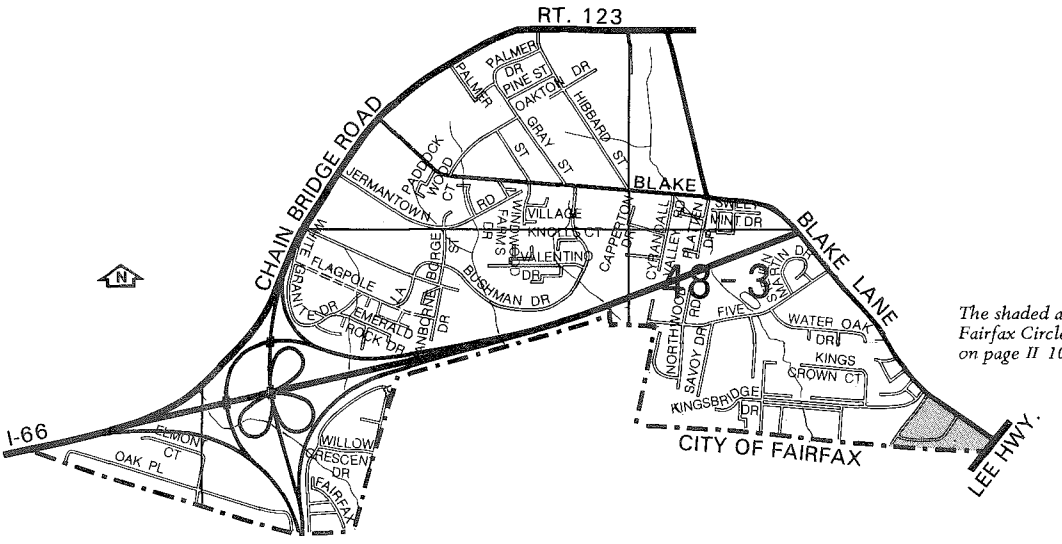
Environment

A. Acquire connecting segments of the Accotink Creek stream valley to permit incorporation within the EQC system and development of a trails network.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

F3 MOSBY WOODS COMMUNITY PLANNING SECTOR



The shaded area, part of the Pickett Road-Fairfax Circle Complex Area, is discussed on page II 104.

This is a small pie-shaped sector lying across the north boundary of the City of Fairfax, bounded on the west by Chain Bridge Road, and on the east by a combination of Old Court House Road, Edgelea Road, and Blake Lane. The sector thus is bisected by Interstate 66. Six land parcels bounded by Spring Street, Blake Lane, Lee Highway and the Fairfax city line are included in the Pickett Road/Fairfax Circle Complex Area. The remainder of the sector is stable.

Land Use

This sector contains a mix of low-, medium- and high-density residential and limited commercial uses. It is an actively developing area containing considerable space for infill of each of the residential densities.

The area west of Blake Lane near Fairfax is predominantly residential and contains single-family detached, townhouses, and tracts committed to garden apartments. Additional townhouses are located in the Cyrandall Valley development just north of I-66, and in Treebrooke, now under construction between I-66 and Chain Bridge Road. Other garden apartment developments are Oakton Park and Fairfax Village in the southeast quadrant of I-66 and Chain Bridge Road.

Commercial development is largely strip commercial along Chain Bridge Road in Oakton.

Vacant tracts of land are located principally along the east side of Chain Bridge Road from I-66 to approximately Hibbard Street, and several lots between I-66 and Five Oaks Road west of Blake Lane. Numerous tracts north of Blake Lane between Edgelea Road and Oakton Drive are vacant and offer a potential for extensive residential infill.

The tract in the southwest quadrant of Blake Lane and I-66 lies in an area largely committed to higher density residential uses. It has easy access to the proposed Vienna Metro Station. Recommended improvements in bus service and widening of Blake Lane will aid vehicular access. A small single-family residential development borders the south side of the tract. Medium-density residential development seems appropriate.

The area east of Route 123 at the Hunter Mill Road intersection presently contains a mix of residential and commercial uses. This is a potential site for expanded local-serving shopping needed in this sector and Sector F4. Space limitations here make the sites in the western quadrants of the intersection more likely for expanded shopping; however, that site would require a sewer pumpover. An alternative use of the site in the sector would be medium-density residential.

The area north of Blake Lane which is now single-family detached residential can be retained for compatible residential infill. Many of the homes in this area are older structures. While still serviceable today, the area is a logical choice for redevelopment in the future. Meanwhile, it provides moderate-income housing.

Transportation

Sector development is influenced by its location on I-66, a major east-west commuter radial to the Capital Beltway, and Chain Bridge Road, a high volume cross-County commuting link. Blake Lane also gives access to Lee Highway and Arlington Boulevard, two additional commuter radials. The service provided by the existing network of major thoroughfares is adequate for present traffic levels.

A local problem is the difficulty experienced by Blake Lane commuters making a left turn onto Lee Highway in the morning. Travelers on Chain Bridge Road also face obstacles in transiting Vienna to the north or Fairfax to the south. And all of the major thoroughfares leading to the metropolitan core from this sector suffer from currently unacceptable levels of service. Without remedial action all of these difficulties will worsen as the presently committed high-density residential development is completed and occupied. Completion of the Metro-rail system to the Vienna Station site would offer some relief to this sector. Additional measures are essential particularly in view of the density of projected development.

VDH&T programs will not affect this directly. However, County transportation recommendations would improve transportation conditions in the sector. Recommendations include establishment of a feeder bus system to transport residents to the Metro, and cross-County bus service along Route 123.

Other improvements recommended which will have beneficial impact in the Mosby Woods Sector include the widening of Blake Lane to four lanes and its extension across Arlington Boulevard to connect east of Fairfax Circle with a Pickett Road extention now planned by the City of Fairfax, the establishment of fringe parking at the Metro station, and the improvement of Five Oaks Road connection to the Metro access road.

To facilitate traffic flow within the southern half of the sector, a connection should be planned in conjunction with new development between either Five Oaks Road and Plantation Parkway or Ranger Road and Beach Drive. With the other improvements planned, this connection should now be possible without attracting commuter bypass traffic.

Public Facilities

Schools

Mosby Woods Elementary School is located within the sector.

The School Board owns a 10.0 acre site on the south side of Blake Lane north of I-66 for a future elementary school.

Parks, Recreation, and Open Space

Mosby Woods Sector is crossed by many small tributaries of the headwaters of Accotink Creek. It contains four community parks: Borge Street, Villa D'Este, Mosby Woods and Blake Lane on a vacant school site. Two are too narrow to be well suited for development. Villa D'Este Park, however, has one 3.0-acre site suitable for active recreation.

When the above resources are considered with Nottoway Park and development of Oak Marr Park to the north, the sector appears to be adequately served. However, because of the barrier created by I-66, further development of parks north of the interstate will be limited in serving existing population and anticipated growth in the southern half of the sector. Therefore, provision of facilities in the southern portion would substantially enhance services to the area. Since considerable growth is expected throughout the sector, recreation amenities provided by new residential developments should be used to complement public facilities.

The situation is also compensated in part by the proximity of Oakton High School and the Eakin and Nottoway Parks.

Shopping

Local-serving shopping is readily available in Oakton, Vienna and Fairfax for the existing population. Additional economic demand will be generated by the medium- and high-density growth projected in this sector and in residential areas west of Route 123. This demand can be met by an expansion of shopping facilities in the Oakton area on land already zoned for commercial use. A site in Sector F4 at the Hunter Mill Road intersection has adequate size but would require a sewer pumpover. A site in the sector opposite that intersection can be sewered more easily but is

more constrained in size. The Tysons Corner and Fair Oaks regional shopping centers serve the area.

Housing

The wide mix in housing types has been described. The most recent construction features townhouses and garden apartments. West of Chain Bridge Road is a development of single-family detached homes. Available sites here are exhausted.

An area containing considerable vacant lots is found along Blake Lane, primarily to the north. Existing homes here are mostly older homes in a modest price range. The generally large lot size and ideal location however make purchase costs high.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

Mosby Woods Sector lies almost exclusively at the headwaters of the Accotink Creek watershed. A narrow strip along Route 123 at the northern sector boundary is within the Difficult Run watershed. The streams are intermittent and the land gently rolling; steep slopes are uncommon. Soils are generally resistant to erosion but unsuitable for septic tank development.

Air quality is a concern along I-66 and Chain Bridge Road, along the northern boundary of the City of Fairfax.

RECOMMENDATIONS

Land Use

A. To capitalize on the multitude of transportation options available and planned, the mix of single-family detached infill and medium- and high-density residential development should be continued.

B. The appropriate use for the land originally designated for a shopping facility in the Treebrooke planned apartment development (PDH) is 8-12 units per acre.

C. The vacant site in the southwest quadrant of Blake Lane and I-66 should be planned for houses in the range of 3-4 units per acre.

D. Neighborhoods containing older, serviceable, moderately priced single-family homes should be retained through 1990 to provide housing for low- and moderate-income families. In the long run, these areas will provide logical sites for redevelopment. In the intervening years, low-density residential infill can be allowed.

E. Office use is recommended for the 34 acres in the southeast quadrant of Route 123/Jermantown Road intersection subject to a proffered development plan which should provide for:

1. an integrated overall development of not less than 23 acres within a campus-like setting with buildings and parking set well back from Route 123 and substantial landscaped open space;

2. Building height should not exceed six stories unless structured parking is provided and in no case exceed eight stories.

3. Floor area in office buildings should not exceed a gross floor area ratio (FAR) of 0.35 to 0.4 for the development site.

4. No retail uses, except those permitted in office zones, should be allowed.

5. Primary access to the site should be from Jermantown Road.

6. Primary access to and from Route 123 should be discouraged in view of its function as a major arterial highway and the proximity to I-66.

7. Development of the site should provide for coordinated internal circulation for the general area in the northeast quadrant of the I-66/Route 123 interchange. In particular, a public street connection on the periphery of the site should be provided between Jermantown Road or Borge Street and the properties to the south. Such a design would relieve traffic loads at other critical locations and distribute traffic more evenly. The internal circulation scheme and access to Route 123 shall be designed so as to minimize if not eliminate the use of the existing median break at the Rosehaven/Route 123 intersection for left turns to and from the site.

8. Office parking areas shall be well-buffered and screened from nearby residential areas.

9. All the applicable environmental considerations listed below in relation to the residential uses and neighborhood shopping center recommendations should be met.

10. Other necessary supporting facilities shall be provided in the office buildings.

Several environmental and transportation factors are relevant to the development of this tract. These include the presence of an adjacent high-volume noise impact roadway, extremely scarce and hence more valuable vegetation resources, a predominance of open, gently sloping fields which demand an imaginative, well-landscaped development plan, the presence of high infiltration capacity soils well suited to on site stormwater management systems and downstream channel erosion in the Accotink Creek Stream Valley Park. These concerns and related circulation issues should be addressed as follows:

1. Circulation. Appropriately sized deceleration/acceleration lanes should be incorporated along Route 123 and the two access points to the tract along Jermantown Road. Entrances to the commercial portion of the site should occur sufficiently distant from Jermantown Road to preclude congestion. Public streets should be constructed to access the commercial use. South of it, private roads would be appropriate. The primary north/south through road between Jermantown Road and the Arrowood subdivision should align with existing curb cuts to Jermantown. A 60-foot right-of-way will be required. Internal roads in the southeast portion of the site should align with the topography and focus on a subtle site amenity in the southwest corner of the parcel.

2. Structure Type, Siting, and Density. Assuming proper treatment of the highway noise impact, townhouses, garden apartments, or mid-rise units could easily fit anywhere on the site. However, because of the scarce site amenity (monarch American beeches and white pine grove) near the southwest corner, more vertical structures, for example, garden or mid-rise apartments, should be sited there parallel to the slope (ampitheatre concept) so that the maximum number of residents can take advantage of the view. Townhouses can easily fit the front portion of the site without conflict with similar structures across Jermantown Road. Residential uses near Route 123 will have to be protected with a noise berm or barrier of sufficient size to buffer the ground level and the first floor of the structure.

3. Landscaping Requirements. Substantial buffering will be necessary along the perimeter of the commercial area. Additional tree islands within the parking will be necessary. The noise berm must also be well planted on both sides.

4. Amenities. Scarce woodland resources in the southwest corner of the tract should be used as a design focus. Stormwater retention facilities (retention pond) should and can be incorporated into this portion of the site, and thereby add to its amenity value from both a visual and possible recreation standpoint.

5. Drainage. Progressive stormwater management techniques should be incorporated. Local groundwater recharge and quality improvement measures for runoff from commercial property must be incorporated. Downstream channel erosion damage dictates that development here should not further aggravate the existing problem.

F. The land area north of Flagpole Lane and south of the office use described in Recommendation E above is recommended for motel use or office use not to exceed six stories. The land area abutting the south side of Flagpole Lane is recommended for residential use at 16-20 units per acre. Flagpole Lane or a similar connector street should be completed between Route 123 and Borge Street. If the connector street between Route 123 and Borge Street is realigned northward to a location adjacent to the AT&T site, connecting to Flagpole Lane and an extension of White Granite Drive, the land west of White Granite Drive extension could be considered for townhouse office use.

G. Expanded local-serving shopping facilities in the Oakton area in this sector should be limited to the land already zoned for commercial use. Space should not be provided for any type of commercial development within this stable residential sector except on the already zoned land in the Oakton area and as provided in Recommendations E and F.

H. The business area of Oakton should be encouraged to continue to develop under a village concept and no further commercial rezoning in the area should be considered. This area, which also includes portions of sectors V4 and F4, should be designated as a special study area requiring continued monitoring and restudy especially with respect to issues of achieving plan objectives in implementation and the phasing of public facilities.

I. The parcel of land on the south side of Kingsbridge Drive west of Fairfax Circle Villa apartments is appropriate for residential use at a density of 12-16 units per acre, heavily buffered from the industrial uses to the west and south.

Public Facilities

A. Develop Villa D'Este Park.
B. Develop Mosby Woods Park.
C. Develop Borge Street Park.
D. Develop Blake Lane Park.

Environment

A. Develop a trails system to facilitate pedestrian access to local parks and shopping centers and to connect with the proposed City of Fairfax trails network.

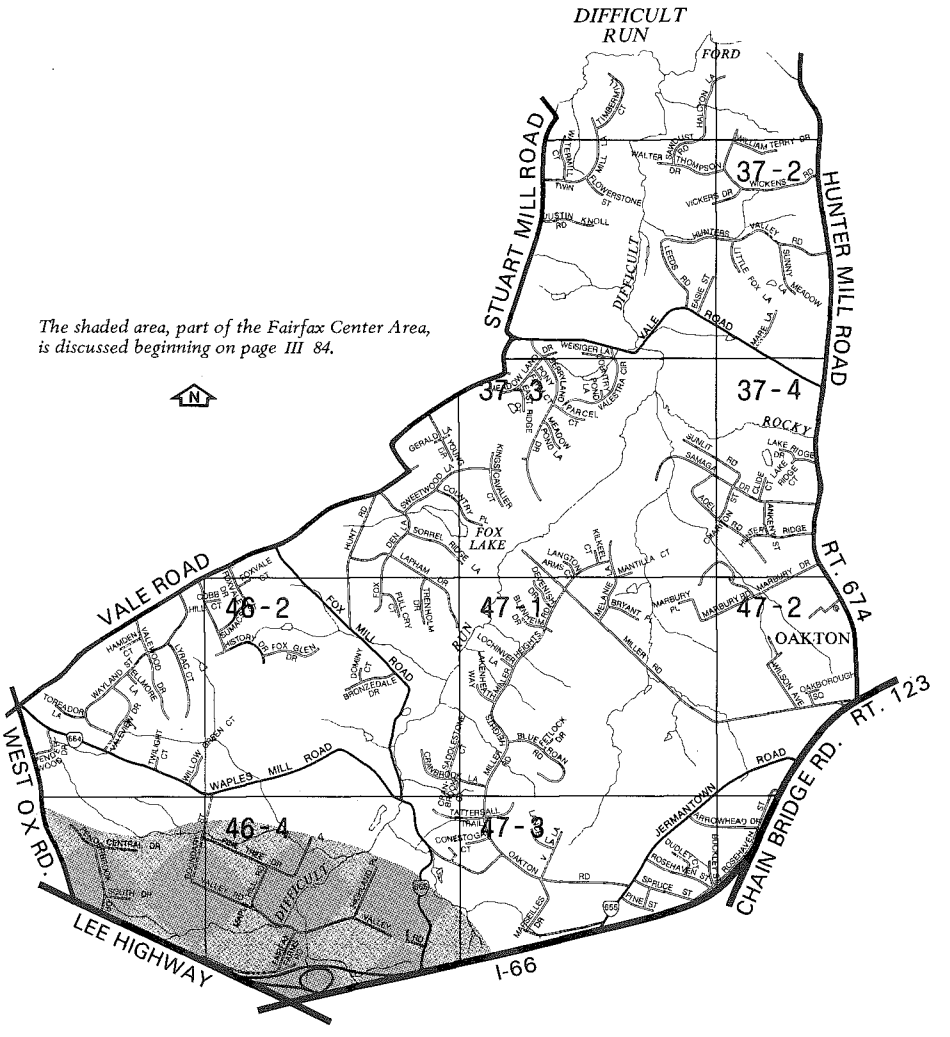
Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

F4 FOX LAKE COMMUNITY PLANNING SECTOR

Boundaries of this sector are: I-66 and Route 50 on the south, a combination of West Ox Road, Vale Road, Stuart Mill Road on the west to Difficult Run, the stream line and Lawyers Road on the north, and Hunter Mill Road and Chain Bridge Road on the east.

The sector is almost exclusively residential in character and is classified stable except for the area along the north side of Route 50 which has been included in the Fairfax Center Area.



The shaded area, part of the Fairfax Center Area, is discussed beginning on page III 84.

Land Use

Fox Lake Sector is a suburbanizing rural area. It is presently zoned mostly R-1 or R-E. Residential development is single-family detached on one acre or larger lots. There are still some scattered, older rural homes, but there is little farming. Horse raising is common. Lots, vacant or developed, are frequently wooded. For these reasons, homes are priced for upper middle- and high-income families.

Existing commercial uses are found only at the intersection of Hunter Mill Road and Chain Bridge Road. Several commercial and industrial rezoning applications have been submitted along Route 50 as part of the Fairfax Center Area development.

A large part of the remainder of the sector is planned for development for large lot residential uses. These uses should generally be continued to aid preservation of the Difficult Run Environmental Quality Corridor.

A planned apartment development (PDH) zoning covers a large tract in the northwest quadrant of Route 123 and I-66. Medium residential densities between that site and the Hunter Mill Road/Chain Bridge Road intersection would be reasonable. Development will require special provision for sewers in this unsewered sector.

Except for the proposed expansion of shopping facilities at the Oakton intersection, on land already zoned for commercial use, no allocation of commercial space seems warranted in the stable part of the sector.

Transportation

Population growth is increasing the traffic volume on a network of narrow, two-lane rural roads. Increasing pressure for road improvements to enhance safety and convenience must be weighed against the desire of citizens to retain the rustic setting in which they live and to keep from attracting through commuter traffic from the Reston area. Thus local access traffic problems are coupled with the commuting difficulties on major arterials experienced by residents throughout the district. At this time, the existing sector network of major thoroughfares is fulfilling present transportation requirements at acceptable levels with the exception of Hunter Mill Road, Fox Mill Road, and West Ox Road.

Widen Jermantown Road to four lanes with turning lanes between Chain Bridge Road and Lee Highway. Other transportation recommendations which will benefit local traffic are the emphasis on bus service to adjacent, more densely populated sectors, improvements along access routes to the Vienna Metro Station, and construction of fringe parking lots at the station.

An integrated plan for a trails system to enhance pedestrian bicycle access to parks, local shopping centers, and a trail along Difficult Run needs to be completed.

Public Facilities

Schools

Oakton Elementary School is located within the sector.

Parks, Recreation, and Open Space

Difficult Run with its numerous tributaries is the dominant environmental feature and provides the focus for most of the parklands in the sector. They are Foxvale, Oak Borough Square, Oak Marr, Tattersall, and Wayland Street.

Given that the inherent nature of large lot development reduces the dependence on parks, total parkland is adequate for the present population. However, the population growth projected for the sector will create a need for conveniently located community parks and development of recreation facilities on existing parks such as Fox Vale which contains several sites suitable for active recreation.

Other Public Facilities

Oakton Fire Station is located within the sector.

The area north of Jermantown, Oakton, and Waples Mill Road is not presently sewered nor programmed for sewer construction. Most of the sector is suitable for septic fields.

Shopping

There are no shopping facilities within the sector. Shopping available and anticipated in the Oakton area, Vienna and the City of Fairfax provide adequate local-serving shopping for the existing population. Population growth will create demand for additional facilities. Lack of sewer in the sector suggests that new facilities should be provided in one or more of the above three locations. Adequate commercially-zoned but undeveloped land exists at the intersection of Hunter Mill Road and Route 123 for any expansion of retail uses to serve future population growth in Sector F4.

Regional shopping needs are nearest in the Tysons Corner area. One or more of the new regional centers being proposed by developers in the Fairfax Center Area, in Reston, and in Centreville may ultimately serve sector residents.

Housing

All housing is single-family detached. Most is relatively new, sited on one acre or larger lots, and priced to attract middle- and upper-income families.

Existing below market housing sites in this Sector, if any, are listed in a Table in the Housing chapter of the Background section of the Plan, and proposed below market housing sites in this Sector, if any, are listed in a Table in the Housing Chapter of the Recommendations section of the Plan.

Environment

The sector lies almost entirely in the headquarters and upper reaches of the Difficult Run watershed. Difficult Run and its many tributaries are the dominant ecological assets; in fact, the entire Difficult Run valley is a state-designated critical environmental area. Highly erodible soils throughout most of the sector and steep slopes along major stream valleys make watershed preservation an essential concern. Floodplains also impose a natural constraint on development along the stream and its major tributaries. Poor soils for septic tanks occur in the southern third of the sector.

Difficult Run is a major component within the proposed system of environmental quality corridors. Densely vegetated areas, steep slopes, floodplains, and public parks that are adjacent to Difficult Run and its tributaries are part of the corridors and should be protected.

Present levels of development do not create a significant impact on air quality.

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 and Archaeology

Squirrel Hill, a clapboard log house built around 1706, is located on private property on Waples Mill Road.

RECOMMENDATIONS

Land Use

To preserve the Difficult Run and establish the environmental quality corridor within the stable residential portion of the sector:

A. A special study has been completed that details a land use plan for the headwaters region of the Difficult Run watershed. The results of this study, consider such factors as existing safety, health and environmental constraints and committed development in the area and site and road design controls, shown on the land use map for this area which designates the recommended land uses and densities.

The study area was analyzed for its ability to accept various density categories and simultaneously maintain high quality environmental standards. The primary environmental objectives concerning this area relate directly to the impacts created by urbanization such as: increased percentages of impervious surfaces, increased stormwater runoff values, increased nonpoint source pollution loadings, stream channel enlargement, loss of high quality forested vegetation, loss of high quality wildlife habitats increased number of septic fields, and possible soil, overburden and groundwater contamination from septic effluent. The study area was reviewed for its sensitivity to these impacts.

A detailed environmental inventory was compiled that identified geologic, topographic, hydrologic, vegetative, soil, wildlife, air quality, noise and open space factors. This information was then used to prepare an overall land use design that would minimize the impacts from development in a region that is not planned for sanitary sewer service. The result is an environmentally sensitive plan that takes topographic forms for boundaries.

An environmental quality corridor (EQC) was outlined using a U.S. Forest Services water quality filter strip equation, areas of steep slopes, U.S. Geological Survey designated 100-year floodplain and existing parkland. Plant nutrient uptake capabilities of the filter strip will slow the filter overland stormwater runoff prior to its introduction to the streams.

Long narrow ridge lines with thin overburden, highly erosive soils, steep topography, high quality vegetation and poor access are proposed for low-density (5 acre or larger) uses. Two to five acre lots (.2-.5 units per acre) are proposed for areas adjacent to streams where topography is relatively steep, overburden moderately thick (10-50 feet) and soils moderately erosive. Areas on plateaus or ridge lines where thick overburden (50 feet +), gently sloping topography, good septic suitability soils, mixed vegetation and varied access points are present combine to form areas capable of accommodating somewhat higher density development (.5-1 units per acre).

Factors other than environmental considerations were also evaluated before arriving at the land use recommendations shown on the Plan map. Since adoption of the Plan recommendations for Sector F4, there has been substantial development, primarily 1-2 units per acre cluster subdivision, which limit the options for planning totally this sensitive headwaters area only for very low densities. Existing and committed development is used in Plan recommendations in many areas of the Difficult Run headwaters in terms of compatible density. New development should also be compatible with the established development pattern in its vicinity with similar lot sizes, provided such would not be detrimental to environmental amenities and constraints.

The remaining area of the sector outside the Oakton community and the Fairfax Center Area is recommended for residential use at .5-1 unit per acre, except for the portion bounded by Route 50, West Ox Road, Waples Mill Road and Boundary Street where residential uses at 1-2 units an acre or private recreational uses would be appropriate.

B. If gravity public sewer is available on at least a portion of any building site, the area along Hunter Mill Road and Miller Road northwest of Oakton should be permitted to develop in the 4-5 unit per acre density range, except parcels 47-2 ((1)) 16, 17, 23 which should be limited to 2-3 units per acre. On any site where gravity public sewer can be made available to only a portion, the development pattern may be arranged to take maximum advantage of sewer availability at densities up to and including townhouse development provided that any portion of the site which cannot be sewered by gravity or any portion of the site which abuts land which cannot be sewered by gravity shall either be retained in open space or developed in single-family detached housing of no more than two units per acre. The specific residential density is to be determined by the same criteria used for the headwater areas of the gravity or any portion of the site which abuts land which cannot be sewered by gravity shall either be retained in open space or developed in single-family detached housing of no more than two units per acre. The specific residential density is to be determined by the same criteria used for the headwater areas of the Difficult Run, which are not planned for public sewer by gravity.

Retail commercial is an option for a depth of approximately 300 feet north of Miller Road on the southern portion of parcels 24, 24A and 24B provided the following conditions are met:

1. the appropriate consolidation of parcels to ensure the desirable siting of buildings, coordinated vehicular access and internal circulation and the minimum number of access points on Miller Road;
2. the provision of a substantial landscaped open space buffer to assure the elimination of any adverse impact upon nearby existing and planned residences; and
3. the provision of lighting and signs in a manner which renders them unobstrusive to any nearby existing or planned residences.

Townhouse office is an option for parcels 20, 21, 25 and 26 which front on Hunter Mill Road opposite the shopping center. Townhouse office would serve as a transitional use between the retail commercial and the residential use of 4-5 units per acre. However, the following conditions need to be satisfied by the developer(s):

1. the appropriate consolidation of parcels to ensure: the desirable siting and clustering of units, coordinated vehicular access and internal circulation for the townhouse office development;
2. the provision of a substantial landscaped open space buffer which would assure the elimination of any adverse impact from commercial activity upon nearby existing or planned residences;
3. the limitation in the height of townhouse office units to a maximum of three stories;
4. the provision of signs, whose size, character, and location shall be compatible with, and result in no adverse visual impact upon, adjacent existing and planned residential units; and
5. the provision of appropriate transportation improvements to relieve and prevent further traffic congestion in the vicinity of Hunter Mill Road, Miller Road and Route 123.

C. The area north of Jermantown Road between Oakton Elementary School on the east and Oak Marr Park on the west is planned for residential development at 3-4 units per acre except for the northern portion of the tract with frontage along the south side of Miller Road. This northern portion is planned for residential development at .5-1 dwelling unit per acre, compatible with the existing large-lot, single-family houses along Miller Road. The area planned for residential development at .5-1 dwelling units per acre should extend to a minimum depth of 300 feet south of Miller Road. Lots should, at a minimum, be one acre in size, with no provision for clustering in view of the existing pattern of residential development along Miller Road. In addition, these lots should be served by individual septic systems and have access only to Miller Road. To achieve the upper end of the .5-1 dwelling unit per acre density range, maximum advantage should be taken of the existing vegetation and topography and the development should result in minimal disruption to the environmental features. If the area should develop as a part of a PDH proposal, the density restrictions for this northern part, as described above, shall still be maintained.

The remainder of the area, which is planned for 3-4 dwelling units per acre, should have access to Jermantown Road only. To achieve a density greater than three units per acre, the following conditions must be met:

1. The provision of a substantial landscaped open space buffer between the areas planned for 3-4 dwelling units per acre and .5-1 dwelling unit per acre to eliminate any adverse impact on the large-lot, single-family residences on the northern portion of the area.
2. Sufficient consolidation of parcels to ensure the appropriate siting of residential units, coordinated vehicular access, and internal circulation.
3. The preservation of the stream valleys, retention of hardwoods and evergreens, and minimal disruption of existing topography.

If gravity public sewer is unavailable and a sanitary sewage pumping station is necessary to serve the area planned for 3-4 dwelling units per acre, such a facility should be located within and designed to serve only that area planned for 3-4 dwelling units per acre north of Jermantown Road and west of the Oakton Elementary School.

D. The business area of Oakton should be encouraged to continue to develop under a village concept and no further commercial rezoning in the area should be considered. This area, which also includes portions of Sectors F3 and V4, should be designated as a special study area requiring continual monitoring and restudy especially with respect to issues achieving plan objectives in implementation and the phasing of public facilities.

E. Allocate no space for additional commercial facilities in the sector, except that already zoned for commercial use.

F. The seventy-one (71) acre area bounded by Route 123, Fairfax Acres subdivision (including those acreage parcels east of Dudley Court) and Jermantown Road presents a variety of opportunities. Because of the site's high visibility, good access to I-66 and potential for office or research and development use of economic benefit to the

County, the possibility of development of substantial portions of the property for these nonresidential uses should be recognized. This need must be balanced, however, against the need to provide an inventory of suitable areas planned for multifamily residential uses.

The site is appropriately planned for development in garden apartment uses at 16-20 units an acre with an alternative of office/research and development uses as described below, one not to the exclusion of the other, but preferably in a combination thereof. Office/research and development uses should not exceed 50 acres. Land not used for office/research and development uses shall be used for garden apartment uses. Conditions which must be met in a proffered development plan in any zoning application requesting office/research and development use are as follows:

1. The various ownerships of the 71-acre area should be consolidated or coordinated in a manner so that the allocation between office/research and development and residential uses will be established before any land is rezoned.
2. An integrated overall development within a campus-like setting with substantial landscaped open space (especially as a buffer to Fairfax Acres if the site abuts any portion of that subdivision). The intensity of office/research and development use should be similar to and compatible with that occurring on the southeast side of Route 123.
3. The remaining land area which is to be utilized for garden apartments can be accessed either from Jermantown Road or through the office or research and development site and should be of a suitable configuration to provide a viable residential site.
4. The general atmosphere of the development should be open and campus-like. Building heights of office/research and development uses should not exceed eight (8) stories with six (6) stories or less being preferable to reduce the visual impact of the development upon single-family residential neighborhoods to the north and west.
5. No retail uses except those permitted in office zones should be allowed.
6. The provision of site access and design of traffic circulation in this area should be consistent with the principles of highway functional classification. The location of the site requires that access be provided such that traffic impacts on I-66 and Route 123 will be minimized. Thus, primary site access should be from minor arterial and collector roads, with minimal disruption to major arterials and freeways. It should be emphasized that the provision of access in this fashion is consistent with the adopted plan for providing access to parcels on the east side of Route 123, which is currently being implemented.

To accomplish the objectives set forth above, two possible access and circulation schemes have been developed. These alternatives are:

1. Alternative A. The site should be accessed exclusively from Jermantown Road. No access should be provided from either Route 123 or Rosehaven Street in view of the potential disruption on Route 123 caused by additional intersections between Jermantown Road and I-66.
2. Alternative B. Primary access to the site should be from Jermantown Road. Entrances on Jermantown Road should be no closer than 600 feet from the Route 123 intersection.
   - Primary access to and from Route 123 should be discouraged in view of its function as a major arterial highway and the proximity of I-66. In particular, left turns into and out of the site from Route 123 should not be allowed in view of the potential congestion created on Route 123. However, right turn only may be allowed.
   - To effectuate the above objective, Rosehaven Street should be realigned to intersect Jermantown Road and to eliminate its intersection with Route 123 as shown on the accompanying map.

It is recommended that both Alternative A and Alternative B be shown on the plan, with a determination of the preferred access scheme dependent upon further examination of traffic volumes and flows associated with specific development proposals during the rezoning process. It is further recommended that a three-acre site for fringe parking be sought for this general area.

G. The area bordered by Stuart Mill Road on the west, Vale Road on the south, the Whole World Fellowship and private open space on the east and north be developed at a planned density range of .2-.5 dwelling units per acre with preference given to the low end of the density range.

Public Facilities

A. Develop the Fox Vale and Oak Marr Parks.

B. Acquire additional parkland within areas of new development unless adequate private facilities are provided.

C. Relocate the Navy-Vale Fire Station (Sector UP8) to the general vicinity of West Ox Road and Route 50.

Environment

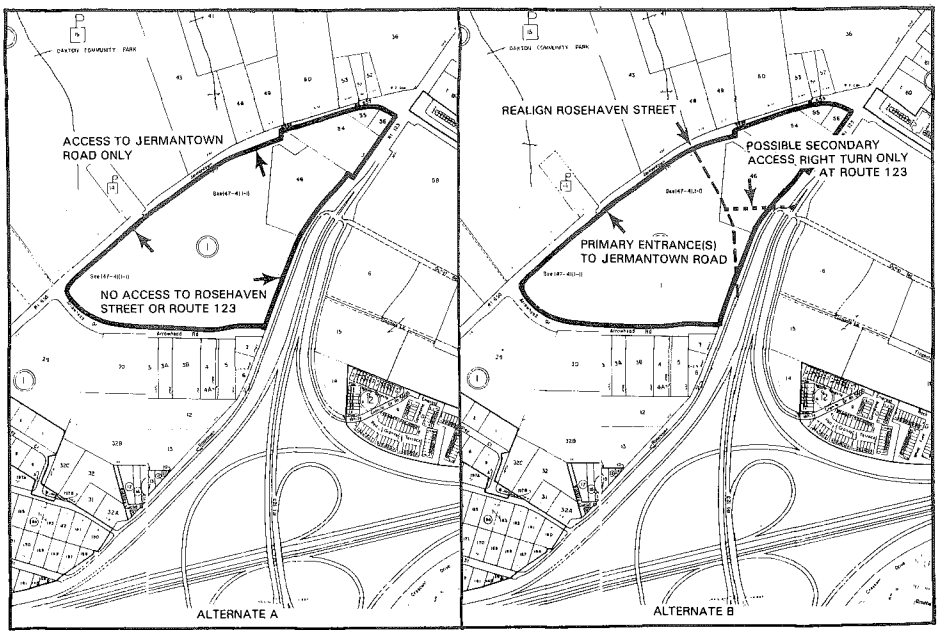
A. Require that any development in the headwaters of Difficult Run valley be sensitive to water quality issues. Such sensitivity includes minimal impervious surface, stringent sediment control during construction, and stormwater management designed to protect water quality.

Design controls for the Difficult Run headwaters include the following:

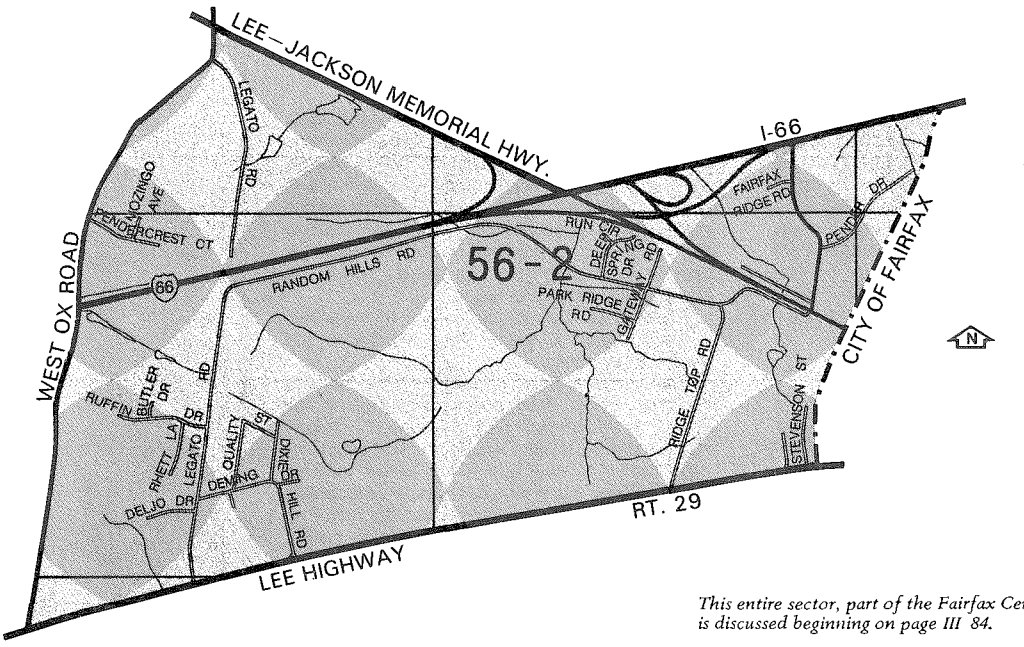
1. All major collector and subdivision roads should be oriented to uplands and ridge lines.
2. Small subdivision streets or access roads should not cross streams or major swales as this interrupts and disregards the EQC network, promotes nonpoint source pollution loadings and excessive cut and fill.
3. The Difficult Run Environmental Quality Corridor should be protected by dedication or acquisition.
4. Tract consolidation may be appropriate prior to development.
5. Developers are encouraged to design with varying lot sizes corresponding to the planned land use densities, even if the area to be developed involves more than one land use density category.
6. The use of adequate buffers, landscaping and substantial building setbacks should be provided to preserve the present character of this area when viewed from collector and minor arterial roads.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.



F5 LEGATO COMMUNITY PLANNING SECTOR



This entire sector, part of the Fairfax Center Area, is discussed beginning on page III 84.

This sector is bounded by Route 50 and I-66 on the north, the Fairfax city boundary on the east, Route 29 on the south and West Ox Road on the west.

The entire sector is located in the Fairfax Center Area. The southwest portion of this sector is located in the Occoquan Basin and drains into the Occoquan Reservoir.

Land Use

There are several stable, single-family residential subdivisions located within the sector. Commercial uses are concentrated within the Fair Oaks shopping center, located west of the intersection of Route 50 and I-66 and the High Ridge and Pender Business parks located in the eastern portion of the sector. The planned County Government Center is to be located on approximately 183 acres of county owned land between I-66 and Route 29 in the central portion of the sector.

The land in the Occoquan Basin should be planned with consideration for the protection of water quality in the reservoir.

Transportation

The sector is bounded by several key commuter routes to urban areas to the east. Access to I-66 is restricted to traffic on Route 50 which can be reached only with difficulty via West Ox Road. To the east, commuters must face the same difficulties encountered by other residents of the district.

Intense development of the Fairfax Center Area will greatly impact local traffic which is not presently a problem. In view of increased traffic volume within the Fairfax Center Area, transportation must be given primary emphasis in the review of development proposals. Ultimately, the provision of express bus or rapid rail to this area may provide improved transportation options to serve existing and planned residential and commercial developments.

Public Facilities

Parks, Recreation, and Open Space

The southwestern portion of the sector is served by the Dixie Hill Park. Population growth resulting from the proposals for intensive development within the area will require additional recreation facilities.

Other Public Facilities

Located north of Lee Highway within this sector is the site that was purchased for the future relocation of the Fairfax County Governmental Center.

Shopping

The Fair Oaks regional shopping center is located within this sector. Convenience and community shopping is available in Fairfax and Greenbriar.

Environment

The Legato Sector is located primarily at the uppermost headwaters of Difficult Run; two small segments drain into the upper Occoquan and Popes Head Creek. This factor plus highly erodible soils in the western two-thirds of the sector make watershed protection an essential planning consideration. The fact that all of Difficult Run valley is a state-designated critical environmental area adds to this concern. The environmental quality corridor in this sector is discussed in the Fairfax Center Area.

Air quality maintenance is a concern within the sector because of the convergence of high-volume commuter routes.

RECOMMENDATIONS

Recommendations for this sector are presented as part of the Fairfax Center Area which is located in the Area III section of the Plan text. In addition, since part of this sector is within the watershed of the Occoquan Reservoir, additional recommendations for special areas (resulting from the *Occoquan Basin Study*) are presented at the beginning of the Area III section of the Plan. These special area recommendations apply to affected lands in this sector in addition to the Fairfax Center Area recommendations.

F6 COUNTY GOVERNMENT CENTER

This sector comprises the County land contained in the Fairfax County Government Center within the City of Fairfax. It is bounded on the north by Little River Turnpike (Main Street), on the east by Chain Bridge Road, on the south by Jones Street, and on the west by a line which circles the school administration building to Page Avenue, follows Page Avenue to the police headquarters then jogs north to the rear property lines of commercial establishments along Little River Turnpike, then jogs again to the turnpike around the Texaco Station.

Land Use

Since this sector has no residential population and future development is restricted to governmental uses, it is not discussed in detail here. Existing government activities and planned construction ensure its future as an employment center.

Consideration should be given to limiting the further development and use of facilities in the Courthouse/Massey Building complex in the City of Fairfax for Fairfax County governmental activities. Specifically to meet the critical needs of the Circuit and General District Court and of the Juvenile and Domestic Relations Court, the concept of using existing County buildings in the Courthouse area, including the Massey Building, for such purposes is urged. This will centralize such activities in this area, with the many attendant advantages occurring therefrom. It will also lend impetus to formulation of plans to decrease the amount of leased space used by County agencies by consolidation into facilities to be constructed on a phased basis.

Transportation

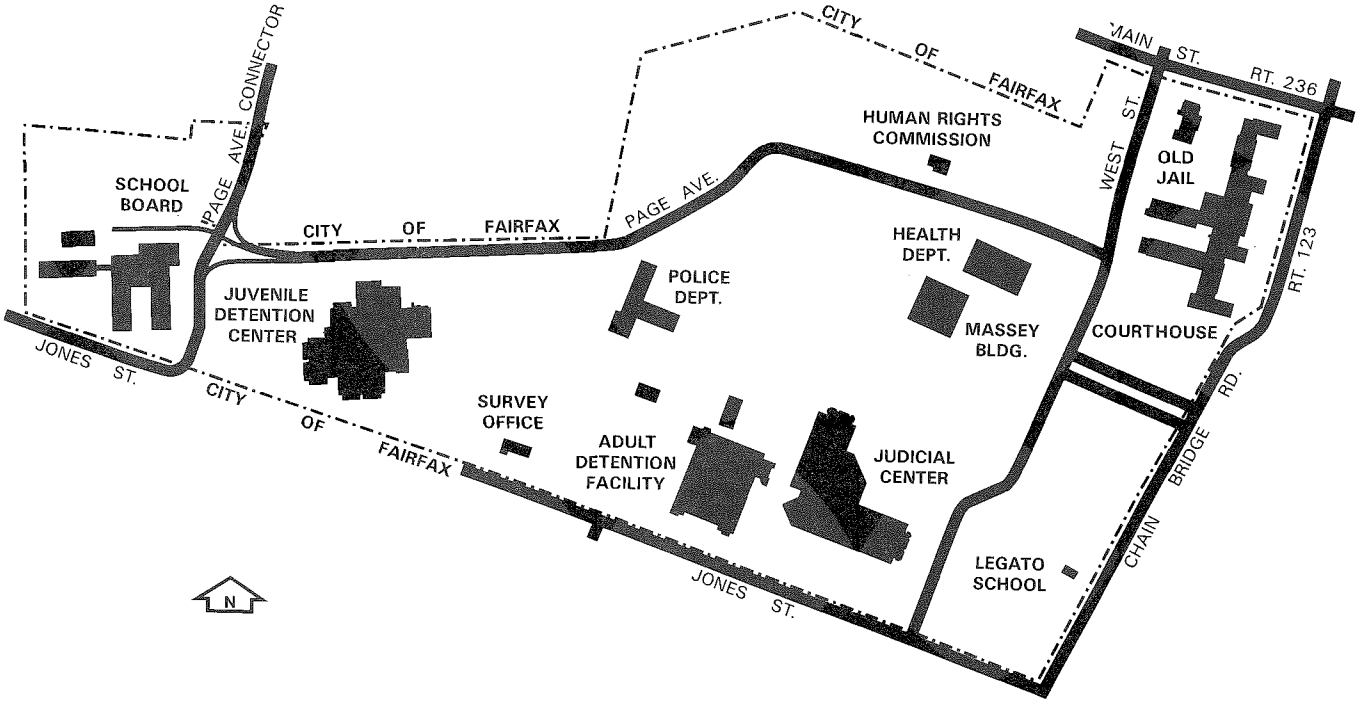
Primary transportation problems associated with the Government Center are those related to employee rush-hour commuting and adequate parking for visitors. Continued growth by city and county government and George Mason University coupled with projected residential construction can only produce a worsened transportation situation unless effective remedial action is inaugurated in the near future.

Alternatives include public transit, increased highway capacity, staggered work hours and shorter work weeks.

There are numerous alternatives for enhancing vehicular traffic flow. Alternatives include the possibility of constructing a Route 123 bypass along Railroad Avenue and through the Government Center to link with Jones Street back to Route 123 and designation of parallel north-south streets for one-way traffic through the city. The local bypass may serve to limit commuter use of Joyce Drive, a residential street west of the School Administration Building. This subject is a matter for intergovernment negotiations involving VDH&T and the two local jurisdictions.

Public Facilities

Fairfax County currently provides certain public services to the City of Fairfax under contractual agreement.



COMPLEX AREAS

Area II contains locations which have development problems of a magnitude and complexity that warrant intensive analysis: Gallows-Route 50, Pickett Road-Fairfax Circle, the Fairfax Center Area and the Tysons Corner Area. Their evaluation in this section results in recommendations for uses to the year 1990.

What is a Complex Area?

In the three-part land classification system selected for Area Plan analysis, the distinction between complex, option, and stable areas was intended to be one of intensity and immediacy; that is, even stable areas have some problems which planning can address, but other categories have more of them, requiring a greater degree of public policy guidance and, in some cases, a more immediate input of that guidance. Examination of land use and related problems indicates that, in many instances, the problems describe not a complex but a complexity of issues in need of resolution.

Many complex areas tend to have in common a range of problems involving transportation, type and intensity of land use, lack of land use order or organization, and strong but conflicting pressures for change. The designated complex areas in Area II, Gallows Road-Route 50, Pickett Road—Fairfax Circle, together with the Fairfax Center Area and the Tysons Corner Area—all have these points in common, and some others.

Transportation

Conflict exists or could exist between internal circulation, local access, and through-traffic. Where substantial new development in a complex area requires major public facilities, transportation is usually involved.

Complete consideration of transportation capital improvements and recommendations therefore are deferred for consideration in the countywide transportation plan. Notwithstanding this deferral, the necessity to consider the adequacy of, and needs for, transportation facilities in this review of land use planning is recognized.

Planned land densities are important considerations in this regard. It is appropriate to herein note that, while planning for long-range transportation requirements should proceed, the identified needs are much greater than that which can realistically be funded in the foreseeable future.

Recognizing the above restraints and considerations, but in a constructive effort to herein address the more immediate needs, the following Metro-related projects are identified as those being of the highest priority in this plan:

- Gallows Road (Route 650) from Old Courthouse Road (Route 677) to Lee Highway (Route 29);
- Old Courthouse Road (Route 677) from Gallows Road (Route 640) to Aline Avenue;
- International Drive from Old Courthouse Road (Route 677) at Aline Avenue to Leesburg Pike (Route 7);
- Blake Lane (Route 655) from Arlington Boulevard (Route 50) to Interstate 66;
- Five Oaks Road from Blake Lane (Route 655) to the Vienna Metro Station;
- Leesburg Pike (Route 7) from DAAR to I-495.
- Wolf Trap Farm Park area Metro express parking lot from Beulah Road (Route 675) to Trap Road (Route 676);
- parking lot at Hunter Mill Road (Route 674) and DAAR;
- Hunter Mill Road (Route 674) between Blake Lane (Route 655) and Tamarack Drive;
- Blake Lane (Route 655) between Chain Bridge Road (Route 123) and I-66; and
- Sutton Road (Route 701) between Blake Lane (Route 655) and the Vienna Metro Station.

Land Uses

A substantial amount of commercial space is involved, although multiple-unit residential and some single-family residential properties may be mixed in. Internal and external incompatibilities among these land uses are part of the problem. Altogether, the intensity of land use is relatively high, or it could be under existing proposals.

Disorganization

Where there is existing development, complex areas are generally not well organized or integrated. Interaction between different properties and uses is mostly negative, thus reducing the overall value of the area below what the level of previous investment would imply.

Complexity and Urgency

Problems in complex areas are not only interrelated; they are layered as well. Solving one layer of problems uncovers the next. Overall solutions will involve both public and private actions in the near future. If planned, joint actions are not undertaken beforehand, decisions will, of necessity, be ad hoc with options precluded within the next five to ten years.

Policy Approaches for Complex Areas

Dealing effectively with complex areas will involve a long-term, continuous process, although decisions should be made in the near future regarding each of these areas (early decisions are mandated by some current rezoning applications); there should be no pretense about single-shot solutions. Unresolved problems will remain in each complex area for some time, even under optimum conditions. The most important task is to gradually reduce the range of options to be evaluated and focus on increasingly detailed alternatives.

Wherever possible, all transitions between complex areas and stable areas should be accomplished within the complex area.

Impact Evaluations

Any project proposed for a complex area should receive a comprehensive evaluation of its fiscal, transportation, environmental, heritage resource, housing, social, and economic impacts; with regard to transportation facilities, air pollution, storm runoff, and other off-site impacts, both downstream and upstream effects, must be considered.

Integrated Solutions

Integrated solutions should be sought for all major problems. For example, transportation improvements should be coordinated with private redevelopment.

Performance Standards

Activities which generate negative impacts on their neighbors should be controlled. Required buffering should be the responsibility of the higher intensity activities.

In the analysis which follows, those issues which are common to all or most of the complex areas are described and general recommendations proposed to the extent they can be supported by available information.

Complex Areas in Area II

The complex areas, together with the Fairfax Center Area and Tysons Corner Area, represent a variety of types of conflict. Three are planned rapid trail transit sites; one is an existing commercial-industrial concentration where four major roadways converge and which still has substantial underdeveloped land; one is a proposed planned development center at the intersection of two major roadways; one is a strip of land immediately east of the Fairfax city line were future development cannot be fully planned by the County because of its proximity to another jurisdiction; one is an extension of the Route 50/I-495 area in the Area I plan.

The division of the County into four planning areas creates an occasional line of demarcation between areas which subdivides into two or more complex areas a portion of the County which should be considered as a single study area for planning purposes. The Route 50/I-495 Area in Area I and the Dunn Loring Metro and Gallows Road-Route 50 Complex Areas in Area II constitute such an area which is discussed briefly in a subsection at the end of this section.

Rapid Transit Stations

Six of the Metro stations in the adopted regional system are located in (or have primary impact area in) Fairfax County. Three of these are in Area II-West Falls Church Station, Dunn Loring Station, and Vienna Station.

Commercial-Industrial Area Conflicts

Two of the areas—Tysons Corner and the Fairfax Center Area—may be classified as commercial-industrial area conflicts. Tysons Corner is a classic example of an area planned as a high-intensity node where development activity has outstripped expectations and supporting public facilities—especially transportation improvements—have failed to keep pace. Traffic congestion would increase if the substantial amount of presently undeveloped land were permitted to be developed without accompanying transportation improvements.

The Fairfax Center Area, comprising approximately 5300 acres, is located west of the intersection of Route 50 and I-66. The Fairfax Center Area is located in both Areas II and III. The plan for this area provides for a mix of commercial, industrial and residential uses. Specific recommendations for the entire Fairfax Center Area are contained in the Area III section of the Plan. Both of the above areas are located at interstate highway interchanges and where two or more major roadways intersect. Consequently, there is a problem in providing the needed intersection/interchange area. This capacity must also allow for the interchanging movements between 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 or refined. This circulation plan needs to address several different levels of circulation. An adequate scheme for providing through-movements or a bypass must be a top priority item. Without it, the complex area will literally be choked and no circulation will occur. The local traffic also needs to be provided with adequate facilities for movement within the area. This may be in the form of roads that bypass the major intersection yet give access to the land uses. A third level of circulation which should be addressed is pedestrian and transit system. Finally, the en-

vironmental impact of exhaust emissions must be continually monitored.

The suitability of these areas for a combination of commercial, industrial, and high-density residential uses is dependent upon solution being found to the environmental and transportation problems which such development generates. Economic demand must be balanced with environmental impact and overall costs and benefits. A major problem lies in determining the economic demand for alternative land use mixes, their configuration on the available land and the timing of development in relation to the provision of public facilities, especially those which are transportation related. The pattern of development that has occurred in Tysons Corner (excluding the regional shopping center and industrial research parks) and in other commercial centers in the County has too often been the response of single firms on independent 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 and a site planning that minimizes the average distance from a parked car to the office or store. Although the result is rational from the marginal viewpoint of the individual property owner, it is far from efficient when taken collectively. The advantage of a regional shopping center or an industrial research park lies not in its site but in its overcoming the following list of conflict symptoms:

- Little or no provision for pedestrians, even between adjacent properties. Any amount of walking is discouraged because there is no assurance that a viable pedestrian way exists.
- Poor organization of stores by type. Competition between like products (possible in regional or larger community shopping centers) 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, most of this capacity is underutilized most of the time. Pooling of parking capacity would, of course, require some clustering of development.
- Lack of amenities. Improvements such as covered walkways, planting, rest rooms, benches, etc., that would benefit the area as a whole.
- Incompatibility with adjacent and surrounding residential uses.
- Inadequate transportation facilities occur as the area develops because the return to the individual property owner does not justify expenditure for these facilities if none of the others follow suit.

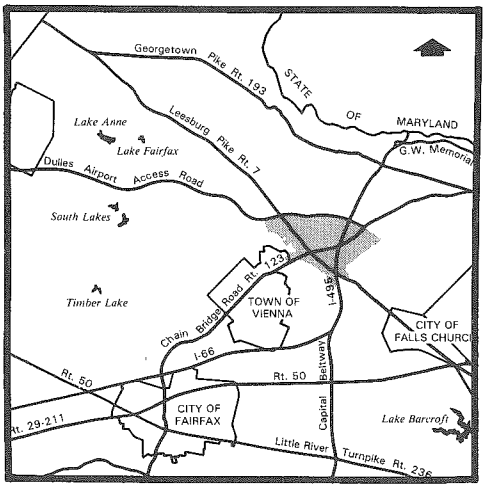
Other Complex Areas

The Pickett Road-Fairfax Circle Complex Area has a unique set of complexities related to its proximity to the Fairfax city boundary line. The County cannot fully plan this area because the impact of development in the city seems likely to affect significantly the character of adjacent County neighborhoods.

The remaining complex area has as its major element of conflict its proximity to another complex area. The Gallows Road-Route 50 Complex Area is adjacent to the Chiles tract, designated as part of the Route 50/I-495 Area and discussed in the Area I section of the Plan. Development of the Gallows Road-Route 50 Area is dependent in large measure on the land use decisions made for the Chiles tract. Other factors which cannot be presently assessed are the impact of transportation improvements to serve any Chiles tract development and the possibility of redevelopment of the Williamstown subdivision.

The complex areas which have been designated in Area II are discussed individually below.

TYSONS CORNER AREA



TYSONS CORNER AREA

The 1700-acre Tysons Corner Area is located in northeastern Fairfax County, centered around the intersections of Interstate 495 (Capital Beltway) with Route 7 (Leesburg Pike) and 123 (Dolley Madison Boulevard/Chain Bridge Road). (Map 1) During the past fifteen years, a substantial amount of commercial, industrial and multifamily residential development has been concentrated in the Tysons Corner Area in accordance with the Comprehensive Plan. Because of the area's outstanding regional access from freeways and arterial roads, the existing nucleus of high-intensity development and the amount of remaining vacant land, Tysons Corner has become one of the most strategic locations in the Washington metropolitan area for the expansion of industry, commerce and supporting high-density housing.

The area is generally bounded by the Dulles Airport Access Road (DAAR) and the right-of-way of its extension to Route I-66, Magarity Road, the Capital Beltway, Old Court House Road and the Old Courthouse Spring Branch of Difficult Run. (See Map 2 for precise boundaries.) Much of the area is vacant, while a substantial amount of acres are in single-family use, mostly in locations which suggest the land is being held speculatively for nonresidential redevelopment. This large amount of vacant and marginally utilized land at Tysons Corner presents a significant opportunity for the realization of a well-planned and designed urban center of positive economic and social value to the County and its residents.

Yet the dynamic attraction and potential of the area alone do not assure that Tysons will fulfill its promise. In the past decade, the development pace in the Tysons area has outstripped even the most optimistic predictions of planners and developers. New and improved transportation facilities have failed to keep up with need, resulting in massive traffic congestion especially at peak travel hours. At the same time, the environmental limitations of the area have been highlighted by a sharpened awareness of ecological concerns now buttressed by a substantial and increasing body of federal and state laws. The dispersion of interacting uses in Tysons—an industry here, a restaurant there—continues to force people into their autos to move even within the area and has failed to give Tysons Corner a coordinated focus.

The powerful economic demand for new high-intensity uses foreseen for the Tysons Corner Area is a positive force which must be reconciled continually with limited traffic capacities, environmental features need to assure that the total area provides the focus, variety of uses, functional coordination and balance befitting the business center of northeast Fairfax County.

The major goal for the Tysons Corner Area supported by this study is the creation of a Planned Development Center which 1) is attractive, well-designed and functionally efficient, 2) includes a wide range of relatively high-intensity uses beneficial to the quality of life and economic well-being of the County and 3) has a minimum of substantial adverse impacts on the surrounding area.

Area Opportunities and Constraints

Major opportunities and constraints identified and explored are summarized as follows:

Opportunities

- The projected demand for office, commercial, and research and development land uses in the Tysons Corner Area, if realized, will provide a significant increase in employment and shopping opportunities in the County and will broaden the County's tax base with uses offering very favorable cost-revenue relationships.
- Innovative and imaginative development plans can preserve and capitalize on environmental features in a manner which might prove too costly for less intensive development.
- The Tysons Corner Area offers an attractive opportunity for employment locations and supporting housing facilities to be developed in close proximity to one another with the resulting potential for reducing job related auto usage, reduced commuting times, energy conservation, and the creation of an around-the-clock community in the area.
- The planned relatively intense development of Tysons Corner will produce the positive side effect of reducing the pressure for such high-intensity development in other less appropriate locations around the County.
- The Tysons Corner Area already has most of the necessary community facilities (with the significant exception of transportation facilities) already in place or programmed.

Constraints

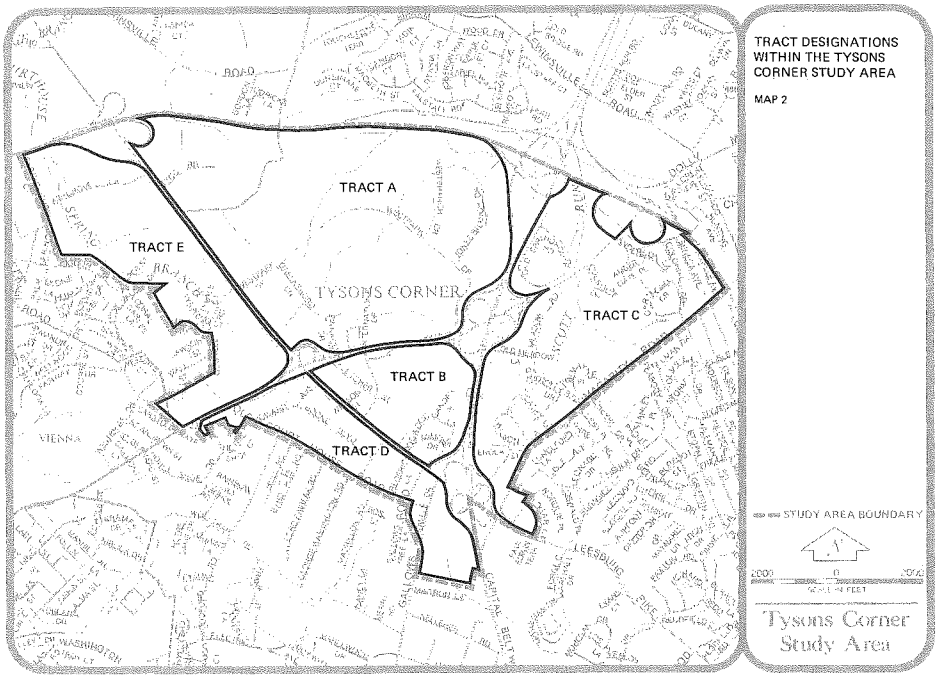
- Traffic congestion, already a problem, must be alleviated through extensive and potentially expensive improvements to the transportation network if Tysons Corner is to continue to develop to the realization of its full potential.
- Potential adverse downstream effects on the three watersheds with headwaters in the Tysons Corner Area must be minimized.
- Environmental assets such as high quality vegetation, natural landforms, and unique geologic features should be preserved.
- The existing land use pattern, current development activity and recent rezonings limit the practical consideration of a full range of land use options for many of the remaining parcels of vacant land.
- Protection against damaging intrusions of high-intensity uses into surrounding neighborhoods, either physically or visually, is important to maintaining the stability of these areas and to insure the harmonious development of the total community.

Background of the *Tysons Corner Area Study* and Task Force

In its adoption of the Area II portion of the Comprehensive Plan on August 25, 1975, the Board of Supervisors included the following statement for incorporation into the Plan:

> "The Tysons Corner Complex Area is designated as a special study area requiring continual monitoring and restudy, especially with respect to issues of achieving plan objectives in the implementation and phasing of public facilities."

On September 8, 1975, the Board of Supervisors adopted a staff proposal for a special study including the provision for the creation of a broad-based task force with representation from large and small businesses in the area, landowners of major undeveloped tracts, residents of the area as well as knowledgeable and interested citizen leaders from the surrounding McLean and Vienna communities. At the same time, the Board requested that several blocks abutting the complex area be included in the study area.



TRACT DESIGNATIONS WITHIN THE TYSONS CORNER STUDY AREA

MAP 2

Based on the adopted countywide and area policies, goals and objectives, an extensive analysis of existing conditions and the identification of development opportunities and constraints, the staff and task force considered various development options with particular emphasis on the available tools for implementation of the ultimate recommendations.

A somewhat unique feature of the study was planning and execution of an urban design charrette for Tysons Corner, jointly conceived by the task force and staff and sponsored by the task force and the Northern Virginia Chapter of the American Institute of Architects. In June 1976, four architects, two landscape architects representing the Potomac Chapter of the American Society of Landscape Architects, an economist and a transportation expert provided their time as a community service for an intensive four-day study of the Tysons Corner Area. Although the eight professionals were Washington area residents, all were independent of the staff and the task force. They brought to their analysis and recommendations a fresh perspective, limited preconceived biases and many new approaches to longstanding problems. Many of the concepts developed in the charrette were used in the planning process and are reflected in the recommendations.

Adoption of the *Tysons Corner Area Study*

In taking their action on the *Tysons Corner Area Study* on June 19 and 26, 1978, the Board of Supervisors made modifications to the Study and adopted by reference the key concepts, land use, transportation, environmental, economic and public facility recommendations of the study as an amendment to the Comprehensive Plan. The *Tysons Corner Area Study* plan amendment replaces the Tysons Corner Complex Area portion of the Area II Plan; all of Sector M1 (Tysons Corner Community Planning Sector); and three small segments of Sector V3 (Spring Lake Community Planning Sector)—the block bounded by Old Court House Road, Kidwell Drive and Gallows Road, eleven parcels along the southwest side of Old Court House Road and the southeast side of Route 123 immediately to the southwest of the Tysons Corner Area near or along Route 123, and the block bounded by Route 123, the Vienna town line and Old Court House Road.

The *Tysons Corner Area Study* document (published in November, 1977) includes an examination of land use, environmental, transportation, economic and public facility characteristics of the designated 1700-acre study area as well as review of the tools available for implementation. The opportunities and constraints were considered by the staff and the Tysons Corner Area task force in the formulation of the recommendations. The 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 *Tysons Corner Area Study* as modified by the Board of Supervisors.

RECOMMENDATIONS

Based upon review of the goals and objectives for the planning of a development center, taking into account the previous plans, existing conditions, opportunities and the constraints affecting the Tysons Corner Area, after extensive consultation with the Board-appointed task force of area citizens, businessmen and developers, and after the assistance of the intensive professional assessment of the area in the urban design charrette, the following recommendations have been developed to set the framework and to guide the appropriate development of the Tysons Corner Area.

The plan recommendations which follow are organized to begin with the general concepts which guide and apply to all the plan's specific recommendations, then to address more specific functional planning concerns in the areas of environment, transportation, economic development, and public facilities, to spell out specific land use recommendations for the Study Area on a tract-by-tract basis, and finally to present an impact evaluation of proposed plan recommendations.

Key Concepts for Guiding Development at Tysons Corner

The Tysons Corner Area presents significant opportunities for the realization of a planned development center which might be described as the "downtown" of Fairfax County. The outstanding regional access to the Tysons Corner Area, the prestige enjoyed by its existing nucleus of high-intensity development, its location within the high quality living and working environment of Fairfax County, and the amount of remaining vacant land have combined to provide the County and the area with this unique opportunity to create a development center of national significance.

The optimally desirable development at Tysons Corner is attainable only with innovative and imaginative development approaches which go far beyond typical and traditional land use, transportation, environmental protection and public facility concepts and solutions. Reaching and implementing these solutions will be facilitated if planning and development decisions by the public and private sectors are guided by these key plan concepts.

- Business, Landowner, Citizen and Government Cooperation
- Plan Flexibility
- Mixed Use or Multiuse Development
- Reduced Auto Dependence in the Land Use Pattern
- Improved Public Transportation
- Pedestrian Ways and Sidewalks
- Improved Urban Design and Environmental Sensitivity

Business, Landowner, Citizen and Government Cooperation

Neither government nor private business alone can make Tysons realize its potential. Continuing public and private cooperation is vital. A cooperative effort among the area businessmen and landowners with the citizens and governmental agencies is a keystone to the successful attainment of the goals for Tysons Corner since the creation of many of the urban design and other features important to the overall success of the area require joint actions. As a step to increasing focus and direction of communication among all decision-making groups, it is recommended that a Tysons Corner chamber of commerce or Tysons Corner business association be formed. Such an organization should include in its membership representatives from existing area businesses, landowners and developers. Such a group could direct its attention to the creation of urban design standards and projects for Tysons which will insure that new development is harmonious, functional, and supportive to the total area. It could further provide a forum for discussion of common opportunities and problems and provide a point of contact with the wide variety of public bodies and agencies whose decisions and actions affect Tysons Corner.

The plan recommendations which follow are organized to begin with the general concepts which guide and apply to all the plan's specific recommendations, then to address more specific functional planning concerns in the areas of environment, transportation, economic development, and public facilities, to spell out specific land use recommendations for the Study Area on a tract-by-tract basis, and finally to present an impact evaluation of proposed plan recommendations.

Key Concepts for Guiding Development at Tysons Corner

There are a number of private actions which could provide immediate relief to traffic congestion problems. Staggered work hours, or flexitime, spreads work trips over a longer time period reducing peak-hour traffic congestion. The 3-M Company instituted a van pooling program in 1963 where the company purchased 12-passenger vans and made them available on a nonprofit rental basis to employee groups who were interested in pooling work trips. The success of the 3-M program has encouraged other companies to adopt similar arrangements. The van pooling concept could be used by individual companies and groups of companies in the Tysons Corner Area.

In addition, a citizens association should be established with representatives from both the McLean and Vienna communities providing a forum where goals and objectives for the Tysons Corner Area can be continually evaluated.

The County could assist by formation of an administrative Tysons Corner Development Committee which would keep track of the status of all development activity, weigh its implications on transportation and public facility needs and be a central informational source to the business and citizens committees.

Plan Flexibility

In its planned and developing role as a major regional center, Tysons Corner has attracted and will continue to attract a variety of mix of uses and development concepts which cannot possibly be fully foreseen. The plan should permit some land use flexibility in order to insure that generally acceptable uses that would be beneficial to the area's development and functioning as well as to the County's tax base and employment needs will not be lost because of procedural delays.

> "In accordance with the policies adopted by the Board of Supervisors that growth should be held at a level consistent with available, accessible and adequate public facilities and that land uses should be consistent with the need to preserve natural resources and meet water and ambient air quality standards, the further development of Tysons Corner must be made contingent upon the provision of adequate facilities, especially transportation and must not be permitted to adversely impact the water and air quality in the area. Wherever new ordinances or policies are necessary to implementation, these should be undertaken by the County."

There are some land use configurations which appear to have more functional efficiency than others, or to provide better compatibility or transitional uses, to be more consistent with the need to preserve natural resources, to meet water and ambient air quality standards and to best use the capacity of the existing road network. These land use patterns are set forth in the tract-by-tract land use recommendations in a subsequent section of this chapter.

While plan flexibility is necessary and appropriate, several limitations should be particularly noted:

1. When a change from the specific plan recommendations is proposed, it is the responsibility of the developer or other applicants to demonstrate how the proposal satisfies or better fulfills the policies, goals and objectives of the adopted Plan for Tysons Corner. Such a proposal, for instance, must include public benefits which had not been fully provided within the adopted Plan because of tradeoffs and might include improvement of traffic flow, inclusion of housing for low and moderate income families, unusual features of environmental protection, developer contributions for the alleviation of traffic congestion, the contribution of desired open space, and

imaginative and high quality urban design and site development features.

2. It is important that the concept of plan flexibility be balanced by the continued inclusion of a reasonable amount of housing, including housing for low- and moderate-income families and individuals, within the land use mix at Tysons. It is desirable to encourage continued development of residential uses in the area to complement the economic development activity taking place and that proposed, and to offer greater opportunities for people to both live and work in the same vicinity.

The provision of low- and moderate-income residential units in new developments is an important County concern. Provision of low- and moderate-income housing units is one of the nine criteria currently used by the Board of Supervisors in determining whether rezoning applications should be granted above the low end of the density range. Given the employment opportunities and shopping facilities, existing and planned, at Tysons Corner, the area is an appropriate location for housing opportunities for low- and moderate-income families in the labor force age group as well as the elderly.

The Tysons Corner Area is already experiencing conflicts between market forces which could encourage continued multifamily housing development and those forces generating nonresidential development which tend to put land prices out of reach for even multifamily residential use.

3. The uses along the northeast side of Gosnell and Old Court House Roads should be of such modest intensity as to provide a good transition in use and intensity between the high-intensity uses along Route 7 and the residential neighborhoods to the southwest. A major problem of the Tysons Corner area is the need to contain higher intensity land uses within an acceptable geographic boundary. The DAAR, the Beltway, the Pimmit Hills subdivision and the Old Courthouse Spring Branch Environmental Quality Corridor provide strong barriers to encroachment into surrounding low-density residential neighborhoods. This advantage is not shared along the southwest perimeter of the Tysons Corner Area between Gosnell Road and the Beltway.

Mixed Use or Multiuse Development

The term mixed use development refers to a relatively large-scale real estate development characterized by:

1. three or more significant revenue producing uses—such as retail, office, residential, motel/hotel and recreation—which are mutually supporting;
2. significant functional and physical integration of project components including uninterrupted pedestrian connections; and
3. development in conformance with a coherent plan.

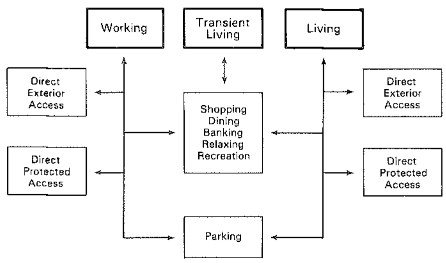
A multiuse project has more than one use but lacks some or all of the three functions characteristic of mixed use developments.

The first and third criteria for mixed use development are more or less self-explanatory. The criterion of significant physical and functional integration perhaps needs further expansion. All project components should be interconnected by pedestrian ways although physically this integration can take many forms:

- a vertical mixing of project components into a single megastructure, often occupying only one city block;
- careful positioning of key project components around centrally-located focal points (e.g., a shopping gallery or hotel containing a large central court);
- interconnection of project components through an elaborate pedestrian circulation network (e.g., subterranean concourses, walkways and plazas at grade, and aerial bridges between buildings, or "skyways"); and
- extensive use of escalators, elevators, moving sidewalks, and other mechanical means of facilitating horizontal and vertical movement by pedestrians."

Figure 10 is a schematic diagram of the mixed use Westmount Square project in Montreal depicting its physical and functional integration.**

FIGURE 10



There are several tracts in the Tysons Corner Area where mixed use or multi-use development could be appropriate. These include all or a portion of the Lerner property in the quadrangle, a portion of the vacant Westpark land holdings, the Hollinswood subdivision upon redevelopment and a portion of the Leasco tract in the northeast quadrant of the Route 123-Route 7 intersection. Under certain circumstances and at an intensity of use the same or less than other typical commercial office developments, the Old Courthouse site could be appropriately developed as a multi-use project. (See Map 25.)

A mixed use project on any of these properties would permit a combination of uses, improved internal circulation, a 24-hour environment, pedestrian orientation, market synergy, outstanding urban design features, improved mass transit possibilities and economies of scale in construction.

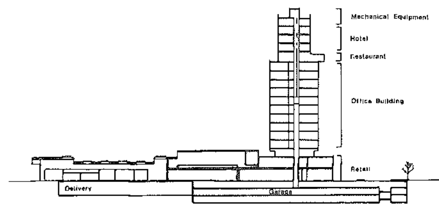
Figure 11 shows an illustrative example of a mixed use development combining hotel office and retail uses. This illustration was taken from a recent study of mixed use development published by the Urban Land Institute which explored the emerging role of this urban development form.

Mixed use development in the case of the Tysons quadrangle could not only produce the advantages outlined above but also provide linkages and pedestrian interconnections among the five use areas that ring the periphery of the quadrangle.

Within its current and new zoning ordinances, Fairfax County already has a category which would permit development of such a mixed use project—namely the planned development commercial (PDC) zoning district.

**Mixed-Use Developments: New Ways of Land Use, Technical Bulletin 71, 1976
Urban Land Institute.

FIGURE 11



1-2 Section drawing of Midtown Plaza, Rochester, New York, illustrates the important characteristics of mixed use development. The three uses contained within the complex include hotel, office, and retail. The 18 story tower's first 13 floors house offices, the 14th floor is occupied by a restaurant offering a view of Rochester, and the three top floors are devoted to a hotel. The tower rises above a portion of the parking garage and the climate controlled shopping mall

Given the large size of the tracts being considered and the limitations presently foreseeable in the transportation system, it is recommended that intensities for mixed use be limited to floor area ratios of 1.0 to 1.5, with the higher end of this intensity range being permissible only where the project can justify the additional intensity. On small parcels and in special circumstances where sufficient public benefits in terms of transportation improvements, a high-quality design and use mix, open space, and environmental features were provided, higher intensities could be considered.

Reduced Auto Dependence in the Land Use Pattern

Both the growing need for energy conservation and the practical limits of the vehicular transportation network within the Tysons Corner are suggest that serious consideration be given to methods of reducing auto dependence.

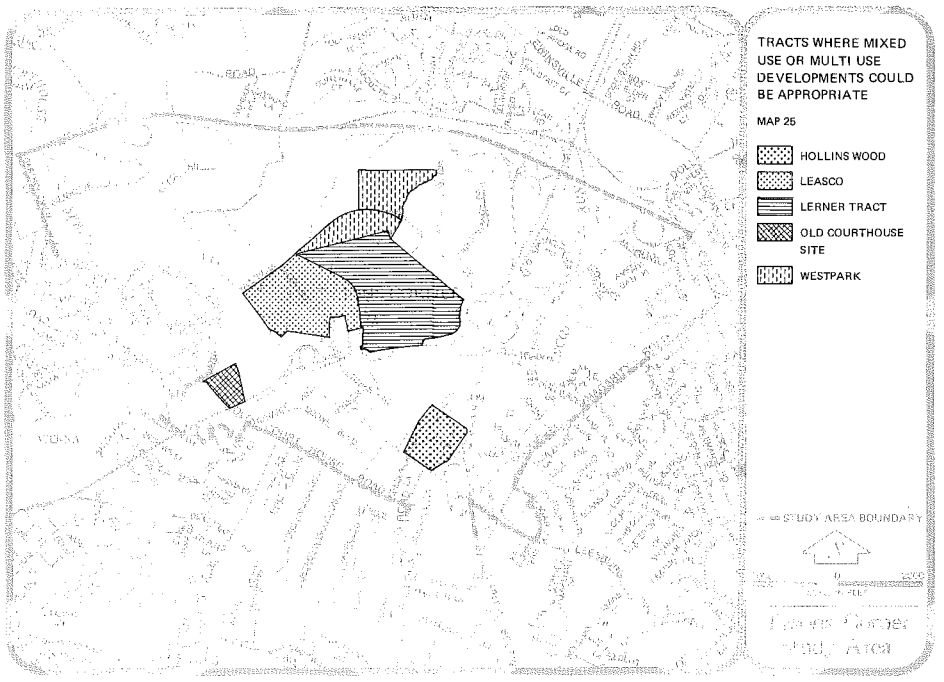
The location and arrangement of land uses to reduce the distance between interacting uses has been used as an important criteria in the development of specific land use recommendations set forth in a later section of this chapter. While the ideal in some urban planning situations is an auto free environment, the realistic goal for a suburban center such as Tysons is recognition of the auto but the provision of reduced need for and alternatives to its use within the center overall and especially within its sub-areas.

Interacting and complementary uses should be grouped to reduce the necessity of intra-area auto trips having to use Routes 123 and 7 and to encourage pedestrian movement in lieu of auto trips. In finite terms, land use arrangements should allow restaurants and business service establishments near office buildings, convenience shopping near residential uses and general retail shopping close the employment centers.

Improved Public Transportation

Another means of reducing auto dependency is through improved public transit. Although rail rapid transit is a future possibility for Tysons Corner, several actions can be taken or investigated which might make bus public transportation more viable in the Tysons Corner Area.

1. At such time as the contract for the extension of the DAAR is awarded, negotiations to permit commuter bus use of the new road link should be instituted by the Washington Metropolitan Area Transit Authority.
2. Consideration should be given to providing bus service along Westpark Drive and Magarity Road by a minor rerouting of existing lines.



3. As a convenience to bus riders and to encourage further bus use, appropriate street furniture including an attractive well-lit route and schedule board be installed along the outside plaza next to the Hecht Company at Tysons Corner regional shopping center.

4. See-through bus shelters with route and schedule information should be installed at all key points throughout the Tysons Corner Area.

5. The County should immediately survey the Tysons Corner Area to determine the location of all sidewalk deficiencies along arterial and collector streets which constrain the use of busses by those living or working approximately one-half mile from the bus stops. Correction of these deficiencies should be planned and programmed in the next Capital Improvement Program.

6. The possibility for intra-area bus service should be explored especially as additional growth and development takes place in the Tysons Corner Area.

7. In conjunction with the implementation of improved public transit service and routing, commuter parking lots in appropriate and convenient locations should be designated in the near future.

8. The van pooling program discussed in a previous section could augment public bus service between locations where demand is insufficient to justify bus routes.

9. Improved airport bus and limousine services should be encouraged to serve the area. Such services may evolve naturally as more motels and national headquarters firms locate in the area.

Pedestrian Ways and Sidewalks

A substantial factor adding to the traffic congestion at Tysons Corner is the movement of cars from one location to another within the Tysons Corner Area. Given the distances in the area, the intra-area vehicular movement cannot be totally eliminated but could be reduced by providing good pedestrian facilities.

The tendency of people to walk between two locations is dependent on necessity, safety, weather or climate, time availability, ease of walking and the interesting character of the route. The practice of people walking 750 feet to their cars, driving to another lot, and parking 750 feet from their destination to avoid a 1000-foot walk is not unusual. Yet the distance between the front entrance of Bloomingdales and the southeast wall of Woodward and Lothrop in the existing Tysons Corner regional shopping center is over 2000 feet. This commonly-walked distance is only slightly less than the distance between Route 123 and Westpark Drive along the proposed International Drive right-of-way. People will walk reasonable distances if the route is attractive and safe.

A mixed use development at the core of the quadrangle or in several other locations within the Tysons Corner Area could provide the nucleus of a good pedestrian system. Pedestrian features found in most mixed use developments are some protection from the weather, few, if any, streets to cross and visual attractions which tend to reduce the perception of distance. However, a good pedestrian system can be constructed without the aid of a mixed use development.

As a first step, sidewalks should be required along all public road frontages in all site plans in the Tysons Corner Area unless the developer provides an internal pedestrian circulation system which serves the same need or unless the developer can prove the link would have no useful purpose. Trails shown on the countywide trails plan must be built by developers.

1. Owners of existing developments should be encouraged to build links in the sidewalk system where they are lacking, or interconnect existing developments with pedestrian ways. For instance, there is presently no walkway between Tysons Plaza Shopping Center (Dart Drug and Zayre) and the former Giant department store building.

2. New major developments should be linked by pedestrian paths which may be more direct than street connections to nearby uses.

3. All sidewalks and pedestrian ways should be well lighted. Intra-site walkways should be landscaped, especially at crossing points, and have benches and other street furniture. Marquees along building frontages could serve as a protection from rain. Wherever feasible, boutique shops, enclosed exhibits or sculpture could be used to reduce the perception of distance and give the pedestrian way a sense of urban environment.

4. The Beltway pedestrian overpass linking the apartment area east of the Beltway and the Tysons Corner regional shopping center which was adopted by the Board of Supervisors as part of the 1973 Tysons Corner circulation plan should be built. Any vehicular overpass of Route 123 should include a sidewalk.

Improved Urban Design and Environmental Sensitivity

In the book *Language of Cities*, author Charles Abrams defines urban design as "The discipline concerned with and the process of giving form to ensembles of structure, to whole neighborhoods, or to the city at large. Urban designers blend the skills of the architect and city planner in an effort to make an urban area comprehensibly, functionally and aesthetically pleasing through articulation of its parts." Many of the land use, transportation, environmental recommendations of this plan for Tysons are based at least in part on urban design considerations.

Any new development proposals for Tysons Corner should reflect and contribute to the realization of high quality urban design. Because they are not discussed elsewhere, mention should be made of the need for an area focal point and visual integration.

Tysons Corner is a place where employment opportunities, shopping, housing and recreational facilities are combined into a total urban living environment. Yet as one approaches and passes through the area there is little to indicate its boundaries or give definition to its interacting forces. Devices which may be used to attain visual integration include gateway signs along major arterial approaches, pedestrian ways, lighting, street furniture, and landscaping to provide variety and relief from the dominance of buildings, streets and parking area. While Tysons currently has some attractive individual buildings the overall effect lacks a strong positive urban design aspect.

The Tysons Corner Area also lacks a satisfactory focal point—an identifiable place near the geographic center where people can gather, where pedestrian ways converge, where there are a variety of uses and where there is day, evening and weekend activity. At present the mall crossing at Hecht's in the regional shopping center most nearly fulfills the focal function but this location is too far from the geographic center of the Tysons Corner Area to continue except as a sub-focal point at the time of full development. A logical candidate for the focal point is in the Lerner tract in the quadrangle.

To create a positive total urban design for the area will require greatly increased cooperation among the various developers and owners. Such cooperation will directly benefit the whole community, workers, shoppers, residents and developer with a more attractive and functional environment.

Transportation Recommendations

Fundamentally, a circulation plan for an area such as the Tysons Corner Area should address three basic types of travel, to which the functional classification system described previously readily lends itself. These travel needs are:

- provision for through-traffic;
- provision for internal circulation; and
- provision for access to developed property.

The rationale for the recognition of these discrete travel needs is discussed below.

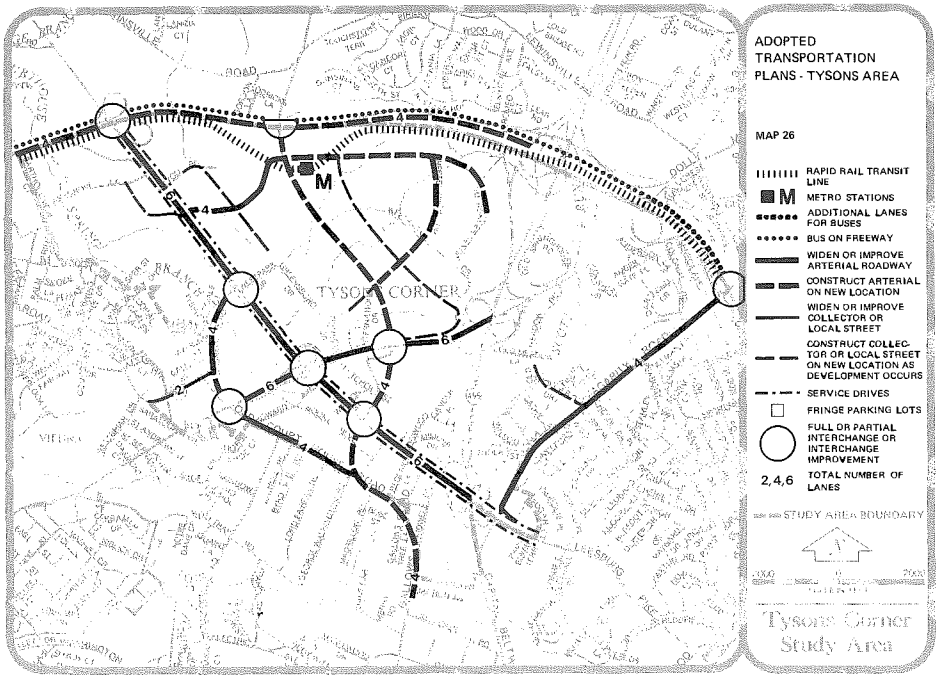
A major component of traffic volumes in most of the business and commercial districts in Fairfax County and other suburban areas is through-traffic. This obviously results from the historic growth of these districts at major intersections where regional accessibility is provided. A limited amount of such development can usually be accommodated on the arterials without a significant change in their operation. However,

the continued spread of these districts, accompanied by a continuation in their reliance on the arterials for access, invariably causes increased congestion. As greater volumes of local traffic are generated, turning movements to and from the arterials increase, along with the associated delays, and the level of service is invariably reduced. An incidental result of this deterioration of traffic service is a corresponding reduction in the regional accessibility of the area, which of course is one of the factors which contributes to its initial development. One of the major attractions of the Tysons Corner Area for development is the excellent accessibility to the remainder of the region afforded by the Beltway, Route 7, Route 123, and the planned Dulles road/I-66 connection. However, these facilities are intended to provide for travel mobility, not property access. A principal objective in developing a circulation plan for the area is therefore the promotion of the ability of these roads to carry through-traffic.

Whereas the existence of and need to provide for through-traffic in the Tysons Corner area may be easily recognized, the need to provide for internal circulation may not be as obvious. However, intensively-developed areas generate a substantial number of internal trips, particularly if a mix of land uses is present. For example, office workers may travel to shop at lunch time, and shoppers may desire to visit stores located in different centers. Given the type and magnitude of existing and anticipated development at the triangle and quadrangle, a substantial amount of internal trips may be expected. In general, the concentration of a mix of land uses is highly desirable from a transportation perspective, since opportunities are provided to accommodate many diverse travel needs without reliance on the arterial street network. In some areas such as Rosslyn and Crystal City where densities are sufficiently high, most if not all of this internal travel can reasonably be made by walking. However, the large distances present in the quadrangle and triangle and the obvious dominance of automobile access to the area in general and to individual sites in particular, will effectively limit internal travel by walking. Therefore, it is essential to develop a street network which provides for this internal circulation by automobile. Appropriate facilities to provide for this internal circulation are collector and minor arterial streets. As the area continues to develop, the provision of some internal circulation by vehicular modes of travel other than the private automobile should be vigorously explored in an effort to reduce anticipated congestion on the internal street network. In any case, improved pedestrian facilities should be implemented throughout the Tysons Corner Area.

A final need of a circulation plan for the Tysons Corner Area is the provision of access to specific developments. As noted elsewhere in this report, the access function of the street network is contradictory to the mobility function, and care must be exercised in locating points of access. Obviously, local streets are designed for this purpose, and collectors and minor arterials can also be used to some extent for property access. In the latter cases, more attention to site design such as the location and spacing of entrances becomes increasingly important.

The adopted transportation plan for the Tysons Corner Area has been reviewed with respect to its capability to serve the three travel needs identified above and its consistency with the principles of functional classification. As a result of this review, it is recommended that the plan be changed only slightly in order to enhance access to the area south of Route 7 and reduce and organize the access points onto this highway. This modification, shown on Map 26, provides for an internal collector road to serve the parcels in Tract E near the Dulles Airport Access Road which have frontage on Route 7, and provides for the major access to these parcels at the Spring Hill Road/Route 7 intersection. By locating the access in this fashion, better spacing can be provided between the major access to this area and the Route 7/Dulles road interchange.



The following is a narrative summary of the road network transportation recommendations (public transit and pedestrian recommendations have been highlighted at the beginning of this section under the heading of Key Plan Concepts for Guiding Development at Tysons Corner).

To improve the flow of through-traffic:

- extend the Dulles Airport Access Road (DAAR) to meet I-66;
- construct parallel lanes to the DAAR between Routes 7 and I-495 with a partial interchange at Spring Hill Road to permit access to and egress from the quadrangle;
- widen Routes 7 and 123 to six travel lanes with turning lanes and provide service roads where appropriate to reduce or eliminate curb cuts onto the major roadways;
- construct grade-separated intersections at International Drive and Route 123 and at Westpark Drive and Route 123 with necessary ramps and cloverleafs to eliminate left turn movements from Route 123;
- realign and widen Gallows Road to four lanes to connect with International Drive at Route 7 and extend International Drive to Spring Hill Road's intersection with the Dulles Airport Access Road parallel lanes, reducing the amount of local traffic which must use Routes 7 and 123 to cross the Tysons Corner Area; and
- improve the Route 7/123 intersection to eliminate left turn movements from one road to the other.

To improve internal circulation and provide access to developed property:

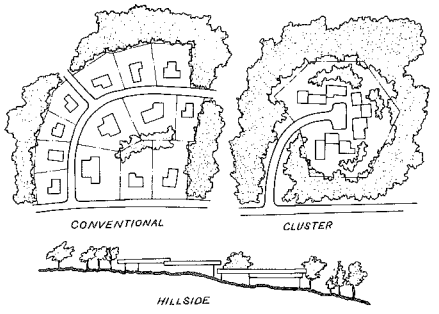
- extend Gosnell Road from Old Court House Road to Route 7;
- upgrade and widen Old Court House Road and Magarity Road;
- provide new or improved interchanges at:
  - —Route 123-Old Court House-Gosnell;
  - —Route 7-Gallows realigned-International;
  - —Route 7-Gallows realigned-International; and
  - —Route 7-Gosnell-Westpark Drive;
- extend Jones Branch Drive to the International Drive-Spring Hill Road intersection;
- complete unbuilt portions of Greensboro Drive from Spring Hill Road to International Drive;
- complete Westbranch Drive from Westpark Drive to International Drive and Park Run Drive from Jones Branch Drive to the southern end of Wespark Drive. If the developer of the land over which these road segments cross wishes to change their alignment, he should satisfactorily accommodate the same traffic demand movements that would have been met by these two streets;
- upgrade and widen Spring Hill Road between Route 7 and International Drive;
- build a new road into the Sherman-Dardin property (Sub-Tract E3) opposite Spring Hill Road; and
- reserve land on site plans for any development south of Greensboro and Pinnacle Drives on Sub-Tract A3 in order to provide access to Sub-Tract A4 in the event that the service drive between Route 7 and 123 which now serves as access to Sub-Tract A4 is closed off as a result of road or interchange improvements at Route 123 and International Drive or at Routes 7 and 123.

Environmental Recommendations

Overall

A unique opportunity exists within the Tysons Corner Area to enhance the overall environment. It can be accomplished, but will require the cooperation of the business interests, landowners, residents, and governmental agencies. Individual property owners and developers, particularly the larger ones, will have the greatest opportunities. It is hoped that as development occurs, innovative and sensitive site design and architecture will be accomplished. Also, the coordination of projects that are adjacent or in groups is important. For example, buildings can be clustered to preserve open space. This will benefit developers, property owners and the involved governmental agencies. Less utility costs will be required in the initial outlay of coordinated projects and less maintenance costs will accrue over the years. The following sketches show a comparison of conventional office development and cluster development.

FIGURE 12



The visual character and outline of Tysons Corner will be rapidly changing in the decade ahead. Suggested below are means and mechanisms for controlling and guiding this change:

- The existing vegetation south of the Dulles Airport Access Road must be analyzed (in subsequent rezoning applications) not only with respect to retaining vegetative cover in steep slopes and floodplains but also relative to the role it plays in screening and view direction...and it should be preserved accordingly.

- The outward views and vistas offered by the Tysons Corner location should be utilized. However, they should be selected (when they involve vegetative clearing) on the basis of sensitivity to those residential areas which surround and must view Tysons Corner.

- Concerning especially the micro scale, some form of architectural review (e.g., architectural district, Architectural Review Board) should be required to review site plans for sensitivity to building relationship, i.e., to each other (building massing) and to the natural landscape.

Within the Tysons Corner Area boundaries, areas are designated on the Plan map for private recreation or open space. These include primarily floodplain, existing and planned detention/retention ponds, buffering of streams and minor drainage systems, and highly erodible soils with high quality woodlands on slopes in excess of 15 percent. These areas should be retained in open space unless development plans satisfactorily solve inherent stormwater management and erosion control problems resulting from such development.

Further environmentally sensitive areas have been identified in the Tysons Corner Area, based on:

- slopes in excess of 15 percent;
- an allocation of space for detention/retention ponds to serve future development;
- avoidance of high water table and highly erodible soils;
- retention of high quality woodland;
- avoidance of potential noise impact area;
- preservation of unique geologic features; and
- retention of visual and aesthetic features.

These areas are identified on Map 27.

The designation of this latter group of environmentally sensitive areas should not unduly restrict or limit development densities or solutions for the tract provided that general respect for the indigenous landscape is shown.

The indiscriminate leveling and stripping of sites will not be permitted in either category. Their delineations are intended to encourage innovative and sensitive treatment of an important land resource in Fairfax County.

Specific

Specific environmental recommendations fall into six general categories: preservation, storm drainage, air pollution, noise abatement, beautification, and conservation.

Preservation

Heritage Resources. There are three locations—Ash Grove, Freedom Hill and the probable first Fairfax County Courthouse site—which should be zealously protected. The development that surrounds them should be sensitive to their historic character and their value to future generations.

Natural Zone. The geologic formation along Route 123 between International Drive and Westpark Drive should be protected as a matter of interest as long as practicable. Records, photos, etc., should be made by interested agencies now as the formation is encompassed by an area needed for future road improvements and cannot be preserved indefinitely. As new bank cuts are made for road improvements, the facings should be sculptured to again display the geologic formation.

The developers should notify the USGS at Reston and the Smithsonian Institution of Washington at the time of excavations on the site and if any fossil finds are unearthed. Although unearthed finds belong to the property owners, the USGS and Smithsonian would like to examine all materials found in order to further their research.

Storm Drainage

The natural drainage ways—Scott Run, Rocky Run, Pimmit Run, Old Courthouse Spring Branch and Wolf Trap Run—should be respected to the greatest extent possible. The existing tree cover, while not spectacular in size, is significant and would take years to replace in quality should unnecessary clearing be permitted or encouraged. The existing vegetation, supplemented by drainage structures where absolutely essential, will be infinitely more desirable and effective than pipes or concrete ditches. Design objectives should include the assurance of flood protection for downstream property, respect for the 100-year floodplain and the preservation of natural stream bank characteristics where they exist.

The use of porous parking lot surfaces, rooftop reservoirs, cisterns and innovative retention and siltation ponds should be explored and encouraged. Every effort possible should be made to retain stormwater for other use or encourage its return to the ground.

Air Pollution

Current air quality at Tysons Corner can be classified as generally poor. The air pollution monitoring station at the McLean Governmental Center regularly registers levels of photochemical oxidants exceeding standards and levels of carbon monoxide approaching standards. New development with attendant removal of vegetative cover inducing an increase in suspended particulates and increased local traffic inducing increased emissions of carbon monoxide could precipitate contributions to both short range and long range air quality problems. The management of this potential problem requires careful coordination between the County, Virginia Air Pollution Control Board, and prospective developers to:

- limit the amount of clearing of trees and other vegetation;
- assure that cleared land is stabilized as soon as possible to reduce the amount of windborne dust; and
- assure that heating facilities and other combustion sources of air pollution comply with applicable pollution control standards as promulgated by the Virginia Air Pollution Control Board.
- Prior to receiving County permits to commence construction, development which is expected to generate a significant amount of motor vehicle traffic should receive an indirect source permit from the Virginia Air Pollution Control Board. Any site design feature which could result in air quality standards being exceeded should be modified or eliminated.
- Improvements to roadways should be made concurrent with development to reduce the development's impact on queuing at overloaded intersections. This action could have a major effect in reducing localized carbon monoxide levels.
- Provisions for inducing public transit usage, such as bus shelters and priority bus lanes could help to reduce auto dependency and the area's incremental contribution to the Washington metropolitan region's photochemical oxidant problem.

Noise

Crossed by several major limited access and arterial highways, the Tysons Corner Area is subjected to a great deal of motor vehicle traffic noise. This can have a significant and deleterious impact on noise-sensitive land uses, particularly residential development.

- Adequate setbacks for residential developments should be maintained in order that occupants are not exposed to unacceptably high levels of noise.
- Where setbacks are not feasible or desirable, a combination of site design, noise attenuation via berms or other appropriate barriers and acoustical insulation of structures should be used.
- Trees and other vegetative cover should be retained and augmented in order to maintain the small margin of noise attenuation benefit which may accrue.

Beautification

In addition to the physical benefits, the beautification value of trees and landscaping is obvious. Since the Tysons Corner Area is to involve the interrelated development of residential, commercial and industrial uses, conscious efforts to beautify the area are essential. Different uses can be defined, screened, separated or connected as is most appropriate, by landscaping. The area as a totality can be separated visually and physically from adjacent established single-family communities and major arterial rights-of-way by concentrated belts of vegetation around the perimeter. The gateways to the area provide a particular opportunity to improve the image of the whole complex through landscaping. Roadside and median strip planting can soften and beautify the entire area. A joint effort by the Virginia Department of Highway and Transportation, the County, the coming developers and the present owners and occupants will be required to exploit the full potential of effective landscaping. It behooves the County to encourage the cooperation of all the parties involved to realize an effective result.

- Limit the amount of bulldozer activity, grading and clearing when installing the retention ponds. Set and mark, with the assistance of the County arborist, specific limits of clearing boundaries.
- Retain the existing natural vegetation on the steep slope areas (15 percent or greater) within the private open space area and adjacent swales.
- Preserve woodland areas in locations other than above where practical and particularly in locations where relief will be afforded in large parking areas.

Conservation

- Development is encouraged to cluster in order to preserve the maximum amount of open space and to reduce the costs of providing roadways and utilities.
- Connecting trails, walkways and bicycle paths between various uses should be used to reduce the need for internal automobile traffic.
- Buildings should be sited to take best advantage of the terrain and to provide an interesting and varied skyline. Due to the geologic irregularity of the area location, specific borings should be taken before construction of all foundations and tests made to determine the support volume in any areas of high water table soils.
- All new construction should use the most energy efficient innovations available.
- Remove or repack areas where loose overburden or fill exist.

Economic Development Recommendations

Based on the previous analyses which defines the potential for more economic development and housing activities in the Tysons Corner Area, the following recommendations are made:

- The County should continue to recognize and capitalize on the great opportunity which exists in the Tysons Corner Area to attract tax-surplus nonresidential uses. Such uses should include continued development of office/industrial activities such as are characterized by Westgate/Westpark and the office development occurring along Route 7.
- Additional regional shopping opportunities should be provided at Tysons Corner, especially if major stores in such a development complement rather than compete with the existing Tysons regional center.
- Additional housing should be encouraged in locations where it can be appropriately closely related to or mixed with nonresidential uses for the purpose of alleviating transportation problems, or when such uses are necessary to provide a buffer for development surrounding the Tysons Corner Area. If more housing is desired, consideration should be given to increasing the feasibility of housing uses in the Tysons Corner Area by adding options for higher urban density categories in the planned development residential (PDH) zones and to increasing incentives for housing in the planned development commercial (PDC) zones in the zoning ordinance.
- Consideration should be given to broadening the scope of retail uses allowable in the PDC zone to include regional scale, especially department store, retail uses to increase the attractiveness of this development option for use in the Tysons Corner Area.

Public Facilities Recommendations

The following recommendations are made regarding public facilities:

- A McLean post office substation should be provided in the quadrangle to serve the residents and businesses in the Tysons Corner Area and to help relieve the congestion caused by the intensive use of the postal facility on Elm Street in the McLean CBD.
- The use-capacity ratio of the Old Courthouse Spring Branch sanitary sewer trunk should be continually monitored to permit advance programming for replacement before capacity is exceeded.
- Develop the Scott Run Park near Westgate Elementary School.
- Most recreational facilities should be included as part of any new townhouse or apartment developments in the area. Open space should be provided through environmental protection measures, dedications and proffers along Old Courthouse Spring Branch, Rocky Run, and Scott Run. A continuous park strip, including trail facilities and incorporating Freedom Hill Park, should be acquired between the Old Courthouse stream valley and Route 123 to provide a buffer between the high-intensity uses at Tysons Corner and the low-density residential uses to the west.

Land Use Recommendations

This section of the Study specifies guideline recommendations for land use activities. The recommendations are organized by the five major tracts within the area and test recommendations are listed in some detail for a sub-tract where there is vacant land or land with foreseeable redevelopment potential. Existing development is summarized at the end of each tract section and is not discussed except as it relates to proposals for adjacent areas.

Tract A Tysons Quadrangle
Tract B Tysons Triangle
Tract C Westgate-Magarity Block
Tract D Gallows Road-Route 7
Tract E Route 7-Old Courthouse Spring

Although closely linked in relation to transportation and economic considerations, each of the tracts vary widely with respect to land use and environmental opportunities and constraints.

In most cases where the plan recommendation discusses a possible alternative use, the plan map which accompanies the Plan text will indicate only the primary use. The graphic presentation should in no way restrict the alternative use if the conditions under which it would be permitted are met. Offices are a permitted use in the research and development industry zone and in all commercial retail zones. Therefore, an office use should be considered as being in conformance with the plan in all locations where research and development industry or retail commercial are specified, provided the space and bulk or floor area ratio (FAR) requirements of the zone which would implement the specified use are met.

Tract A—Tysons Quadrangle (Map 28)

The 685-acre Tysons quadrangle has a considerable amount of vacant land plus some minor land area with redevelopment potential is the keystone of a planned development center at Tysons. It is in this tract that the need for plan flexibility is greatest in order for the County to best realize unique development opportunities.

Sub-Tract A1: Mixed Use Development Incorporating Retail, Office, Motel and Apartment Uses

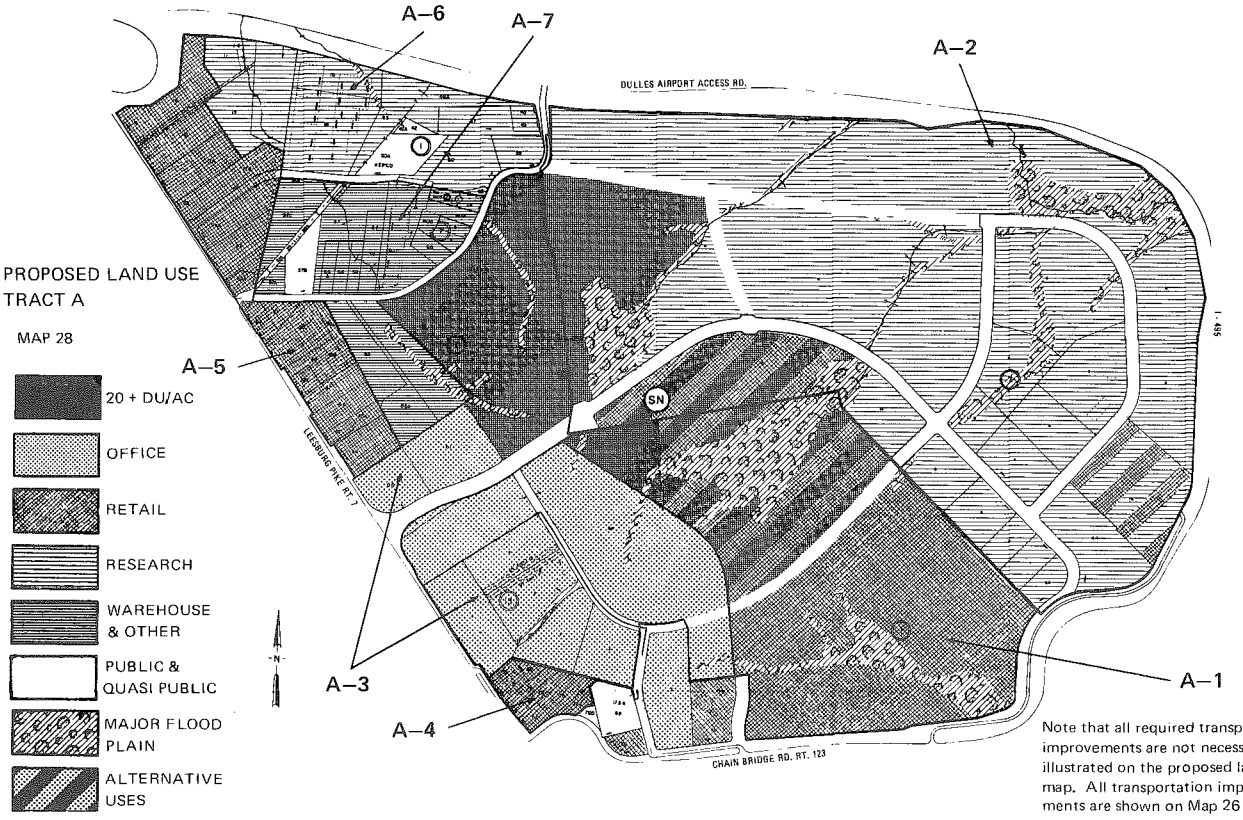
The 117-acre tract, known as the Lerner tract, is zoned C-7 and R-30. The tract is recommended for a mixed use development incorporating regional scale retail shopping facilities, office, motel and apartments. If a mixed use development package cannot be put together a multi-use development would be appropriate provided the development were designed:

- to create a coherent and high-quality focal point for the area;
- to include internal pedestrian ways as well as pedestrian linkages to all adjacent areas, particularly the Westpark industrial park, the Rotunda Apartments, the Holiday Inn, the Clarendon Bank and the office complex on the Leasco tract;
- to provide all needed environmental protection features including respect for the natural landforms and vegetation within the environmentally sensitive area; and
- to provide adequately for the needed transportation improvements to serve the area.

Although the intensity of development recommended for Sub-Tract A1 would create traffic congestion unless substantial improvements were made to the road network, the traffic which would be generated by development under existing zoning would probably not be significantly lower. The potential for realizing the functional and urban design objectives of the plan for Tysons Corner with the recommended well-designed mix of uses on this tract is greater than if the area were to develop under the existing zoning pattern.

There are several factors which underlie the recommended uses for Sub-Tract A1:

- Economic analysis indicated a demand for up to an additional 1.4 million square feet of department store space by 1995 in the Tysons area.
- Traffic between the existing Tysons Corner



Note that all required transportation improvements are not necessarily illustrated on the proposed land use map. All transportation improvements are shown on Map 26 and 33.

regional shopping center and new regional shopping facilities in this location could be carried on a bridge over Route 123 with less impact on Routes 123 and 7 than would be the case if regional shopping facilities were developed in another location within the Tysons Corner Area.

- The C-7 zoned land abutting Route 123 was previously zoned I-L when plans for an automobile sales park were envisioned. The automobile agencies have since located along Route 7 northwest of Westpark Drive. General light industrial use is not appropriate for this site in the context of current area development patterns.
- A hotel/motel near the intersection of International Drive and Route 123 when combined with the existing Holiday Inn would provide a nucleus of a hotel/motel-conference center, a desirable amenity in an area where many national and international firms have facilities.
- The projected demand for office space and apartments within the Tysons Corner Area indicates the desirability of incorporating office uses on this tract and the need to retain a portion of Sub-Tract A1 for residential use. The projected employment within the Tysons Corner Area suggests a continuing and increasing demand for apartments near these employment opportunities, a concept which is an objective of the Comprehensive Plan as well as for the Tysons Corner Area. If a mixed use development package including residential use cannot be put together for this tract, the approximately ten acres in the northwest corner of the tract (zoned R-30) is planned for residential use in a range of 30 to 50 units per acre. Use of the R-30, or the PDH-30 or PDH-40 zoning districts with density bonuses would be appropriate.

Sub-Tract A2: Research and Development Industry, Multifamily Residential and Motel

The 289-acre Westpark tract has existing research and development and office uses concentrated primarily in the eastern portion. The remaining vacant acreage is zoned for industrial park and commercial designed shopping center and motels.

It is recommended that approximately 150 acres of land, all the vacant land north of Jones Branch Drive and east of the proposed right-of-way for Park Run Drive except the parcel zoned C-7, type industry. The land north of Jones Branch Drive, visible from the Dulles Airport Access Road, should be limited to uses permitted under the I-2 zoning district in order to assure the high-quality development image of this area as a gateway to the Nation's capital. Such uses should also be designed to provide an appropriate landscaped transition to the planned residential area south of Jones Branch Drive.

At the eastern perimeter of the Westpark tract is a 13-acre parcel zoned C-7. Because of the site's excellent visibility from the Beltway and because of the desirable transient, meeting, and restaurant facilities which could be made available to the many firms in the industrial park, this parcel is recommended for hotel/motel use. However, general retail uses unassociated with the hotel would not be appropriate in this location, and if the hotel use does not materialize, the parcel should be used for an office of R&D industry.

The remaining 47-acre portion of Sub-Tract A2, south of Jones Branch Drive, east of International Drive and north of Westpark Drive, is recommended for multifamily use at 30 to 50 units per acre on the 32 +/-acres west of the stream valley using either the R-30 conventional zoning district or planned development housing districts, PDH-30 or PDH-40 with bonus densities, to take maximum advantage of the proximity to employment opportunities, available public transportation, and accessibility to the metropolitan core via the proposed Dulles Airport Access Road parallel lanes rather than through the Route 123/International Drive intersection. Research and development industry is recommended for the 15 +/-acres east of the stream valley. The residential section should incorporate recreational facilities and the entire 47-acre portion should include open space, a pedestrian system and other urban design and environmental features emphasized in this plan. The topography in this location would lend itself to a molding of development to the land forms as well as permitting some of the steep slopes to be retained in open space. Nothing in the foregoing should be interpreted to preclude a mixed or multi-use development on the entire 47 acres provided at least 1150 residential units are included in the land use mix at this location or elsewhere within Sub-Tract A2. A multi-use development on the eastern 15 +/-acres including industry, office, motel, housing or limited retail commercial could also be appropriate.

A location in the quadrangle at the intersection of International Drive and the Dulles Airport Access Road parallel lanes would also be a logical terminus for an express bus service to Washington although the cost of land would probably necessitate a decked parking facility rather than open parking. Although no public agency is currently empowered to acquire land in the quadrangle for any future public transportation facilities, it is recommended that Westpark include the possibility for such facilities in its long range plans.

The 20-acre piece of land between Westpark Drive and the northern boundary of the Lerner tract is recommended for mixed use development (possibly related to the mixed use or multi-use development on Sub-Tract A1) in order to provide a transition and pedestrian link between the predominantly nonresidential uses on Sub-Tract A1 and the residential uses to the north. A mix of office and residential uses with small retail shops at ground level and possibly a motel is suggested. A similar combination of uses is recommended if a mixed use development package cannot be put together. It is extremely important that development on this site provide pedestrian linkage between the Lerner tract and the residential and industrial development to the north.

Neighborhood shopping facilities should be provided near the intersection of Westpark and International Drive outside of the environmentally sensitive area to serve the 3000-4000 apartments

proposed for that area. These may be constructed as part of a mixed or multi-use development or within a small neighborhood commercial district.

Sub-Tract A3: Office and Hotel

The 72-acre Leasco tract which has been subdivided and sold to individual prospective developers as well as the 4-acre vacant parcel on Route 7 north of Westpark Drive are entirely zoned for high-rise office. Office is still recommended for the major portion of the tract with research and development industry, without incidental manufacturing or storage, being allowable.

A hotel or hotels with conference facilities connected to the Holiday Inn by a pedestrian way would be appropriate on approximately 5-15 acres. Such a hotel when combined with the existing Holiday Inn and a proposed hotel on Sub-Tract A1 could constitute a convenient conference center for the businesses located at Tysons as well as for other regional or national business and professional organizations, close to a wide variety of restaurants, shopping, and other leisure-time entertainment.

Sub-Tract A4: Integrated Retail or Office Redevelopment

This tract is composed of several parcels of land abutting the ramp from Route 123 to Route 7. The current uses include a tire store, frozen food locker, a restaurant, federal radio tower and Falls Church water tank. Eventual reorientation of these uses to an access road off Pinnacle Drive and possible redevelopment to result in a more integrated small retail business conglomeration and/or office uses would be appropriate and is recommended.

Sub-Tract A5: Automobile Sales

Sub-Tract A5 encompasses all the land along the northeast side of Route 7 between the NADA Building and the Dulles Airport Access Road to a depth of approximately 600 feet and is the location of "Tysons Auto Corner." Although the auto agencies are extensive users of the land, their presence and future economic viability must be acknowledged. The creation of a closely-knit assembly of dealerships fosters comparative shopping and can benefit the auto dealers, the public, and the County by attracting auto sales. Therefore, this tract should be used primarily for auto dealerships and such other compatible establishments as are listed in the new zoning ordinance for commercial highway districts. Care should be taken to maintain sign controls, lighting, and landscaping to afford through travellers and shoppers an attractive and less confusing roadside environment.

Sub-Tract A6: Research and Development Industry

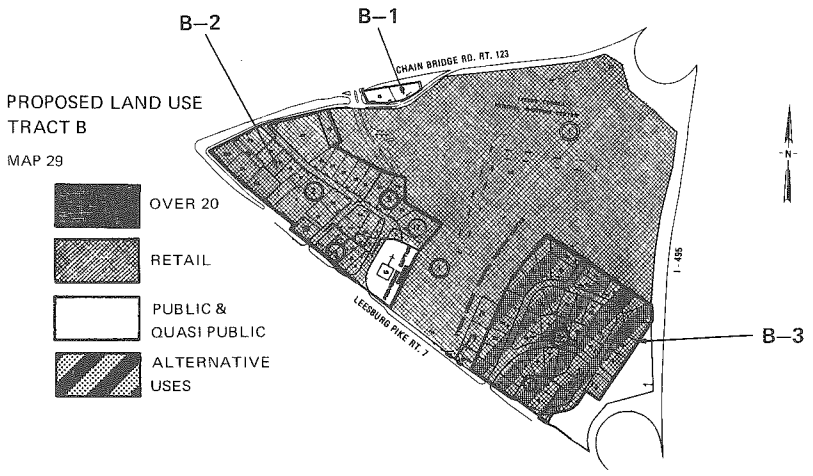
The tract of land north of Tyco Road between Spring Hill Road and Route 7 has high visibility from the Dulles Airport Access Road, and should develop in the high-quality research and development industry also recommended for Sub-Tract A2 north of Jones Branch Road.

Sub-Tract A7: Light Industry or Warehouse

The land along Spring Hill Road between Tyco Road and the National Automobile Dealers' Association office building, heavily buffered from the Rotunda condominium and the research and development industry to the north, should continue to develop in the combination of light industry and warehousing which presently characterizes the area.

Remainder of Tract A:

The land use plan map reflects existing uses for the land related to the NADA office building, the Rotunda apartments, the Clarendon Bank, Holiday Inn and the building housing Tysons Realty and other shops.



Tract B—Tysons Quadrangle (Map 29)

The 131-acre triangle is the site of the Tysons Corner regional shopping center which covers approximately 80 acres of the triangle. (The exact size is dependent on how some vacant land, owned by the center interests and used for parking, is classified.) The tract also has several newer free-standing office and highway-oriented retail uses as well as several commercially used properties with less intense use and obsolete structures that can be viewed as transitional or marginally economic.

Sub-Tract B1: Road Improvements

The land area will almost certainly be needed for road and intersection improvements related to International Drive. The Tysons circulation plan includes the realignment of Gallows Road through Tract D to intersect with Route 7 opposite International Drive. This right-of-way which cuts across the triangle is not a public road between Fletcher Street and Route 123 and must be dedicated when the circulation plan is implemented. Present plans call for an eventual vehicular bridge across Route 123 in the approximate location of the gasoline station. The bridge and other intersection improvements may also require a minor amount of shopping center land now used for parking which will probably be replaced with a decked parking facility which is already needed to meet existing parking demand.

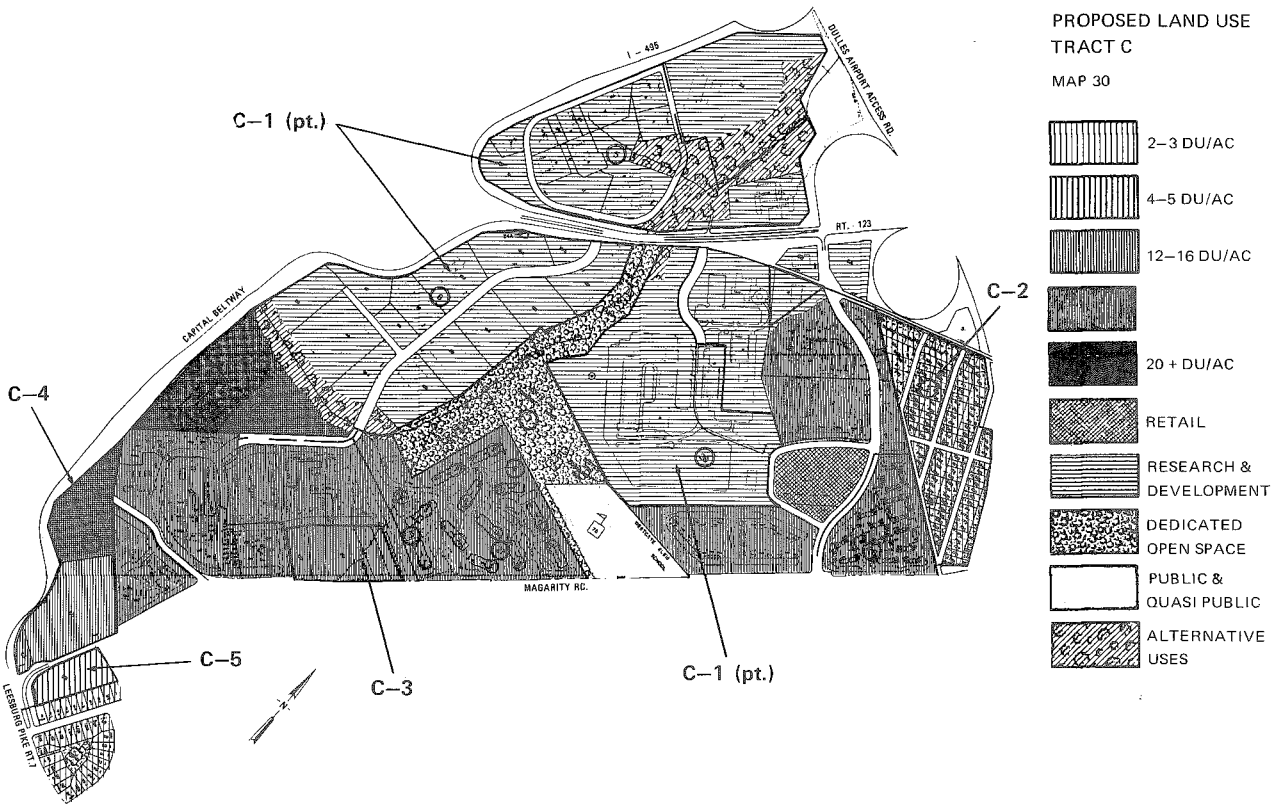
Any bridge over Route 123 should include a sidewalk for pedestrian traffic across Route 123.

Sub-Tract B2: Retail

The land in the northwest corner of the triangle contains a church, a high-rise office building plus retail establishments, restaurants, gasoline stations, several houses converted to office space and an undeveloped parcel owned by the shopping center interests and used for Metro express bus fringe parking. While some of these uses are in new and high quality structures, other uses are of a marginal economic nature; and some are in deteriorating buildings. It is recommended that this area continue to be planned for commercial retail use to provide land for small retail and office establishments within walking distance of the center. If the site of the Providence Baptist Church ceases to be used for religious purposes, it should be permitted to develop as retail or office uses to be compatible with adjacent properties. Any retail or office development on the site should be coordinated with the existing regional shopping facilities to the north and east. The access should be from International Drive and should be located as far away from Route 7 as possible. The fringe parking should be retained until the future of Metro-bus/rail lines is more clearly defined or until more suitable sites are found near the periphery of the study area. Land should be reserved near the northwestern point for a cloverleaf which will be part of the ultimate Routes 7/123 intersection improvement.

Sub-Tract B3: Integrated Redevelopment, Mixed Use or Retail, Office or Multifamily Residential

This tract is the Hollinswood subdivision together with two parcels on the Route 7 frontage which are the sites of a gasoline station and a restaurant. There are approximately 36 single-family detached homes on half-acre parcels in the subdivision. Residents recognize that their location and economic pressures made it unrealistic to assume that their subdivision would remain in low-density residential use. Redevelopment of the tract has been inhibited by the problems of land assembly and the difficulty of providing satisfactory access because of the proximity of the Beltway exit ramp and Dogwood Lane. Unless a major portion of this tract can be assembled, it should be retained in its present low-density residential use (2-plus units per acre) as long as possible and not allowed to drift into nonresidential use through a series of spot rezonings and special use permits for low-intensity commercial enterprises which would probably be in converted houses. Upon assembly, the tract could be suitable for retail, office or possibly high-density residential use, the intensity to be dependent upon the access arrangements which the developer can make.



Tract C—Westgate-Magarity Block (Map 30)

Approximately one-quarter of the 398-acre tract is vacant land. The land use pattern has been firmly established and most of the vacant land has limited development options because of existing and committed development, high-intensity zoning or the desirability of compatible infill. However, development of the vacant land and redevelopment of about six acres of marginally-used residential land in this section will meet part of the estimated economic demand for industrial, office and high-density residential uses in the Tysons area and its impact on the area transportation network must be considered.

Sub-Tract C1: Research and Development Industry

The parcels of remaining vacant industrially-zoned Westgate land along Anderson Road, Colshire Drive, Old Springhouse Road and Old Meadow Road should be developed in research and development industry. Several parcels are almost totally in floodplain and should be preserved as open space. The land owned by the Regency Club and zoned for high-rise apartments should be developed as zoned.

Sub-Tract C2: Residential, 2-3 Units Per Acre

Hunting Ridge subdivision was bisected when the right-of-way for the Dulles Airport Access Road (DAAR) extension to I-66 was acquired by the Federal Aviation Administration about 1960. The portion within Tract C has approximately 130 parcels of land. These have been assembled into approximately 39 ownerships and the subdivision has approximately 32 single-family detached dwellings almost equally divided between land zoned R-1 and R-3. Taking into account the parcel shapes, siting of existing housing, and need for yard space, the subdivision has vacant land to accommodate up to 21 new units at 2-3 units per acre and this use and density are recommended.

Sub-Tract C3: Garden Apartments or Park

As compatible infill, 16-20 units an acre is recommended as appropriate for this land. However, this tract is the only land within Tract C which is suited for additional park area. Although each of the seven existing apartment and condominium developments along Magarity and Old Meadow Roads has a swimming pool and other amenities, the approximately 2500 units in these developments have only 24 acres of public open space in Scott Run Park. Therefore, public park is recommended as an alternative use for this property.

Sub-Tract C4: Multifamily Residential or Office

This tract contains 15.6 acres in three adjoining parcels. All three parcels are zoned PDC and abut I-495. The desirability of setting any structures back from the Beltway and the necessity of incorporating noise attenuation measures in the development combine to suggest high-rise apartments on this tract. Compatibility with Dolley Madison and Magarity Woods garden apartments and the limitations of the Magarity/Lisle/Route 7 intersection, even as improved, would indicate a residential density not to exceed 16 units an acre to be appropriate. In order to reconcile the realities of the situation and the conflicting development objectives, it is recommended that the northern parcel be planned for 20-plus units per acre and the other two parcels be planned for 12-16 dwelling units per acre. However, if the two major parcels or all three parcels are developed as a unit, up to 30 dwelling units an acre should be permitted on the combined tract. Appropriate noise attenuation measures should be provided for any residential development on this tract. Transportation improvements should be provided to the Magarity Road/Lisle Avenue/Route 7 intersection to ensure that the intersection operates at an acceptable level of service as prescribed by the Virginia Department of Highways and Transportation (VDH&T).

Office use may be considered as an option if the following conditions are met:

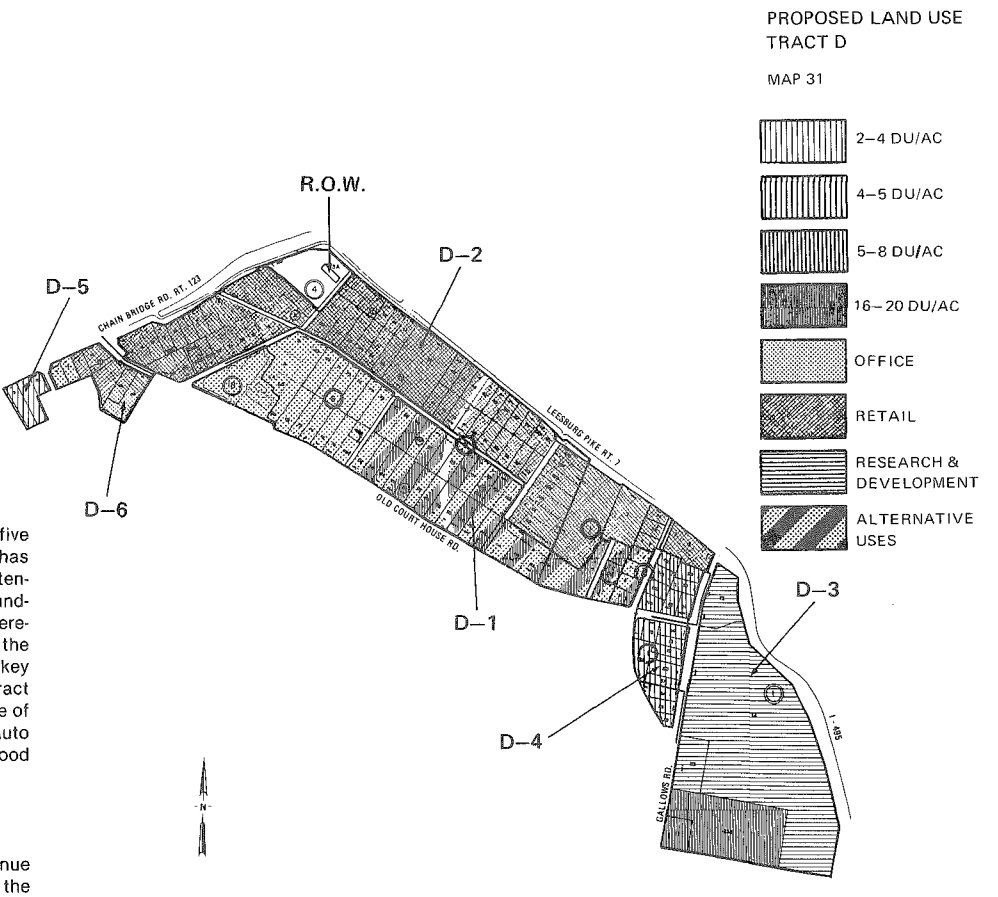
- Consolidation and coordinated development of the three subject parcels.
- Transportation improvements to the Magarity Road/Lisle Avenue/Route 7 intersection are provided to ensure that the intersection operates at an acceptable level of service, as prescribed by VDH&T.
- The height of all structures should be limited so as not to be obtrusive to the existing residential communities to the north and east.
- Provision of a substantial open space buffer of at least 50 feet consisting of existing tree cover and additional landscaping along the northern and eastern boundaries to minimize the visual impact on the adjacent residential communities.
- Sensitive siting of all office and ancillary buildings, parking garages, surface parking areas and roadways to preserve the stream valleys and associated slopes.

Sub-Tract C5: Residential 4-5 Units per Acre

Development of a 3.45-acre parcel between Magarity Road and Lisle Avenue should be limited to 4-5 units an acre to be basically compatible with the Pimmit Hills development, permit clustering to accommodate the access and topography of the parcel, and limit the impact on the Magarity-Lisle intersection.

Remainder of Tract C

There are one multiplex, six garden apartments and one high-rise apartment development in Tract C, all shown on the plan map at their developed density.



Tract D—Gallows Road-Route 7 (Map 31)

The 162-acre section is unique among the five sub-tracts in the Tysons Corner Area in that it has no substantial barrier to the expansion of intensive uses outside the Tysons Corner Area boundaries, in this case Old Court House Road. Therefore, the provision of transition uses along the northwest side of Old Court House Road is a key element in the planning of this section. The tract is characterized along Route 7 by a wide range of commercial uses including retail stores, an auto sales establishment, gasoline stations, fast food restaurants and offices.

Sub-Tract D1: Low-Rise Office or Multifamily Residential

The 45-acre tract bounded by Howard Avenue and Boone Boulevard, the rear lot line of the K-Mart, Gallows Road and Old Court House Road, is partially developed with offices. Much of the area has been developed as mid-rise offices or townhouse offices. The portion of this tract west of Kendall Avenue should be developed in low-rise office, not to exceed five stories to provide a relatively low-intensity transitional use as a buffer between the retail uses along Route 7 and the planned medium- and low-density residential uses on the south side of Old Court House Road in Sector V3.

The portion east of Kendall Avenue is recommended as suitable for garden apartments at 16-20 units an acre with low-rise office uses, not to exceed five stories, as an alternative use.

Sub-Tract D2: Retail or Mid-Rise Office

The frontage along Route 123 and Route 7 as far east as Kidwell Drive for a one-block depth is presently developed in a mixture of retail commercial uses (including an auto dealership, gas station, fast food restaurants) and mid-rise offices. This tract is recommended for commercial retail infill on both vacant and redeveloped land. Additional mid-rise offices would also be appropriate, generally not to exceed 90 feet and a floor area ratio of 1.00. However, height limitations could be slightly modified for land below average grade and the significant reduction of surface parking by provision of some type of structured parking facility. The automobile dealership would be more appropriately located in Tracts A or E where automobile dealerships are concentrated and land is still available for expansion of this use.

Sub-Tract D3: Multifamily, Residential and Research and Development Industry

This 47-acre tract includes all the land in the Tysons Corner Area between Kidwell Drive-Gallows Road and the Beltway. The 10 acres abutting the Nordam subdivision, most of which is already zoned for garden apartments, is recommended for 16-20 units an acre residential use. The remainder of the tract is recommended for research and development type industry heavily buffered from the adjoining residential neighborhood and the Beltway. The developer should phase construction with the widening of Gallows Road, and necessary turning lanes should be provided. Industries whose peak-hour and predominant flow patterns complement rather than add to those created by existing and other planned development should be encouraged. Site plan and architectural review by the Board of Supervisors would be desirable.

The 3-acre I-3 zoned parcel abutting Route 7 which is part of this tract is also recommended for research and development type industry because its entire Route 7 frontage is within the Beltway entrance ramp approach area. Therefore, access to the parcel must be via Gallows and Old Court House Roads where retail or motel traffic is not appropriate.

Sub-Tract D4: Townhouses at 5-8 Units per Acre and Office

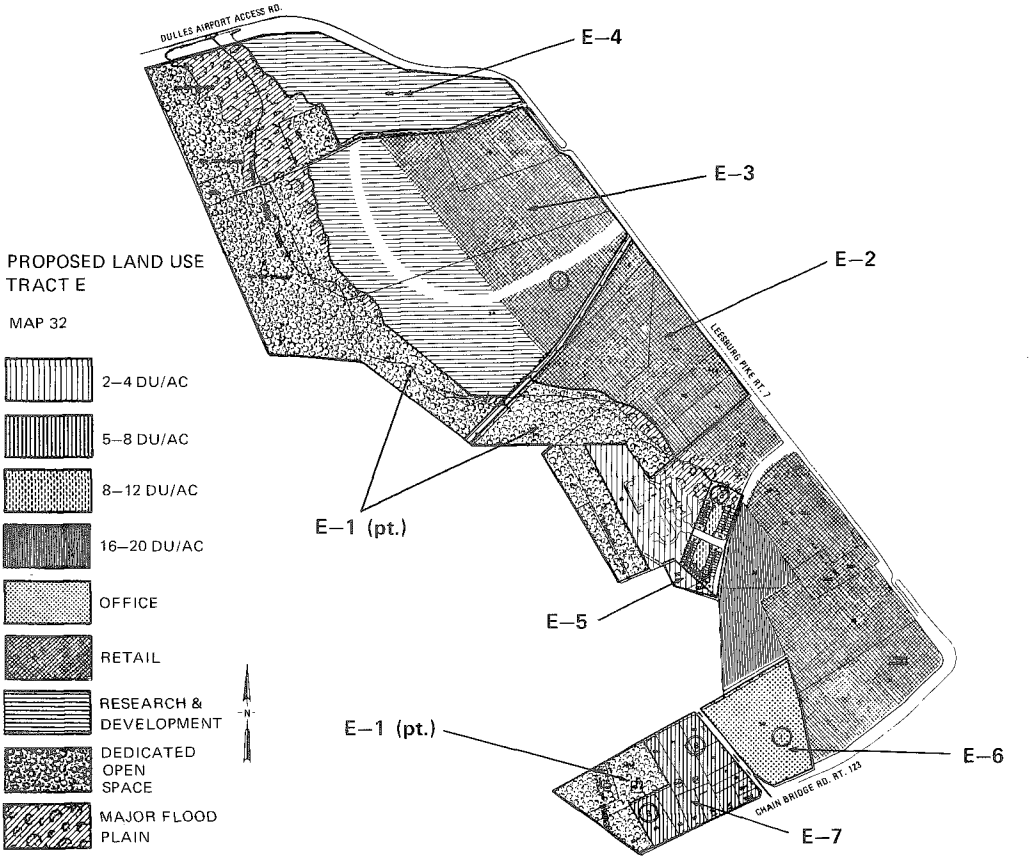
The 10-acre tract is located between Gallows Road and Kidwell Drive. The planned widening and realignment of Gallows Road and the development of the industrial site to the east will isolate the tract from the nearby residential neighborhood and bring it under pressure for redevelopment. Transitional residential uses to protect the nearby low-density residential development from commercial encroachment are desirable. A density of 5-8 units per acre is recommended for the portion north of Old Court House Road and office use not to exceed 5 stories south of the road.

Sub-Tract D5: Residential 2-3 Units per Acre

This is a 3-parcel 2-acre tract located on Route 123 just southwest of the easterly end of Horseshoe Drive. Ideally, the nonresidential uses in Tysons Corner should not extend southwest of Old Court House Road. However, there is already commercial zoned and developed land between Old Court House Road and Horseshoe Drive. Therefore, the eastern end of Horseshoe Drive has become the best available boundary for nonresidential uses on the southeast side of Route 123. This line must be firmly held with no exceptions or special use permits if Tysons Corner is to be contained with no strip commercial development along Route 123 toward Vienna. A density of 2-3 units an acre, the same use and density as that planned for the rest of the Horseshoe Drive area, is recommended for this area.

Sub-Tract D6: Retail and Office

Sub-Tract D6 is 5 acres of land located along Route 123 and Old Court House Road in the southwest quadrant of the intersection of those two streets. Six of the eight parcels are zoned for commercial retail use and two for low-rise office near Horseshoe Drive. Given the existing situation, the plan realistically must accept the zoning while emphasizing that no further nonresidential uses either through zoning or special use permit should be allowed in this quadrant. Further, in the unlikely event that redevelopment of this tract occurs, any residential use up to 16-20 units an acre is recommended.



Tract E—Route 7-Old Courthouse Spring Branch (Map 32)

The 313-acre Route 7-Old Courthouse Spring Branch tract is the second least intensely developed portion of the Tysons Corner Area. Much of the low-density residential land is zoned and programmed for higher intensity development. Major uses include automobile dealerships, a free-standing discount store, a community shopping center where discount stores predominate, a plant nursery, a high-rise for the elderly, a 47-unit townhouse development and a garden apartment development.

A key factor in the planning of this tract is the Old Courthouse Spring Branch stream valley and environmental quality corridor. In order to protect this sensitive feature and provide a buffer to the low-density neighborhoods to the west, a park buffer strip of approximately 90 acres (11 acres of which are located outside the Tysons Corner Area) has been developed along the Old Courthouse Spring Branch stream valley. The title to this land has been taken by the Fairfax County Park Authority primarily through covenants and dedications made at the time of previous rezonings. These commitments and pending near-term construction activity effectively reduce the land area where a full range of planning alternatives can be realistically considered.

Sub-Tract E1: Park Buffer Strip

The 79-acre portion of the recommended park buffer strip along the Old Courthouse Spring Branch stream valley and the western perimeter of the Tysons Corner Area is in five segments.

- The Old Courthouse Spring Branch floodplain bisects parcel 29-1 ((1)) 10C. The floodplain isolates about 10 acres of parcel 10C and one acre of parcel 28-2 ((1)) 23A on the west side of the stream. It is recommended that all of the land west of the eastern floodplain limit be included in the park buffer. However, the land area west of the floodplain might alternatively be developed in a residential use at 1-2 units an acre if its access were through Irvin Street or Teets Lane in the Spring Lake community.
- As part of an agreement made at the time the portion of the Sherman-Dardin tract abutting Route 7 was rezoned to commercial and industrial uses, a 19.4-acre section along the stream valley was covenanted for dedication to the Fairfax County Park Authority when the front portion is developed.
- An 11.1-acre strip along the stream valley was conveyed to the County as part of a recent commercial and industrial rezoning of the Capper tract immediately to the southeast of the Sherman tract.
- A 7.7-acre segment of the buffer is to be located along the west boundary of the Tysons Towers apartments.
- On the south side of Old Court House Road is the 6.8-acre Freedom Hill Fort Park. An 11-acre buffer strip outside the Tysons Corner Area is to connect the northern portion of the buffer to the park. By acquiring an adjoining 1.9-acre parcel with frontage on Route 123 it will eventually be possible to have a trail along the stream from the DAAR to Route 123.

Sub-Tract E2: Retail and Automotive Sales

Known as the Capper property, this 37-plus acre tract was rezoned to commercial retail and light industry to permit a plant nursery, which is no longer there, to become a garden center with a 4.5-acre automobile dealership at the northeast corner. As part of the rezoning, over 11 acres of stream valley at the rear of the property were proffered for parkland to which the Board of Supervisors has already taken title (Sub-Tract E1). A 1.7-acre sliver of land under separate ownership between the light-industry zoned portion of the Capper property and the Vepco right-of-way is recommended for a similar use. (The requirements of the previous zoning ordinance have resulted in most automobile dealerships locating on land zoned for light industry. The current zoning ordinance would provide a highway commercial district for this use.)

Sub-Tract E3: Retail, Automobile Sales and Research and Development Industry

This 110-acre property, known as the Sherman-Dardin tract is zoned for commercial use on approximately 40 acres immediately adjacent to Route 7 and for industrial use on approximately 40 acres toward the rear of the property. As part of the rezoning agreement, 19.4 acres of the remaining 29 acres are covenanted to parkland use (part of Sub-Tract E1). A 7-acre segment of the commercial land has been sold and developed as an automobile dealership. Because automobile dealerships and other highway-oriented uses predominate on the northeast side of Route 7 and have a substantial foothold on the southwest side, similar uses on the commercially-zoned portion of this tract are logical.

The industrially-zoned portion is recommended for research and development type industry. A recommended amendment to the Tysons Corner circulation plan would continue Spring Hill Road into Sub-Tract E3, swinging to the northwest to provide an access to Sub-Tract E4 outside the DAAR exit ramp area on Route 7. Garden apartments at densities up to 16-20 units an acre could be recommended as an alternative use for the portion of the industrially-zoned land south and west of the Spring Hill Road extension.

The remaining 9 acres zoned RE-1 at such time as it passes out of private residential use should be added to the industrially-zoned portion or reserved for private open space.

Sub-Tract E4: Research and Development Industry

The 21-acre tract east of the Old Courthouse Spring Branch stream valley should be accessed only from the Spring Hill Road extension to eliminate vehicular turning movements in the DAAR ramp exit area on Route 7. Therefore, the timing of development and the appropriate land use on this tract are largely dependent on the timing and character of development on the adjoining Sub-Tract E3. Research and development industry is recommended since this use seems the most likely development alternative for abutting industrially-zoned portion of Sub-Tract E3. The research and development use would also be consistent with the recommendations along the DAAR in Tract A. However, if the garden apartment alternative were exercised on Sub-Tract E3, extension of the residential use into Sub-Tract E4 could be suitable. Any development on this tract should both protect the Ash Grove house, an historic site, and should provide extensive buffering and vegetative screening for an attractive vista from the DAAR.

Sub-Tract E5: Residential 4-5 Units per Acre.

Two small parcels totalling less than two acres are located on the northeast side of Raglan Road off Gosnell Road. These parcels are recommended for development at 4-5 units an acre, a density compatible with that recommended for the adjacent parcel to the west in Sector V3.

Sub-Tract E6: Office

The 10-acre vacant parcel of land, located in the northeast quadrant of the Old Courthouse Road-Route 123 intersection, is the traditionally identified site of the original Fairfax County Courthouse and as such has some historical significance. An office building(s) designed as to give focus and identification to the historic site and/or townhouses in the 5-8 units per acre density range would provide a use in keeping with the historic nature of the site and provide a transition between the large auto dealership to the northeast and the low- and proposed medium-density residential uses to the southwest.

Sub-Tract E7: Residential 5-8 Units per Acre.

The 12-acre tract is composed of 13 land parcels, 3 of which are vacant, 2 are in commercial retail use including a service station, and 8 on which are located 9 dwelling units. A basic objective of the Comprehensive Plan is to contain high-intensity development in such areas as Tysons Corner within certain prescribed boundaries and prevent fingers of strip commercial development from reaching out along major arterials in the area. Based on this planning objective, Sub-Tract E7 is an area which should not have strip commercial uses. However, the low market value of the existing housing on this tract makes it a prime candidate for redevelopment. New housing on half-acre parcels does not appear to be a viable option in this location because of the costs involved in redevelopment and the size of the tract in a location which would require a service drive along Route 123 or reverse frontage development. Therefore, a residential density of 5-8 units per acre is recommended both to end any commercial uses and to be a transition between the office use proposed for Sub-Tract E6 and the low-density development to the north and west.

Remainder of Tract E

The remaining portions of Tract E are already developed or under construction with commercial uses along the Route 7 frontage and a townhouse and garden apartment development on Gosnell Road. These should be shown on the plan map in their current use. Tysons Towers apartments for the elderly were built on a parcel of single-family zoned land under a special exception for senior citizen apartment permitted by the *Zoning Ordinance*. This parcel should be shown on the Plan map for residential use at 3-4 units an acre to emphasize the fact that the high-density development is a special use and should not be used as justification for extension of higher than currently planned densities in adjacent Sector V3.

BUILDING HEIGHT CONTROLS IN THE TYSONS CORNER AREA

This section of the Plan seeks to provide the Board of Supervisors with a perspective from which to measure the effective height of major structures in Tysons Corner. The perspective is a result of the evaluation of the effect of the underlying natural topography, the interrelationship between the structures, and the visual *impact upon adjacent communities and from major* thoroughfares. This section first presents urban design objectives for the land use in the Tysons Corner area. Next, a concept plan for achieving the objectives is described. Guidelines are proposed for the Board of Supervisors to use when deciding building height limits. *Finally, recommendations for specific districts in the* area are presented.

While the Comprehensive Plan up to the 1984 Edition establishes a maximum elevation (590 feet above sea level) and a twelve story building height limitation for the Quadrangle of Tysons Corner, and other height controls for some tracts located southwest of Route 7 between I-495 and Route 123, it is silent for the remainder of the area. Furthermore, these height limitations were not always honored for building height considerations. A detailed study has not been made heretofore of the relationship of the major structures—existing and proposed—with each other and with the surrounding community. Competing goals of the Plan, such as the goal for Tysons to be a major economic development center and a goal to protect surrounding neighborhoods from visual intrusions, currently make it difficult to evaluate the reasonableness of the heights of proposed structures. Methods for visualizing how proposed buildings will appear in the landscape have been utilized on an individual basis for significant rezoning or special exception applications.

This section of the Plan is a further effort to respond to Board concerns for improved quality of development in conjunction with its objective to increase the amount of commercial economic development within the County. In planning terms this translates into increased emphasis on urban design. Urban design is the planning and design of the physical man-made environment so as to make it functionally efficient, visually pleasing, economically viable and socially supportive. The details of building characteristics, streetscapes, land uses, open spaces, circulation, and human activity are studied to produce a desirable living and working environment.

Priority for application of urban design principles appear most appropriate in three situations: the development centers; areas around metro stations; and in areas being studied for revitalization programs. Initial efforts already undertaken to respond to the Board's direction have included: the incorporation of urban design factors in the comprehensive plan for the Fairfax Center Area (Rte. 50/I-66); emphasis in good urban design in the Metro station studies; and the contracting for an urban design consultant to assist in evaluation of the development proposals for the Lehigh Site (Kingstowne). In addition, staff capability in the urban design field has been enhanced.

While Tysons Corner is approaching maturity as a development center in the short term when compared to the Fairfax Center Area, the Lehigh Site, and the Centreville development centers, it remains completely appropriate to apply urban design principles to new development proposals within its boundaries.

It should be noted that application of urban design principles does not imply increasing the intensity of the land development. Intensity of development remains regulated by the provisions of the Comprehensive Plan and Zoning Ordinance. The objective of urban design is to improve the quality of development and to reduce adverse impacts of development. Height recommendations, herein, are offered in the context of good urban design, i.e., the height to which it is possible to construct a building without violating the urban design concept plan proposed. It is noted that other factors, such as the capacity of the transportation network, may require a limit on the Floor Area Ratio (FAR) to reduce traffic generation. In such a circumstance, it may be desirable to scale down height and mass.

The subject area (Map 1) includes the core area of Tysons Corner Area as described in the preceding section of the Plan. Three relatively small areas have been added to recognize existing commercial or office development: Tysons-McLean Office Park site north of the DAAR, offices along the south side of Old Courthouse Road, and a hotel and offices in the southeastern quadrant of I-495/Route 7 interchange. Mosscrest subdivision, located west of Gosnell Road, is also added due to the need to retain its residential character.

Consideration of building height is approached first by an evaluation of existing conditions at Tysons Corner. Data on land use, zoning, transportation, height *increase requests, developable land and physical characteristics* of the area have been collected and analyzed and used in conjunction with urban design objectives developed for this area to formulate an urban design concept plan. The plan identifies a desirable urban form and locations for focal points, activity *centers, gateways, buffers and appropriate height relationships* among the form-giving elements such as buildings, highways, hills, and open space. The urban design concept plan divides the area into districts on the basis of current development characteristics. These districts are used as the basis for building height determinations.

The plan then considers present policies on height found in the Comprehensive Plan and controls on height under the Zoning Ordinance. Finally, guidelines for establishing building height limits are developed and applied to formulate recommendations.

Urban Design Objectives

Urban design is a logical extension of a land use plan. It is therefore appropriate to use the planning objectives listed in the 1977 Tysons Corner Area Study *to guide the creation of urban design objectives.* These objectives include or expand on the planning objectives and are suggested as follows:

1. Make the Tysons Corner area more legible by providing a set of image elements such as focal points, paths, edges, nodes, landmarks and districts which can be easily identified and recognized. These elements should be organized to provide a high quality image of the area, and thus should continue to attract high quality uses. These image elements are further described in the Urban Design Concept Plan.
2. Strengthen the overall identity of the area by providing appropriate introductions at major entry

roads. These introductions, however, should be responsive to the character of the paths and the surrounding districts.

3. Locate the major focal point (activity center) with a sense of place and identity for the areas where people can go and participate in a variety of activities. Maximize mixed-use development potential at the focal point by featuring public amenities such as a pedestrian oriented major public plaza.
4. Locate land uses and development characters into appropriate groupings to become distinctive, identifiable districts. These districts may contain their own focal points and identities through adequate visual and/or functional separation.
5. Provides spaces and paths with a landscaping theme that will serve as effective unifying elements among the districts, produce a strong visual identity and heighten the level of variety and interest in the appearance of the area.
6. Strengthen the image of a node, which is located at the junction of roads with physical forms to create a nodal center within the area and thus avoid its becoming a mere incidental crossing of paths.
7. Identify landmarks and utilize them as major structuring and identifying elements in the area. These landmarks are most appropriate at focal point, node or gateway locations, and can be used to strengthen the image of the area and aid viewers orientation. Alternative structures, such as arches, carillons, plazas, obelisks and fountains may, in certain instances, serve as landmarks more appropriately than significant buildings.
8. Encourage the establishment of strong edge definitions within the area. Reinforce existing edge or transitional areas with special buffer and landscape treatment to establish a clear demarcation between districts and along the area boundary.
9. Be sensitive to natural topography in locating building to increase clarity of urban form and image.
10. Provide open space to afford visual relief and interest in the area. The open space should also incorporate places for activities such as public gatherings, display and other events and incorporate a pedestrian circulation system to unify the surrounding developments into a functional and visual unit.
11. Match future development with the alleviation of traffic congestion. Provide excellent access to and around the focal points, separate the various types of traffic to reduce conflicts and congestion, and generally increase the clarity and legibility of the circulation system.
12. Provide improved pedestrian facilities and minimize the conflicts between pedestrian and vehicular traffic.
13. Provide public open space and major pedestrian routes with exposure to sunlight and protection from wind.
14. Encourage structured parking, particularly in high intensity mixed-use areas where it will help maximize the amount of green space provided.
15. Encourage the provision of street level retail uses in office buildings, particularly in mixed use areas, in order to generate more lively street life.
16. Protect the adjacent stable residential areas from development encroachment or visual intrusion. Wherein they can aid in the achievement of this objective, mature trees should be retained to the maximum extent practical.
17. Establish a natural landscaping theme and program to enhance the visual quality of the Tysons Corner area and reinforce its high quality image. All landscaping within the area should be selected to: 1) provide a variety of color, shapes, and patterns throughout the area, 2) enhance development within the area, and 3) help create a strong unified image and identity. To achieve these objectives landscaping should be consistent in placement and species along major roadways throughout the area, use a variety of flowering trees, shrubs, and flowers at entrances to major developments and adjacent to individual buildings, and parking lots should be landscaped in accordance with the regulations contained in the County Zoning Ordinance. All plantings within the highway right-of-way must conform to VDH & T standards and permit requirements for landscaping materials.
18. Coordinate all signage in scale, color, materials, and placement and have it consistent within each individual development. Signage in the area should fulfill the objectives of being easily understood by the motorist, of creating a unified image of identity for the area, and of providing high legibility for individual businesses and corporations.

Urban Design Concept Plan

The urban design concept plan contains the basic information on the desirable urban form for the Tysons Corner area for the purpose of the height study. The development of this concept is only a preliminary step toward a complete urban design study and could be used to guide studies of more specific design elements such as landscaping, open space, signing, pedestrian system and other details in the future. The next step should be to establish the Tysons Corner Citizens' Association and Development Committee described on II 62 of the Comprehensive Plan.

The urban design concept plan divides the area into districts containing similar development characters and identifies the locations for major activity centers, focal points, gateways, nodes, edges and paths. All these elements contribute to the formulation of image and thus the urban form for the area. The urban design concept plan is illustrated on Map 2.

1. Districts

Twenty districts have been designated within the area. Each district generally has its own development character and potential so that it can be recognized and organized into an overall pattern. Map 3 portrays the districts.

2. Major Focal Point (Activity Center)

As identified by the Comprehensive Plan, the Tysons II site in the Quadrangle is the logical candidate for the major focal point/activity center because it has the potential to become an identifiable place near the geographic center where people can gather, where pedestrian ways converge, where there are a variety of uses and where there is day, evening and weekend activity.

The major focal point/activity center should therefore contain mixed use developments that encourage a varied range of activities. In addition to the office uses, shopping mall, and hotels, convention facilities could be provided.

Recognizing that a high volume of pedestrian traffic in this center is essential, related facilities should be provided. A pedestrian plaza would be a desirable element which could become a focus itself within this activity center.

As a major focal point/activity center for the whole area, this center should not only offer varied opportunities for people to come in and participate in the activities, but also invite visual attention. Special character should be created on the site and provide a strong, positive image to the viewer and assist in the general orientation and reading of the area.

The proposed Tysons II development generally satisfies the characteristics described above to function as the major focal point/activity center.

3. District Focal Points

The visual function of a district focal point is more localized than that of the major focal point which extends its influence throughout the area or even to a larger region. A district focal point may be less discernible from the major paths; however, it is always the most prominent feature and thus the center of focus within a district.

The image of a focal point can be strengthened through the provision of significant activity areas such as concentrations for shopping, employment, recreation, or entertainment, or buildings which most strongly reflect the development character of the district.

Among the twenty districts within the area, some have clearly identifiable focal points; some do not have such distinguishable feature.

4. Landmarks

A landmark is usually a well remembered physical object that defines a point in the landscape or the area and can be used for image recognition and orientation. It is not necessarily beautiful or historic. The radio tower is a landmark due to its prominent location and height. Other examples include the NADA building, the Honeywell building, the Rotonda, the Marriott Hotel and the Ramada Inn. Landmarks can be used to strengthen the image of a focal point, and a node, and can function as gateway features.

5. Paths

A path is a well known and remembered route through an area that viewers commonly follow and observe. A path is not necessarily a route with heavy traffic volume. Rather it has more to do with sense of destination and direction, and uniqueness of the street itself. Most people can remember and describe an area by relating to landmarks, focal points or districts found along the path. The identity of a path can thus be made stronger by appropriate landscaping or reinforced by building facades, building type and setback. There are four major paths in the area. I-495 and the DAAR are the access controlled high speed paths which have more distinctive geometric and landscaping design features than those of Route 7 and Route 123. These are paths with lower speed limits and frequent controlled traffic intersections. The progression along these paths are not typically as fast or smooth as that along I-495 and the DAAR, the viewers thus have more opportunities to observe and appreciate the surroundings than viewers on I-495 and the DAAR do.

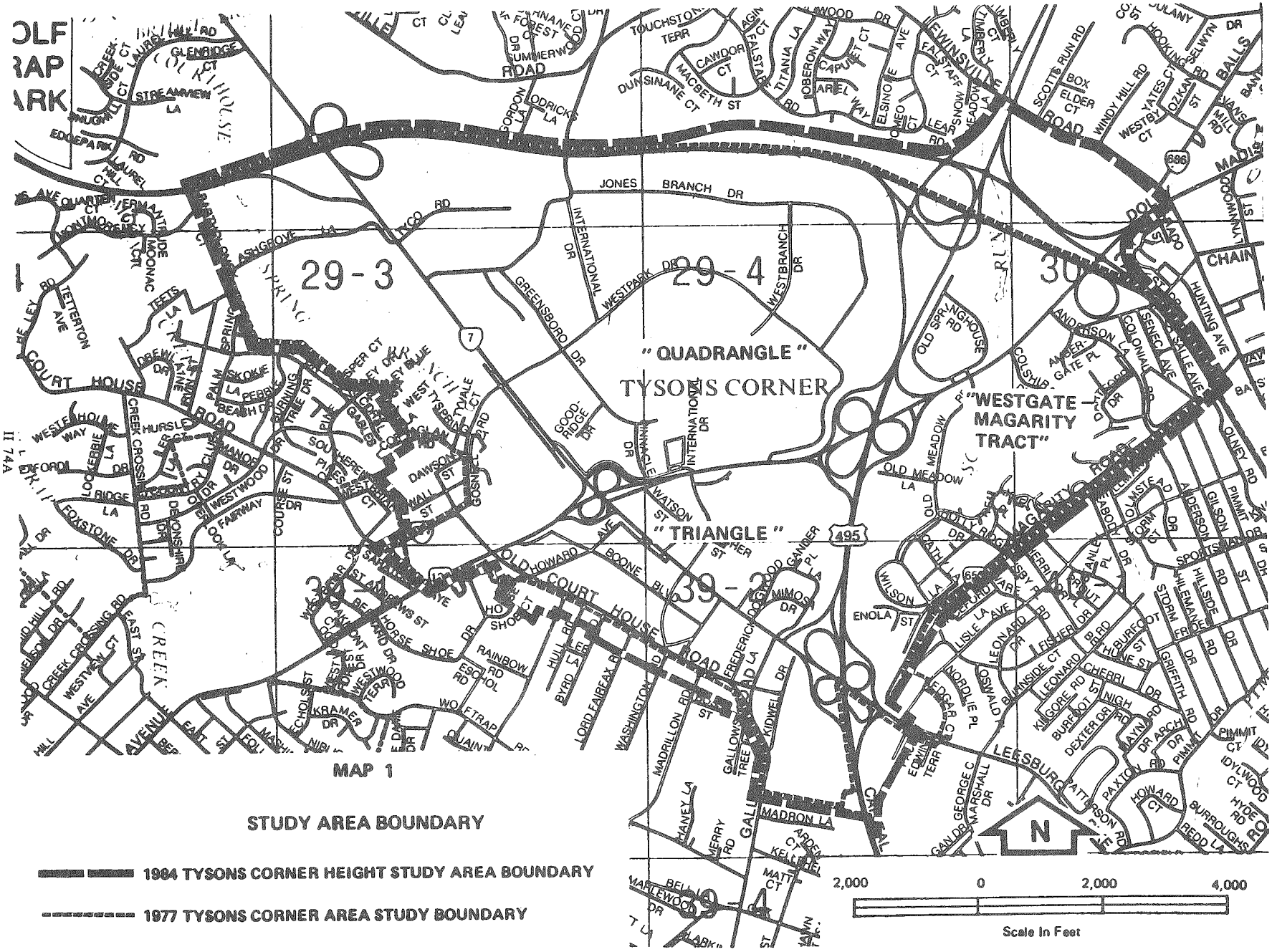
Since Route 7 and Route 123 are adjacent to and have access to the majority of the twenty districts in the area, they play important roles in constructing a mental image for most of the viewers traveling through the area. The landscaping of both paths should be enhanced to provide distinctive high quality images. Other minor paths classified as minor arterials or collectors should be given similar considerations.

6. Gateways

Because Tysons Corner is an area where development characters are distinctively different from the surrounding residential areas, appropriate gateway features can be placed at the major entrances to the area to announce the entering or leaving of the area and change of characters for viewers on high speed paths such as I-495 and the DAAR. One or a group of significant buildings could be used for this purpose. For viewers on Routes 7 and 123, appropriate landscaping and signing may be sufficient because the speed limit is lower on these paths and the viewers are better able to notice and appreciate details.

7. Nodes

A node is a junction of paths and is an important element of image. Since it is the point of decision for the choices of directions, the node should be made to be easily identifiable and understood. Usually the simple perpendicular relationship of two paths is easiest to handle. Due to its role as a point of decision and its visibility from more directions and paths, landmarks, placed at appropriate locations, assist in orientation. The nodes may thus become focal points.



MAP 1

STUDY AREA BOUNDARY

1984 TYSONS CORNER HEIGHT STUDY AREA BOUNDARY

1977 TYSONS CORNER AREA STUDY BOUNDARY

TYSONS CORNER HEIGHT STUDY

FAIRFAX COUNTY, VIRGINIA

MAP 2
URBAN DESIGN CONCEPT PLAN

TYSONS CORNER HEIGHT STUDY

FAIRFAX COUNTY, VIRGINIA

STUDY AREA BOUNDARY

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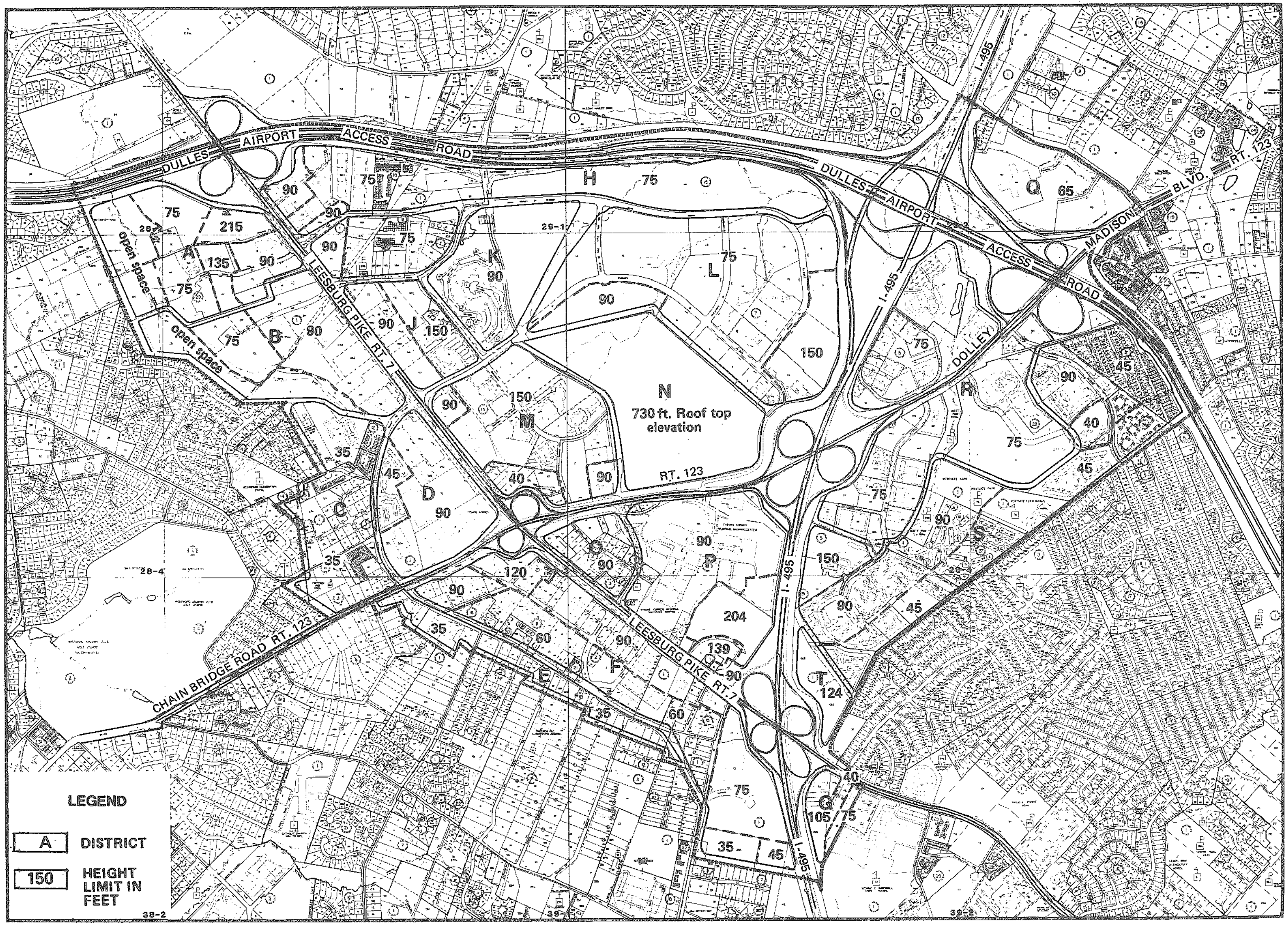
MAP 3
DISTRICTS

LEGEND

A DISTRICT



TYSONS CORNER HEIGHT STUDY

FAIRFAX COUNTY, VIRGINIA

STUDY AREA BOUNDARY

MAP 4 HEIGHT LIMIT

8. Edges

An edge is a spatial boundary characterized by changes in scale, use or topography. Examples are the townhouse office developments along Old Courthouse Road, the high intensity residential development along Magarity Road, and the DAAR. There are also edges inside the area where the boundaries between two districts feature a difference in scale and use or a break in topography. Continuity and visibility of strong edges are crucial, however, they are not necessarily impenetrable and are not necessarily isolating barriers. The DAAR, as a strong edge divides the area from the surrounding residential area but keeps them in some visual relation, particularly in the contrast between development characters across the highway. The DAAR is both an edge and a path. An edge in an urban form can help to differentiate the districts and thus make them more identifiable.

Height Limit Determination Guidelines

The following guidelines are developed from an analysis of existing conditions and the urban design concept plan for the Tysons Corner area and are used to determine the appropriate building height limits within the districts.

1. Recognize that the radio (Army communications) tower is not likely to be relocated in the near future. Any height limit consideration should minimize the impact on the communication line of sight particularly for microwave operation. A maximum rooftop elevation of 730 feet above sea level is recommended. This height will leave 100 feet of the upper part of the radio tower available for installing devices for selected communication uses. It is also recommended that appropriate development proposals in the Tysons Corner area be sent to the Army's telecommunication center for review.
2. Set the approved rooftop elevation of 730 feet above sea level for the proposed First American Bank addition as the maximum rooftop elevation for any future development within the area.
3. Distribute building heights in such a manner so as to prevent the dominant landform from being obscured.
4. Give attention to preservation of the characteristics of individual districts.
5. Encourage design excellence in mixed use districts to create a focal point, provided the proposed development is justified by the quality of design, the creation of public amenities, and the satisfactory resolution of development issues.
6. Avoid locating the taller buildings to the south of any park or plaza to insure adequate solar access.
7. Create a visual as well as physical and psychological focus on the Tysons II development for the Tysons Corner area by allowing tall and significant buildings with excellent architectural and landscape architectural design and provision of high quality public amenities. A plaza on the site should be provided with adequate sunlight, spatial definition and other amenity details.
8. Strengthen gateway identity by using significant buildings, structures or landscaping to define a gateway for the I-495 and the DAAR which are high speed and access controlled highways. For Route 7 and Route 123 such buildings may not be necessary to indicate entering and exiting the area. Proper signing and landscaping should be sufficient for this purpose.
9. Nodes as junctions of paths are focal points themselves and could use significant buildings or structures for the purpose of orientation and identifying an area.
10. Minimize visual intrusion to the adjacent residential communities along the DAAR, Magarity Road and the Old Courthouse Spring Branch by restricting excessive heights for the development in these areas.
11. Maintain the existing development scale of the Westpark development in the Quadrangle and apply it to the strip of land located south of the DAAR and between its interchanges with Route 7 and I-495.
12. Incorporate the height control guidelines in the Old Courthouse Road area and expand the provision to cover the entire area between this road and Route 7, east of Route 123.
13. Improve the view of unattractive roofscapes from major access routes by modifying the structure or providing appropriate screening.

Building Height on the Perimeter of the Tysons Corner Area

In order to protect the stable residential neighborhoods adjacent to the perimeter of the Tysons Corner area, it is desirable to establish a policy for the tapering of building heights down from the core to the perimeter of the area. In this way, new development that occurs within the area will be visually compatible with these residential neighborhoods and not encroach upon them. This policy will also physically reaffirm the edges of the Tysons Corner development center.

Building Height in Relation to Other Development Issues

Height is only one element in evaluating specific development proposals. Within the context of the urban design concept plan recommended herein, height would be evaluated with regard to mass, architectural interest, and the other design factors presented previously. Thus, the recommendations for height limits made below consider height only as one element of the urban design concept plan. Where the height limit recommended is above the limit of the current height controls, the recommendation should be interpreted to suggest merely that it is possible to construct a building to that height without violating urban design concepts. Where the recommended height is lower, it should be interpreted to mean that lower heights are desirable due to one or more of the planning objectives.

Great care must be exercised in considering tall buildings to ensure that they individually or in the aggregate do not generate excessive transportation problems or do not visually intrude on nearby residential neighborhoods. The quality of life of established single family residential communities must be a controlling consideration.

Evaluation of specific development proposals, however, must also consider factors beyond height and urban design. Principal among other factors is the transportation network. The capacity of the transportation system may impose limits on the permissible floor-to-area ratio (FAR) to produce a lower traffic generation projection. This limitation may require a scaling down of height and mass. Alternatively, the proposed development might be accommodated through provision of suitable enhancement of the transportation network. A determination must be made on an individual basis within the context of the overall design. The improvement and development of major arterial highways outside of and serving the ingress and egress of Tysons Corner is an urgent requirement.

Uniform Provision of Sinage and Landscaping

A mechanism for the orderly and uniform provision of signage and landscaping is necessary to ensure that the related urban design objectives are implemented. Since the benefits of these efforts will accrue to both the private and public sectors, both sectors should provide a portion of the costs. In the short-term, the County could provide a plan and design and landscape architectural services. Funding could be provided through special assessments levied on all properties within the Tysons Corner area or a pro-rata contribution based on the level of development. In the long term, management of this effort should be the responsibility of the private sector.

Building Height Limit Recommendations

Building height limits are recommended by the districts identified on Map 3, and summarized on Map 4.

1. District A
   a. Location
      District A is located in the northwestern corner of the area and in the southwestern quadrant of the Route 7/DAAR interchange on Tax Map No. 28-2,4 and 29-1,3. The district is bounded by the DAAR exit ramp to Route 7 to the north; the Old Courthouse Spring Branch to the west; Route 7 to the east; and the rear lot lines of Westwood Center development to the south.
   b. Applicable Height Limit Determination Guidelines 2, 4, 5, 8, 9, 10.
   c. Recommendations
      (1) Encourage the current development pattern with variable building heights in the district:
         (a) Establish 215 feet as the maximum height for the gateway building located on the Sheraton site.
         (b) Establish 135 feet as the maximum height for buildings which function as a district focal point.
         (c) Establish 90 feet as the maximum height for buildings located along Route 7 frontage.
         (d) Establish 75 feet as the maximum height for the rest of the buildings located in the district.
      (2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 7.
2. District B
   a. Location
      District B is located southeast of District A on Tax Map No. 29-3. This district includes the HBL, Inc. (Mercedes-Benz) building in the north, and abuts Gosnell Road on the south, Route 7 on the east and Old Courthouse Spring Branch on the west and south.
   b. Applicable Height Limit Determination Guidelines 2, 4, 5, 10, 13.
   c. Recommendations
      (1) Keep the current C-7 and I-4 height limits, 90 feet and 75 feet, respectively, for developments within this district.
      (2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 7 and Gosnell Road.
3. District C
   a. Location
      District C is located south of District B, west of Gosnell Road and north of Route 123 on Tax Map No. 29-3 and 39-1. It borders a single family detached residential area to the west. This district is well defined by clear and strong edges on all sides: highway on the east and south; continuous vegetated open space on the north and west.
   b. Applicable Height Limit Determination Guidelines 2, 4, 8, 10.
   c. Recommendations
      (1) Keep the current height limit for single family attached dwellings, 35 feet, for all development within this district.
      (2) Encourage consolidation of lots along Route 123 and the provision of appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 123 and Gosnell Road.
4. District D
   a. Location
      This district is located east of District C in the western quadrant of the Route 7/Route 123 interchange on Tax Map No. 29-3. This generally triangular-shaped district is bounded on the west by Gosnell Road, the east by Route 7, and the south by Route 123.
   b. Applicable Height Limit Determination Guidelines 2, 4, 5, 6, 8, 9, 10, 13.

c. Recommendations
(1) Establish 45 feet as the maximum height for apartments along Gosnell Road.
(2) Keep the current C-3 and C-7 height limit, 90 feet, for the rest of the district.
(3) Provide easy access from District C. Safe pedestrian crossover facilities should be considered for several locations across Gosnell Road.
(4) Provide appropriate landscaping as described under "Urban Design Objectives", along Route 7, Route 123 and Gosnell Road frontages.

5. District E
a. Location
District E is an elongated, narrow strip of land located south of Old Courthouse Road between Route 123 and Gallows Road on Tax Map No. 39-1 and 39-2.
b. Applicable Height Limit Determination Guidelines 2, 4, 8, 10, 12.
c. Recommendations
(1) Maintain the existing height control guidelines which limit buildings to 35 feet in height.
(2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 7 and Gosnell Road.

6. District F
a. Location
District F is located north of District E and is bounded by Route 7, Route 123, Old Courthouse Road, Gallows Road, I-495 and the extreme southern boundary of the subject area.
b. Applicable Height Limit Determination Guidelines 2, 4, 8, 9, 12.
c. Recommendations
(1) Maintain a height control limit of 90 feet in the area bounded by Route 123, Old Courthouse Road, Howard Avenue, Boone Boulevard and an extension of the Boone Boulevard line east to Kidwell Drive and north to Route 7. However, in the southern quadrant of the Route 7/Route 123 interchange where C-4 zoning is designated, buildings up to 120 feet in height are appropriate to define the node.
(2) Maintain a height control limit of five stories (or 60 feet) in the area bounded by Howard Avenue, Boone Boulevard, and an extension of the Boone Boulevard line east to Kidwell Drive, south to Gallows Road and back on Gallows to Old Courthouse Road. It is recognized that a number of buildings 90 feet or higher exist or have been approved in the area (south of Boone Boulevard and its extension) which continues to be planned for a maximum of 60 feet. Nevertheless, the planned limits are appropriate as a means of stepping down the heights to minimize visual intrusion on single family homes, and should be adhered to in the future.
(3) Establish 35 feet as the maximum building height on the R-20 parcel in the extreme southern end.
(4) For the parcel of land located east of the R-20 parcel and bounded by I-495 on the east, building up to a maximum of 45 feet in height is appropriate.
(5) For the remaining area bounded by Route 7, Kidwell Drive, Gallows Road, the extreme southern boundary of the area, and I-495, buildings up to 75 feet are appropriate.
(6) Provide appropriate landscaping as described under "Urban Design Objectives," along Route 7, Route 123, International Drive, and Old Courthouse Road.

7. District G
a. Location
District G is a small area located in the southeastern quadrant of the Route 7/I-495 interchange on Tax Map No. 39-2.
b. Applicable Height Limit Determination Guidelines 2, 8, 9.
c. Recommendations
(1) Establish 40 feet and 75 feet as the maximum height for buildings located on Tax Map No. 39-2 ((1)) 42 and 47, respectively.
(2) Establish 105 feet as the maximum height for buildings located on Tax Map No. 39-2 ((1)) 45B, 45C, and 46C.
(3) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 7.

8. District H
a. Location
District H is essentially defined by the frontage along the DAAR between Route 7/DAAR and I-495/DAAR interchanges on Tax Map No. 29-1 and 2. It is bounded by the DAAR, Route 7, Tysons Road, Springhill Road, Jones Branch Drive and the northern boundary of Tax Map No. 29-4 ((7)) 12 parcel.
b. Applicable Height Limit Determination Guidelines 2, 3, 10, 11, 13.
c. Recommendations
(1) Keep the current I-3, I-4 and I-5 height limit of 75 feet for all developments within this district with the following exceptions:
(a) allow buildings up to 90 feet in height on the C-7 parcels located in the western end of the district.
(2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 7 and Springhill Road.
(3) Provide a 125-foot setback from the DAAR as recommended by the National Capital Planning Commission.
(4) Mark and retain mature trees, including a buffer of mature trees along DAAR during the development process.

9. District I
a. Location
This district is located south of District H on Tax Map No. 29-1 and 3. It is bounded by Route 7 on the west, Tysons Road on the north, and Springhill Road on the south and east.
b. Applicable Height Limit Determination Guidelines 2, 3, 4.
c. Recommendations
(1) Keep the current I-5 and C-7 height limit of 75 feet and 90 feet, respectively, for all developments within this district.
(2) Provide appropriate landscaping as described under "Urban Design Objectives" along Route 7 and Springhill Road.

10. District J
a. Location
District J is located south of District I on Tax Map No. 29-3. It is bounded by Springhill Road on the north, Route 7 on the west, Greensboro Drive on the east, and Westpark Drive on the south.
b. Applicable Height Limit Determination Guidelines 2, 3, 4.
c. Recommendations
(1) Establish 90 feet as the maximum height for buildings located on the parcels which have frontages along Route 7 and on the adjacent two I-5 parcels off Springhill Road.
(2) Establish 90 feet as the maximum height for buildings located on the vacant parcel in front of the NADA building.
(3) Establish 150 feet as the maximum height for buildings in the remainder of the district.
(4) Provide appropriate landscaping and signage as described under "Urban Design Objectives" along Route 7, Springhill Road and Westpark Drive.

11. District K
a. Location
This district is located east of Districts I and J on Tax Map No. 29-1, 2 and 3. It is bounded by Jones Branch Drive on the north, Springhill Road and Greensboro Drive on the west, and Westpark Drive and the Scott Run tributary on the east.
b. Applicable Height Limit Determination Guidelines 2, 3, 4, 10.
c. Recommendations
(1) Use the Rotonda building heights as the benchmark for height consideration in this district. Ninety (90) feet is appropriate for the maximum building height.
(2) Provide appropriate landscaping, as described under "Urban Design Objectives", along Springhill Road, International Drive and Westpark Drive.

12. District L
a. Location
This district is located east of District K on Tax Map No. 29-2, 3 and 4. It is bounded by the Scott Run tributary on the west, Jones Branch Drive on the north, I-495 on the east, and the rear property lines of lots located south of Westpark Drive on the south.
b. Applicable Height Limit Determination Guidelines 2, 3, 4, 9, 10, 11.
c. Recommendations
(1) Keep the current height limits of 75 feet and 90 feet for I-3, I-4 and C-7 zonings for developments on the similarly zoned parcels.
(2) Recognize the existing development pattern east of Jones Branch Drive and allow buildings up to 150 feet on the vacant C-7 parcel.
(3) Provide appropriate landscaping, as described under "Urban Design Objectives", along Springhill Road and International Drive.

13. District M
a. Location
District M is located in the northern quadrant of the Route 7/Route 123 intersection on Tax Map No. 29-3 and 4. It is bounded by Westpark Drive on the north, Route 7 on the west, Route 123 on the south, and International Drive on the east.
b. Applicable Height Limit Determination Guidelines 1, 2, 3, 4, 9.
c. Recommendations
(1) Establish 150 feet as the maximum building height in this district with the following exceptions.
(a) The small parcels immediately north of the Route 7/Route 123 interchange should be consolidated for a single development with buildings up to 40 feet in height.
(b) The hotel sites should retain the C-7 height limit of 90 feet.
(2) Provide appropriate landscaping, as described under "Urban Design Objectives", along Route 7, Route 123, International Drive and Westpark Drive.

14. District N
a. Location
District N includes the Tysons II development which is generally located in the geographical center of the Tysons Corner area on Tax Map No. 29-4. It fronts Route 123 on the south, International Drive on the west and Westpark development on the east. Vacant parcels planned for R&D office development are found to the north.
b. Applicable Height Limit Determination Guidelines 1, 2, 3, 4, 5, 7, 10.
c. Recommendations
(1) As the major focal point of the Tysons Corner area a major plaza should be allowed with tall buildings fronting on it. The maximum height of the building should be limited to 730' above mean sea level elevation.
(2) All other buildings should be tapered down from this plaza focus.
(3) Approval of the height increase should be contingent on provisions of transportation and other public improvements and amenity features sufficient to accommodate both associated traffic within an effective regional system and the population projected to be generated by the proposed development.

(4) Each of the buildings should be restricted at the height currently contained in the Final Development Plan submitted to the County.
(5) Provide appropriate landscaping, as described under "Urban Design Objectives", along Route 123 and International Drive.

15. District O
a. Location
District O is located south of District M across Route 123 on Tax Map No. 29-3, 4 and 39-2. It is also located in the eastern quadrant of Route 7/Route 123 interchange and bounded by International Drive on the east.
b. Applicable Height Limit Determination Guidelines 2, 3, 4, 5, 9.
c. Recommendations
(1) Establish 90 feet as the maximum building height in this district provided that buildings of this height allow for the ultimate development of the district as a coordinated retail and office complex supportive of the existing regional center. Achievement of this desired functional relationship will require:
(a) Consolidation of existing parcels whenever possible;
(b) Provision of a plaza, a pedestrian oriented circulation system within the district and pedestrian connections with the existing regional center;
(c) Ground floor retail uses in office buildings oriented to pedestrian traffic.
(2) Provide appropriate landscaping, as described under "Urban Design Objectives", along Route 7, Route 123 and International Drive.

16. District P
a. Location
This district is located east of District O on Tax Map No. 29-4 and 39-2. Along with District O, it is located in the so-called Tysons "Triangle", and bounded by Route 123 on the north, International Drive on the west, Route 7 on the south, and I-495 on the east.
b. Applicable Height Limit Determination Guidelines 2, 3, 9.
c. Recommendations
(1) Keep the current height limits (90 feet) for the respective zoning districts. However, exceptions should be acknowledged for the existing Tysons Tower and Marriott sites.
(2) Provide appropriate landscaping, as described under "Urban Design Objectives", along Route 7, Route 123 and International Drive.

17. District Q
a. Location
District Q is the only district located north of the DAAR in the northeastern corner of the area. It is bounded by Lewinsville Road on the north, the DAAR on the south, Route 123 on the east, and the northbound lanes of I-495 on the west.
b. Applicable Height Limit Determination Guidelines 2, 4, 8, 10.
c. Recommendations
(1) Establish 65 feet as the maximum building height in this district.
(2) Seek consolidation of the R-1 parcels in the northwestern corner of this district for construction of a unified office development.
(3) Enforce a vegetated edge along Lewinsville Road for the entire length of the district to strengthen the edge definition and the area boundary.
(4) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 123.

18. District R
a. Location
District R is located south of District Q across the DAAR on Tax Map No. 29-4 and 30-3. It is bounded by the DAAR on the north, I-495 on the west, and rear or side lot lines of office use land on the south and east. Route 123 traverses the district generally in an east-west direction. The area south of Route 123 is further bisected by Scott Run flowing in a northerly direction.
Applicable Height Limit Determination Guidelines 2, 3, 4, 9.
c. Recommendations
(1) Keep the current I-3 and I-4 height limit, 75 feet, for all developments within this district.
(2) For parcels immediately adjacent to the highway interchange, allow a height up to 75 feet for the purpose of establishing a node around the highway interchange.
(3) Provide appropriate landscaping, as described under "Urban Design Objectives", along Route 123.

19. District S
a. Location
District S is located south and east of District R on Tax Map No. 29-4, 30-3 and 39-2. It is generally bounded by the DAAR on the east, the southern boundaries of District R on the north, I-495 on the west and Magarity Road on the south.
b. Applicable Height Limit Determination Guidelines 2, 4, 8, 9, 10.
c. Recommendations
(1) Establish 45 feet as the maximum height for buildings located within 500 feet of Magarity Road.
(2) Keep the current R-20 and R-30 height limits, 90 feet and 150 feet respectively, to the correspondingly zoned areas in the rest of the district.
(3) Should the existing R-1 and R-3 area at the northeastern corner of the District be planned for more intensive residential uses, building height should be limited to that permitted by right by the Zoning Ordinance, except that in no instance shall building heights in excess of 45 feet be permitted. This portion of the district should be identified as an edge that will be compatible with the established residential character of the Magarity Road area.
(4) Provide appropriate landscaping, as described under "Urban Design Objectives", along Magarity Road.

20. District T
a. Location
District T is located to the southwest of District S on Tax Map No. 39-2. It is also located in the northeastern quadrant of I-495/Route 7 interchange.
b. Applicable Height Limit Determination Guidelines 2, 4, 8, 10.
c. Recommendations
(1) The height as built or proposed at 124 feet is appropriate.
(2) Provide appropriate landscaping and signage, as described under "Urban Design Objectives", along Route 7 and Magarity Road.

METRO STATION COMPLEX AREAS

Three rapid rail (Metro) stations are proposed in the I-66 right-of-way within Area II. The three are the West Falls Church, Dunn Loring, and Vienna Metro Stations. All of the station areas have been classified as complex areas in part because there are a variety of ways, having differing trade-offs, of satisfying the need to make it easier for Metro riders to reach the stations. Complex areas have also been established around each station because of the pressures for development resulting from the slated arrival of Metro.

All of the subsequent discussion assumes that a rapid rail line will be built in the I-66 right-of-way, with the terminal station at Vienna.

The Need for Metro

Existing travel demand within the I-66 corridor is almost as high as within the Shirley Highway corridor, and the Shirley Highway corridor has three significant means of travel: I-95/I-395, express bus on exclusive right-of-way, and a planned Metro route. Within the I-66 corridor, the only adopted transportation improvement that would continue all the way to the regional core is the Metro line. Existing transit service is very poor, due primarily to very high travel times via buses which must travel on congested arterials inside I-495. The Metro line is definitely a necessity, and along the route as it is currently planned and adopted by the Washington Metropolitan Area Transit Authority and the County.

Planning Decisions and Timing Issues

The land use planning decisions for the Metro station complex areas are being made at the same time that private development planning decisions are also being made. The DeLuca rezoning occurred on land adjacent to the Vienna Metro Station Complex Area.

It must be noted that a degree of uncertainty exists regarding the construction schedule, and private planning decisions regarding Metro-related development should take this schedule uncertainty into account to the extent possible. The line is currently scheduled to be in operation to the Vienna Metro Station in 1986. Private development schedules should also take cognizance of any major delays in the Metro construction schedule as it is currently set.

Relationship Between Land Use and Transportation

Countywide transportation analyses have shown that few transportation problems can be alleviated with transportation solutions alone. Besides inabilities to solve the problems with transportation improvements, the enormous cost of potential transportation facility improvements, particularly major improvements in the radial direction, is practically prohibitive. Less costly and more adequate solutions are feasible and practical by means of properly relating land use and transportation, particularly mass transit.

A major problem in Fairfax County is the existing pattern and density of residential development, the location of employment, and the difficulties in providing adequate transportation service between the two. Appropriate location of density with respect to transportation can reduce requirements for highway improvements, improve transit service, reduce air pollution and sustain the rationale for low-density in other sections of the County where it is obviously desirable. This is a generalization only, and does not mean that high-density should necessarily be recommended for any rapid transit station. Each station area has to be evaluated in terms of how the best transit service can be provided and how efficient interrelationships between land uses can be provided. In some cases, new development at higher densities may be appropriate, while at other stations there may be little land use change at all.

The foregoing general statements should not be construed as justification for higher density at transit stations in general, for land use recommendations at each station must take into account site-specific factors. In addition, market conditions may be a constraint on demand for this type of development. And in some cases, the negative impacts could outweigh the potential benefits. One factor that must carefully be studied is the potential conflict between new development at the stations and access into the stations. This conflict should be kept to a minimum.

Existing development in the County will likely produce considerable demand for parking spaces at the stations. For the system as a whole, projections indicate that demand for parking will exceed planned supply by almost three to one (COG, 1974). Therefore, feeder bus routes should be carefully planned to minimize this demand as much as possible. The West Falls Church and Vienna Metro Stations have significant population in higher density developments within 2-3 miles which could be conveniently served with feeder bus. New medium- and high-density developments in the general vicinity should be located such that they can also be conveniently served by feeder bus.

Implementation and Development Coordination

Land use control tools will be needed at all three of the stations in the Vienna corridor, as well as at the other transit stations in the County. The primary purpose of these tools would be coordination of development and access with operations of the station.

Tools for the County's use in coordinating development at the stations are somewhat limited. Yet benefits to the County, to private developers, and to neighboring areas will be maximized where the design and timing of development occur in a coordinated manner. This is particularly true at the Vienna Metro Station where a coordinated development for the entire area would significantly enhance and increase the benefits and would assist in minimizing the impact. In the absence of coordination, higher density would be undesirable in portions of the site and minimally beneficial in others.

A planned transit district should be incorporated into the new zoning ordinance. Although the County has a number of well-conceived planned development zones, none of them was designed for use around a transit station. Indeed, because they are automobile oriented, some of their provisions actually obstruct the achievement of integrated, transit-oriented development in Metro station areas. At least one, and possibly two or three, planned transit station (PTS) zoning categories would be helpful to secure development tailored to the individual characteristics of Metro station areas. If developers near such a station wished to justify higher density on land because of its proximity to the station, they would have to fulfill requirements established to guarantee a strong relationship between the development and the Metro station.

Some of the potential provisions of such an ordinance are listed below.

- The provisions of the PTS zone would take effect several years prior to the scheduled opening of a particular Metro station so as to encourage transit-oriented development exclusively.
- Transit-related development would have to be timed so that completion would take place after the actual opening date of the Metro station. Staging requirements could be imposed if they would be helpful in controlling local impacts.
- Development would have to comply with either the adopted station area plan or a revised station area plan adopted after new public hearings.
- The use of parking lots might be subject to a fee sufficient to cover the costs of designing, constructing, and maintaining the parking lots. (The cost of automobile storage would thus be obvious and unsubsidized, and rental rates on housing units and commercial space could be proportionately lower.)
- Only one parking space per housing unit might be allowed in addition to visitor parking. Joint use of parking spaces by residential and commercial uses could be allowed. Commercial parking could be decreased to reflect a lower need for it.
- A formula to provide for the sharing of the costs of expensive facilities or of services, such as shuttle buses, benefiting all the station area development might be included.
- Because an important objective would be to encourage biking and walking rather than automotive travel, the placement of interior shopping and other uses would be very important. Consequently, consolidation where possible, and coordinated development where consolidation is not possible, would be encouraged by the ordinance.
- The PTS zone could reflect the policies of the Washington Metropolitan Area Transit Authority (WMATA) where applicable, and desired developer/WMATA/County cooperation would be encouraged. Although WMATA might wish to retain sole control over primary access roads on its property to the stations, it might be desirable to have secondary points of access to the station for feeder buses to permit some buses to serve the interior of the station area on their way to and from the the station. It might also be possible to have covered, all-weather walks to the station from the surrounding area.
- Standards regarding design and height, since both are of great concern to the surrounding neighborhoods, might be incorporated.

Consideration of Possible Future Use of Air Rights

Development which might make use of air rights over station facilities is not recommended at any of the Vienna corridor stations. However, if plans are developed in the future which recommend usage of air rights at any of the stations, such usage would, in effect, change the site design of the station. Such a change should be reviewed by the County under Section 15.1-456 of the *Code of Virginia*, as amended, and as provided for in the master agreement, paragraph 62.

Environmental Considerations

The following general environmental recommendations are made for each Metro station area:

- Development should reflect maximum feasible watershed stormwater management goals, both quantitative and qualitative, due to the locations of the Metro sites in important areas of watersheds. Feasibility is defined for this and other County designated growth centers as that amount of stormwater, on-site retention and treatment which can be achieved without loss of project design population. The demonstration of the feasibility of on-site retention and project population accommodation will be satisfied by submission of a detailed development plan indicating required densities, unit distribution, circulation, etc.

- Recognizing the County policy toward stormwater management and growth centers, development should respect the environmental quality corridor (EQC) system to the extent that:
  - it encourages where feasible the retention of flood-plain acreage in a natural state except that portion used for on-site stormwater management purposes;
  - steep slopes adjoining all floodplains and stream influence zones (delineation of which depend on the actual geologic, topographic, vegetative and soil conditions present) are to be maintained to the maximum extent possible in their existing vegetative cover; and
  - nearby park acreage is related to the proposed development.

THE WEST FALLS CHURCH METRO STATION AREA

DESCRIPTION

The West Falls Church Metro Station is located north of the City of Falls Church along the I-66 corridor between Route 7 and the Dulles Airport Access Road. The Station lies in the median of I-66 and is bordered on the north by the WMATA Service and Inspection Yard and stable residential neighborhoods. To the south is vacant acreage comprised of parcels owned by WMATA, the City of Falls Church, Miller & Smith, and Hooper-Marriott. Adjacent to this vacant site, bordered to the south by Haycock Road and to the west by Route 7, is the George Mason High School. Overall, the area is predominantly single-family residences with strip commercial occurring only along Route 7 to the southwest.

ISSUES

The major issues facing the West Falls Church Metro Station Area relate to appropriate Metro-related development at adjacent sites, traffic congestion, and the protection of the existing residential communities. As an in-line station of the Orange Line with nearly 1,000 "Park and Ride" spaces, the West Falls Church Metro Station attracts a significant number of commuters on a road network which operates under severely congested conditions. In addition to the Metrorail commuters, the influx of traffic which may be generated by Metro-related development raises serious concern about the adequacy of the road network and its planned and programmed improvements.

Another impact of the Metro Station is the pressure to develop vacant land and to redevelop certain existing uses, which frequently occurs when a large public investment such as Metro comes to a developed area. The presence of Metro at this location and the potential for rapid transit ridership has generated economic pressure to redevelop the adjacent low-density residential neighborhoods to the southeast of the Metrorail site.

The County has a legitimate interest in utilizing Metro to reduce dependency upon the automobile and in seeking a greater cost effectiveness on its multi-million dollar investment in the Metrorail system, yet it also is keenly aware of the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metro-related development be compatible with existing uses near the station. Metro-related development must be designed to encourage transit ridership and support the objectives of the Comprehensive Plan and Metrorail system, while at the same time minimizing the adverse impacts upon the surrounding community.

BACKGROUND

On February 2, 1981, the Fairfax County Board of Supervisors directed the staff of the Offices of Comprehensive Planning and Transportation to: 1) review County policy regarding the functions of the County's six future Metrorail stations in providing transportation service to the County, and 2) reevaluate the planned land uses around each of the Metrorail stations to ensure that Fairfax County's interests are best served by development at these station areas.

The proposal endorsed by the Board of Supervisors called for a two-phased study. Phase I of the Metro Station Areas Study, presented to the Board on December 13, 1982, consisted of an overview of land use and transportation in the vicinity of the County's Metrorail stations. A more detailed understanding of the substance of Phase I can be gained by reference to the document, *Fairfax County Metro Station Areas Study—Phase 1.* Phase II of the Metro Station Areas Study began in July 1983 with detailed planning studies in the areas of land use, transportation, urban design, environment, and economic development of the West Falls Church Metro Station Area. These analyses led to the formulation of a plan for the future development of the West Falls Church Metro Station Area, and culminated in the publication of the *West Falls Church Metro Station Area Study.*

ADOPTION OF THE WEST FALLS CHURCH METRO STATION AREA STUDY

On July 22, 1985, the Board of Supervisors adopted the *West Falls Church Metro Station Area Study* as modified by reference into the Comprehensive Plan. Planning policies and objectives, specific land use, transportation, and public facilities recommendations, and design guidelines were amended into the Comprehensive Plan. The *West Falls Church Metro Station Area Study* (published on June 20, 1985) includes background on the recommendations and the study methodology. Copies of the summary report are available from the County publications counter. For additional detail and reference, the working papers for the Study are available from the Office of Comprehensive Planning.

LAND USE RECOMMENDATIONS FOR THE WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA

Introduction

The purpose of the planning recommendations is to guide and direct development in the West Falls Church Metro Station Area by recognizing the opportunities and constraints. The Study Area impacted by these recommendations is divided into functional tracts as presented in Figure 1.

The development program for the Study Area is as follows:

289,900 gross square feet of office space
1,547 dwelling units

The land use recommendations are based upon the concept of concentrating the majority of this development nearest to the Metro Station and preserving the existing stable neighborhoods around the station and the proposed development center.

The concentration of development in the area nearest to the Metro Station, hence called the "Transit Development Area," recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station. Development within this convenient walking distance would generate a substantial number of walk-on Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metro Station. In suburban locations such as West Falls Church, mixed use development with a predominance of residential uses is highly appropriate. The residential component will contribute most of the Metrorail commuters while the non-residential use will encourage off-peak and reverse ridership, provide a variety of activity and enhance the economics of land development.

The concept of the Transit Development Area is appropriate for the West Falls Church Metro Station Area in particular. Within the Study Area, all of the vacant and most of the redevelopable land is located within a 5 to 7 minute walking distance from the station. New development should be channelled into the tracts within this Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Study Area, the stability of older residential neighborhoods will be threatened and affordable housing in close proximity to the Metro Station may be lost. Traffic congestion would be likely to increase if development is encouraged farther away from the station.

The predominance of residential uses within the Transit Development Area is appropriate for West Falls Church, reflecting the residential character of this area and recognizing the traffic constraints on office uses. The Transit Development Area also will provide a strong visual and functional focus for the West Falls Church community due to its central location and visibility from I-66 and Route 7. Development in this area will enhance the character of the community and increase patronage for existing local business. The area will become a place where County residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the County's key policy objectives.

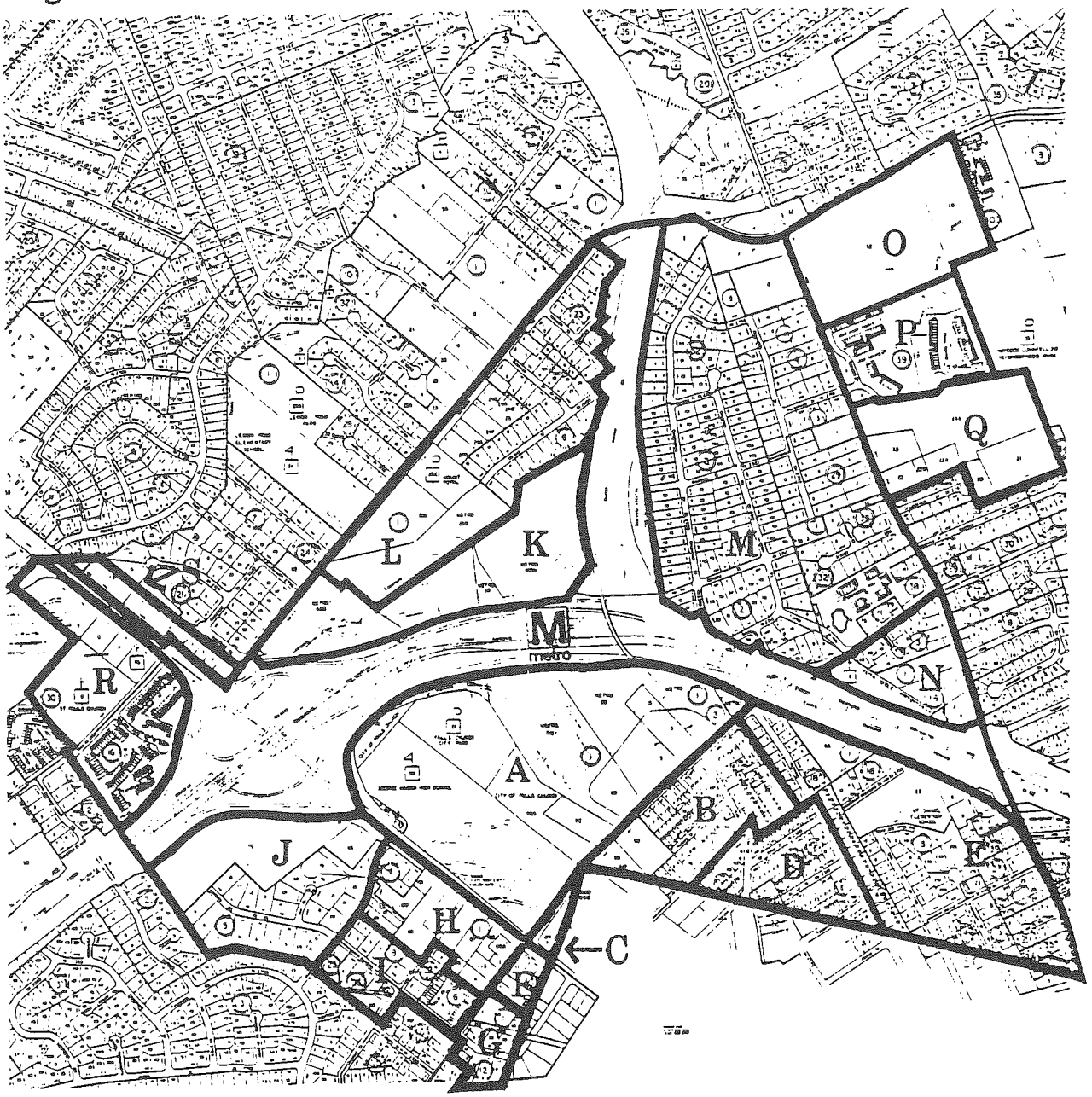
Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. These activities within the Transit Development Area represent a variety of relationships including the pedestrian/vehicular system, spatial organization of land use activities, building height, orientation and massing, and streetscape and pedestrian spaces, as well as a design and amenity program. In order to provide the development guidance required within the Transit Development Area, a manual of urban design guidelines is being prepared. This manual will address the complex and detailed planning issues related to transit stations by providing examples of design solutions while establishing a framework for decision making. Experience has proven that the successful development of transit stations which integrate new development into the existing fabric of the community is dependent upon implementation of an urban design framework.

Conditions for Development

By its distinct character, the Transit Development Area warrants special development regulations and incentives that would not be applied elsewhere in the County. As described in the summary report for the West Falls Church Metro Station Area Study, such implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these regulations and other implementation strategies only come into effect for development beyond the base level permitted by current zoning and the current Comprehensive Plan.

Development within the West Falls Church Transit Development Area must fully consider the traffic congestion in the West Falls Church area. Although road improvements have been planned and programmed which will facilitate the movement of through-traffic, Metro commuters and access to development, the funding for most of these improvements has not been assured in the immediate future. Traffic reduction measures such as ride-sharing, transit incentives and other transportation systems management strategies are applicable to this area, but none have been instituted. While the County is striving to implement the needed planned road improvements and encouraging the use of transportation systems management strategies, the development community must address the concerns of traffic congestion for any new development within the Transit Development Area. This may be addressed by any number of responses including transportation systems management, financing for road improvements and/or the deferral of development until

Figure 1



West Falls Church Station Area

Study Area and Functional Tracts

adequate road improvements have been implemented. Outside of the West Falls Church Transit Development Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Station Area should be encouraged to improve, yet exist today as viable retail concerns. Additional density to bring about change is not recommended.

Location of the West Falls Church Transit Development Area

As illustrated in Figure 2, the West Falls Church Transit Development Area is comprised of several land parcels which offer the most viable opportunities for development and redevelopment within a 5 to 7 minute walk of the station. The area includes the WMATA property, the City of Falls Church property (school and park), the Miller and Smith property and the Hooper-Marriott property which together comprise Tract A. This area also includes the northern portions of the Ellison Heights neighborhood along Haycock Road (Tract B) west of Grove Avenue.

Tract A, which is 82.81 acres, is the most accessible property from the station and contains parcels having a strong potential for development fronting on Haycock Road. Tract A properties are bounded on the north and east by I-66 and the Dulles Airport Access Road, to the west by Route 7 and to the south by Haycock Road. The George Mason High School is also located on Tract A.

Tract B is the older northern part of the Ellison Heights neighborhood. The portions included in the Transit Development Area are located across from Tract A on the boundary line of the City of Falls Church to parcels near Grove Avenue. Pedestrian access is excellent between Tract B and the Metro Station.

To the west of the Transit Development Area and Route 7 is a combination of strip retail, commercial office and underutilized residential parcels. Farther to the west are stable single-family neighborhoods. Stable single-family neighborhoods also characterize areas to the north and east. Some vacant parcels exist north of I-66 and west of Route 7. Immediately north of I-66 to the east of Route 7 is the WMATA Service & Inspection Facility

Recommendations for the West Falls Church Transit Development Area

The proposed land use plan for the Transit Development Area recommends a maximum level of development of 1,120 dwelling units and 220,000 gross square feet of office space. This maximum level of development is recommended in order to achieve the goals and objectives set forth for the West Falls Church Metro Station Area, especially those relating to the promotion of Metrorail ridership, renewal and improvement of the community, and the reduction of auto dependency while maintaining commuter accessibility. In order to achieve these public goals and objectives it is also necessary that new development is responsive to general criteria and site-specific conditions which focus on mitigating potential impacts.

The following sections of this chapter describe the recommended maximum development level for the five component sites of the Transit Development Area: the WMATA property, the Hooper-Marriott property, the City of Falls Church property, the Miller and Smith property and the underutilized land on the south side of Haycock Road between the City of Falls Church line and Grove Avenue. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed use development which is both Metro-oriented and compatible with the surrounding community. Figure 3 illustrates the recommended land use plan for the Transit Development Area. Development must be responsive to the following ten development criteria, which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 4, 5, 6 and 11.
2. Proffer of a development plan that provides high quality site and architectural design, streetscaping, urban design, and development amenities as enumerated in the Fairfax County Metro Station Urban Design Manual.
3. Provision of off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provision and implementation of a plan which reduces development traffic to a level deemed satisfactory to the Office of Transportation through TSM strategies, especially those which encourage the use of Metrorail.
4. Provision of design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
5. Provision of energy conservation features that will benefit future residents of the development in accordance with the guidelines presented in Section I (Environment) of the Comprehensive Plan text.
6. Provision of moderately-priced housing that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low and moderate-income households.
7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
8. The provision of structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.
9. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.
10. Provision of stormwater management by the use of Fairfax County's Best Management Practices System.

In addition to these ten general development criteria, site-specific conditions are identified with the following recommendations for each of the sites in the Transit Development Area.

The WMATA, Miller and Smith, Hooper-Marriott and City of Falls Church Properties (Tract A)

The WMATA, Miller and Smith, Hooper-Marriott and City of Falls Church Properties (Tract A)

The 82.81 acres bordered by Route 7, I-66 and Haycock Road offers the greatest potential for development. It also contains four owners—two public and two private. Currently, the City of Falls Church owns and operates the George Mason High School and the adjacent City park. WMATA's station parking, bus pick-up and drop-off facilities and Kiss-and Ride facilities are located at the northern edge of the site away from Haycock Road. Miller and Smith own a small parcel along Haycock Road which is adjacent to Hooper-Marriott's large parcel fronting on Haycock Road.

The City of Falls Church's High School site and portions of the park are recommended to remain in the same general use in the 15 year planning period addressed by this plan. This designation allows for the land banking of the school site or for the adaptive reuse of the facility within the planning period.

The remaining portions of Tract A allow the opportunity for joint development between the City of Falls Church, Miller and Smith and WMATA, with a coordinated development between these entities and Hooper-Marriott. Taken as a whole, 1,000 additional dwelling units plus 220,000 GSF of commercial development are recommended. The distribution of this density is noted in Table 1.

The physical distribution of this density should be accomplished under the ten general criteria previously listed as well as the following site-specific conditions:

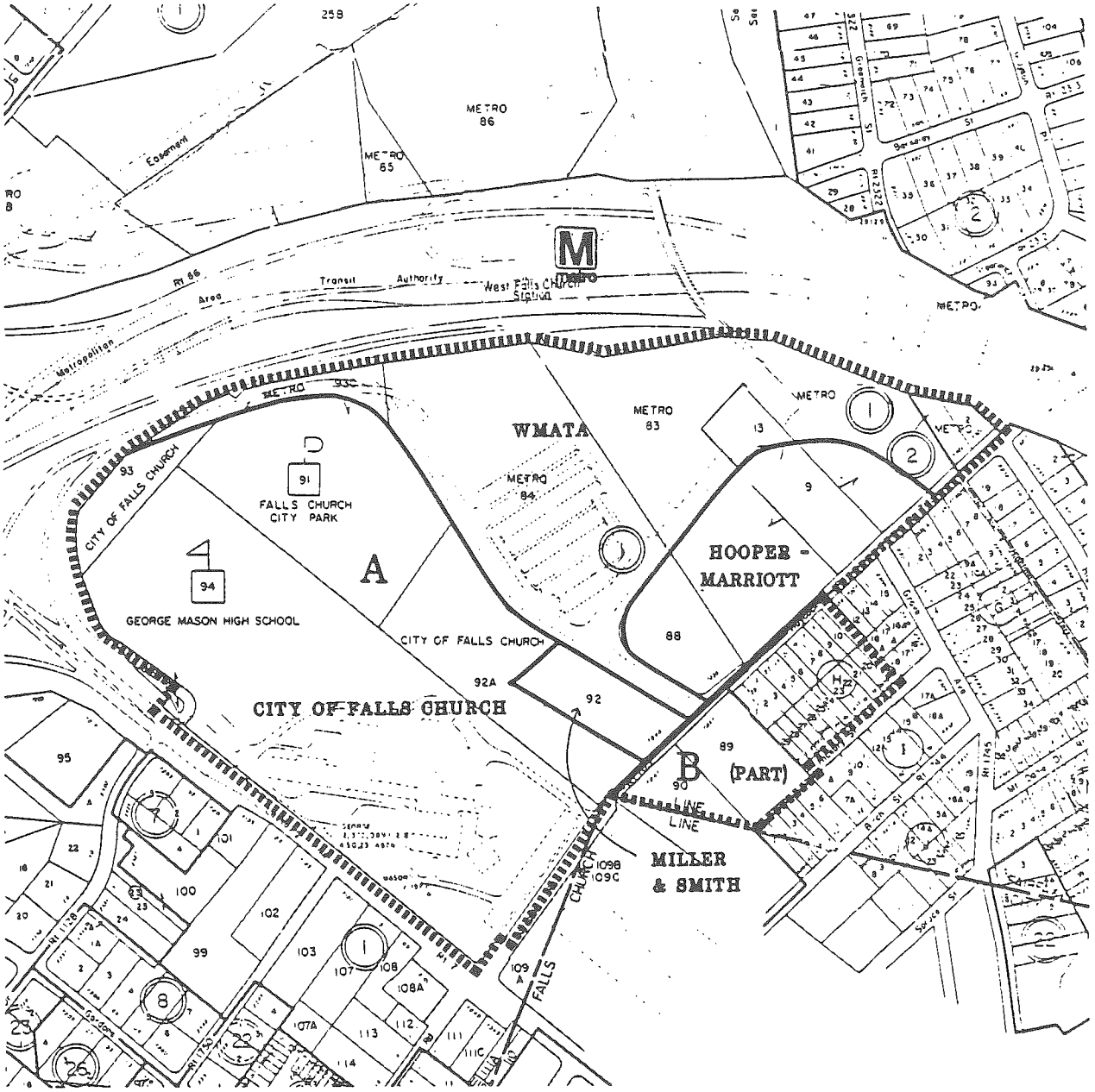
- Development should be coordinated under one planning program for the entire site. A development submittal should be provided with the concept plan at the time of filing.
- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station.
- Vehicular site access to private development should be separated from vehicular site access to the Metro Station.
- High intensity residential development in low-to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site.
- Commercial development should take place in the central portion of the site near the southernmost portion of the WMATA property. This development should take advantage of the pedestrian and vehicular access through the site. In addition, this development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.
- The various ownerships should share in the absorption of commercial and residential density as shown in Table 1.
- Flexibility should be encouraged within the ownership group for the area south of the commercial development on Tract A. This area should be designated for mixed use development.

  In addition, the following specific criteria should be applied.
  - — Provision for major pedestrian facilities linking this area through the commercial development to the Metro Station.
  - — Provision of open space amenities which are incorporated into a mixed residential/commercial development plan, and coordinated between mixed use development.
  - — Orientation of adjacent structures to this open space.
  - — Provision of pedestrian linkages to the City of Falls Church through the Ellison Heights area and along Haycock Road.

Haycock Road South (Portions of Tract B)

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single family detached housing with many underutilized or vacant parcels. Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. The portions that are recommended for redevelopment should provide an area of transition between the high intensity development on Tract A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

Figure 2



West Falls Church Station Area

Transit Development Area (TDA)

▪▪▪▪▪▪▪▪▪▪▪▪ TRANSIT DEVELOPMENT AREA BOUNDARY

Figure 3

West Falls Church Station Area

Recommended Land Use Plan for the Transit Development Area

MIXED USE

PUBLIC FACILITIES

RESIDENTIAL AT 16–20 DU/AC

(P) PARK

TABLE 1

OWNERSHIP DISTRIBUTION SHARE IN THE TRANSIT DEVELOPMENT AREA MAXIMUM BUILD-OUT LEVEL

Tract A

Owner	Area	Plan Program
WMATA	3.00 AC*	130,000 GSF of Office/Retail
WMATA and the City of Falls Church	24.00 AC**	600 DU
Hooper-Marriott	9.55 AC	46,200 GSF of Office/Retail plus 400 DU
Miller and Smith	2.19 AC	43,800 GSF of Office/Retail
Total	58.04 AC	1,000 DU

Tract B (partial)

Owner	Area	Plan Program
Miller and Smith	1.11 AC	23 DU
Mormon Church	3.27 AC	65 DU
Other	1.66 AC	32 DU
Total		120 DU

*Of WMATA's 26.26 AC, 3.0 acres is used for commercial development and 3.96 acres is jointly developed with 20.04 acres from the City of Falls Church.

**Excludes park site acreage.

This area is recommended for redevelopment at between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

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

Alternatives for Development

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

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

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

If the developer desires the maximum level of development, the following must be satisfied:

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

The base, intermediate and high levels of development are shown in Tables 2, 3 and 4. For any proposed development beyond the base level, County staff has the discretion to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

Urban Design Concept

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

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. A higher level of urban design also results in positive impacts for the community, since it attracts and encourages redevelopment and revitalization efforts while reinforcing conservation of stable residential areas. This section of the report provides recommendations for the urban design concept plan for the West Falls Church area by discussing urban design elements that make up the Concept Plan such as building heights, open space and buffers, streetscape, and pedestrian circulation. These recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the Study Area. In addition, an urban design manual will guide the implementation of the recommended plan. The manual will be developed by the Planning Division of the Office of Comprehensive Planning and is tentatively scheduled for publication in 1987.

Building Heights

To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Metro Station Area, it is recommended that development should taper in building heights as shown in Figure 4. A maximum height of 65 feet is recommended for the portion of the WMATA property nearest to the Metro Station parking area. The 65 feet maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro Station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Route 7 and the DAAR than any other development in the area. Outside of this area, heights are recommended to taper from a four story medium range maximum (45') to a three story low range maximum (35').

Pedestrian Circulation

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

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 5. Such a public space on this site would serve several purposes:

- organize circulation between the Metro Station and buildings constructed on various sites;
- serve as a focal point for community activities related to new development and the Metro Station by the transit user;
- provide a "front door" for the Metro station and adjacent development that can be easily identified;
- enhance the overall image of this area and create a special identity for the Metro Station area; and
- provide a strong physical and visual link between the City of Falls Church at Haycock Road and the Metro Station.

Open Space and Landscaped Buffers

Figure 6 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low-and medium density residential development.

Urban Design Manual

The *Fairfax County Metro Station Urban Design Manual* will contain additional guidelines for design and development within the Transit Development Area. This manual is currently under study and development and is tentatively scheduled for publication in the late fall of 1985. Development above the existing zoning in the Transit Development Area will be subject to the guidelines presented in the manual.

The manual will provide development guidance to insure that projects within the Transit Development Area fulfill the objectives of the Plan, including the development concept plan, building height and mass requirements, open space and amenities elements, and streetscape and pedestrian programs. The Design Manual will also address additional issues related to scale, land use activities, and related functions.

LAND USE RECOMMENDATIONS OUTSIDE THE WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA

The following land use recommendations are presented for the five subareas surrounding the Transit Development Area. The recommended land use plan is shown in Figure 7, and the five subareas are illustrated in Figure 8. Figure 9 provides a conceptual representation of the recommended land use plan. In general, the recommendations are intended to enhance and upgrade the area while protecting the existing stable residential communities.

Surrey Lodge and Areas North of Shreve, West of Route 7, and South of Dale Drive (Tract H)

This area contains mostly single-family detached homes, strip retail use including fast food and nursery operations, office use and underutilized parcels. The area has good visibility and access from Route 7. Since proximity to the Metro Station is good, that portion of the area west of Chestnut Street is recommended for increased residential density at 12-16 du/ac. The parcels along Route 7 east and immediately west of Chestnut Street are recommended for commercial use and to provide screening next to residential areas.

Modifications to the street network in Tract H are recommended to reduce the potential for cut-through traffic on the residential streets to the west of Tract H. See Figure 8. These improvements include the provision of a cul-de-sac on Chestnut Street within Tract I and the construction of a cul-de-sac on the roadway within Tract H that runs parallel to Route 7 and intersects with Shreve Road. This would limit cut-through traffic, would enable existing subdivision residents to maintain access to Route 7 via Dale Drive, and would also provide the opportunity for left turns from Tract H to Route 7 by means of a signalized intersection. A loop road running from Chestnut Street to the parallel road should be incorporated into the land use plan to reduce the length of the cul-de-sac and to provide for a second access into this portion of Tract H. The provision of a cul-de-sac on Chestnut Street should occur at such time as the new parallel road connection to Shreve Road is constructed even if redevelopment of Tract H occurs prior to that time. However, measures should be taken to assure sufficient right-of-way for the Chestnut Street cul-de-sac when Tract H redevelops.

TABLE 2

BASE DEVELOPMENT DISTRIBUTION WITHIN THE TRANSIT DEVELOPMENT AREA

TRACT A

WMATA
715 DU
0 GSF of Office/Retail

CITY OF FALLS CHURCH
0 DU
0 GSF of Office/Retail

HOOPER-MARRIOTT
286 DU
0 GSF of Office/Retail

MILLER AND SMITH
2 DU
0 GSF of Office/Retail

TRACT B

MILLER AND SMITH
4 DU

MORMON CHURCH
13 DU

OTHER PROPERTIES
4 DU

TOTAL DEVELOPMENT
1024 DU
0 GSF of Office/Retail

TABLE 3

INTERMEDIATE DEVELOPMENT DISTRIBUTION WITHIN THE TRANSIT DEVELOPMENT AREA

TRACT A

WMATA
715 DU
0 GSF of Office/Retail

CITY OF FALLS CHURCH
0 DU
0 GSF of Office/Retail

HOOPER-MARRIOTT
319 DU
0 GSF of Office/Retail

MILLER AND SMITH
40 DU
0 GSF of Office/Retail

TRACT B

MILLER AND SMITH
16 DU

MORMON CHURCH
46 DU

OTHER PROPERTIES
24 DU

TOTAL DEVELOPMENT
1160 DU
0 GSF of Office/Retail

TABLE 4

HIGH DEVELOPMENT DISTRIBUTION WITHIN THE TRANSIT DEVELOPMENT AREA

TRACT A

WMATA
0 DU
130,000 GSF of Office/Retail
(FAR of .99 on 3 acres of site)

WMATA AND THE CITY OF FALLS CHURCH
600 DU
0 GSF of Office/Retail

HOOPER-MARRIOTT
400 DU
42,300 GSF of Office/Retail
(FAR of 1.25 on 9.55 acres of site)

MILLER AND SMITH
0 DU
47,698 GSF of Office/Retail
(FAR of .5 on 2.19 acres of site)

TRACT B

MILLER AND SMITH
23 DU

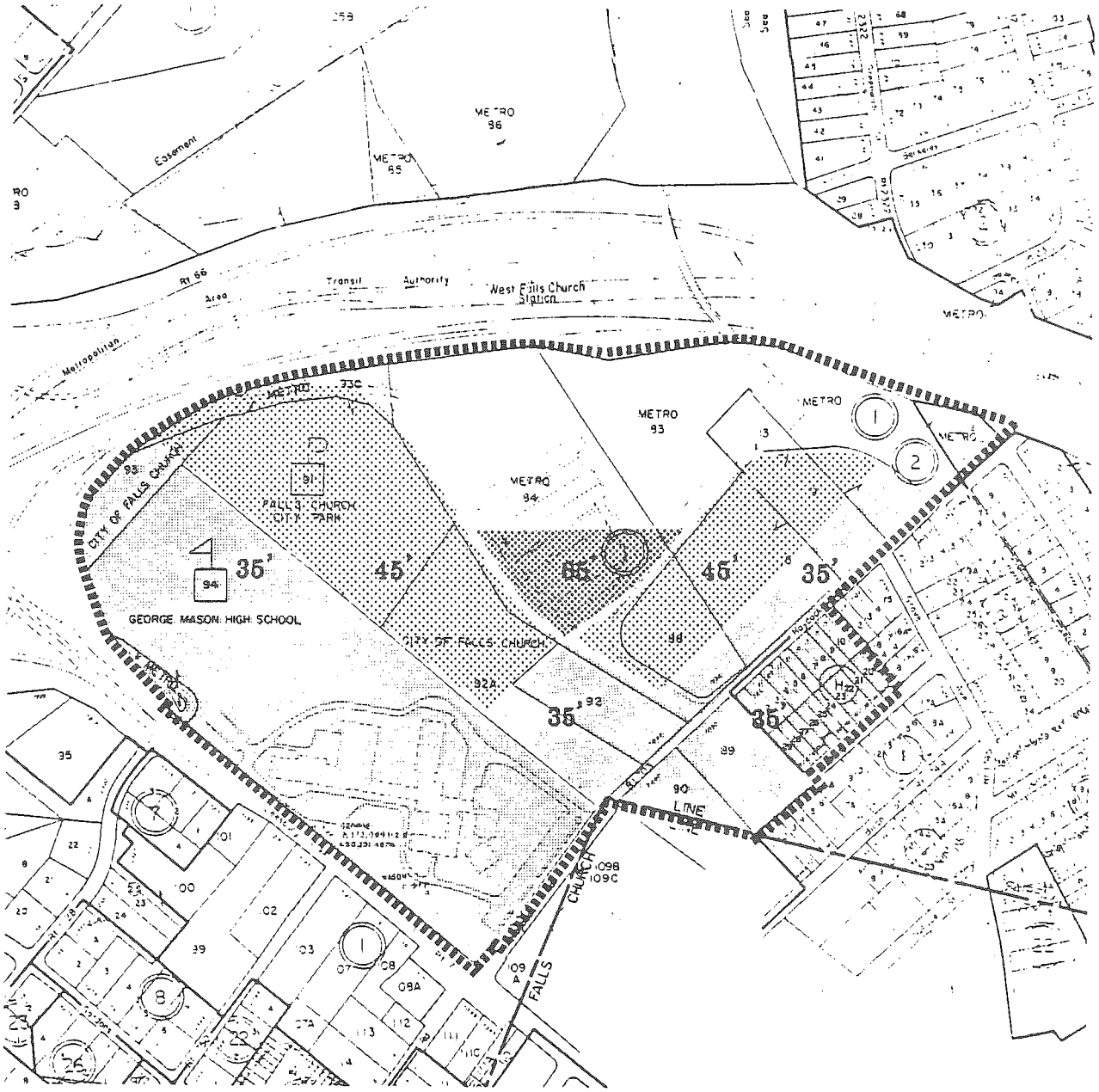
MORMON CHURCH
65 DU

OTHER PROPERTIES
32 DU

TOTAL DEVELOPMENT
1120 DU
220,000 GSF of Office/Retail

*City of Falls Church contributes 20.04 acres and WMATA contributes 3.96 acres to this joint development opportunity.

Figure 4



West Falls Church Station Area

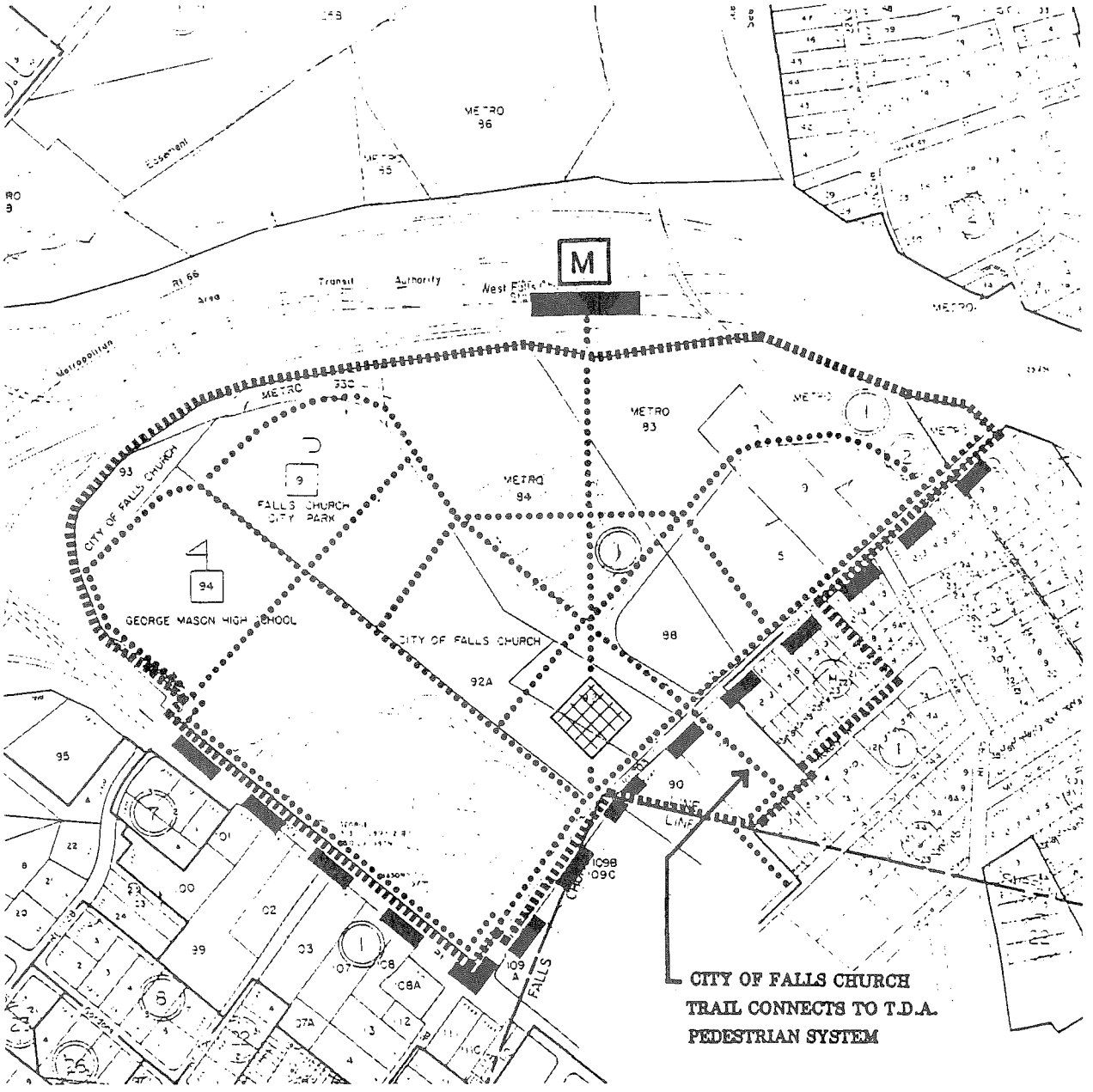
Height Limits in the Transit Development Area

LOW - 35'

MEDIUM - 45'

HIGH - 65'

Figure 5



West Falls Church Station Area

Pedestrian Circulation in the Transit Development Area

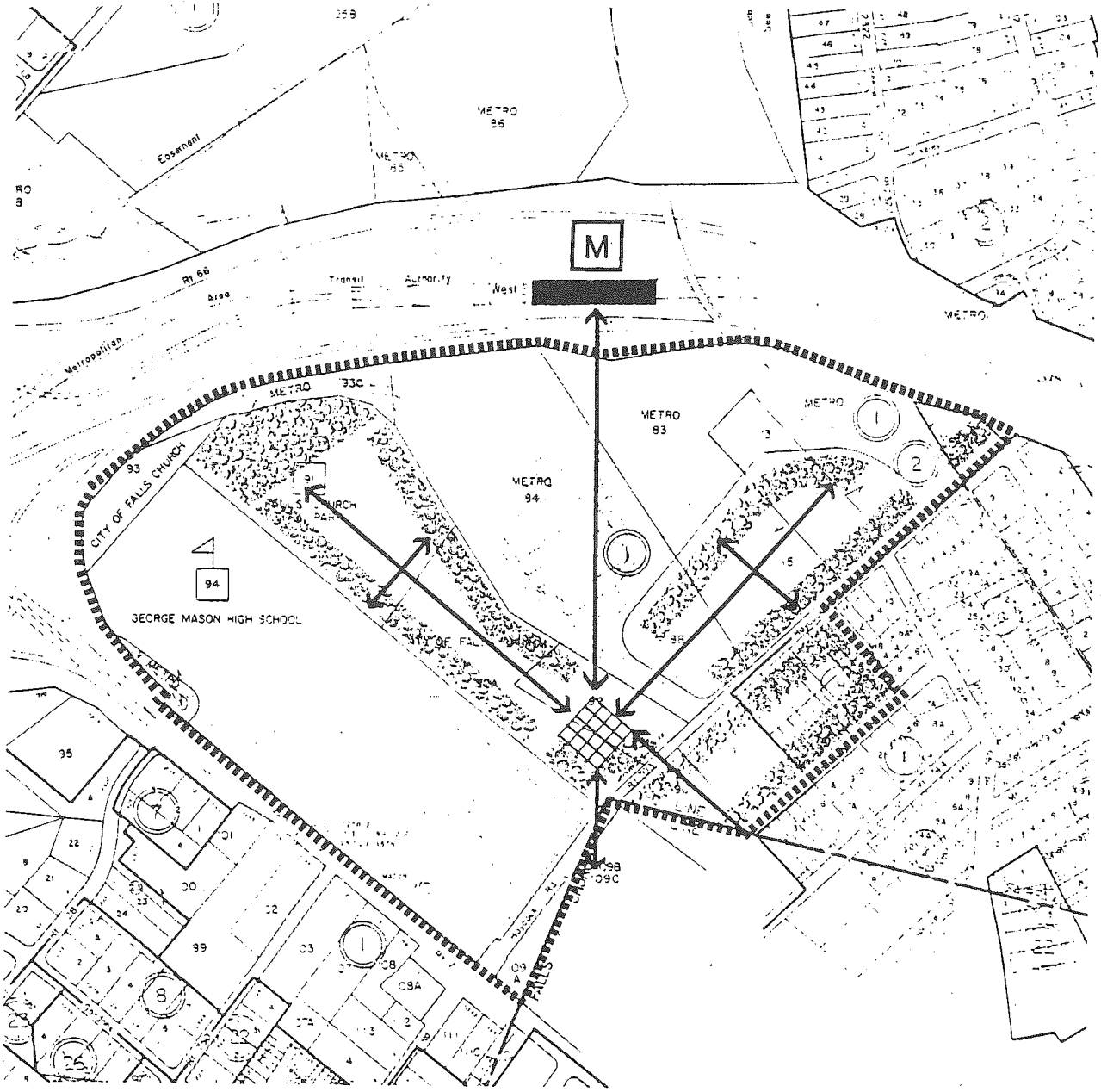
TRANSIT DEVELOPMENT AREA

MAJOR PEDESTRIAN WALKWAY

STREETSCAPE

PLAZA

Figure 6



West Falls Church Station Area

Open Space and Landscaped Buffers in the Transit Development Area

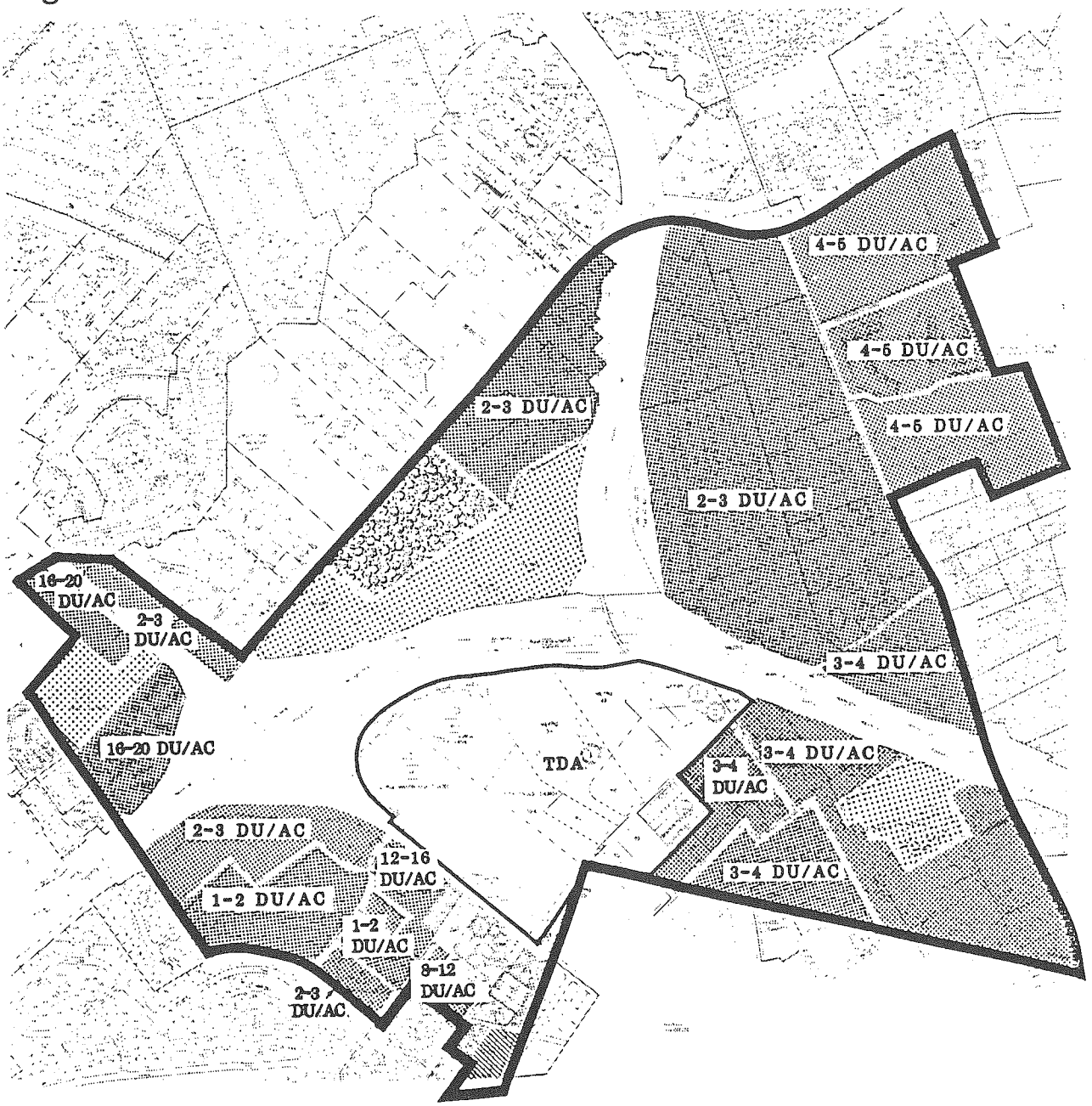
TDA BOUNDARY

MAJOR PEDESTRIAN AXIS

LANDSCAPED BUFFER OR OPEN AREA

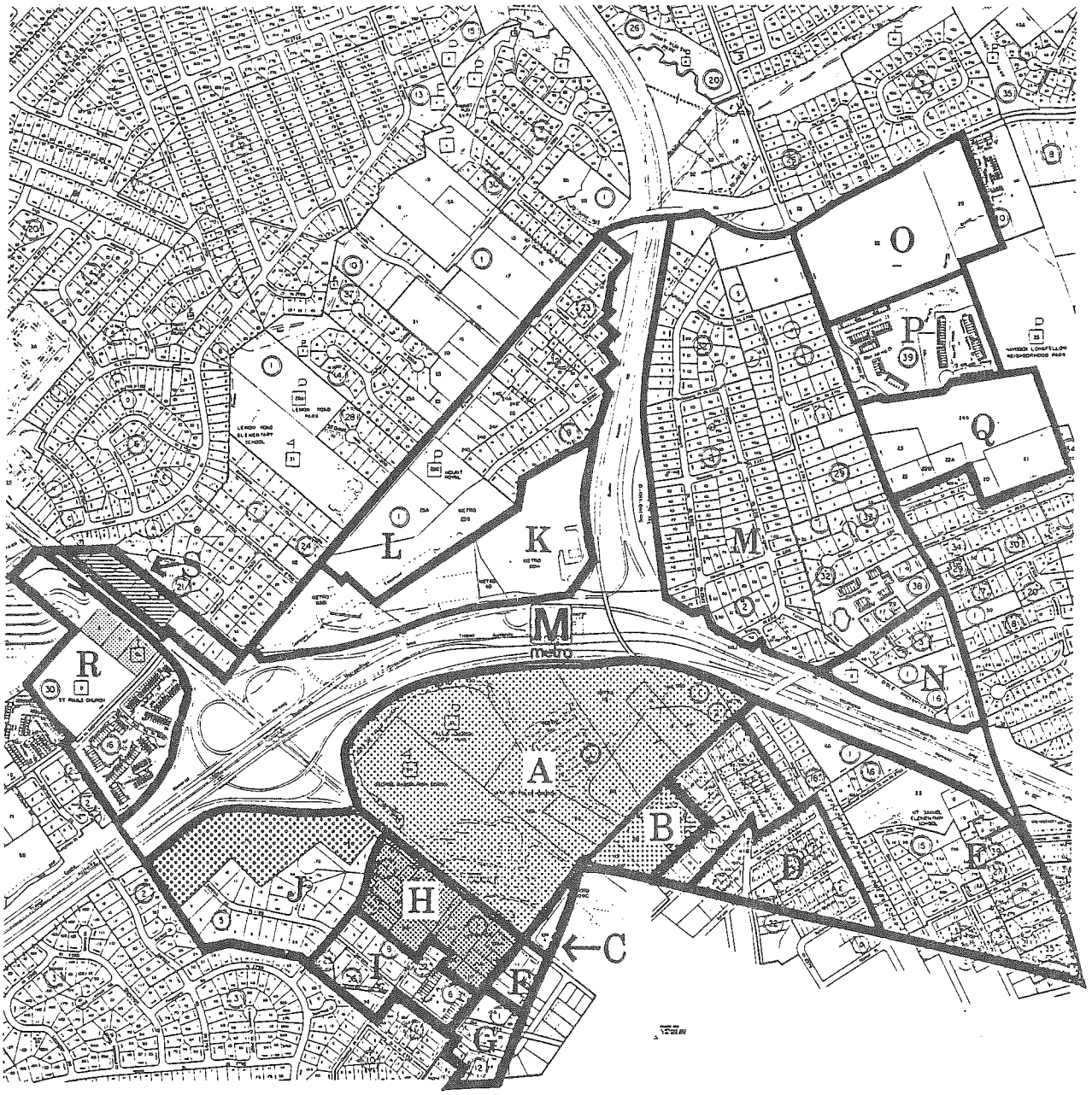
PLAZA

Figure 7



West Falls Church Station Area

Recommended Land Use Plan for the Study Area (outside the Transit Development Area)



West Falls Church Station Area

Study Area and Subareas

TRANSIT DEVELOPMENT AREA (TRACT A AND PORTIONS OF TRACT B)

SURREY LODGE AND AREA NORTH OF SHREVE, WEST OF ROUTE 7 AND SOUTH OF DALE DRIVE (TRACT H)

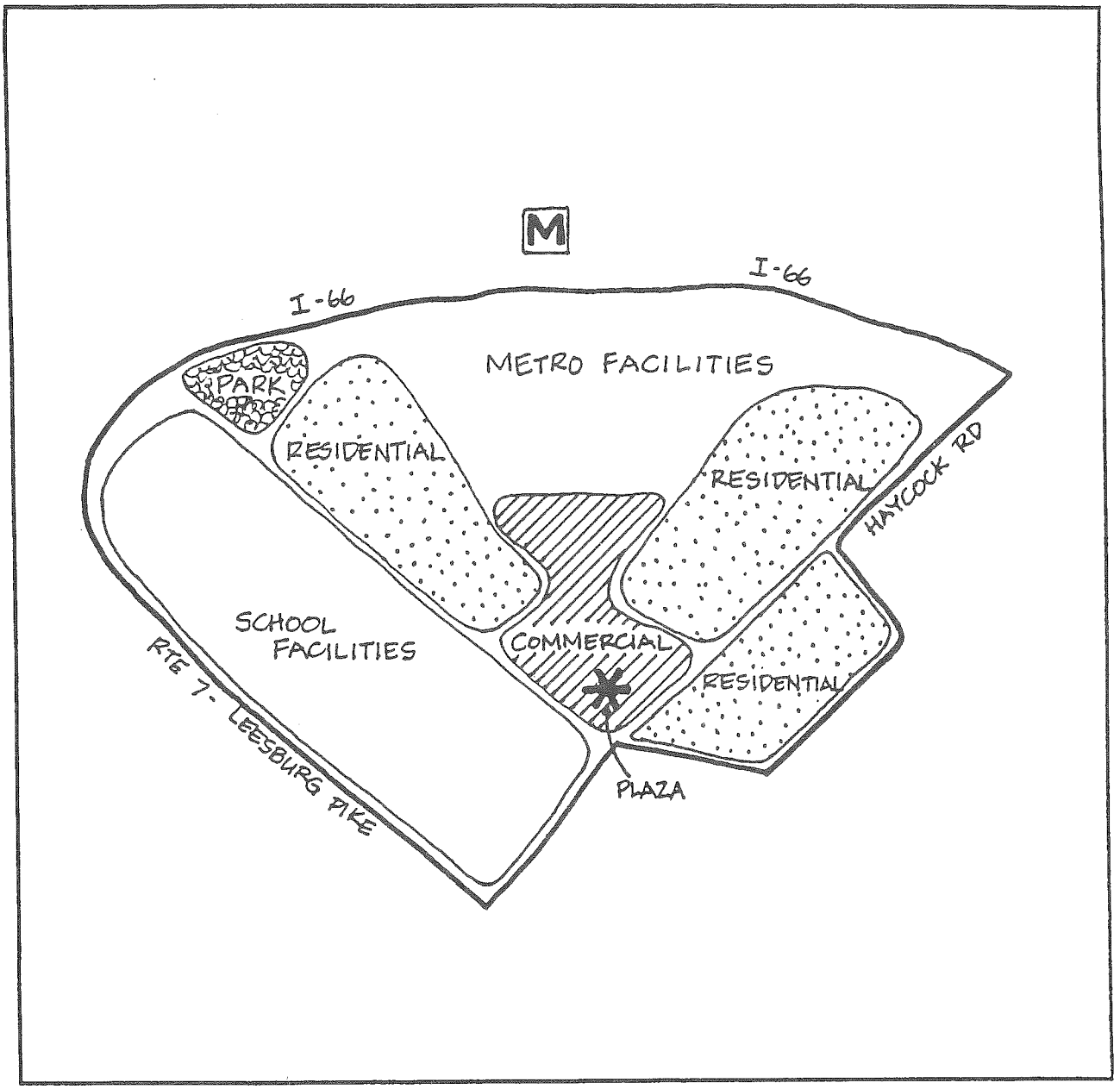
HISTORIC HIGHLAND VIEW PROPERTY (PORTIONS OF TRACT J)

SAINT PAUL'S CHURCH PROPERTY (PORTIONS OF TRACT R)

PROPERTIES ADJACENT TO REDDFIELD COMMUNITY (PORTIONS OF TRACT S)

BALANCE OF THE STUDY AREA

Figure 9



West Falls Church Station Area

Conceptual Land Use Plan in the Transit Development Area

RESIDENTIAL
COMMERCIAL
PARK
FACILITIES
PLAZA

The added density on Tract H should be accomplished with the following special features:

- Roadway changes by VDH&T as described in the Transportation Section.
- Incorporation of pedestrian amenities as outlined in the *Urban Design Manual.*
- Adequate buffering between development and Route 7 and between development and the existing neighborhoods to the west.

Historic Highland View Property (Portions of Tract J)

This parcel is mostly vacant with steep slopes to the north. It is well buffered by trees and overlooks I-66 and Route 7. The historic structure should be carefully considered in all site designs.

The recommended density for the site is 2-3 du/ac but developed in an attached townhouse or cluster configuration similar to the County's PDH-3 category. Again, preservation of the historic structure and site buffering is a priority.

The incorporation of a service road leading to Dale Drive is strongly recommended as a second means of access as Gordons Road already serves a single-family neighborhood. Pedestrian amenities connecting development to Dale Drive are encouraged.

Saint Paul's Church Property (Portions of Tract R)

The parcels immediately to the west of Route 7 and north of I-66 are vacant. See Figure 13. They have significant slopes which transition from a low point near Route 7 to a high point near St. Paul's Church. This area is recommended for attached townhouses in a clustered development at a density of 16-20 du/ac. Future development should be oriented away from Route 7 and integrated with the slopes of the site. A service road should connect and access the site to Idylwood Road as far away from Route 7 as possible.

Properties Adjacent to Reddfield Community (Tract S)

This area contains existing single-family dwellings with access to Route 7 being a problem. This area is recommended for redevelopment at 2-3 du/ac. A service road should connect to Idylwood Road as far away from Route 7 as possible. Buffering should be included along Route 7 as well as between new development and the Reddfield Community.

Balance of the Study Area (Portions of Tract B, Tract C, D, E, F, G, I, K, L, M, N, O, P, Q and Portions of R and J)

Portions of Tract B adjacent to the TDA and on the same block should be reviewed for potential redevelopment in the future through the Annual Plan Review process pending changing conditions. This area should probably not exceed a density of 8-12 du/ac and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Study Area is recommended to develop at the densities specified in the existing Comprehensive Plan. Special concern should be given to pedestrian amenities which allow access to the Metro Station. Residential development should infill at adjacent densities and, where appropriate because of site difficulties, be of clustered form. Finally, commercial properties should attempt to provide a more uniform frontage and should minimize curb cuts to avoid the negative elements of strip development.

TRANSPORTATION RECOMMENDATIONS

The recommended transportation plan includes recommendations for road improvements, public transit improvements and transportation systems management strategies. Successful implementation of this recommended transportation plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

- aggressive ridesharing programs;
- careful bus transit planning and promotion;
- development of parking management strategies; and
- provision of comprehensive non-motorized connections.

Recommended Road Improvements

Based upon the traffic analyses, several roadway improvements in the vicinity of the West Falls Church Metro Station Area are needed in order to assure adequate future access to the area for both commuters and development traffic. Since the existing roadway capacity in the station vicinity is inadequate, many of these same roadway improvements are needed at the present time as well.

The following roadway improvements are recommended in the West Falls Church vicinity. These road improvements are designed for level of service D.

- Route 7—Mainline widening
  -add 2 thru lanes from west of Idylwood Road to Beltway ramps
- Route 7 and Pimmit Drive
  -add a right turn lane eastbound
  -add a right turn lane southbound
- Route 7 and Idylwood Road
  -install 2 pedestrian signal heads
  -add a left turn lane westbound
  -add lanes on Idylwood Road
- Route 7 and Haycock Road/Shreve Road (improvements probably not included in VDH&T project)
  -add a left turn lane eastbound
  -add a right turn lane southbound
  -add a left turn lane
- Great Falls Street and Haycock Road
  -add a lane to Great Falls Street
  -add a left turn lane eastbound
  -add a right turn lane westbound
- Haycock Road
  -improve to 4 lanes from Route 7 to Great Falls Street

The area roadway network should continue to be developed to achieve a level of service "D" which satisfies the standards outlined in the report. In order to achieve an acceptable roadway system, studies should be initiated to monitor traffic impacts on the area's residential communities and Metro Station. The staff should report back to the Board of Supervisors concerning changing conditions and associated impacts.

The above recommended road improvements, as well as those presently programmed, are shown in Figure 10.

Recommended Public Transit Improvements

Public transit service to this station will be provided by WMATA feeder buses. This will primarily involve the rerouting of buses which currently serve the area. As indicated previously, the County will be initiating their own bus system to serve the Huntington Station in the fall of 1985. Should that service prove to be successful, the potential exists to expand County operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church Station should be given consideration for County provided service.

As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons Corner area and the Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Route 7 to the Station. This service would be more effective than a pedestrian pathway through the S&I yard which was found to be infeasible.

Recommended Transportation Systems Management Strategies

The County's current carpool/vanpool matching services which are provided through the RIDESOURCES program should be continued. It is also recommended that the County institute a residential permit parking program in order to protect the neighborhoods surrounding the West Falls Church Station from the overflow of commuters trying to park close to the station. The County should seek the cooperation of the City of Falls Church in developing this program.

With regard to possible parking reductions for new development in close proximity to the station, no specific policies are recommended. It is recommended, however, that additional policies be examined and developed in order to control vehicular traffic flow in this area. While the present County Zoning Ordinance permits a reduction in the number of parking spaces in close proximity to a Metro station on the condition that automobile trips are reduced, additional consideration should be given if development provides additional improvements to the pedestrian environment (e.g., participation in the streetscape program or provision of pedestrian amenities). It also may be feasible to examine other possible types of parking policies. This should be done in conjunction with the Comprehensive Parking Survey which the County is presently conducting and which is expected to be completed in 1986.

Implementation and Phasing of Transportation Improvements

Route 7 in the vicinity of the West Falls Church Metro Station is already congested during peak hour periods. In light of the existing congestion and the limited public funding available countywide for roadway improvements, the traffic impact of any proposed development in the station vicinity should be carefully analyzed. For example, any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate the existing traffic problems in the Station vicinity. Accordingly, it is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

In addition, traffic in the West Falls Church Metro Station Area should be encouraged to travel on arterial roadways and discouraged from traveling on residential and neighborhood collector streets.

PEDESTRIAN CIRCULATION RECOMMENDATIONS

For the entire Study Area, a pedestrian circulation system is recommended which provides an interconnected system of walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience. Figure 11 illustrates the recommended major pedestrian routes. In addition, pedestrian circulation recommendations for the Transit Development Area are included within the section, "Land Use Recommendations for the West Falls Church Transit Development Area."

A streetscape program should be developed for the segments of Route 7, Haycock Road and Great Falls Street that lie within the Study Area

Figure 10

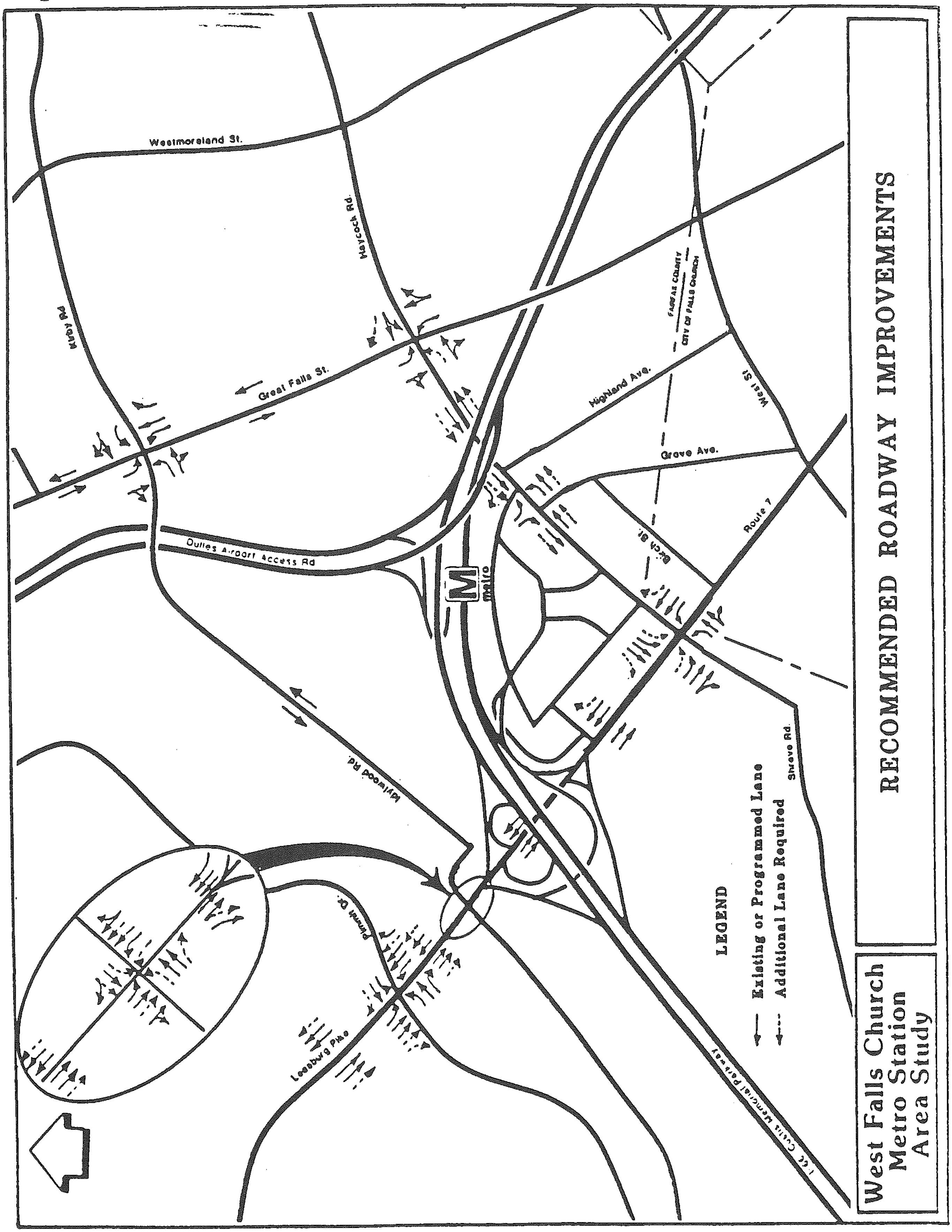

Westmoreland St.
Haycock Rd.
Kirby Rd
Great Falls St.
Highland Ave.
Grove Ave.
West St
Fairfax County
City of Falls Church
Birch St.
Route 7
Dulles Airport Access Rd
metro
Idylwood Rd.
Shreve Rd.
Pimmit Dr.
Leesburg Pike
I-66 Custis Memorial Parkway
LEGEND
Existing or Programmed Lane
Additional Lane Required
RECOMMENDED ROADWAY IMPROVEMENTS
West Falls Church
Metro Station
Area Study

Figure 11

West Falls Church Station Area

Major Pedestrian Circulation in the Study Area

STUDY AREA BOUNDRY

MAJOR PEDESTRIAN CIRCULATION

to meet the functional needs of commuters and make the walk to the Metro Station more pleasant. Special treatment along both sides of these streets include street trees, pedestrian level lighting, special paving, coordinated graphics and street furniture. Streetscape design should be retrofitted into the existing rights-of-way and should augment existing and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

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

PUBLIC FACILITIES RECOMMENDATIONS

Parks, Recreation and Open Space

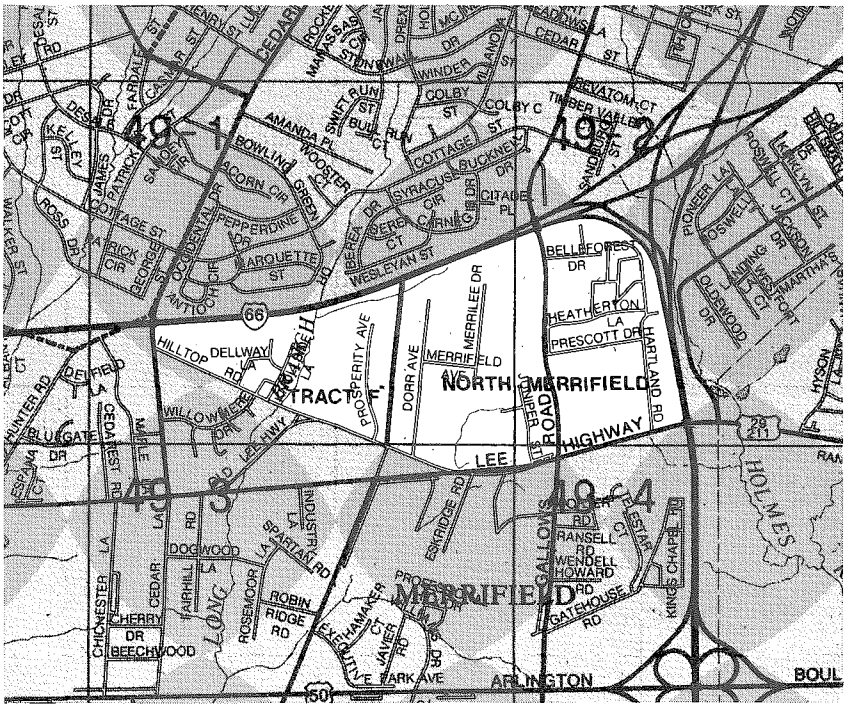
Development of park facilities is recommended for Mount Royal Park. Mount Royal Park should be added to the Capital Improvement Program to assure funding of future development.

Other Facilities

Throughout the West Falls Church Station Area, sidewalk and streetscape improvements within the public rights-of-way should be made to facilitate access between the Metro Station and surrounding development.

DUNN LORING METRO COMPLEX AREA

This entire complex area, part of the Route 50/I-495 Area, is discussed beginning on page I 61.



This station will be located in the I-66 right-of-way at Gallows Road, with platform access to the south only and with a planned entrance on the tract now containing the Northern Virginia Racquet Club. Station plans call for a platform station served by a 1,000 car parking lot. The station, which is scheduled to be in operation in 1986, will link the regional rapid transit system to the Merrifield area.

Existing Conditions

The Metro complex area is bordered on the north by I-66, on the east by I-495, on the south by Lee Highway and on the west by Hilltop Road and Cedar Lane. It is divided by Gallows Road running north to south.

Much of the 189 acres in the Dunn Loring Complex Area is vacant and under numerous ownerships. With the exception of the 80-acre wedge-shaped tract on the west, land assembly for coordinated large developments may be extremely difficult and is not considered likely in the near future.

Existing land use within the area includes substantial industrial development on Dorr Avenue to Merrilee Drive, some commercial development fronting Route 29, and multifamily dwellings east of Gallows Road.

The site lies in the upper reaches of the Accotink watershed with the Long Branch on the western portion included in the environmental quality corridor network.

The Metro area is surrounded by stable, single-family homes to the north of I-66 and commercial and industrial uses south of I-66 to Route 50. However, much of the land along Route 29 is in a state of transition, with the thrust of development leaning increasingly toward industrial uses. In fact, with the existing Lee-Hi Park, Yorktowne Square, AAA complex, Melpar and the Merrifield post office, the Merrifield area is rapidly becoming a viable economic resource to the County.

The community development of some 600 acres south of Metro on Route 50 and 495 (Route 50/I-495 Area) will undoubtedly further impact this area.

At present, the road network throughout the area is heavily congested, with considerable truck traffic on Route 29, hospital and commuter-related traffic impacting the Gallows/Route 50 intersection. Any development will only magnify this problem unless significant measures are taken to improve traffic operations.

RECOMMENDATIONS

Land Use and Transportation

The planned land uses and transportation improvements for the Dunn Loring Metro Complex Area are contained in the Route 50/I-495 Area section of the Plan.

Other

A community park should be acquired and developed in the Belle Forest area.

VIENNA METRO STATION COMPLEX AREA

The Vienna Metro Station is unique among the stations in this corridor in the considerable amount of vacant land adjacent to the station. This station site poses potential problems and potential opportunities.

The station itself will be located in the median of I-66 approximately 1,500 feet west of Nutley Street. The station will be at the same elevation as the highway and connected to parking/feeder bus service north and south of I-66 via enclosed pedestrian bridges above the highway. The station is planned to have very good double-ended access on both sides of I-66. Access roads are to extend both to the north and south of I-66 from Nutley Street to Blake Lane. Station design also allows for vehicles proceeding east on I-66 to take an off ramp to the station, use the station, and then proceed to the westbound lanes of I-66 without having to use the interchange at I-66 and Nutley Street.

Existing Conditions

The area is bounded by Lee Highway on the south, the Blake Lane stable area and Sutton Road on the west, Nottoway Park and the Moorefield tract to the north, and Nutley Street on the east. The 45-acre DeLuca tract in the northeast quadrant has been rezoned PDH-20 and the large tract (Tract A) at the intersection of Nutley Street and Route 29 has been rezoned PDC. The Country Creek townhouse development is located north of I-66 and east of Sutton Road.

Of the 250 undeveloped acres, approximately 70 percent is densely wooded. Almost all of the area south of I-66 is tree-covered, with scattered cover in the northern half of the study area. An environmental quality corridor along an Accotink tributary runs north-south within the complex area paralleling Nutley Street at 300-500 feet west of Nutley Street. Both this EQC and the wooded area at the western edge of the Tracts B and C are valuable wildlife habitat areas. The physical and environmental features of this complex area are very similar to the Route 50/I-495 Area except that here the topography is perhaps more varied and major roads bound the area rather than bisect it (except for I-66).

RECOMMENDATIONS

Land Use

Access into the southern tracts from Lee Highway will minimize conflict with Metro-oriented traffic. However, every effort must be made to encourage residents on the tracts who use Metro to reach the station without using their car. Only minimum parking requirements should be provided, with as much of it being underground parking as possible (particularly on the heavily wooded tracts). Pedestrian/bike paths, with separation, should be installed to allow easy access to the stations from new development, and it would be desirable for the paths to be covered to encourage the use of Metro even with poor weather conditions. In addition, it may be necessary for the developer to provide (or at least participate financially in) an internal shuttle bus system.

The wealth of environmental resources of this station area, particularly on the south side of I-66, must be preserved as much as possible. This preservation would be maximized only if the site were designated as a park, which is unrealistic. And a park would be inconsistent with air quality objectives. A means of preserving the environmental resources of the southern area is less dense development.

Development on the site should take into account the map of building locations contained in the consultants' report on the Vienna corridor stations, and should provide for the protection of the EQC, the wildlife habitats, and buffers to maintain the high quality environment as much as possible.

Densities north and south of the Metro Station should reflect the Comprehensive Plan Map designation. Adequate community design should be encouraged, but will be difficult to obtain. Cooperation among properties and WMATA should be encouraged.

Specific Recommendations

A. Tract A. The primary recommendation for Tract A is townhouse and garden apartments, 8-12 units per acre. Building should be sited on the hillside with building heights, in general, not to exceed ten feet above the existing ridge line vegetation; the EQC/floodplain should be preserved, covered paths to the Metro station and a minimum 50-foot buffer to the residences on Fairlee Drive should be provided.

Because of the location of this tract in relation to I-66 and the Metro station and because of its topography which would lend itself to a molding of development to the land forms thus reducing external impacts, Tract A would be suitable for a mix of townhouse/apartments and office uses if approximately 350 housing units were included in the mixture.

B. Tract B. Townhouses—4-5 dwelling units per acre (34 acres).

C. Tract C. Townhouses—4-5 dwelling units per acre (35 acres). Townhouses at 4-5 units per acre are recommended for Tracts B and C unless access to the Metro station is determined to be appropriate through these tracts; in such a case a density of 5-8 units per acre might be appropriate.)

D. Tract D. Residential—5-8 units per acre with noise buffering from I-66.

E. Tract E. Residential—townhouses at 5-8 units per acre (55 acres).

F. Tract F. Residential—4-5 units per acre.

G. Tract G. Apartments and mixed uses at 16-20 units per acre (45 acres DeLuca tract).

H. Tract H Parcel 48-1 ((1)) 86 located along the north side of Marywood Road approximately 600 feet east of Sutton Road is planned for residential development at 4-5 dwelling units per acre. Consideration may be given to development at a density of 5-8 dwelling units per acre if the following conditions are satisfied:

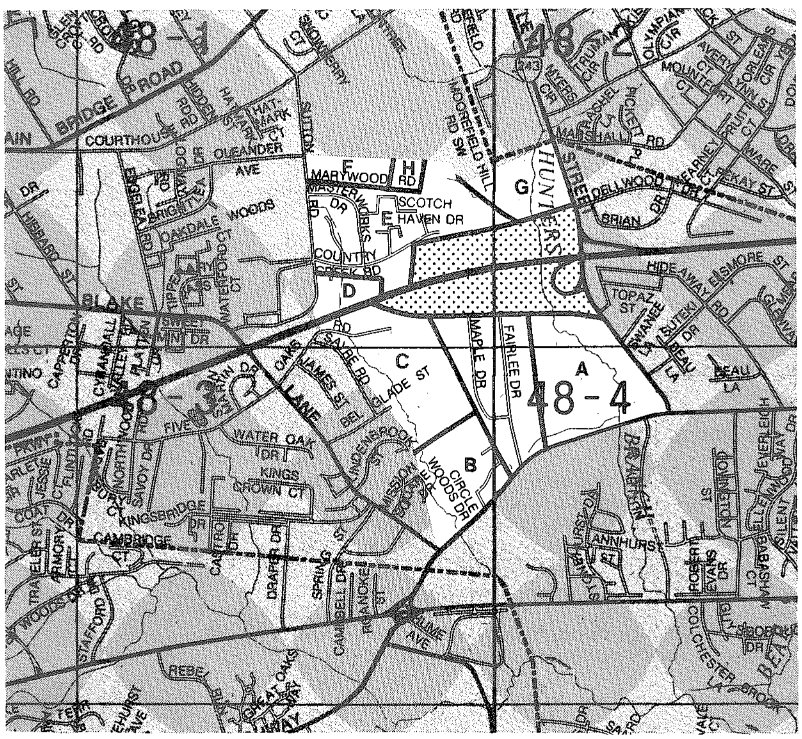
1. Access from Sutton Road to the property should be through the existing road system of the Country Creek townhouse community to the south and east, with no provision for vehicular access to the west.
2. A substantial landscaped open space buffer should be provided along the western boundary of the property.
3. Existing mature trees on parcel 86 should be preserved, especially on the perimeter of the property. Where necessary to provide appropriate buffers and screening, additional tree planting should supplement existing vegetation.
4. A pedestrian trail should be provided on parcel 86, which would connect with the existing trails system in Nottoway Park and in the Country Creek townhouse community.

Transportation

As indicated, current proposals would allow five entrances into the station for vehicular traffic from outside the study area.

Potential traffic problems will result on Nutley Street unless adequate ingress and egress are provided to abutting land, particularly north of I-66.

Access directly from I-66 is a necessity as is the internal crossover road. Entrances onto Nutley



must be carefully arranged into Tract G. Lee Highway is recommended for widening to four lanes, which will provide better service for the development recommended on the southern tracts.

Blake Lane and Sutton Road are recommended for improvement, with widening of Blake Lane to four (4) lanes. Sutton Road is only recommended for improvement, but this recommendation should be reevaluated later since Sutton may also need to be widened to four lanes.

As the terminal station for the Vienna line, feeder bus service should be provided from Vienna to the north and Fairfax to the south. Perhaps more importantly, good feeder bus service should be provided to developments along I-66 to the west where interchanges would allow efficient delivery to/from the station, and would substantially reduce vehicle miles travelled and, therefore, air pollution.

In light of the objectives of the Vienna Metro Area to achieve a level of Service D (Approaching Congestion) or better during morning and evening peak hours, in no event shall any Comprehensive Plan amendment or zoning application for residential use or for commercial use be evaluated without reference to those criteria outlined in the Vienna Metro Station Area Study which relate to the provision of transportation improvements unless the applicant can demonstrate to the Board of Supervisors that those criteria relating to transportation improvements are not applicable to that particular application.

Studies completed as part of the Vienna Metro Station Area Project indicate that transportation requirements are critical to the support of future development. Therefore, transportation improvements must be provided concurrently with, or prior to, additional demand if the public health, safety, convenience and welfare of present and future citizens of the Vienna Area are to be maintained or improved.

Since this is a major terminal station on the Metro System and impacts are not known, caution should be taken to make sure that development and transportation improvements are phased in order to adequately serve the commuter and development traffic. Rezoning applications should be considered in light of the existing circumstances at the time of Board hearing and decision. Provisions should be made by rezoning applicants to phase development in order to coordinate anticipated impact of new development with the provision of needed transportation improvements.

Specific Transportation Recommendations

A. Blake Lane (Route 655). In consonance with other alternatives, study realignment to connect with Jermantown Road. Study desirability of widening to four lanes, with turning lanes between connection with Jermantown Road and Lee Highway.

B. Sutton Road (Route 701). Improve to two 12-foot lanes between Chain Bridge Road and Blake Lane. This will expedite movement into and out of the Vienna Metro Station from the Oakton area. Sutton Road should be reevaluated later to determine if four lanes are needed.

C. Five Oaks Road (Route 4949). Among other alternatives, study the desirability of improving this road to two 12-foot lanes between Blake Lane and the WMATA access road into the Vienna Metro Station.

D. Hunter Mill Road (Route 674). Widen to two 12-foot lanes between Chain Bridge Road (Route 123) and Tamarack Drive (Route 3966). Extend to Blake Lane either on new location or by realigning the Chain Bridge Road intersection and using Palmer Street right-of-way. This improvement should facilitate traffic movements between Reston and the City of Fairfax and enhance the accessibility to the Vienna Metro Station from the north.

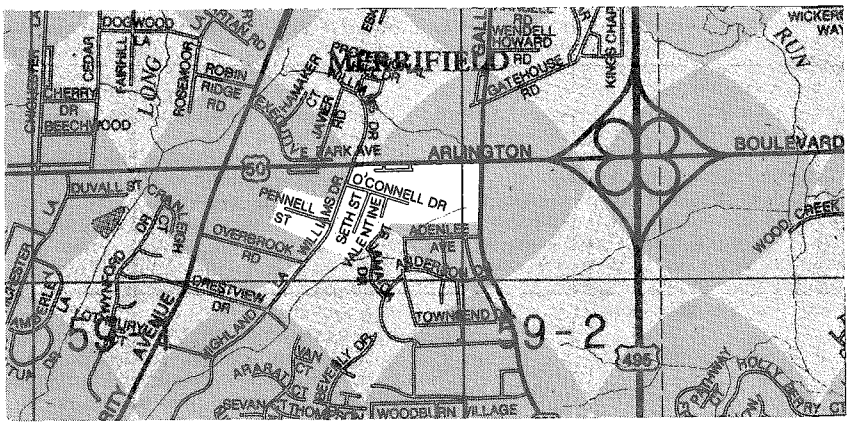
E. Lee Highway (Route 29). Widen to a four-lane divided roadway with turning lanes between Fairfax Circle and Falls Church, and complete the service drives.

Special Study Area

The Vienna Metro Complex Area is designated as a special study area requiring continual monitoring and restudy especially with respect to issues of achieving plan objectives in implementation and the phasing of public facilities.

GALLOWS ROAD-ROUTE 50 COMPLEX AREA

This entire complex area, part of the Route 50/I-495 Area, is discussed beginning on page I 61.



The Gallows Road-Route 50 Complex Area is composed of a 21-acre parcel zoned for office use and the Seth Williams subdivision. The subdivision is a mixture of some substantial homes, several dilapidated houses, and a number of vacant lots. The majority of lots fronting Route 50 are currently zoned for commercial office uses.

Although the portion of the Williamstown community which fronts on Route 50 is obviously suitable for office uses, there are a number of issues involved in determining the appropriate use of the rest of the area.

Environmental Considerations

The entire area has soils that are subject to erosion. It would be desirable for the area to have access to the Holmes Run and Accotink Creek Environmental Quality Corridors, particularly in the Route 50/I-495 Area.

ISSUES

The Williamstown community has significant storm drainage problems which have aggravated its citizens for some time. Storm runoff from office and shopping facilities on the north side of Route 50 are funneled under the highway through a large drainage pipe, which ends upon reaching the Williamstown community. A considerable volume of storm water, consequently, courses in an uncontrolled manner through the subdivision, causing flooding problems for affected residents. As a result of recent events, however, much of this problem may be on the way to solution.

Half of the land is vacant in Williamstown and absentee landowners of most of this land appear unlikely to develop these lots at current zoned or planned densities. Poor maintenance of these vacant lots is a big problem contributing to neighborhood deterioration and health problems.

Currently, roads in the community are not paved. The County has funds for this purpose but requires the roads meet state width standards; and some residents are unwilling to have their land taken for this purpose.

The complex area will have a traffic access problem to both Route 50 and Gallows Road if more intensive uses occur in this area. Present access to Route 50 for the Williamstown community is from Williams Drive. The Virginia Department of Highways and Transportation has installed a signal at the intersection of Route 50 and Javier. This does permit the expanding office complex on both sides of Route 50 to have access to Route 50 at a signalized intersection. The intersection does not currently serve the complex area, however, because Williams Drive is not connected with a service drive running west. With the construction of the present Dewberry and Davis office building and the construction of a service drive, some area traffic from the south is able to use the signalized intersection. However, only with an improved signalized intersection and a service drive connecting Williams Drive to Gallows Road and Prosperity Avenue would the complex area provide good access for the existing and planned office uses.

Fairfax Planning District comprehensive plans have for some time recommended that parcels along the north side of O'Connell Drive be developed in commercial use. Because a number of these parcels have access only to O'Connell Drive, the plans have established the street as appropriate for some commercial traffic.

RECOMMENDATIONS

The planned land uses and transportation improvements for the Gallows Road—Route 50 Complex Area are contained in the Route 50/I-495 Area section of the Plan.

PICKETT ROAD—FAIRFAX CIRCLE COMPLEX AREA

The Pickett Road—Fairfax Circle Complex Area is bordered on the west by the City of Fairfax with its southwest corner anchored in the Pickett Road/Little River Turnpike (Route 236) intersection and the northwest corner at Fairfax Circle. It might be alternately described as a strip of land 500-1,000 feet in depth abutting the City of Fairfax line from Spring Street at Blake Lane on the north to Little River Turnpike on the south.

Designation of this border as a complex area is due to its proximity to the City of Fairfax where future development cannot be planned by the County and where impact of development in the city seems likely to affect significantly the character of County neighborhoods.

ISSUES

In order to improve access to the Vienna Metro Station from the south and to provide a circumferential bypass to the center of City of Fairfax it has been planned by the city that Pickett Road, which in this area lies entirely within the city, be widened to four lanes north of Route 236. Further, the Plan recommends that Blake Lane be extended southerly as a four-lane facility from Lee Highway, across Arlington Boulevard to a realigned segment of Pickett Road east of Fairfax Circle. The improved and realigned road would increase the traffic volume on Pickett Road.

The existing and planned land uses along both sides of the southern part of the Pickett Road frontage in the city are commercial and industrial while the existing and planned land use on the abutting land in the County is low-density residential except in a depth of approximately 1,600 feet from Route 236. The industrial land in the city has been substantially developed and includes an oil storage depot and several warehousing operations.

The situation is further complicated by the fact that the portion of the Mantua Hills subdivision which was platted but not built within the city has been vacated and the city has approved zoning on this land for planned commercial development.

There is only one substantial parcel of vacant land in the County in the complex area—the 25-acre site just south of Christopher Street. This parcel and the land immediately adjacent to this parcel within the city are planned and zoned for low-density residential use.

RECOMMENDATIONS

In order that the traffic circulation objectives be met while still protecting the stable residential neighborhoods to the east, the following recommendations are made:

A. All vacant parcels in the complex area between Route 50 and Mathy Drive should be developed in residential use at 2-3 units per acre.

B. The parcel south of Mathy Drive should be developed in townhouse residential use at 8-12 units per acre or in townhouse office use provided adequate buffering and architectural requirements are established to protect the residential community to the east and provide for a transition between the industrial and residential land uses. Access to the parcel, if developed in townhouse office use, should be from Pickett Road through the commonly owned adjacent parcel located in City of Fairfax.

C. Any vacant or redeveloped parcels between Lee Highway, Circle Towers, Arlington Boulevard and the City of Fairfax line should be developed for commercial retail use.

D. None of the streets in the Mantua Hills or Stockbridge subdivisions should be extended to Pickett Road.

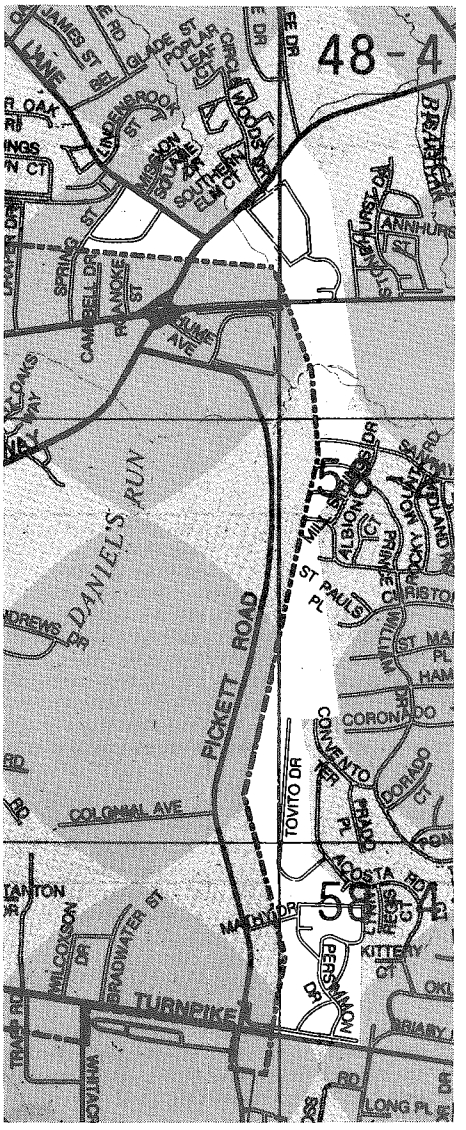
E. In constructing the Blake Lane extension, the adjacent stream valley should be protected.

F. The significant prehistoric and historic archaeological resources in and adjacent to the Accotink Creek floodplain, as well as heritage resources elsewhere in the Complex Area, should be evaluated for potential adverse impact prior to construction.

G. Pending completion of a study addressing all pertinent impacts, pro and con, envisioned from extension of Pickett Road across Routes 50 and 29 to connect with Blake Lane, to include analysis of the impact of added traffic on Blake Lane, the Pickett Road extension should not be completed. The Blake-Pickett connection should not be completed and Fairfax County should oppose the widening of Blake Lane unless the four-lane Pickett Road within the City of Fairfax is moved westward or noise attenuation devices are installed in order to reduce the impact on adjoining subdivisions and through trucks are prohibited along the Blake Lane-Jermantown Road Corridor, from Lee Highway to Chain Bridge Road and along the Pickett Road connection from Route 50 to Route 29.

H. Alternative routes for the right of way of the proposed extension of Pickett Road across Route 50 and across Route 29 and northwest to connect with Jermantown Road must yet be carefully studied. Pickett Road is expected to serve as a main route to the Vienna Metro station from the south and east. Thus, the interrelationships, alignment, and feasibility of combining these right-of-way requirements northward from Route 50 should be explored. Also, the impact of this (these) right(s)-of-way on areas to be developed south of I-66 must be studied.

Pending completion of a study addressing all pertinent impacts, pro and con, envisioned from extension of Pickett Road across Routes 50 and 29 to connect with Blake Lane, to include analysis of the impact of added traffic on Blake Lane, the Pickett Road extension should not be completed. The Blake-Pickett connection should not be completed and Fairfax County should oppose the widening of Blake Lane unless the four-lane Pickett Road within the City of Fairfax is moved westward or noise attenuation devices are installed in order to reduce the impact on adjoining subdivisions and through trucks are prohibited along the Blake Lane-Jermantown Road Corridor, from Lee Highway to Chain Bridge Road and along the Pickett Road connection from Route 50 to Route 29.



RESIDENTIAL INFILL*

The Plan recommendations for and estimates of residential development in the stable communities of the area are discussed in the section. Criteria, methods, density definitions, and areawide estimates of development to 1990 are noted.

Criteria for Residential Infill

The Plan emphasizes the appropriate utilization of vacant land in the northeast portion of the County to meet the following objectives:

- reduce the rate at which auto traffic grows;
- increase the use of public transportation;
- decrease the impact of through-traffic on Area II;
- preserve open space in ecologically sensitive areas;
- permit desired areas to remain unsewered;
- retard the rising cost of housing; and
- provide a range of choice in housing.

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
- dwelling units by type and population estimates for functional area impact analysis and feedback to land use recommendations.

The development estimates are based primarily on land availability, not demographic factors, and are subject to some iteration as a result of County-wide Plan decisions.

This methodology, which first estimates the appropriate development on all vacant undeveloped land, and then steps this back to 1990 development levels, is as follows.

Development of All Vacant Undeveloped Land

The estimation of development on all existing vacant land is achieved by reducing the available land supply for anticipated nonresidential uses such as:

- flood Plains 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/semipublic 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 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, thus not negatively impacting the new or existing communities. In this regard, multifamily housing may be particularly appropriate where borders with single-family communities are limited, such as is the case with development adjacent to flood plains, parks, etc.

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 major arteries.

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 II through 1990.

Residential Densities

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 to both the 1958 *Zoning Ordinance* as amended and the *Zoning Ordinance* adopted in principle in 1974.

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 insure 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 planned unit category districts consistent with the plan.

Exceptions to the use of density ranges may occur under two circumstances. At densities of one unit per acre or less most environmental impacts have already been taken into account; therefore, a single density has frequently been specified. In cases where planned unit development at 20 units per acre or more is considered appropriate, density may have been specified at 20 units per acre rather than the 16-20 unit range.

Summary of Residential Development Estimates for Area II

The tables given summarize the estimated residential development for the planning period (15 years) expected under the plan recommendations. These estimates reflect the methodology described above and should be understood to represent likely approximate magnitudes of development; some fluctuations of magnitude and timing of development are to be expected as further plan

*The methodology described in this section was used for population and housing projections during preparation of the Plan in 1974.

RESIDENTIAL DENSITY RANGES

Plan Density Ranges	1958 Zoning Ordinance		1974 Zoning Ordinance	
	Base Density	Possible Under Criteria With Development Controls	Base Density	Possible With Development Controls
1-2	RA	RA	RP	RA or RC
2-5	RA	RE-2	RA or RC	RE
5-1	RE-2	RE-1	RE	R-1
1-2	RE-1	RE-0.5	R-1	R-2
2-3	R-17	R-12.5	R-2	R-3
3-4	R-12.5	R-10	R-3	R-4
4-5	R-10	RTC-5 or R-5	R-4	R-5
5-8	RTC-5	RTC-10*	R-5	R-8
8-12	RTC-5 or RTC-10**	RTC-10 or RM-2G*	R-8	R-12
12-16	RTC-10	RM-2G*	R-12	R-16
16-20	RTC-10	RM-2G	R-16	R-20

* Conditions must include density limitation to high-range plan density.
**RTC-5 or RTC-10 may be appropriate without additional development controls depending on complexity of parcel.

refinement implementing actions are undertaken. The following table gives estimates of development by planning district, unit type, and stable and complex areas.

ESTIMATED ADDITIONAL HOUSING UNITS BY 1990
Based on Plan Recommendations [1]

PLANNING DISTRICT & UNIT TYPE	STABLE AREAS Committed & Anticipated Units	STABLE AREAS Addl. Units	STABLE AREAS Total Units	COMPLEX AREAS Committed & Anticipated Units	COMPLEX AREAS Addl. Units	COMPLEX AREAS Total Units	TOTAL Committed & Anticipated Units	TOTAL Addl. Units	TOTAL Total Units
McLean									
S.F. [2]	1,380	2,270	3,650	-	20	20	1,380	2,290	3,670
T.H. [3]	100	650	750	-	60	60	100	710	810
Apt. [4]	2,150	140	2,290	-	2,020	2,020	2,150	2,160	4,310
Total	3,630	3,060	6,690	-	2,100	2,100	3,630	5,160	8,790
Vienna									
S.F.	880	2,170	3,050	-	60	60	880	2,230	3,110
T.H.	630	420	1,050	50	1,570	1,620	680	1,990	2,670
Apt.	100	60	160	1,470	1,200	2,670	1,570	1,260	2,830
Total	1,610	2,650	4,260	1,520	2,830	4,350	3,130	5,480	8,610
Fairfax									
S.F.	1,000	1,940	2,940	50	560	610	1,050	2,500	3,550
T.H.	370	130	500	-	1,190	1,190	370	1,320	1,690
Mobile	0	30	30	-	0	0	0	30	30
Apt.	1,850	90	1,940	120	430	550	1,970	520	2,490
Total	3,220	2,190	5,410	170	2,180	2,350	3,390	4,370	7,760
Area II									
S.F.	3,260	6,380	9,640	50	640	690	3,310	7,020	10,330
T.H.	1,100	1,200	2,300	50	2,820	2,870	1,150	4,020	5,170
Mobile	0	30	30	0	0	0	0	30	30
Apt.	4,100	290	4,390	1,590	3,650	5,240	5,690	3,940	9,630
Total	8,460	7,900	16,360	1,690	7,110	8,800	10,150	15,010	25,160

[1] Rounded to nearest 10.
[2] Single-family detached.
[3] Townhouse or similar type.
[4] Apartment including garden and elevator.

Estimates of Residential Population Growth

Future population added to Area II by 1990 as a result of residential infill development in stable areas and ranges of development in complex areas can be estimated using household size factors for various types of units. In Fairfax County current household size factors have been determined using a 1974-1983 survey of County households. Changing social norms and economic factors affect the household composition in complex ways so that any future population estimates based on household sizes are tentative. The current 1983 average household sizes for different types of housing indicated in the following table, nonetheless, provide the best available information for estimating the population to be attracted to Area II by the estimated residential development.

Using these factors, in conjunction with estimates of stable area infill development and complex area growth by unit type, the population to be added in each of the planning districts in Area II is estimated to be as shown in the population table.

Overall Area II is expected to grow by approximately 71,000 persons in the decade to 1990.

1974
AVERAGE HOUSEHOLD SIZE BY HOUSING TYPE
Household Size (Person)

Housing Type	McLean	Vienna	Fairfax
Single-Family Detached	3.59	3.66	3.64
Townhouse	2.74	2.74	2.53
Garden Apartments	2.50	2.50	2.48
Elevator Apartments	1.52		1.52

Source: Office of Research and Statistics

ESTIMATED POPULATION ADDED IN STABLE AND COMPLEX AREAS
Based on Plan Recommendations [1]

PLANNING DISTRICT	Estimated 1974 Pop.	Stable Area Added	Complex Area Added	Total Added	Total Estimated Population
McLean	52,800	19,400	4,100	23,500	76,300
Vienna	44,700	14,400	10,100	24,500	69,200
Fairfax	29,400	16,700	6,400	23,100	52,500
TOTAL	126,900	50,500	20,600	71,100	198,000

[1] Figures rounded to nearest hundred.

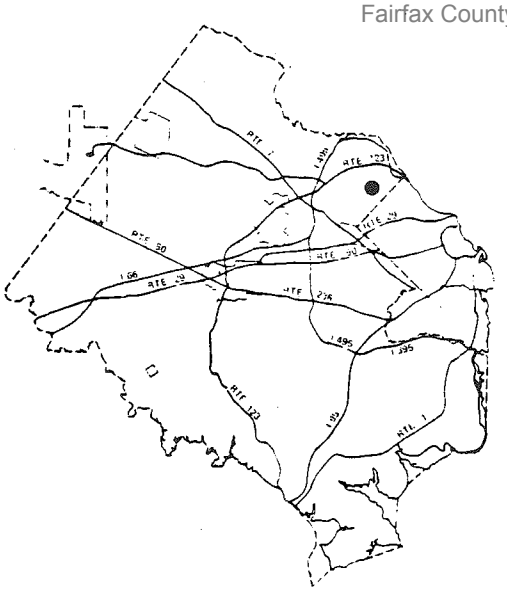
ADDENDUM TO THE THE AREA II PLAN TEXT

The following section contains all the amendments to the Area II book of the Fairfax County Comprehensive Plan which were adopted by the Board of Supervisors between October 27, 1986 and July 24, 1989.

Included are:

Amendment	Date Adopted
86-A-7	2/23/87
86-A-13	4/27/87
86-A-15	5/18/87
86-A-19	9/14/87
86-32	1/30/89
86-38	4/03/89

AMENDMENT NO. 86-A-7



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 1986 EDITION

GENERAL LOCATION East of Kirby Road between Old Dominion Drive and Park Road

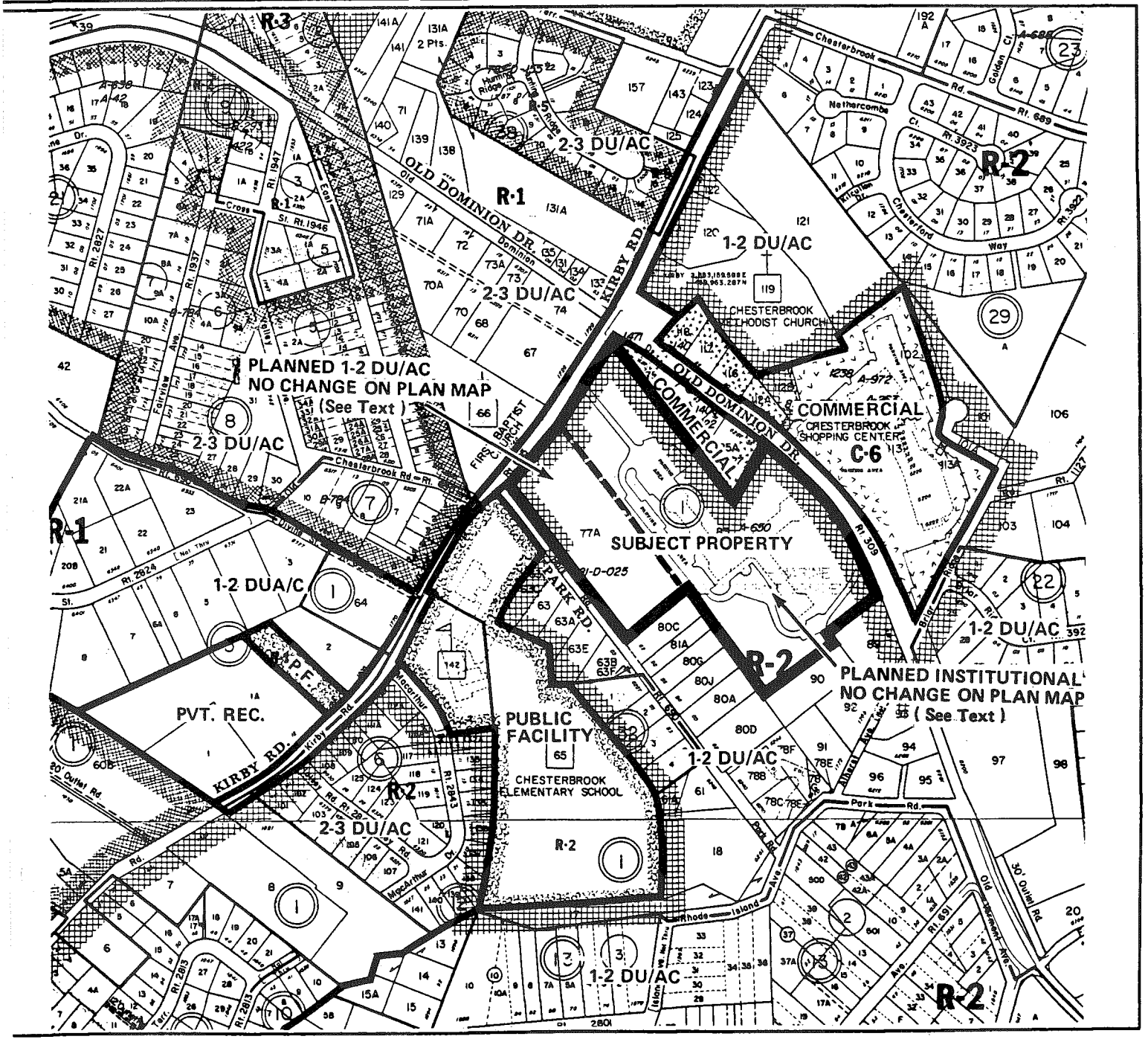
PARCEL LOCATION 31-3 ((1)) 77A, 83

PLANNING AREA AND DISTRICT II Mc Lean

SUPERVISOR DISTRICT Dranesville

ADOPTED February 23, 1987 ITEM NO. S86-II-M1

FOR ADDITIONAL INFORMATION CALL 691-3352



Amendment No. 86-A-7
Adopted February 23, 1987

ADOPTED AMENDMENT TO THE COMPREHENSIVE PLAN (1986 EDITION)

ADD: Page II 20 in the 1986 edition of the Comprehensive Plan (Page 165 of the 1984 edition), McLean Planning District, Sector M3, under Recommendations, Land Use, a new Paragraph Q, to read:

"Q. Housing for the elderly associated with Vinson Hall may be appropriate on the vacant tract (parcel 31-3((1)) 77A) which is located at the southeast corner of the intersection of Park and Kirby Roads between Vinson Hall and Chesterbrook Elementary School. In the event that parcel 77A is developed as a complimentary elderly housing/nursing facility to the existing Vinson Hall, the permitted density may be calculated on the basis of the planned density range of 4-5 du/ac for parcels 77A and 83, provided the following conditions are met:

1. Expansion of the housing for the elderly facility shall comply with locational guidelines for multifamily residential development and housing for the elderly adopted by the Board of Supervisors;

2. Expansion of the facility shall be limited to parcel 77A, where the addition is proposed.

3. The addition shall not have its own access to Park Road but shall share existing Vinson Hall entrances onto Kirby Road and Old Dominion Drive;

4. The addition shall not exceed two stories in height;

5. The site layout shall provide for open space and landscaped areas along Park Road and in the southern area of the site adjacent to the existing residences along Park Road. Open space and landscaping provided on the site shall exceed that required by the Zoning Ordinance;

6. No parking areas shall be provided between the addition and Park Road except in the vicinity of the intersection of Park and Kirby Roads;

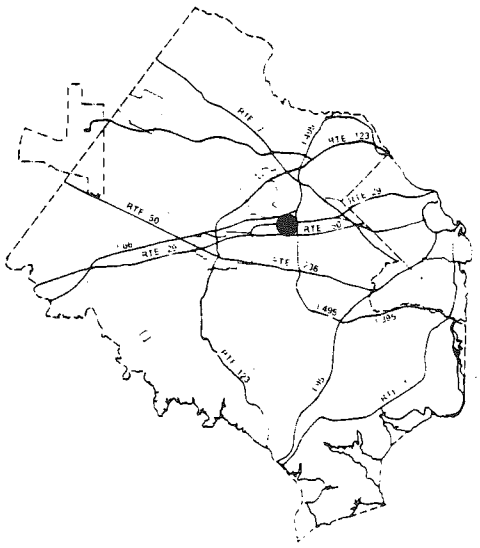
7. The architectural design and facade of the addition shall be complimentary to the existing residential character of the community along Park Road.

8. Any transportation improvements found to be necessary at the time of review of the Special Exception shall be provided."

No change is necessary to the Area II Plan map.

2/26/87

AMENDMENT NO. 86-A-13



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 1986 EDITION

GENERAL LOCATION Area bounded by I-495 to the east, Rt. 50 to the south, Old Lee Hwy. and Rt. 29 to the north and the Old Lee Hwy/ Rt. 29 intersection to the west.

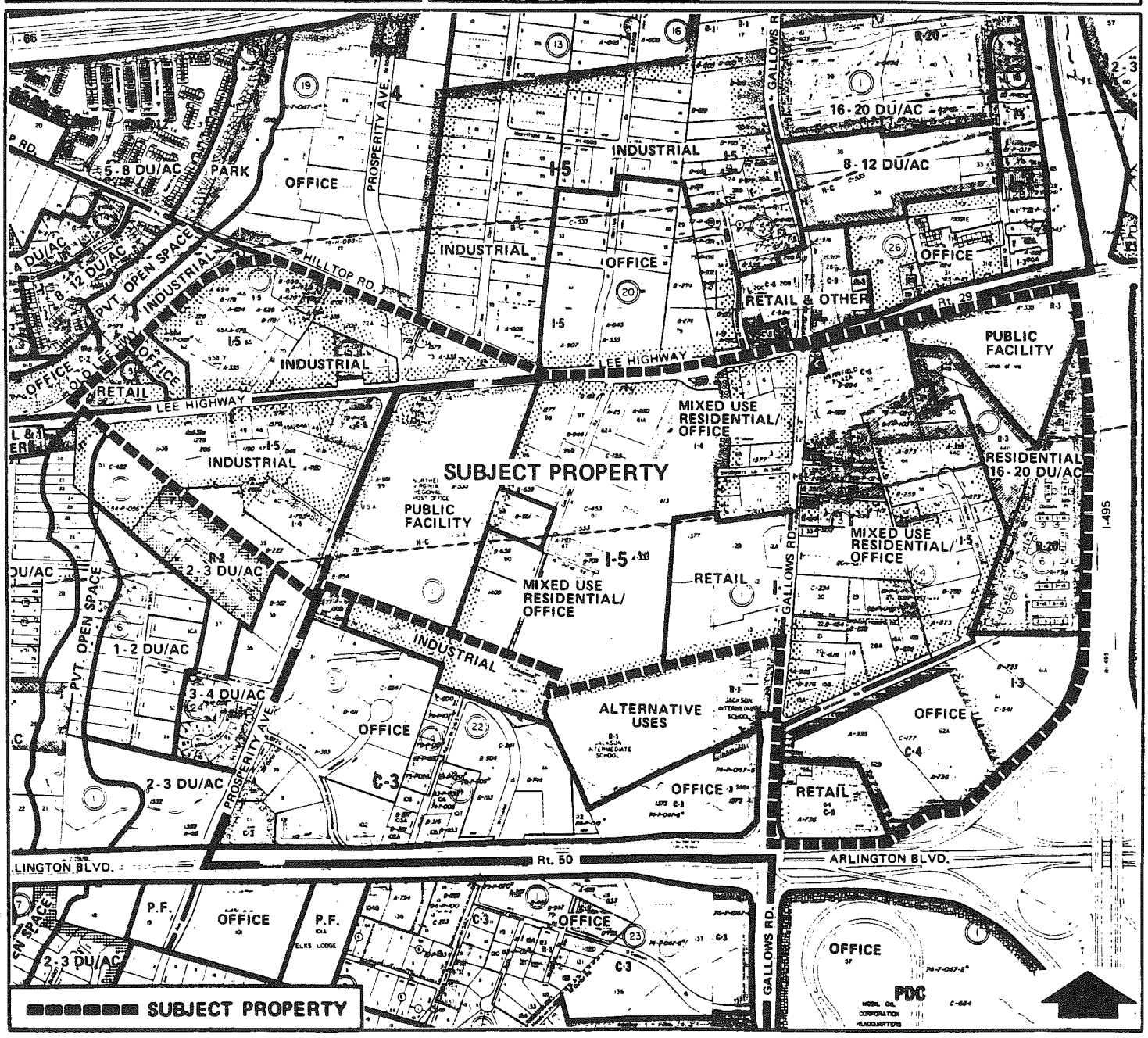
PARCEL LOCATION Various parcels on Tax Maps 49-1,2,3 & 4 as shown on map below.

PLANNING AREA AND DISTRICT Area I - Jefferson & Area II - Vienna

SUPERVISOR DISTRICT Providence

ADOPTED 4/27/87 **ITEM NO.** 85-II-3V, 85-II-31V & 85-CW-31T

FOR ADDITIONAL INFORMATION CALL 691-3352



CHANGES TO THE COMPREHENSIVE PLAN FOR THE MERRIFIELD AREA

AREA I MAP

The Comprehensive Plan map for Area I should be amended to reflect the recommendations contained in the Merrifield Area Section of the Comprehensive Plan text.

AREA I PLANNING DISTRICT AND SECTORS

MODIFY: On page I5, the Area I Planning District and Sectors map, to show a shaded area for the Merrifield Area.

JEFFERSON PLANNING DISTRICT

MODIFY: On page I36, the Jefferson Planning District map, to show a shaded area for the Merrifield Area.

MODIFY: On page I41, the Merrifield Community Planning Sector map to show a shaded area for the Merrifield Area.

DELETE: On page I41, Recommendations, Gallows Road/Route 50 Intersection, paragraphs C, D and E.

DELETE: On page I41, Recommendations, Gallows Road Corridor, paragraph A, second sentence.

DELETE: On page I41, Recommendations, Route 29 Corridor, paragraph A.

MODIFY: On page I55, heading to read - CENTRAL BUSINESS DISTRICTS, THE ROUTE 50/I-495 AREA, AND THE MERRIFIELD AREA.

MODIFY: On page I55, CENTRAL BUSINESS DISTRICTS AND THE ROUTE 50/I-495 AREA, first paragraph, second sentence, to read: Area I has five such locations: Annandale Central Business District, Baileys Crossroads Central Business District, Seven Corners Central Business District, the Route 50/I-495 Area, and the Merrifield Area.

MODIFY: On page I56, CENTRAL BUSINESS DISTRICTS AND THE ROUTE 50/I-495 AREA, Recommendations, to read: Descriptions of

specific issues and detailed land use recommendations for each of the three CBD's, the Route 50/I-495 Area, and for the Merrifield Area, are presented in the following sections.

MODIFY: On page I61, Route 50/I-495 Area map to reflect amended boundaries for the South Merrifield tract.

MODIFY: On page I72, Norhtwestern and Southwestern Quadrants of the Route 5o and Gallows Road Intersection (Tracts D and E), Recommendations, Sub-Tract F2, paragraph 2, third bullet, to read: Access to the service drive through Tract D to the extension of Gatehouse Road should be provided.

DELETE: On page I74, South Merrifield, Gallows Road Corridor, paragraph 2.

DELETE: On page I74, South Merrifield, Route 29 Corridor and Other.

MODIFY: On page I75, South Merrifield, Route 50 Corridor, paragraph 4, third bullet, to read: Extend the service drive on the north side of Route 50 through Tract D to the extension of Gatehouse Road.

DELETE: On page I75, South Merrifield, Prosperity Avenue Corridor, paragraph 1, second and fourth bullets.

DELETE: On page I75, South Merrifield, Gallows Road Corridor, paragraphs 1, 3, and 4.

MODIFY: On page I75, South Merrifield, Gallows Road Corridor, paragraph 5, third bullet, replace first sentence as follows:: Access to the site should be coordinated with Tract D, with primary access via the extension of Gatehouse Road. The extension of Gatehouse Road should interconnect with the service drive along the north side of Route 50, Williams Drive, and the circulation for the movie theater development to the north.

DELETE: On page I75, South Merrifield, Gallows Road Corridor, paragraph 6, first bullet, second sentence.

DELETE: On page I75, South Merrifield, Gallows Road Corridor, paragraph 6, second and third bullets.

DELETE: On page I75, South Merrifield, Route 29 Corridor.

Note: All other references to the South Merrifield text, maps, and tables will be modified accordingly.

AREA II COMPREHENSIVE PLAN MAP

The Comprehensive Plan map for Area II should be amended to reflect the recommendations contained in the Merrifield Area section of the Comprehensive Plan text.

AREA II PLANNING DISTRICT AND SECTORS

MODIFY: On page II5, the Area II Planning District and Sector map, to show a shaded area for the Merrifield Area.

VIENNA PLANNING DISTRICT

MODIFY: On page II30, the Vienna Planning District map to show a shaded area for the Merrifield Area.

MODIFY: On page II30, the Lee Community Planning Sector map to show a shaded area for the Merrifield Area.

ADD: On page II31, LEE COMMUNITY PLANNING SECTOR, following paragraph 3, a new paragraph to read:

A portion of this sector near the intersection of Prosperity Avenue, Lee Highway, and Old Lee Highway, is part of the Merrifield Area.

DELETE: On page II32, LEE COMMUNITY PLANNING SECTOR, RECOMMENDATIONS, Land Use, second paragraph, line eight, the phrase "and the western portion of parcel 50."

DELETE: On page II32, LEE COMMUNITY PLANNING SECTOR, RECOMMENDATIONS, Land Use, C, third paragraph.

DELETE: On page II32, LEE COMMUNITY PLANNING SECTOR, RECOMMENDATIONS, Land Use, F, first sentence.

INTRODUCTION/COUNTYWIDE TEXT

MODIFY: On page I/C33, second column, Route 50/I-495 Area, third bullet, second sentence, to read: Widen to six lanes divided between the City of Fairfax and Jaguar Trail.

DELETE: On page I/C33, Route 50/I-495 Area, fifth bullet.

MODIFY: On page I/C46, Adopted Countywide Transportation Plan map, to show 6 lane designation of Route 50 between the City of Fairfax and Jaguar Trail.

THE MERRIFIELD AREA

ADD: Following page I81 of the 1986 edition of the Comprehensive Plan, a new section to read:

MERRIFIELD AREA

DESCRIPTION OF THE MERRIFIELD AREA

The 300-acre Merrifield area is defined as the area west of I-495, south of Old Lee Highway and Route 29, east of the intersection of Old Lee Highway and Route 29, and north of Route 50 and Luther Jackson Intermediate School (see Figure 1). Immediately to the north is the Dunn Loring Metro Station area and to the south is the Route 50/I-495 area. To the west are stable low-density single-family residential communities and light industrial uses. To the east of the Beltway, is residential development, mostly townhouses and garden apartments.

The area has excellent regional access. Located in the I-495 (Beltway) corridor, it lies between the Tysons Corner development center to the north and the major concentration of planned office development in the Route 50/I-495 area to the south (see Figure 2). Gallows Road, a minor arterial, and the Beltway provide linkage to these two important commercial development centers. The area is also linked to the City of Fairfax and western Fairfax County to the west, and to the City of Falls Church and Arlington County to the east, by both Route 29 and Route 50. Prosperity Avenue provides access to Merrifield from Little River Turnpike (Route 236) to the south.

The Merrifield Area has traditionally been an industrial area. Light industrial uses, ranging from equipment rental to research and development facilities, dominate the area. Commercial land uses are scattered throughout the area, but frontages are generally clustered along Route 29 and Gallows Road. Residential land use is limited to the Yorktowne Square Condominiums, located on the eastern edge of the area along I-495.

The majority of the area is zoned I-4 and I-5. These zoning categories were originally intended for industrial development; however, office uses are permitted and have been developed throughout the area. Approximately 12 acres of the 300-acre area are zoned I-4, allowing office development at a .7 FAR. An additional 176 acres are zoned I-5, with a 1.0 FAR permitted. Much of this land is vacant or underutilized. Commercial zoning is scattered throughout the area. As older, industrial uses (often developed at an FAR of .4 or less) are redeveloped, it is likely that pressure to achieve permitted FARs will increase.

ISSUES

The location of Merrifield at the convergence of these major arterial highways creates opportunities for development and redevelopment. At the same time, the traffic congestion caused in part by the strategic nature of the road pattern may present significant constraints for such development activity.

The major issues facing the Merrifield Area relate to the proximity of the Dunn Loring Metro Station and related development, the Cadillac-Fairview office development east of I-495 at Route 50, the Mobil headquarters building on Gallows Road south of Route 50, and the growth of Tysons Corner.

Pressure will likely increase for additional office and research and development use. With rising land values many of the land-intensive industrial uses may be priced out and forced to relocate. Merrifield may find its land use balance may change to a higher percentage of office/research and development support services and a lower percentage of industrial uses.

BACKGROUND OF THE STUDY

Interest in the Merrifield Area was stimulated by a revitalization study conducted in 1984. The study evaluated seven older commercial areas, including Merrifield, in terms of their need for revitalization. In October 1984, the Board of Supervisors voted to proceed with further study of those three areas identified as having the greatest need for revitalization: Baileys Crossroads, Annandale and Springfield.

The Board of Supervisors also recognized that the Merrifield area was in need of special attention; therefore, in January 1985 the Board of Supervisors requested that staff prepare an amendment to the Comprehensive Plan addressing the needs of the Merrifield Area. On April 27, 1987 the Board of Supervisors received the Merrifield Area Study and adopted the Changes to the Comprehensive Plan for the Merrifield Area. The Merrifield Area Study (published April 6, 1987) includes background on the adopted plan and the study methodology.

LAND USE

The plan for the Merrifield Area:

- Recognizes the potential impacts on the area's transportation system if development were to occur at currently permitted levels, and attempts to lessen those impacts by identifying those areas where planned roadway improvements would be adequate to accommodate the traffic generated by office development.

- Preserves the intent of the I-4 and I-5 zones, and protect the service-oriented industrial nature of the Merrifield Area.

- Lessens traffic impacts by encouraging mixed-use development rather than office development (the residential component of a mixed-use development redistributes and substantially reduces the overall traffic generated as compared to office development).

- Provides opportunities for high-density residential development, a currently recognized need throughout the County.

The level of new residential development is appropriate for Merrifield as it responds to the desire to locate residential uses in proximity to employment, is in conformance with County policies regarding housing, and takes advantage of existing and potential transit linkages to the Dunn Loring Metro Station. The mix of development also recognizes the market for office uses in Merrifield.

Based on its distinctive locational and physical characteristics, the Merrifield Area warrants special development regulations and incentives. These regulations and incentives include urban design guidelines, parcel consolidation, transportation policies and special funding mechanisms for roads and other public improvements.

Development within the Merrifield Area must fully consider traffic congestion in the greater Dunn Loring-Merrifield area. The road improvements contained in the Plan are essential and development at the densities planned for the Merrifield Area is premised upon the assumption that the improvements are actually made. While the County is striving to implement the needed road improvements and is encouraging the use of transportation systems management strategies, the developers must address the concerns of traffic congestion for any new development within the Merrifield Area. This may be addressed by any number of responses including transportation systems management, financing or actual construction of road improvements, deferral of development until adequate road improvements are made, or any appropriate combination of such measures. In summary, the Merrifield Area requires special planning controls, development incentives and implementation strategies.

The plan for the Merrifield Area contains a mix of office, industrial, retail and residential uses. Figure 3 illustrates the land use plan for the Merrifield Area. This land use plan ensures a balanced mixed use development which enhances transit usage, and is compatible with the surrounding community and permitted industrial uses.

It is necessary that new development be responsive to general criteria and site-specific conditions, which focus on mitigating potential impacts. The following 15 development criteria apply to all sites in the Merrifield Area:

1. Development applications within the Area should be accompanied by a development study report which describes the impacts of the

proposed development and demonstrates the proposal's conformance with the Comprehensive Plan and adopted Board of Supervisors' policies.

2. Development in accordance with the Urban Design Concept Plan for the Area as illustrated in Figure 4.

3. Proffer of a development plan that provides exceptional quality site and architectural design, streetscaping, urban design and development amenities. The applicant will submit an urban design plan which achieves superior design quality.

4. Substantial land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.

5. Provision of a phasing program which includes on- and off-site roadway, intersection, signalization and parking improvements as related to the development program. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems. Accordingly, further development and redevelopment shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. If Transportation System Management techniques are utilized to affect the development density, intensities related to TSM success shall be subject to phasing as described in the section entitled Transportation System Management Strategies of this plan. Further, when in the opinion of the County intensities warrant, the developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short-term. Monitoring to the satisfaction of the Office of Transportation may be required to be provided by the developer demonstrating that system capacity is in balance with the development program.

6. Provision of on- and off-site public facility improvements, or funding of such improvements, to accommodate impacts associated with new development. A public facilities phasing program should be implemented to ensure that the identified improvements are in place in accordance with development phasing. Improvements are the responsibility of both the public and private sectors. If the provision of adequate public facilities is not completed, then the developer should reduce development density to a level deemed satisfactory by the County.

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

8. Contributions toward the provision of an environmental monitoring program for noise and air quality.

9. Creation of a pedestrian oriented environment recognizing the need for interparcel connections, access to the Dunn Loring Metro Station and other public transportation, and pedestrian circulation.

10 Inclusion of energy conservation features.

11. Inclusion of affordable housing in residential projects or projects with residential components that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if dwelling units are provided for low- and moderate-income households and in accordance with County policy. Development proposals must be reviewed by the Department of Housing and Community Development.

12. All parking (at, above, or below grade) should provide the highest level of screening and landscaping. Screening should be adequate to reduce glare into residential neighborhoods.

13. Consolidation of vehicular access points to minimize interference with arterial roadways.

14. Provision and construction of environmental facilities using Fairfax County's Best Management Practices standards.

15. Provision of substantial buffering for all new and existing residential development.

In addition to these 15 general criteria, site-specific conditions are identified for each of the land bays in the area (See Figure 5).

Land Bay A

This sector has been developed predominantly with industrial uses, with some scattered commercial facilities. Recent development to the north and west of land bay A includes an office complex on the west side of Old Lee Highway, and Prosperity Business Campus - an office park north of Hilltop Road. A stable industrial park remains to the northeast along Dorr Avenue. This industrial park is indicative of the service-oriented industrial development traditional to the Merrifield Area. This type of development should continue to be encouraged in this land bay. Planned transportation improvements may impact existing uses in this sub-unit located along Route 29.

A1 - A six-story office building (56,586 sq.ft.) and associated low-rise retail strip (25,000 sq.ft.), at the intersection of Old Lee Highway and Route 29, define the western entrance to the Merrifield Area, and comprise sub-unit A1. The plan for the area is office and retail uses. Redevelopment is not anticipated in the near future in this sub-unit, however, if redevelopment occurs, the following criterion must be met:

- Right-of-way required for planned roadway improvements should be provided.

A2 - This sub-unit is fragmented into a number of small parcels, and is developed with a variety of industrial uses. Many of the existing industrial facilities contain associated retail components; this is particularly true of those uses fronting on Route 29. All of A2 is planned for industrial use.

When redevelopment occurs, the following criteria must be met:

- Development should be clustered and parcels consolidated.
- Direct vehicular access/egress to Route 29 should be limited.
- Right-of-way required for planned roadway improvements should be provided.

The following options could be appropriate:

- An industrial park, utilizing shared parking and access/egress points.
- A food park, designed in accordance with the provisions contained in the Plan for clustered automobile-oriented uses.

A3 - Sub-unit A3 is separated from the remainder of Land Unit A by Prosperity Avenue. A3 is currently developed with automobile-oriented uses. Light industrial/Research & Development uses, having low trip generation rates, are planned.

- Access should be limited to Prosperity Avenue and Hilltop Road, with no direct access to Route 29.
- Right-of-way required for planned roadway improvements should be provided.

A4 - Sub-unit A4 displays similar characteristics to A2, exhibiting little parcel consolidation. The area is developed predominantly with service-oriented industrial uses and associated retail facilities. The auto dealership at the intersection of Route 29 and Prosperity Avenue, and a parcel along Prosperity Avenue developed for public facility use, are two exceptions.

Industrial use is appropriate for the sub-unit. Office development is not appropriate because of the need to preserve service-oriented industrial uses.

When redevelopment occurs the following criteria must be met:

- o Development should be clustered and parcels consolidated.
- o Direct vehicular access/egress to Route 29 should be limited.
- o Right-of-way required for planned road improvements should be provided.
- o A substantial landscaped buffer should be provided to minimize the impact on nearby residents.
- o Waivers and modifications of landscaping and screening requirements should not be permitted.

Land Bay B

Land bay B has been developed with a variety of commercial (office/retail), industrial, private recreation, and public facility uses. Office development exists just outside of the study area, at the southern edge of this land bay. Adjacent to the southern border of land bay B is Luther Jackson Intermediate School. Internal vehicular circulation should be coordinated by completing the circulation plan, and consolidating access at a new intersection of Dorr Avenue extended and Route 29, the combined intersection of Eskridge Road and Merrilee Drive, and the (theater road).

B1 - The majority of this sub-unit is occupied by the Northern Virginia Regional Post Office. This facility was originally constructed in the late 1960s and was expanded in 1987. This sub-unit is planned for public facility use.

B2 This sub-unit is developed with a mixture of industrial and commercial uses, and many parcels are likely to redevelop in the near future.

Sub-unit B2, with frontage along Route 29 and Gallows Road, and proximity to the Dunn Loring Metro Station, provides a prime location for mixed-use development (office/high density residential). A density bonus of .5 FAR over the maximum density allowed under existing zoning could be granted for the mixed-use development, provided that at least two-thirds of the gross floor area is residential. Should office development occur without a residential component, a density component would not be provided, height should be restricted to that permitted under existing zoning, and landscaping and screening requirements should not be waived or modified.

If redevelopment occurs, the following criteria must be met:

- Parcels should be consolidated.
- Right-of-way required for planned road improvements should be provided.

B3 - Retail uses are appropriate for this sub-unit. If redevelopment occurs, this sub-unit should remain in retail use and the following criterion must be met:

- o Right-of-way required for planned road improvements should be provided.

Land Bay C

Development within Land Bay C is quite varied, including light industrial, commercial, public facility and residential uses. Access to Route 29 should be oriented to median crossover locations at Porter Road Extended, and Hartland Road. Direct vehicular access/egress to Gallows Road should be limited.

C1 - The Merrifield Plaza Shopping Center (84,334 sq. ft.) occupies sub-unit C1.

The planned interchange improvements at Route 29 and Gallows Road are anticipated to impact this site. The strategic location of this sub-unit within the Merrifield Area and its proximity to the Dunn Loring Metro Station make it an appropriate site for mixed-use development (office/high-density residential). A density bonus of .5 FAR over the maximum density allowed under existing zoning could be granted for mixed-use development provided that at least two-thirds of the gross floor area is residential.

When redevelopment occurs the following criteria must be met:

- o The necessary right-of-way, extension and construction of Porter Road Extended should be provided.
- o Right-of-way required for planned road improvements should be provided.
- o Buildings should be oriented toward Porter Road Extended.
- o Vehicular and pedestrian access should be oriented toward Porter Road Extended.

C2 - A portion of sub-unit C2 is developed with public facility uses. If redevelopment occurs, the following criteria must be met:

- o The necessary right-of-way way, extension and construction of Porter Road Extended should be provided.
- o Right-of-way required for planned road improvements should be provided.
- o Pedestrian linkages to Porter Road Extended should be provided.

This sub-unit is not likely to develop at its existing zoning. The plan designation for the northeastern portion of this sub-unit, public facility use, is appropriate if the existing uses remain. However, if redevelopment occurs, an option for high-density residential use should be considered. The remainder of the sub-unit is planned for high-density residential use (16-20 du/ac). Any redevelopment/development in this area should provide a substantial landscaped buffer along the eastern edge, adjacent to Yorktowne Square Condominiums and along I-495. Waivers and modifications to landscaping and screening requirements should not be granted.

C3 - Mixed office, commercial and industrial development exist in sub-unit C3. The frontage along Gallows Road has numerous curb cuts. Research and development facilities have traditionally located along Telestar Court. The area is fragmented into a number of small parcels.

Proximity to the Dunn Loring Metro Station makes this sub-unit appropriate for mixed-use development (office/high-density residential). A density bonus of .5 FAR over the maximum density allowed under existing zoning could be granted for mixed-use development provided that at least two-thirds of the gross floor area is residential.

When redevelopment occurs, the following criteria must be met:

- Right-of-way required for planned road improvements should be provided.
- Parcels should be consolidated.
- Heights should be limited to 75 feet.
- The landscaped buffer on the eastern edge adjacent to Yorktowne Square should be preserved and enhanced.

C4 - Sub-unit C4 is occupied by the Yorktowne Square Condominiums (developed at a density of approximately 20 du/ac). The area is planned for residential use at 16-20 dwelling units per acre. This area should be preserved and protected consistent with the Board of Supervisors' Policy 16, Preserving Existing Residential and Open Space. In the event that adjacent sub-units develop in a way that precludes preservation of residential use at Yorktowne Square, the plan for this sub-unit should be reassessed.

The landscaped buffer along the southern edge should be preserved. The addition of a lane to I-495 in 1986 eliminated the screen of trees once located along the eastern edge of the complex. A landscape screen must be reestablished and a noise wall must be installed along the border with I-495.

C5 - A six-story office building (247,708 sq.ft.) is the dominant feature within sub-unit C5, and serves as a focal point at the southern boundary of the Merrifield Area. The eastern portion of this sub-unit is developed as low-rise office. Sub-unit C5 is planned for office use.

Site design should include the retention of mature vegetation, provide substantial periphery and interior parking lot landscaping, and provide pedestrian connections to Yorktowne Plaza Shopping Center and other parts of the area. Heights should be scaled down from west to east, to minimize the visual impact on residents of Yorktowne Square. Redevelopment of the eastern portion of C5, should be be in accordance with the high-quality office in the remainder of C5. In addition to the general provisions for this sub-unit, redevelopment of the eastern portion of C5 should adequately buffer the residents of the Yorktowne Square Condominiums by preserving the existing landscape screen, designing lighting to avoid glare into adjacent residential units, and being sensitive to existing topography. Interparcel access with uses in C6 should be provided.

C6 - The Yorktowne Plaza Shopping Center (66,962 sq. ft.) occupies sub-unit C6. The area is planned for commercial use. Interparcel access with uses in C5 should be provided.

URBAN DESIGN CONCEPT

The urban design concept developed for the Merrifield Area is predicated on satisfying the four basic principles of Urban Design: Function, Order, Identity and Appeal. The Merrifield Area Study contains the urban design goals and objectives which have guided the formulation of associated policies and guidelines for the visual and functional aspects of the area. By incorporating established design principles in the design of future development, positive effects on both residential and business communities can be achieved. The use of these principles has been shown to attract and encourage development and redevelopment while reinforcing conservation of stable neighborhoods.

The urban design concept discusses pedestrian circulation, streetscape treatment, and building heights. Additional detail can be found in the urban design section of the Merrifield Area Study, and should be used to formulate both public and private sector improvements to the area.

Pedestrian Circulation/Streetscaping

A major deficiency in the Merrifield Area has been its lack of pedestrian walkways. With the opening of the nearby Dunn Loring Metro Station, strong pedestrian linkages are more important. A comprehensive pedestrian walkway system can unify the area and reduce the dependence on private automobiles (See Figure 6).

The urban design plan provides an interconnected pedestrian circulation and streetscape system which provide pedestrians with a safe, direct and pleasant walking experience. This system provides new pedestrian routes along roadways, improves existing pedestrian facilities, and identifies of internal walkways to help unify the area. In addition, a comprehensive streetscape system involving landscaping, lighting and street furniture enhances the pedestrian experience. Throughout the area, new sidewalks and sidewalk improvements should be constructed to facilitate pedestrian access between employment and shopping nodes, and between Metro and these uses. In addition, pedestrian facilities should be linked to existing walkway systems in surrounding areas.

Building Heights

Building heights should transition down to existing residential uses. Buildings heights in the mixed-use area should be limited to 96 feet (approximately 8 stories). Heights throughout the remainder of the Merrifield Area should be limited to 75'(approximately 6 stories).

Open Space and Landscaped Buffers

Open space and landscaped buffer areas should be used to mitigate the impact of new development and improve the appearance of the area. Landscaped buffer areas--strips of land that are intensely planted with trees and shrubs and which may include berms--are generally planned on parcels which abut existing residential development.

Additional Urban Design Issues

- Increased landscaping of both public and private properties should be instituted to improve the area's visual appeal.
- Overhead utility lines should be placed underground so that roadways are clear of visual clutter.
- Signage should be visually cohesive, attractive and legible.

TRANSPORTATION

The land use plan in the Merrifield Area seeks to encourage interdependent relationships between land uses that will reduce automobile dependency and encourage transit use. As such, it is anticipated that changes in trip modes should occur in the greater Dunn Loring-Merrifield area, due to the availability and convenience of Metro and other transit service, as well as the complementary nature of adjacent land uses.

The transportation plan includes:

- road improvements;
- public transit improvements;
- non-motorized facility improvements;
- transportation systems management strategies, which may include but are not limited to:
  - aggressive ridesharing programs,
  - careful bus transit planning and promotion,
  - development and implementation of parking management strategies,
  - provision of comprehensive non-motorized connections; and
- implementation and phasing of transportation improvements to land use phasing

In addition, key concerns in carrying out this plan are discussed in the section on implementation.

ROADWAY NETWORK FOR THE PLAN

The following roadway improvements are planned for the Merrifield Area. (These road improvements are designed for Level of Service D.)

Arterial Plan

The arterial roadway plan with lane requirements is displayed in Figure 7 and highlighted in the following discussion. Subsequent detailed engineering studies for each road may indicate additional or other appropriate improvements which may be necessary in order to ensure the safety of motorists as well as an adequate level of service on each roadway.

Gallows Road. Traffic generated by development with access to/from Gallows Road requires widening of this roadway to six lanes from Route 50 to Tysons Corner. To obtain smooth and efficient traffic flow, the number of access points should be minimized especially for the section between 50 and Lee Highway.

At the intersection of Gallows Road and Lee Highway, a grade separated interchange is planned. Based on traffic forecasts and consideration of potential issues, the most appropriate configuration appears to be a single point diamond (also termed an urban diamond) with Gallows Road as the through street. Given the significant access and right-of-way issues however, the exact configuration cannot be determined until a detailed design process is undertaken.

Lee Highway. The plan recognizes widening Lee Highway to six lanes, from Nutley Street to Hartland Road. The number of access points should be minimized to obtain smooth and efficient traffic flow. An auxiliary lane is also required on an eastbound section of Lee Highway between Prosperity Avenue and Merrilee Drive to accommodate heavy traffic flows in the morning peak hour. Multiple turning lanes are required to achieve Level of Service D at the intersections of Lee Highway and Prosperity Avenue and Lee Highway with Merrilee Drive.

Prosperity Avenue. The programmed widening and extension of this roadway will generally be sufficient. Additional turning lanes at the intersections with Lee Highway, Hilltop Road, and Gallows Road will be required to achieve an adequate Level of Service D.

Hilltop Road. Increased traffic volumes on Hilltop Road require the provision of four lanes between Old Lee Highway and Dorr Avenue. For the most part, these improvements can be accomplished by prohibiting on-street parking along Hilltop Road.

The intersection of Hilltop Road and Old Lee Highway is currently characterized by confusing geometrics on the eastbound approach of Hilltop Road. In the future, the heaviest approach volumes will be

on Hilltop Road. Improvements at the Hilltop Road/Old Lee Highway intersection are needed to improve safety and the operation of the intersection. A reconfiguration in which Hilltop Road becomes the through street and Old Lee Highway is brought to a stop at a right angle is planned.

Route 50. Travel demands require widening Route 50 to six lanes between the City of Fairfax and Prosperity Avenue.

Circulation Plan

The circulation plan for the Merrifield Area is divided into two sections: east and west of Gallows Road. Figure 8 depicts the plan graphically.

East of Gallows Road

- Extend Porter Road to the east and north to Route 29 just east of the Merrifield Plaza Shopping Center.
- Extend Telestar Court to intersect with the Porter Road extension.
- Access should be consolidated to a minimum number of locations along Gallows Road and Route 29.
- Access on Route 29 should be oriented to median crossover locations at Porter Road Extended and Hartland Road.

West of Gallows Road

- Extend Gatehouse Road along the Luther Jackson School property to the rear of the site and interconnect with the movie theater circulation system; connect Williams Drive and the Route 50 service drive to the extension of Gatehouse Road.
- Connect the movie theater circulation system to Eskridge Road.
- Realign Eskridge Road and Merrilee Drive to meet at the same location.
- Extend Dorr Avenue to Route 29 and vacate the eastern portion of Hilltop Road between Dorr Avenue and Route 29.
- Access on Route 29 should be oriented to median crossover locations at Dorr Avenue Extended, Eskridge Road and the movie theater entrance.

The planned circulation system will provide alternative means of access for right and left turns at the Gallows Road/Route 29 intersection. Since the planned circulation system diverts turning movements from this interchange, it should make possible the

construction of a smaller interchange, thus reducing the direct impact that a larger grade separated interchange might have on the community. Moreover, until the grade separated interchange is constructed, the planned circulation system will provide relief to the at-grade Route 29/Gallows Road intersection.

PUBLIC TRANSIT IMPROVEMENTS

The County should consider replacing or supplementing the WMATA provided feeder bus service to the Orange Line. Assuming that the current County operated bus service at Huntington proves financially desirable, the County should give the Orange Line Metro stations its highest priority for new service. The County should concentrate its bus service in close-in residential areas which can be more efficiently served by bus and leave the longer distance trips to come by auto, carpool, and WMATA or privately operated buses. A transit strategy that emphasizes local service should reduce auto travel on local streets.

Consideration should be given to providing peak period shuttle bus service for the residential areas as well as to the commercial and institutional developments within the greater Dunn Loring-Merrifield area.

NON-MOTORIZED FACILITY IMPROVEMENTS

For walking, good access requires a sidewalk system which conveniently serves existing and future development and allows adequate protection for pedestrian crossing at intersections. This system should provide routes which are safe, convenient, and pleasurable to travel. Walkways should be accessible at all times and well lit. Well designed and clearly marked trails should be provided to the Dunn Loring Metro Station.

Vehicular traffic in the Area may affect pedestrian safety. When appropriate, pedestrian improvements such as crosswalks, signals, overpasses and refuge islands should be provided.

TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES

Transportation management strategies should be used to the maximum extent to mitigate transportation impacts of development. These strategies should make maximum use of the Transportation Systems Management opportunities afforded by proximity to the Metro Station. In order for specific projects to achieve an acceptable traffic level, developers shall provide TSM strategies with performance standards and measures commensurate with traffic reduction assumptions used to evaluate the impact of the project. If overall Transportation Systems Management measures are required, development shall be phased so as to demonstrate the effectiveness of those measures. The development intensity which is dependent upon the success of Transportation Systems Management measures shall not be approved until such time as those measures are demonstrated effective for the earlier phase.

Strategies which may be used to mitigate traffic impacts may include but are not be limited to the following:

- Transportation Coordination Programs:

  -employee surveys to determine employee needs;

  -coordination with the County RIDESOURCES program for carpool/vanpool matching services; and

  -establishment of goals for future Transportation Systems Management strategies.

- Transit Promotion Programs:

  -transit pass discount programs;

  -subscription bus service;

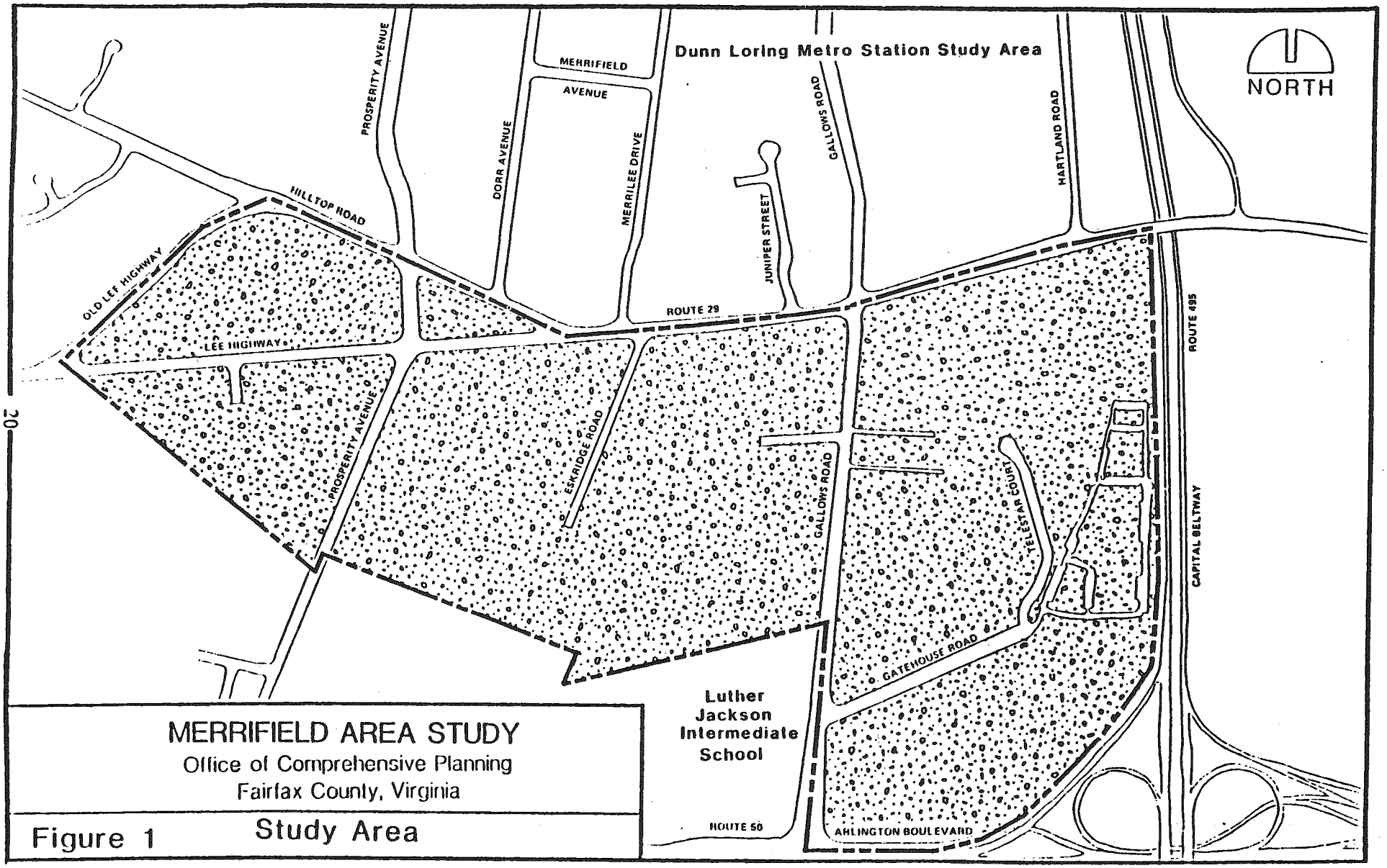
  -distribution of Metrobus/County bus schedules and routes;

  -provision for use of at-work transportation for mid-day travel;

  -provision for flex-time options.

IMPLEMENTATION AND PHASING OF TRANSPORTATION IMPROVEMENTS TO LAND USE DEVELOPMENT

A number of highway improvements are planned that will improve circulation in the greater Dunn Loring-Merrifield area. However, in light of the existing congestion and the limited public funding available Countywide for roadway improvements, the traffic impact of any proposed development in the Area should be carefully analyzed. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems in the station vicinity. Accordingly, further development shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. Strict adherence to the general and site specific development requirements is necessary in order to provide for orderly development phasing. In addition, traffic in the Area should be encouraged to travel on arterial roadways and discouraged from traveling on residential and neighborhood collector streets. Finally, to expedite roadway construction, whenever possible, the County should seek rights-of-way for roadway improvements during the planning process and before the re-zoning evaluation process.



MERRIFIELD AREA STUDY

Office of Comprehensive Planning

Fairfax County, Virginia

Figure 1 Study Area

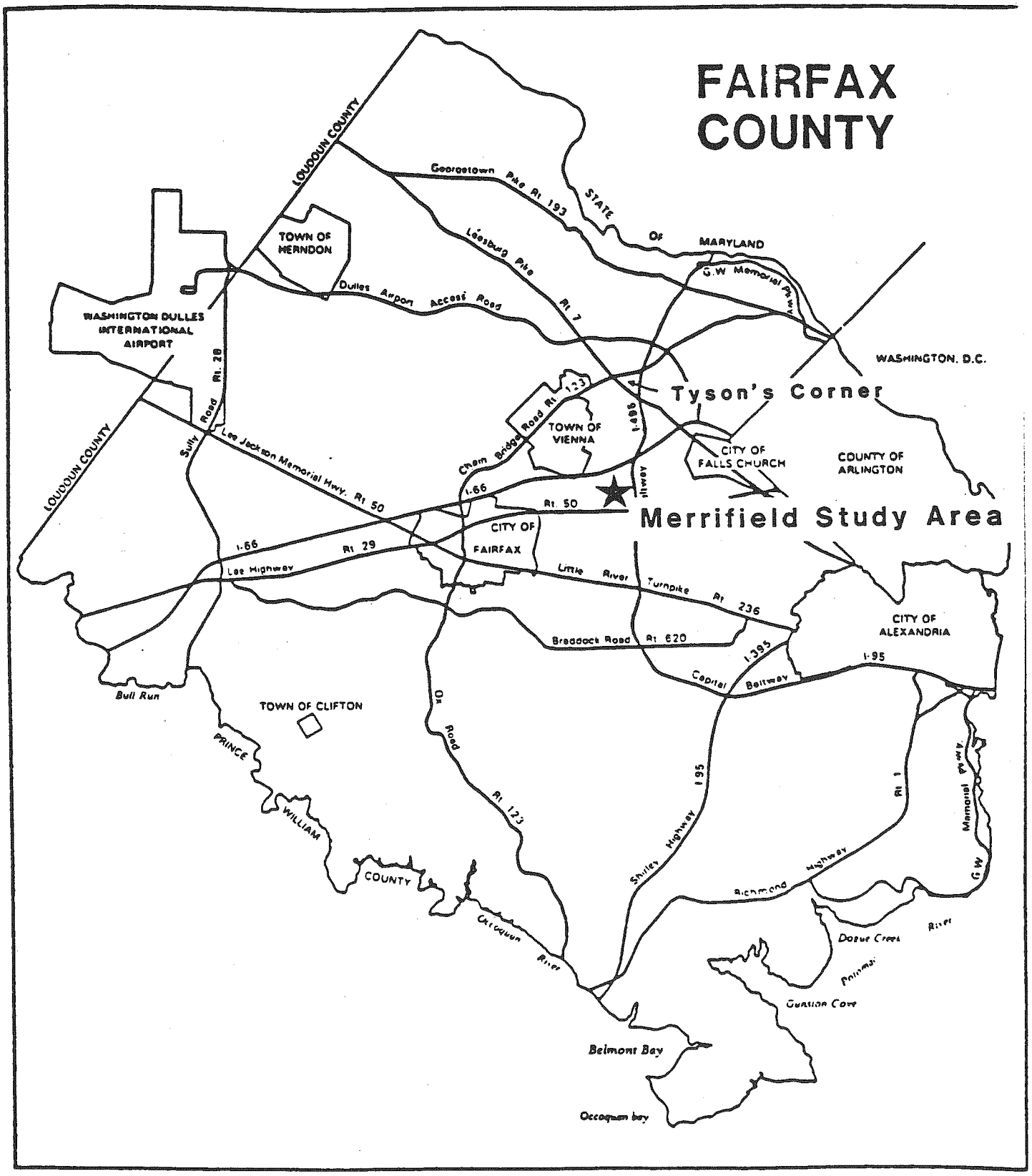
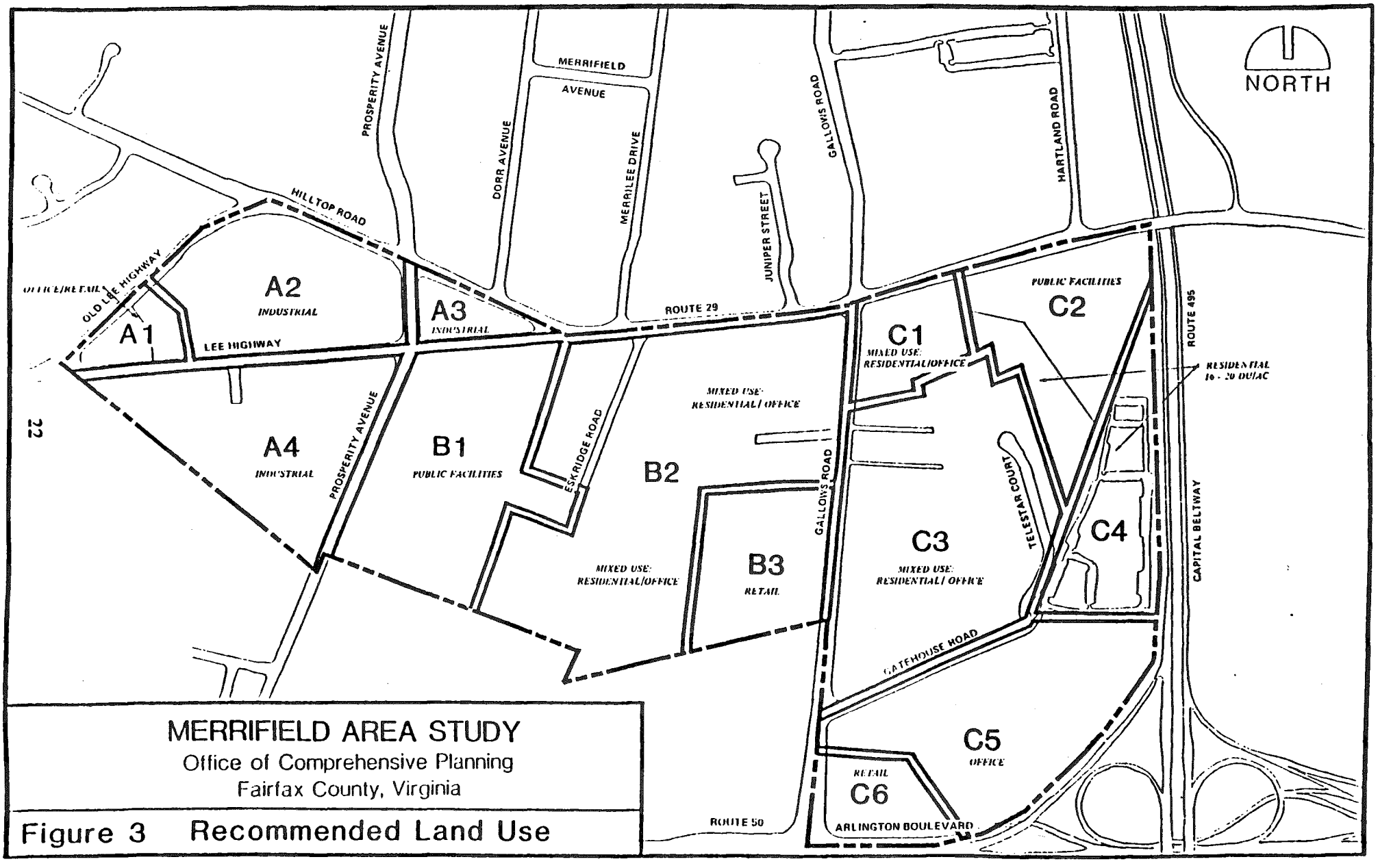


Figure 2
Regional Context



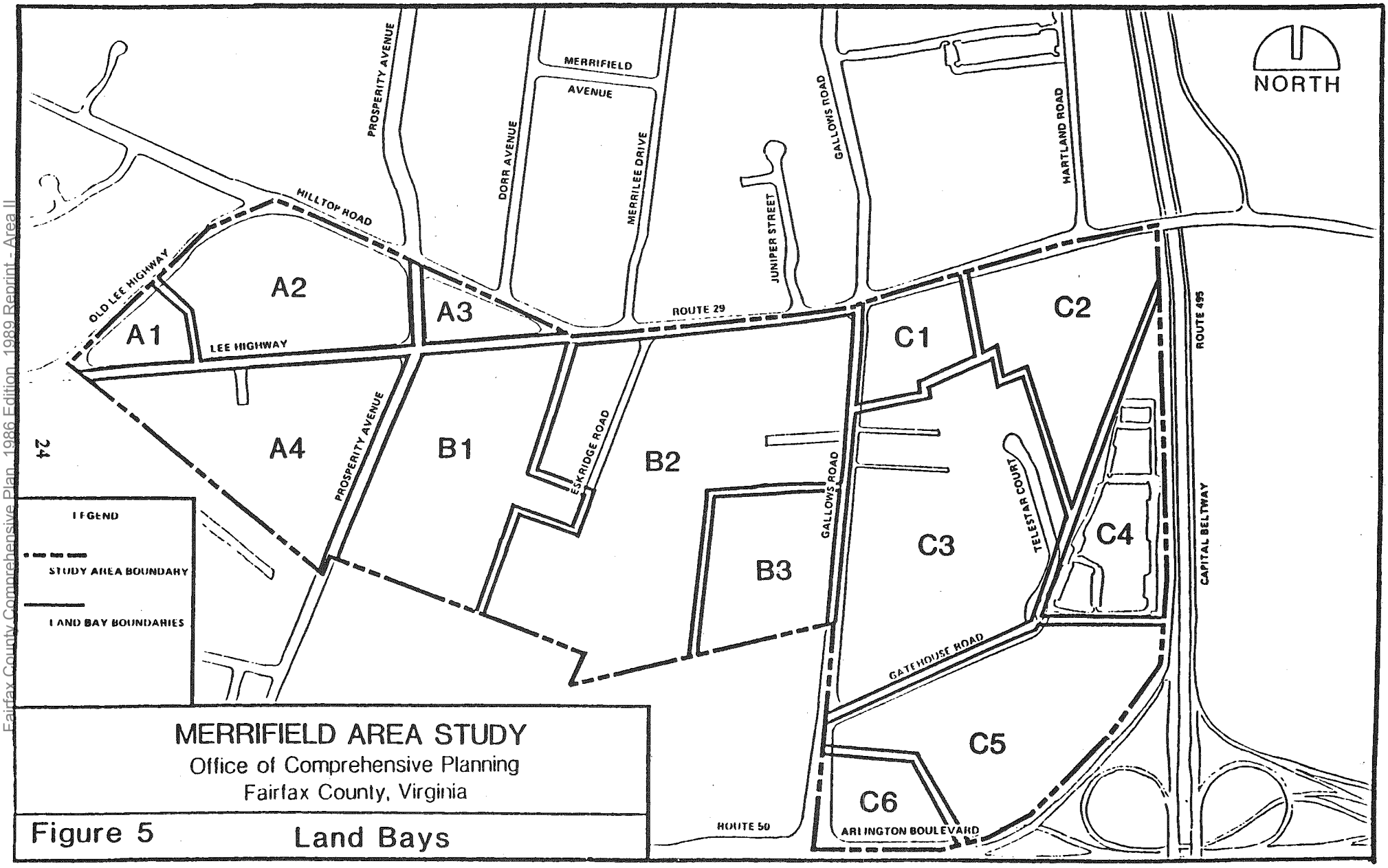
MERRIFIELD AREA STUDY

Office of Comprehensive Planning

Fairfax County, Virginia

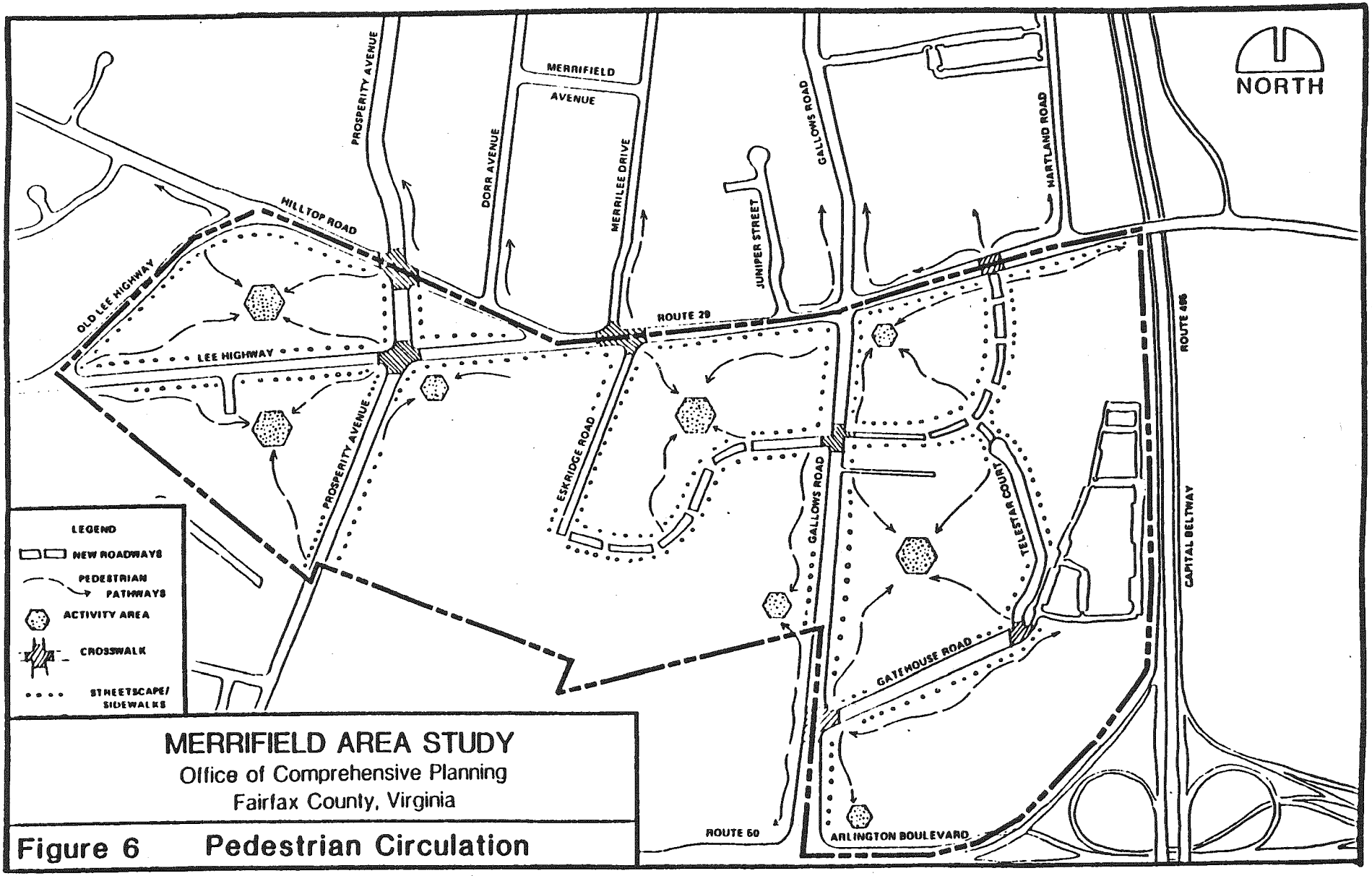
Figure 3 Recommended Land Use

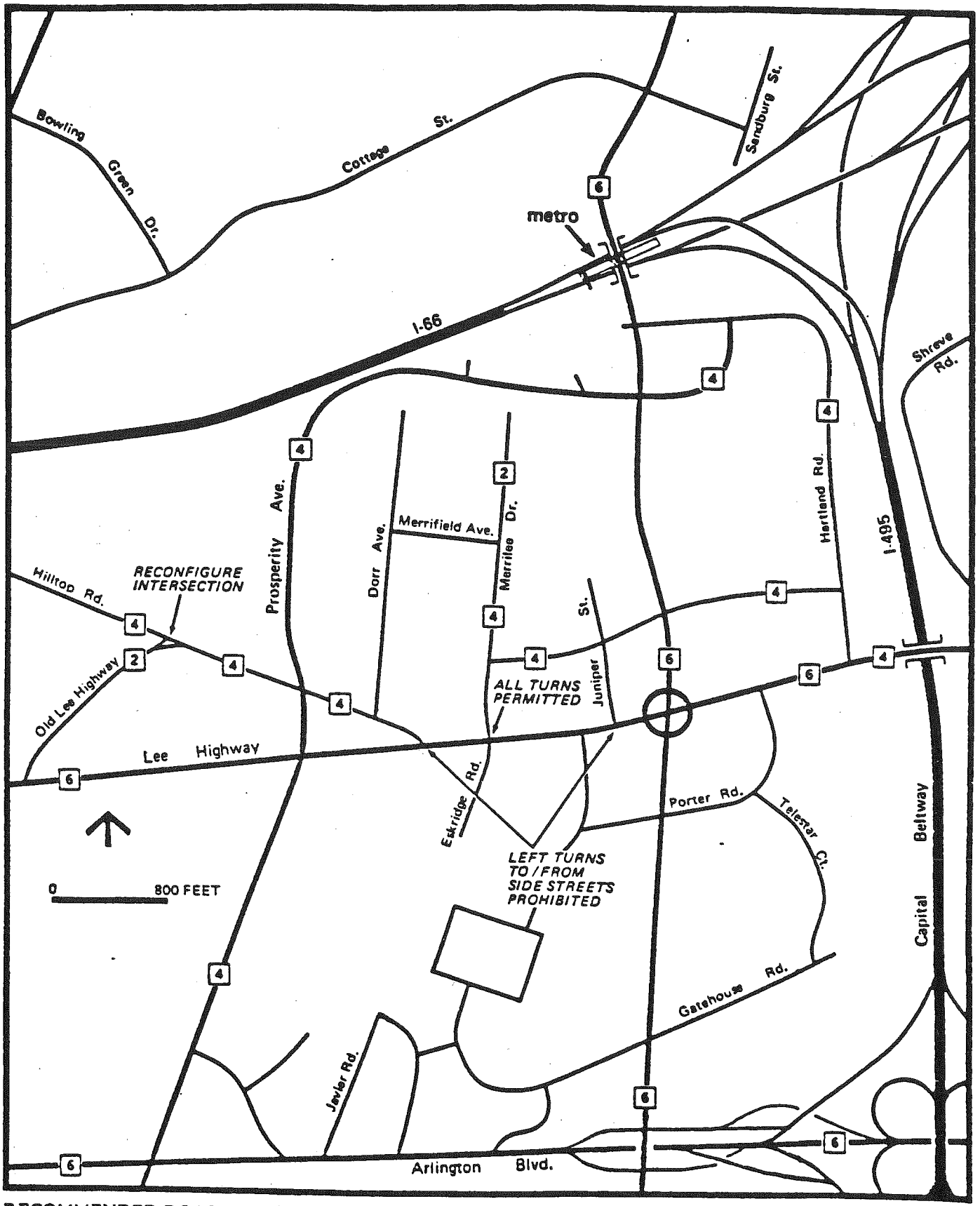
MERRIFIELD AREA STUDY
Office of Comprehensive Planning
Fairfax County, Virginia
Figure 4 Urban Design Concept
OLD LEE HIGHWAY
LEE HIGHWAY
MILLTOP ROAD
PROSPERITY AVENUE
PROSPERITY AVENUE
DORR AVENUE
MERRIFIELD AVENUE
ESKRIDGE ROAD
MERRILEE DRIVE
ROUTE 29
JUNIPER STREET
ROUTE 50
GALLOWS ROAD
GALLOWS ROAD
ARLINGTON BOULEVARD
GATEHOUSE ROAD
TELESTAR COURT
HARTLAND ROAD
ROUTE 495
NORTH
LEGEND
MAJOR VISUAL FOCAL POINT
LANDSCAPE PARKING LOT
LANDSCAPE SCREENING
STREETSCAPE/ SIDEWALKS
INTERNAL PEDESTRIAN PATHWAYS
ENTRANCE
ACTIVITY AREA
NEW ROADWAYS



MERRIFIELD AREA STUDY
Office of Comprehensive Planning
Fairfax County, Virginia

Figure 5 Land Bays


NORTH
PROSPERITY AVENUE
MERRIFIELD AVENUE
DORR AVENUE
MERRILEE DRIVE
JUNIPER STREET
GALLOWS ROAD
HARTLAND ROAD
HILLTOP ROAD
OLD LEE HIGHWAY
LEE HIGHWAY
ROUTE 29
ROUTE 495
CAPITAL BELTWAY
ESKRIDGE ROAD
PROSPERITY AVENUE
GALLOWS ROAD
TELESTAR COURT
GATEHOUSE ROAD
ROUTE 50
ARLINGTON BOULEVARD
LEGEND
NEW ROADWAYS
PEDESTRIAN PATHWAYS
ACTIVITY AREA
CROSSWALK
STREETSCAPE/ SIDEWALKS
MERRIFIELD AREA STUDY
Office of Comprehensive Planning
Fairfax County, Virginia
Figure 6 Pedestrian Circulation



RECOMMENDED ROADWAY NETWORK

6 NUMBER OF THRU LANES

GRADE SEPARATED INTERCHANGE

Figure 7
Roadway Network

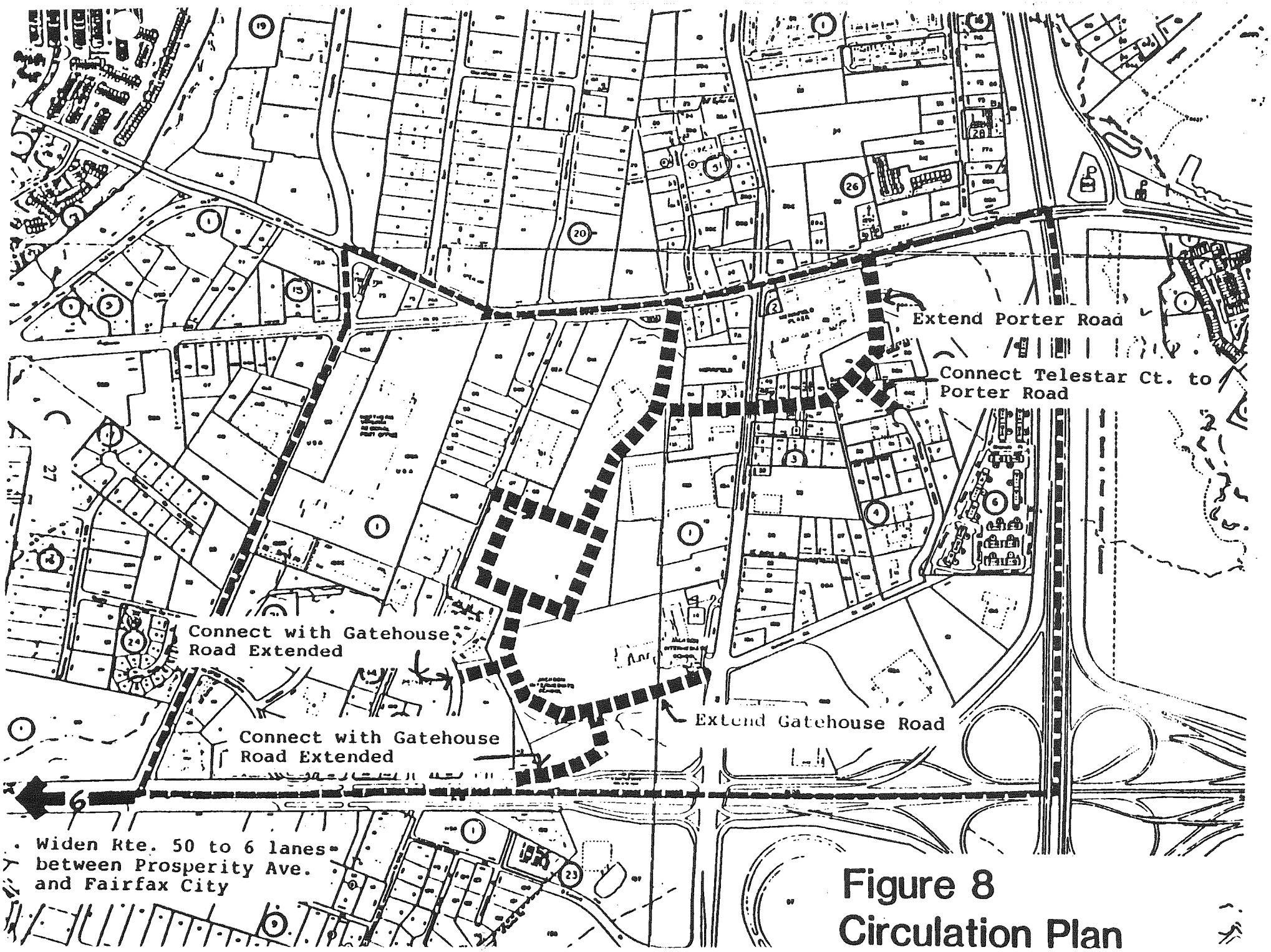
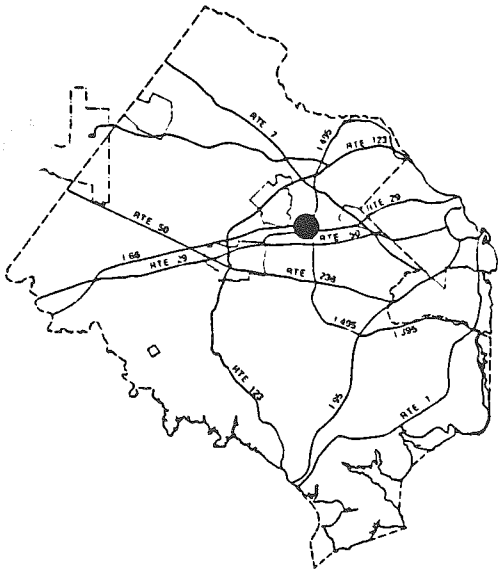


Figure 8
Circulation Plan

AMENDMENT NO. 86-A-15



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 1986 EDITION

GENERAL LOCATION: Area bounded by I-495 to the east, Old Lee Highway and Rt. 29 to the south, Long Branch (a creek) to the west, and I-66 to the north.

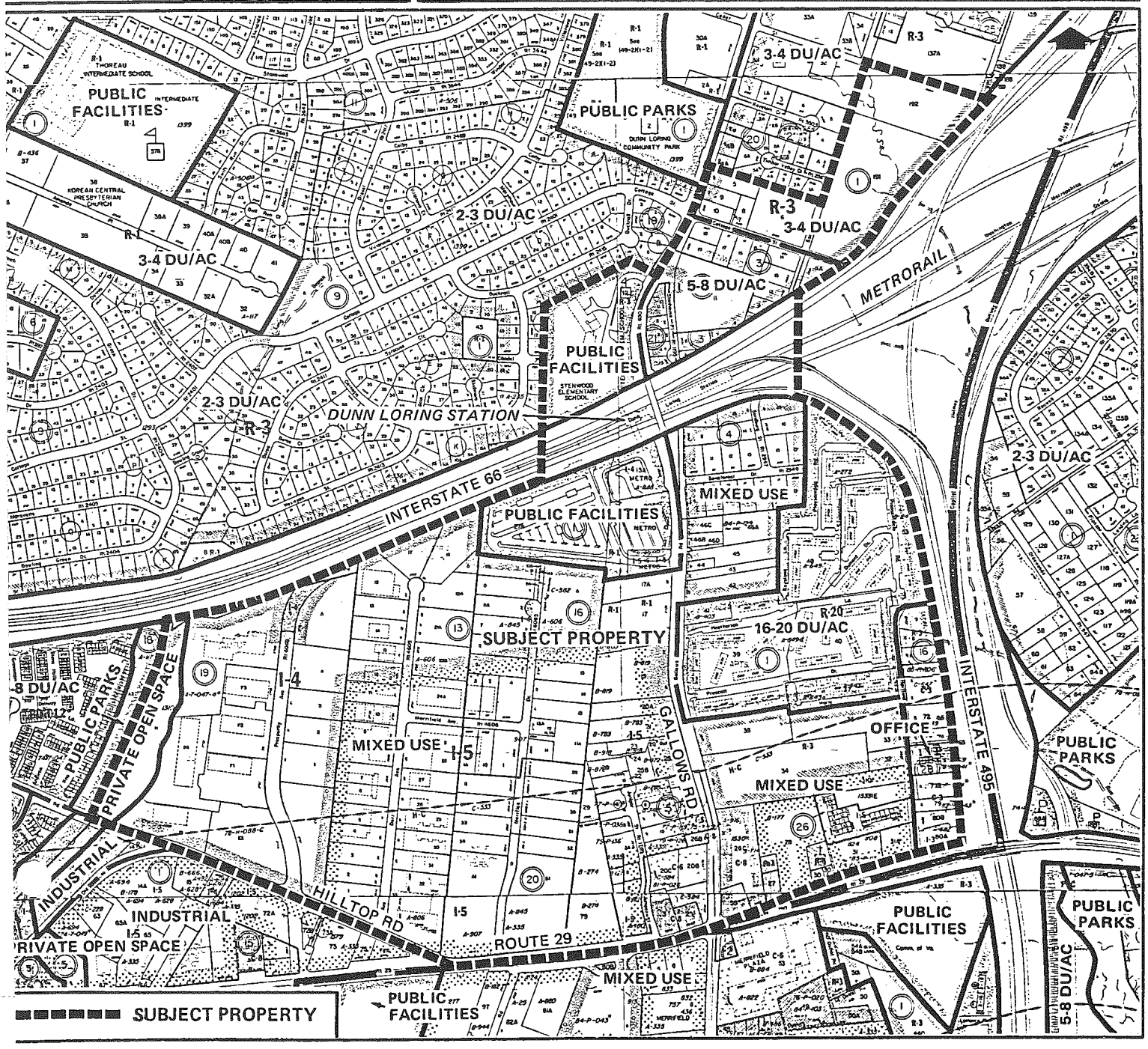
PARCEL LOCATION: The Dunn Loring Metro Station Area, which consists of various parcels on tax maps 49-1,2,3, and 4 as shown on the map below.

PLANNING AREA AND DISTRICT: Area III - Vienna

SUPERVISOR DISTRICT: Providence

ADOPTED: May 18, 1987 ITEM NO. 82-II-2V, 83-II-2V, 83-II-6V, 84-II-7V

FOR ADDITIONAL INFORMATION CALL 691-3352



CHANGES TO THE COMPREHENSIVE PLAN FOR THE DUNN LORING METRO STATION AREA

The following amendments to the 1986 edition of the Fairfax County Comprehensive Plan are recommended by the Dunn Loring Task Force, County staff and the consultant team. These changes are presented by Plan page number. The amendments involve an addition ("A"), deletion ("D") or modification ("M") to the current Plan. For reference, this document includes photocopies of the affected Plan pages with the specific location of the amendments highlighted.

ECONOMIC DEVELOPMENT AND EMPLOYMENT

M1 MODIFICATION: On page I/C 19, the last paragraph, second sentence, replace "will be" with "is".

TRANSPORTATION

D1 DELETION: On page I/C 33, "Gallows Road" bulleted item, delete the entire section.

D2 DELETION: On page I/C 33, "Route 50/I-495 Area" bulleted item and "Gallows Road" recommendation, delete latter part of the first sentence and entire second sentence, "and to four lanes north of Lee Highway. The Gallows Road bridge over I-495 should be widened to four lanes."

D3 DELETION: On page I/C 39, under "Sector V2" heading, delete recommendation "A" and reletter the other recommendations in the section.

ROUTE 50/I-495

M1 MODIFICATION: On page I 61, "Tract Designations within the Route 50/I-495 Area" map, replace Tracts F3 and North Merrifield with a shaded area identifying the Dunn Loring Metro Station Area and add a paragraph in italics as follows:

"A portion of the Dunn Loring Metro Station Area is included in the Route 50/I-495 Area. Discussion and recommendations for this area are found in the section of the Plan entitled 'Dunn Loring Metro Station Area' which begins on page II 100."

M2 MODIFICATION: On page I 61, within the "Description of the Route 50/I-495 Area" section, first paragraph, replace "Dunn Loring Metro and the Route 50/Gallows Road Complex Areas" with "Dunn Loring Metro Station Area and the Route 50/Gallows Road Complex Area".

D1 DELETION: On page I 61, within the "Description of the Route 50/I-495 Area" section, fifth paragraph, first sentence, delete "the remainder of the Dunn Loring Metro Complex Area . . . North Merrifield, while . . .".

D2 DELETION: On page I 61, within the "Adoption of the Route 50/I-495 Area Study section second sentence, delete "the Dunn Loring Metro Complex Area".

D3 DELETION: On page I 72, after the "Southeastern Quadrant of I-66 and Cedar Lane (Tract F)" heading, within the "Analysis: A Summary of Development Potential" section, first paragraph, fifth bulleted item, delete "proposed".

D4 DELETION: On page I 72, after the "Southeastern Quadrant of I-66 and Cedar Lane (Tract F)" heading, within the "Analysis: A Summary of Development Potential" section, second paragraph, first sentence, delete "future".

M3 MODIFICATION: On page I 72, after the "Southeastern Quadrant of I-66 and Cedar Lane (Tract F)" heading, within the "Hilltop Avenue Corridor" section, number "2." replace "Sub-Tract F3" with "The Dunn Loring Metro Station Area".

D5 DELETION: On page I 72, after the "Southeastern Quadrant of I-66 and Cedar Lane (Tract F)" heading, within the "Intersection of Hilltop Avenue and Prosperity Avenue, and the Northward Extension of Prosperity Avenue into Tract F" section, number "1.", delete "future".

M4 MODIFICATION: On page I 73, "Recommended Land Use Options for Tract F" map, replace Sub-Tract F3 areas (east of park use) with shaded areas identifying the Dunn Loring Metro Station Area and add a paragraph in italics as follows:

"A portion of the Dunn Loring Metro Station Area is included in Tract F. Discussion and recommendations for this area are found in the section of the Plan entitled 'Dunn Loring Metro Station Area' which begins on page II 100."

D6 DELETION: On page I 73, after the "Southeastern Quadrant of I-66 and Cedar Lane (Tract F)" heading, within "The Intersection of Hilltop Avenue and Prosperity Avenue, and the Northward Extension of Prosperity Avenue into Tract F" section, number "1.", first bulleted item, delete "proposed".

D7 DELETION: On page I 73, after the "Southeastern Quadrant of I-66 and Cedar Lane (Tract F)" heading, within "The Intersection of Hilltop Avenue and Prosperity Avenue, and the Northward Extension of Prosperity Avenue into Tract F" section, number "1.", delete third bulleted item.

D8 DELETION: On page I 73, after the "Southeastern Quadrant of I-66 and Cedar Lane (Tract F)" heading within the "Other" section, number "4.", delete "future".

A1 ADDITION: On page I 73, after the "Recommendations" heading, add a paragraph in italics as follows:

"A portion of the Dunn Loring Metro Station Area is included in Tract F. Discussion and recommendations for this area are found in the section of the Plan, entitled 'Dunn Loring Metro Station Area' which begins on page II 100.

M5 MODIFICATION: On page I 73, within the "Sub-Tract F2" section, number "5.", first sentence, replace "Sub-Tracts F3 and F2" with "the Dunn Loring Metro Station Area and Sub-Tract F2".

M6 MODIFICATION: On page I 73, within the "Sub-Tract F2" section, number "5.", first sentence, replace "Sub-Tract F3" with "the Dunn Loring Metro Station Area".

M7 MODIFICATION: On page I 73, within the "Sub-Tract F2" section, number "5.", third sentence, replace "F3" with "the Dunn Loring Metro Station Area".

M8 MODIFICATION: On page I 73, within the "Sub-Tract F2" section, number "6.", first sentence, replace "Sub-Tracts F2 and F3" with "Sub-Tract F2 and the Dunn Loring Metro Station Area".

M9 MODIFICATION: On page I 73, within the "Sub-Tract F2" section, number "6.", third sentence replace "F3" with "the Dunn Loring Metro Station Area".

D9 DELETION: On pages I 73 and I 74, delete the "Sub-Tract F3" section in its entirety except for last paragraph.

M10 MODIFICATION: On page I 74, within the "Sub-Tract F3 section, first paragraph after bulleted items, replace "Sub-Tracts F2 and F3" with "Sub-Tract F2 and the Dunn Loring Metro Station Area".

D10 DELETION: On page I 74, under "South Merrifield" heading, within analysis: A Summary of Development Potential" section, second paragraph, third bulleted item, delete "future".

D11 DELETION: On page I 74, under "South Merrifield" heading, within "Prosperity Avenue Corridor" section, number "1.", delete "future".

D12 DELETION: On pages I 75 and I 76, delete the "North Merrifield" section in its entirety.

M11 MODIFICATION: On pages I 77 and I 78, the "Recommended Land Use" maps (Maps 30, 31, and 32), replace Tracts F3 and North Merrifield with a shaded area identifying the Dunn Loring Metro Station Area and add a paragraph in italics as follows:

"A portion of the Dunn Loring Metro Station Area is included in the Route 50/I-495 Area. Discussion and recommendations for this area are found in the section of the Plan entitled 'Dunn Loring Metro Station Area' which begins on page II 100."

M12 MODIFICATION: On page I 79, the "Summary of Residential and Non-Residential Growth Planned for the Route 50/I-495 Area" table, delete "F3" and "North Merrifield" rows in their entirety, and adjust all figures in "Total (Chiles)", "Total (Merrifield)" and "Area Total" rows to reflect these deletions.

M13 MODIFICATION: On page I 80, the "Planned Residential and Non-Residential Growth Planned for Route 50/I-495 Area" table, delete "F3" (Off.)" row in its entirety, adjust all figures in "F" row to reflect deletions, and adjust Footnote 20.

D13 DELETION: On page I 80, the "Planned Residential and Non-Residential Growth Planned for Route 50/I-495 Area" table, delete "North Merrifield" section in its entirety.

AREA II COMPREHENSIVE PLAN MAP

The Comprehensive Plan map for Area II should be amended to reflect the recommendations contained in the Dunn Loring Metro Station Area section of the Comprehensive Plan text.

AREA II PLANNING DISTRICT AND SECTORS

M1 MODIFICATION: On page II 5, the Area II Planning District and Sectors map, amend the shaded area relating to the Dunn Loring Metro Station Area to reflect current boundary.

VIENNA PLANNING DISTRICT

D1 DELETION: On page II 5, the Area II Planning District and Sectors map, amend the shaded area relating to the Dunn Loring Metro Station Area to reflect current boundary.

A1 ADDITION: On page II 29, after the "Recommendations" heading, add a paragraph in italics as follows:

"A portion of the Dunn Loring Metro Station Area is included in the Vienna Planning District. Discussion and recommendations for this area are found in the section of the Plan entitled 'Dunn Loring Metro Station Area' which begins on page II 100."

D2 DELETION: On page II 29, after the "Recommendations" heading, paragraph "C.", delete "planned".

M1 MODIFICATION: On page II 30, the Vienna Planning District map, amend the shaded area relating to the Dunn Loring Metro Station Area to reflect current boundary.

COMMUNITY PLANNING SECTOR V1 (LEE)

A1 ADDITION: On page II 31, the Planning Sector V1 map, add a shaded area and note "Dunn Loring Metro Station Area".

M1 MODIFICATION: On page II 31, before "Land Use" section, second paragraph, replace phrase, "lie within the Vienna and Dunn Loring Metro Complex Areas" with the "Vienna Metro Complex Area and the Dunn Loring Metro Station Area".

D1 DELETION: On page II 31, within the "Land Use" section, third paragraph, second sentence delete the word "planned".

D2 DELETION: On page II 31, within "Land Use" section, fifth paragraph, first sentence, "and are included in the Dunn Loring Metro Complex Area".

M2 MODIFICATION: On page II 31, within the "Land Use" section, sixth paragraph, first sentence, replace "Metro Complex areas" with "Metro station areas".

D3 DELETION: On page II 31, within the "Land Use" section, delete the eighth paragraph, "Any consideration of . . . Vienna Metro Corridor."

D4 DELETION: On page II 31, within the "Transportation" section, fifth paragraph, first sentence, replace "planned Metro stations in this sector are to be located" with "Metro stations in this sector are located"; and second sentence, replace "will be" with "is".

M3 MODIFICATION: On page II 31, within the "Transportation" section, fifth paragraph, first sentence, replace "planned Metro stations in this sector are to be located" with "Metro stations in this sector are located"; and second sentence, replace "will be" with "is".

D5 DELETION: On page II 32, within the "Housing" section, second paragraph, fifth sentence, delete the word, "planned".

A2 ADDITION: On page II 32, after the "Recommendations" heading, add a paragraph in italics as follows:

"A portion of the Dunn Loring Metro Station Area is included in this planning sector. Discussion and recommendations for this area are found in the section of the Plan, entitled 'Dunn Loring Metro Station Area' which begins on page II 100."

A3 ADDITION: On page II 33, within "Public Facilities" section, add the following recommendation:

"C. Review Dunn Loring Metro Station Transit Development Area for special library services."

COMMUNITY PLANNING SECTOR V2 (CEDAR)

A1 ADDITION: On page II 34, the Planning Sector V2 map, add a shaded area and note "Dunn Loring Metro Station Area".

A2 ADDITION: On page II 35, after the "Recommendations" heading, add a paragraph in italics as follows:

"A portion of the Dunn Loring Metro Station Area is included in this planning sector. Discussion and recommendations for this area are found in the section of the Plan entitled 'Dunn Loring Metro Station Area' which begins on page II 100."

COMPLEX AREAS

D1 DELETION: On page II 59, within "Transportation" section, delete fourth paragraph and all bulleted items.

A1 ADDITION: On page II 59, within the "Rapid Transit Stations" section, first paragraph after second sentence, add the following sentence:

"These transit station areas should be continuously studied and monitored."

METRO STATION COMPLEX AREAS

D1 DELETION: On page II 78, first paragraph of discussion, first sentence, delete the word, "proposed".

D2 DELETION: On page II 78, first paragraph of discussion, fourth sentence, delete the word, "slated".

D3 DELETION: On page II 78, delete second paragraph in its entirety.

D4 DELETION: On page II 78, within "The Need for Metro" section, first paragraph, first sentence delete the word, "planned".

D5 DELETION: On page II 78, within "The Need for Metro" section, first paragraph, fourth sentence delete", and along the route . . . and the County".

D6 DELETION: On page II 78, within the "Planning Decisions and Timing Issues" section, delete second paragraph in its entirety.

M1 MODIFICATION: On page II 78, within the "Implementation and Development Coordination" section, third paragraph, third sentence, replace "At least one, and possibly two or three, Planned Transit Station (PTS)" with "Planned Development - Transit (PDT)".

M2 MODIFICATION: On page II 78, within the "Implementation and Development Coordination" section, fourth paragraph, first bulleted item, replace "PTS zone would" with "PDT zone should".

M3 MODIFICATION: On page II 78, within the "Implementation and Development Coordination" section, fourth paragraph, eighth bulleted item, replace "PTS" with "PDT".

DUNN LORING METRO STATION COMPLEX AREA

D1 DELETION: On page II 100, delete the "Dunn Loring Metro Station Complex Area" discussion in its entirety.

THE DUNN LORING METRO STATION AREA

A1 ADDITION: On page II 100, add a new section to read:

THE DUNN LORING METRO STATION AREA DESCRIPTION

The Dunn Loring Metro Station, the next to the last stop on the Orange Line in Northern Virginia, lies within the median of I-66 west of the Gallows Road overpass. The station has vehicular access

to Gallows Road but no direct access to I-66. The single-sided platform affords pedestrian access south of I-66 and is intended for use as a local commuter station.

ISSUES

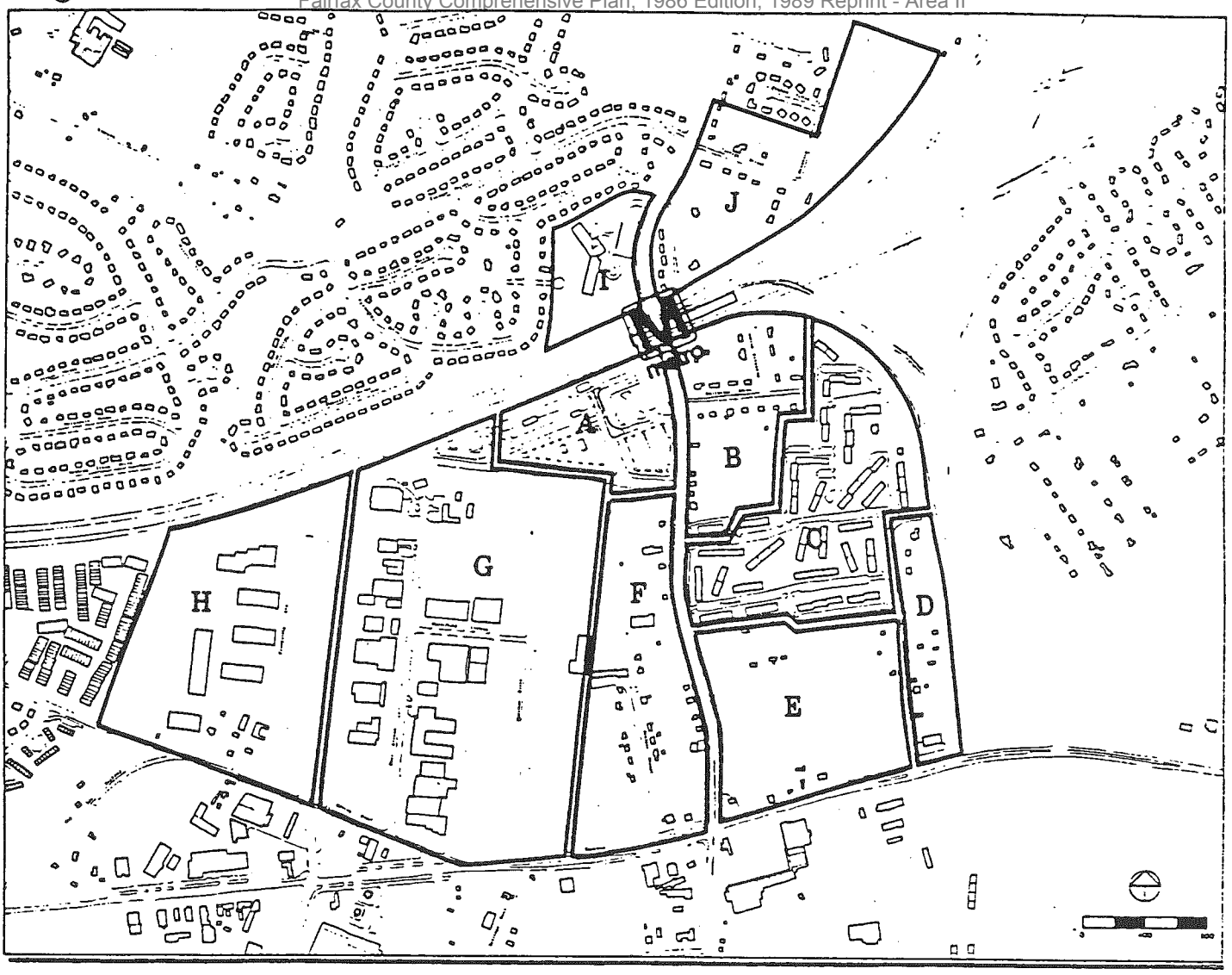
The major issues facing the Dunn Loring Metro Station Area relate to appropriate Metro-related development, traffic congestion, maintenance of a residential component within the station area, and protection of existing stable residential areas. Pressure exists to continue development of the area west of Gallows Road in commercial/office uses while maintaining a residential presence east of Gallows Road. This would include redevelopment of the Belleforest neighborhood, into a mixed residential, commercial and retail complex. In addition to Metrorail users, the influx of traffic generated by areawide development raises concern about congestion. Functional tracts defined to facilitate study of the area are shown in Figure 1.

BACKGROUND OF THE STUDY

On February 2, 1981, the Fairfax County Board of Supervisors directed the staff of the Offices of Comprehensive Planning and Transportation to: 1) review County policy regarding the functions of the County's six future Metrorail stations in providing transportation service to the County and 2) reevaluate the planned land uses around each of the Metrorail stations to ensure that Fairfax County's interests are best served by development at these station areas.

The proposal endorsed by the Board of Supervisors called for a two-phased study. Phase I of the Metro Station Areas Study, presented to the Board on December 13, 1982, consisted of an overview of land uses and transportation facilities in the vicinity of the County's Metrorail stations. Objectives to be achieved through the utilization of Metrorail and the development of land in its vicinity were identified both on a system-wide basis and for each of the six stations. The predominant function of each individual station was identified. The development guidelines which were recommended for each station area reflected a general analysis and provided a point of departure for the in-depth analysis undertaken in Phase II of the study. A more detailed understanding of the substance of Phase I can be gained by reference to the document, Fairfax County Metro Station Areas Study - Phase I. Phase II of the Metro Station Areas Study began in November 1984 with detailed planning studies in the areas of land use, transportation, urban design, environment and economic development of the Dunn Loring Metro Station Area. These analyses led to the formulation of a plan for the future development of the Dunn Loring Metro Station Area, and culminated in the publication of the Dunn Loring Metro Station Area Study. It is recognized the Metro System in Fairfax County is an integrated system impacting land use and other transportation facilities.

Figure 1



DUNN LORING METRO STATION AREA

FUNCTIONAL TRACTS

TRACT BOUNDARY

RECEIPT OF THE METRO STATION AREA STUDY

On May 18, 1987, the Board of Supervisors received the Dunn Loring Metro Station Area Study and adopted the Changes to the Comprehensive Plan for the Dunn Loring Metro Station Area. The Dunn Loring Metro Station Area Study (published on October 16, 1986) includes background on the recommendations and the study methodology.

TRANSIT DEVELOPMENT AREA: CONCEPT AND PURPOSE

The Plan for the Dunn Loring Metro Station Area is based upon the concept of concentrating a variety of land uses, around the Metro station. This area surrounding the station is called the Transit Development Area.

The Transit Development Area recognizes that the greatest impact of transit facilities in suburban locations occurs within a 5 to 7 minute walking distance from the station. Development within this area can generate a substantial number of walk-in Metrorail riders. In suburban locations such as Dunn Loring, mixed use development is appropriate. The residential component contributes to the Metrorail and bus commuter trips and the non-residential uses encourage off-peak and reverse ridership while each element improves the pedestrian environment.

New development is channelled to the vacant and redevelopable parcels in the Transit Development Area in order to preserve stable neighborhoods. The planned level of new residential development is appropriate for Dunn Loring as it responds to County and Task Force concerns regarding adequate housing opportunities near the Dunn Loring Metro Station. The mix of development also recognizes the market for office uses at Dunn Loring.

Based on its distinctive locational and physical characteristics, the Transit Development Area warrants special development regulations and incentives that would be limited to Metro station area locations. These regulations and incentives include a transit district zone, urban design guidelines, transportation policies and special funding mechanisms for roads and other public improvements.

Development within the Dunn Loring Transit Development Area must fully consider traffic congestion in the greater Dunn Loring-Merrifield area. The road improvements stated in the Dunn Loring Metro Area Study are essential, and development at the densities planned for the Transit Development Area is premised upon the assumption that improvements are actually made. While the County is striving to implement the needed road improvements and is encouraging the use of Transportation Systems Management strategies, the developers must address the concerns of traffic congestion for any new development within the Transit Development Area. This may be addressed by any number of responses including transportation systems management, financing or actual construction of road improvements, deferral of development until adequate road improvements are made, or any appropriate combination of such measures.

In summary, the Dunn Loring Transit Development Area is an area designated in the Comprehensive Plan for Metro-oriented mixed use development. Because of its special relationship to the Metro station, the Transit Development Area requires special planning controls, development incentives and implementation strategies.

LOCATION OF THE DUNN LORING TRANSIT DEVELOPMENT AREA

As illustrated in Figure 2, the Dunn Loring Transit Development Area is comprised of several land areas within a 5 to 7 minute walk of the Metro station. The areas which provide the greatest opportunities for development and redevelopment are Tracts B, D, E, F, and G. Tract A (the Metro station site), C (Merrifield Village Apartments), and H (the Long Branch Environmental Quality Corridor and the Prosperity Business Campus) are already developed in a way that is appropriate for their respective sites.

LAND USE PLAN FOR THE TRANSIT DEVELOPMENT AREA

The Plan for Transit Development Area calls for a mix of office, retail and residential uses. Figure 3 illustrates the land use plan for the Transit Development Area. Figure 4 illustrates the conceptual organization of land uses.

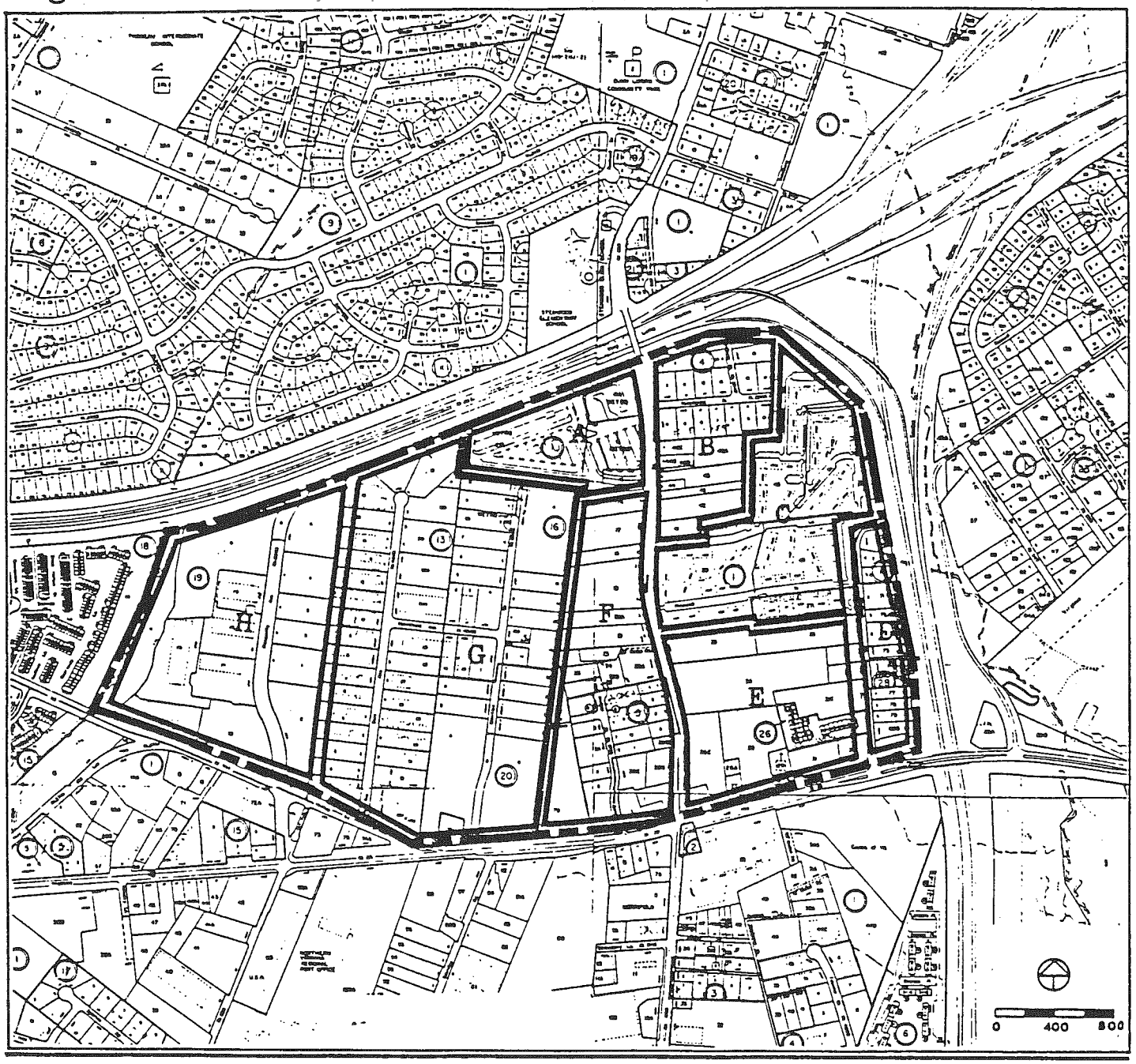
The land use plan ensure a balanced mixed use development which is both Metro-oriented and compatible with the surrounding community. The Board of Supervisors general goals for the station are the promotion of Metrorail ridership, equitable distribution of development, maintenance of Level of Service D or better, and the reduction of automobile dependency while maintaining commuter accessibility. It is necessary that new development be responsive to general criteria and site-specific conditions, which focus on mitigating potential impacts. The following 15 development criteria apply to all sites in the Transit Development Area:

1. Development applications within the Transit Development Area should be accompanied by a development study report which describes the impacts of the proposed development and demonstrates the proposal's conformance with the Comprehensive Plan and adopted Board of Supervisors policies.

2. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 3, 4, 5, 6, and 7.

3. Proffer of a development plan that provides exceptional quality site and architectural design, streetscaping, urban design and development amenities. The applicant will submit an urban design plan which achieves superior design quality.

4. Substantial land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.



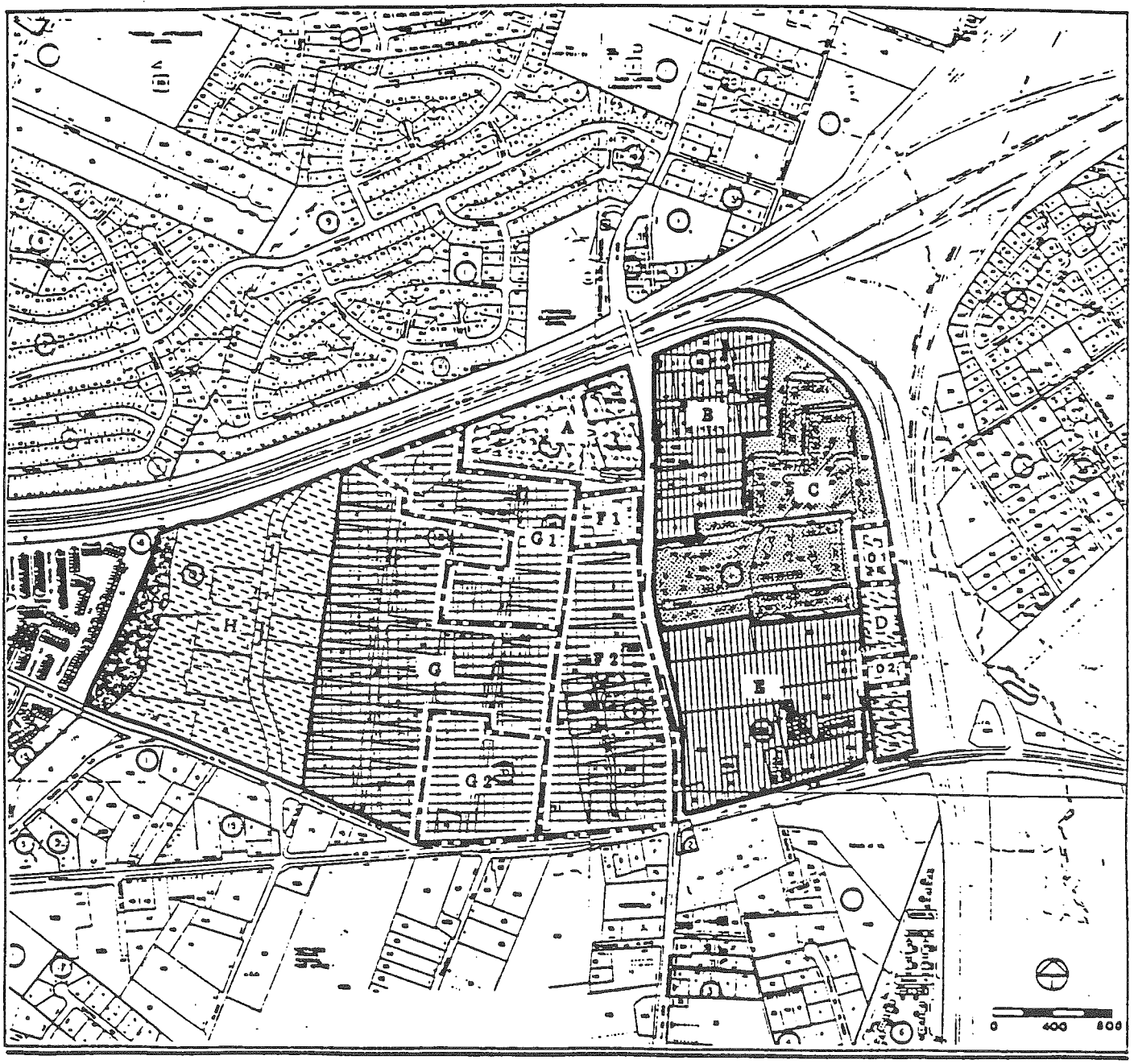
DUNN LORING METRO STATION AREA

TRANSIT DEVELOPMENT AREA

TRACT BOUNDARY

TRANSIT DEVELOPMENT AREA BOUNDARY

Figure 3

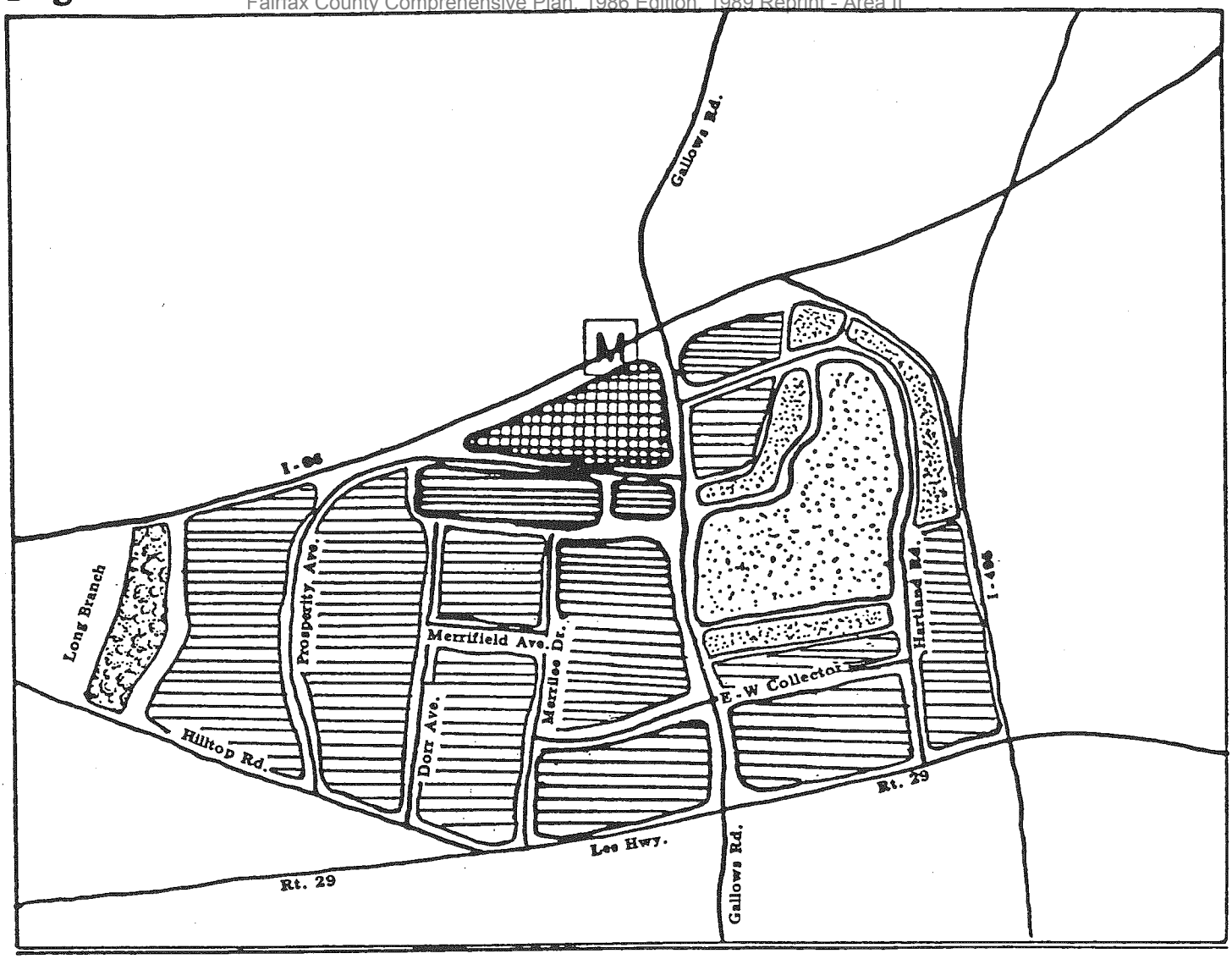


DUNN LORING METRO STATION AREA

LAND USE PLAN
FOR THE TRANSIT DEVELOPMENT AREA

- TRACT BOUNDARY
- SUB - TRACT BOUNDARY
- RESIDENTIAL
- INSTITUTIONAL
- MIXED RESIDENTIAL/OFFICE
- MIXED INDUSTRIAL/COMMERCIAL/OFFICE
- OFFICE
- PUBLIC PARK

Figure 4

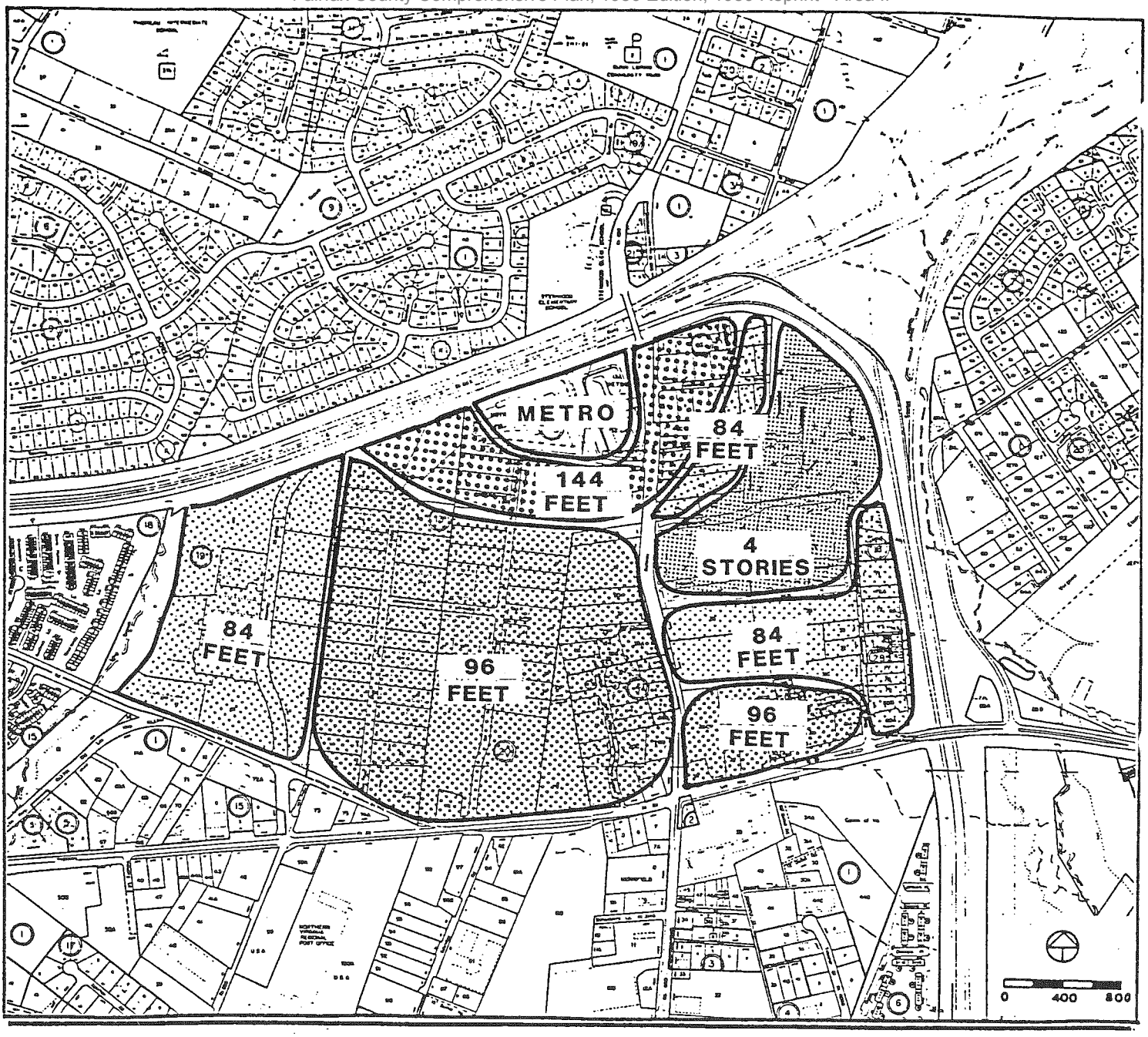


DUNN LORING METRO STATION AREA

CONCEPTUAL LAND USE PLAN FOR THE TRANSIT DEVELOPMENT AREA

- METRO
- COMMERCIAL
- RESIDENTIAL
- **OPEN SPACE**

FIGURE 5



DUNN LORING METRO STATION AREA

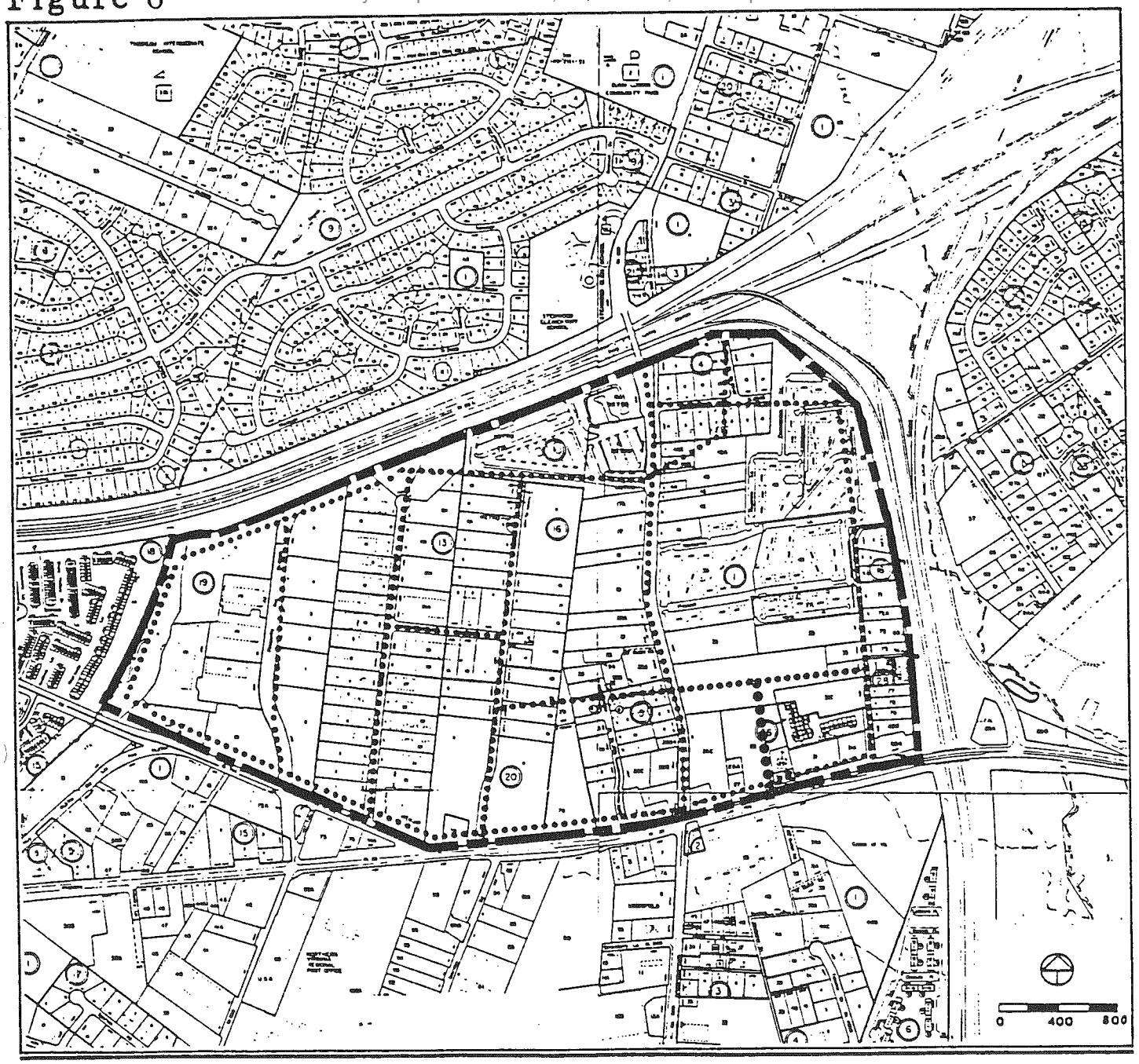
HEIGHT LIMITS IN THE TRANSIT DEVELOPMENT AREA

144 FEET

96 FEET

84 FEET

4 STORIES



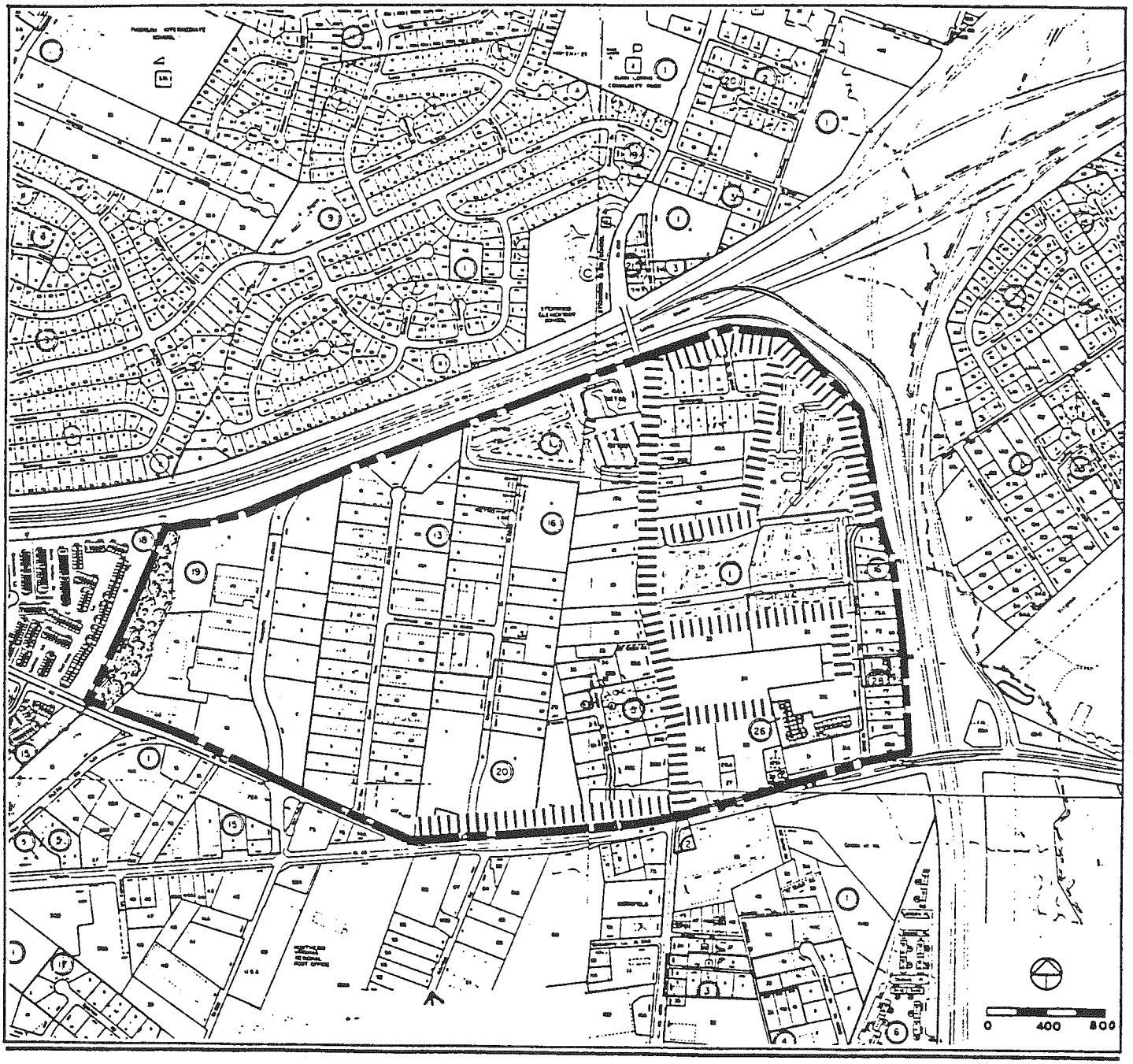
DUNN LORING METRO STATION AREA

PEDESTRIAN CIRCULATION
IN THE TRANSIT DEVELOPMENT AREA

..... PEDESTRIAN CIRCULATION AND STREETSCAPE

▬ ▬ ▬ TRANSIT DEVELOPMENT AREA BOUNDARY

Figure 7



DUNN LORING METRO STATION AREA

OPEN SPACE AND LANDSCAPED BUFFERS
IN THE TRANSIT DEVELOPMENT AREA

BUFFERS AND TRANSITIONS

TRANSIT DEVELOPMENT AREA BOUNDARY

OPEN SPACE

5. Provision of a phasing program which includes on- and off-site roadway, intersection, signalization and parking improvements as related to the development program. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems in the station vicinity. Accordingly, further development shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. If Transportation Systems Managment techniques are utilized to affect the development density, intensities related to TSM success shall be subject to phasing as described in the section entitled Transportation Systems Management Strategies of this Plan. Further, when in the opinion of the County, intensities warrant, the developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short-term. Monitoring to the satisfaction of Office of Transportation may be required of the developer toward demonstrating that system capacity is in balance with the development program.

6. Provision of on- and off-site public facility improvements, or funding of such improvements, to accommodate impacts associated with new development. A public facilities phasing program should be implemented to ensure that the identified improvements are in place in accordance with development phasing. Improvements are the responsibility of both the public and private sectors. If the provision of adequate public facilities is not completed, then the developer should reduce development density to a level deemed satisfactory by the County.

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

8. Contributions toward the provision of an environmental monitoring program for noise and air quality.

9. Orientation of development toward the Metro station.

10. Creation of a pedestrian oriented environment recognizing the need for interparcel connection, access to the Metro Station, and pedestrian circulation.

11. Inclusion of energy conservation features.

12. Inclusion of affordable housing in residential projects or projects with residential components that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if dwelling units are provided for low- and moderate-income households and in accordance with County policy. Development proposals must be reviewed by the Department of Housing and Community Development.

13. Provision of structured parking (above or below grade). If surface parking is permitted, it should provide the highest level of screening at the street level. Parking lot(s) should also provide the highest level of interior screening and landscaping. Screening should be adequate to reduce glare into residential neighborhoods.

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

15. Provision and construction of environmental facilities using the Fairfax County's Best Management Practices standards.

In addition to these 15 general criteria, site-specific conditions are identified with the following recommendations for each of the tracts in the Transit Development Area.

Tract A

This tract is currently used as a Metro parking lot. Future development should provide additional parking opportunities for Metro uses and the enhancement of the pedestrian environment. Future uses should not adversely affect the roadway network.

Tract B

Tract B includes the Belleforest neighborhood and adjacent underdeveloped parcels to the south along Gallows Road. The tract is surrounded by I-495, I-66, Gallows Road and the Merrifield Village Apartments, and lies directly across Gallows Road from the Metro station complex. This tract is recommended for mixed use with a maximum FAR (for all uses, including residential) of 1.4. The level of commercial development should not exceed one-half of the total gross floor area for the entire mixed-use development. Appropriate retail and service uses designed to serve the development on this tract should be encouraged, and retail floor area should be treated as one-half of commercial for purposes of determining the allowable commercial square footage. To be considered for the maximum level of development, the following site specific conditions must be met along with the 15 general development criteria:

- The commercial component of the development must be oriented closest to the Metro station.

- A transition downward of development heights adjacent to the Merrifield Village Apartments should occur as a means to reduce the physical impact of Tract B development on the existing apartment complex. This transition should be in addition to the maintenance of the existing 100 foot buffer located in Tract C.

- Street level activity zones should be provided and include retail activities, abundant landscaping and pedestrian amenities.

- Adequate pedestrian connections between the station and residential communities east and south of Tract B should be provided through the new development. This should include adequate pedestrian access across Gallows Road which is well designed for safety and aesthetics.

- If at the time of development of Tract B it is determined that the extension of Hartland Road is not in the best interest of County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.

- Development on parcels facing Gallows Road should provide for rights-of-way.

Tract C

This tract contains the Merrifield Village Apartments and Hartland Manor. This important affordable housing resource should remain planned at its current stable use and density. The pedestrian system in the tract should be improved and coordinated with adjacent tracts north and south. An opportunity for extension of Hartland Road should be provided in the tract. This extension may require the removal of some buildings.

Tract D

Tract D should be maintained as office development. D1 and D2 portions have been identified and infill office development should occur at levels generally consistent with existing development in Tract D. To be considered for the maximum level of development, the following site specific conditions must be met along with the 15 general development criteria:

- Provision for the extension of Hartland Road as a four-lane facility. If at the time of development it is determined that the extension of Hartland Road is not in the best interest of the County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.

- Pedestrian connections and streetscape should be provided and coordinated within Tract D as well as with Tracts C and E.

Tract E

Tract E has the opportunity for development. Existing development in the southeast corner of the site at Hartland Road and Lee Highway should be retained. The existing cemetery on the site shall be preserved. A pedestrian connection should be made across Lee Highway from Porter Road to Tract E and the East-West Connector. The dwelling units should be located generally on parcels adjacent to Tract C and on parcels already zoned for residential uses. The commercial component should be generally concentrated south and east of the dwelling units. This tract is planned for mixed-use with a maximum FAR (for all uses, including residential) of 1.0. The level of commercial development should not exceed one-third of the total gross floor area for the entire mixed-use development. Appropriate retail and service uses designed to serve the development on this tract should be encouraged, and retail floor area should be treated as one-half of commercial for purposes of determining the allowable commercial square footage. To be considered for the maximum level of development, the 15 general development criteria must be met as well as the following site specific criteria:

- An east-west connector road between Gallows Road and Hartland Road must be provided.

- Adequate buffering (no less than a 50 foot buffer) between existing residential development in Tract C to the north and any new development in Tract E to the south must be provided. In addition, Hartland Road must be buffered through adequate streetscape and screening.

- The tallest buildings in Tract E should be oriented towards the intersection of Gallows Road and Lee Highway.

- Any development with frontage on Lee Highway or Gallows Road in Tract E should provide adequate right-of-way for an improved Lee Highway as well as an intersection improvement at Gallows Road and Lee Highway. A streetscape program should be initiated to lessen any adverse impacts of such improvements and to enhance the pedestrian experience.

- The residential component of the tract should be adequately buffered from other uses.

- Provision for the extension of Hartland Road as a four-lane facility. If at the time of development it is determined that the extension of Hartland Road is not in the best interest of the County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.

Tract F

The four acres closest to the Metro station could be developed to a maximum of 201,465 sf. The 26 remaining acres in the tract could be

developed to a maximum of 1,116,007 sf. To be considered for the maximum levels of development, all 15 of the general development criteria must be met as well as the following site specific criteria:

- The development on the northernmost parcels adjacent to Metro should be oriented to the station and connected to it by adequate pedestrian pathways.
- Development on parcels facing Gallows Road should provide for rights-of-way.
- An east-west connector road linking Merrilee Drive to Hartland Road should be provided and adequately streetscaped.
- Substantial land consolidation must occur between parcels in this tract.

Tract G

The parcels designated as G1, totalling 17 acres, could be developed to a maximum of 911,819 sf. The remaining 13 acres, designated as G2, should be developed to a density consistent with existing adjacent uses. To be considered for the maximum levels of development all 15 of the general development criteria must be met as well as the following site specific criteria:

- Development on parcels closest to the station should be oriented to the Metro and provided with pedestrian access to the station.
- Development on parcels fronting on Prosperity Avenue extended should provide adequate rights-of-ways and streetscape. Improved pedestrian connections across Prosperity Avenue should be developed.
- Adequate pedestrian connections at, above or below grade between the parcels in the southern portion of G1 and the station should be provided.
- Substantial consolidation must occur between parcels in thls tract.
- Coordinated parking with WMATA as well as shared and joint parking opportunities should be explored.

Tract H

A portion of the Long Branch Environmental Quality Corridor (EQC) is included in Tract H and should be maintained and protected as an EQC. The remaining portion of this tract contains the Prosperity Business Campus. Development uses and levels should be consistent with existing uses. Pedestrian access between Tract H and adjacent parcels in Tract G and the residential community on the west should also be coordinated and developed. If additional parking is required within Tract H, structured parking should be explored.

Alternative Levels of Development

Should the developer not satisfy applicable development criteria, the maximum intensities of the Plan may be reduced to an intermediate level which could be achieved. The identified intermediate level will be the midpoint between its base level and recommended maximum level of development.

To reach the intermediate level of development, the developer would still have to meet all site specific conditions, criteria 1 through 10 of the general development criteria, and one-half of the remaining general development criteria. For any proposed development beyond the base level, County staff has the discretion to set criteria priorities for evaluation purposes. This allows flexibility in the planning process.

Urban Design Concept

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. The use of urban design also results in positive impacts for both the residential and business communities, since it attracts and encourages development and redevelopment while reinforcing conservation of stable residential areas. This section provides guidelines for the urban design concept plan for the Dunn Loring Metro Station Area. These guidelines, along with the land use plan, will help achieve the goals and objectives identified for the station area.

Building Heights

To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Dunn Loring Metro Station Area, the development building heights should not exceed those as shown in Figure 5. A maximum height of 144 feet applies to the portions of Tracts F and G near the station eligible for a 1.25 FAR; and to the commercial component of Tract B located in the northern portion of the tract and to the parcels within that tract fronting Gallows Road. Eighty-four feet is the height limit elsewhere in Tract B. Tract C has a height limit of four stories. The portion of Tract E north of the new east-west connector road is limited to 84 feet while the height limit south of the new road is 96 feet. Ninety-six feet is the height limit for the remaining portions of Tracts F and G. To be considered for the maximum height limits, all general criteria must be satisfied with particular emphasis placed on site plan and architectural design excellence. These heights reinforce the Metro station as the focal point for activity by providing a strong identity for the community yet cluster away from nearby existing residential areas. New development adjacent to existing neighborhoods should be stepped back from the residential areas as appropriate.

Pedestrian Circulation

Improvements in the pedestrian circulation system shown in Figure 6 are needed throughout the Transit Development Area to facilitate access to the Metro station and to new development. In addition to the functional benefits, such improvements can also upgrade the appearance of the area and create a sense of identity and strong pedestrian organization throughout the community.

For the entire area, a pedestrian circulation and streetscape system will provide an interconnected system of landscaped walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, interparcel access, and provides streetscape, that is, special physical treatments (landscaping, lighting and street furniture) to enhance the pedestrian experience. Bicycle trails should be provided where appropriate. The decision regarding specific bicycle routes should be made in association with each community. Throughout the station area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. In addition, these improvements around the immediate station area should be linked to existing pedestrian systems outside the area.

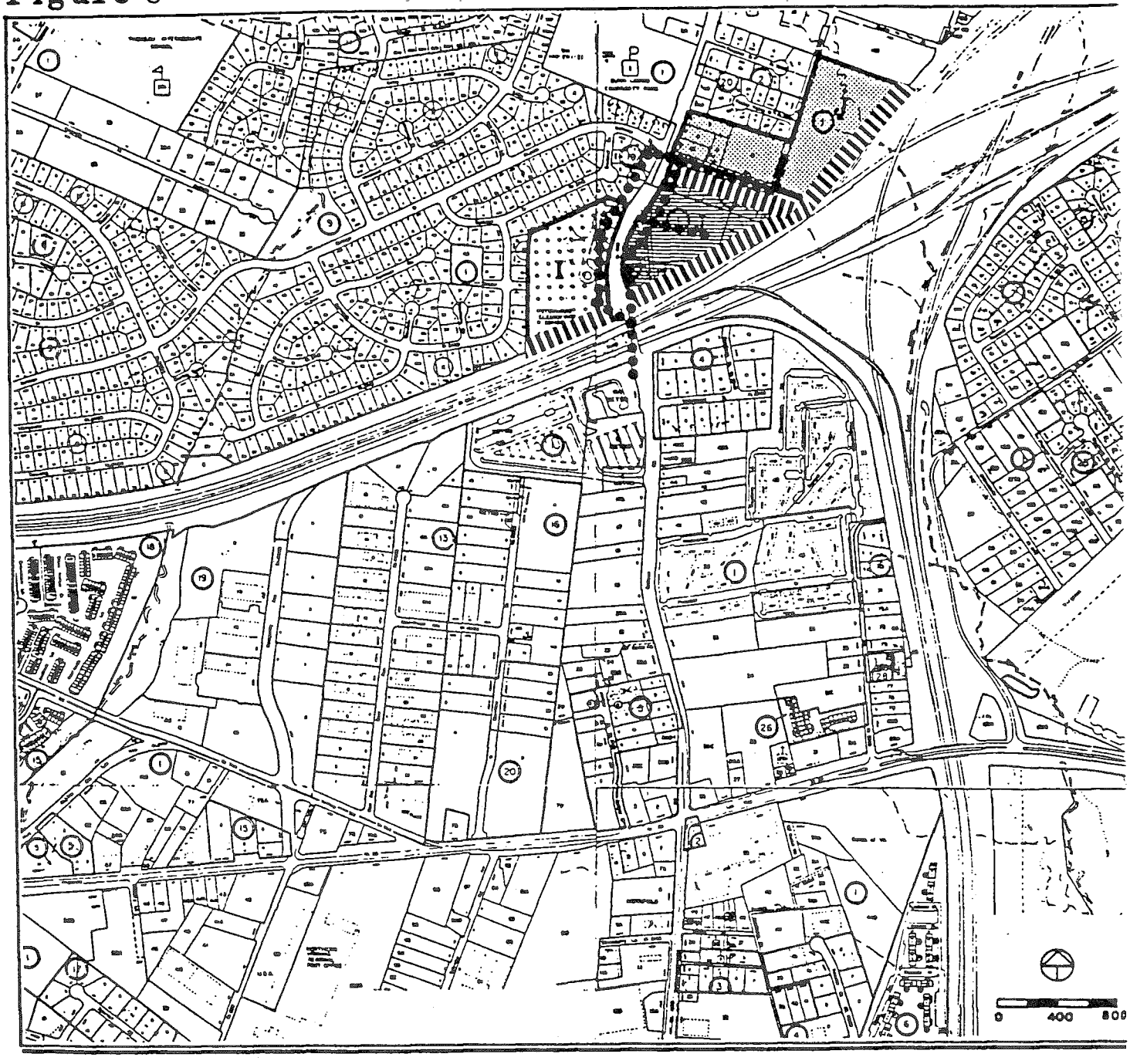
Open Space and Landscaped Buffers

Figure 7 shows where open space and landscaped buffer areas should be located in order to mitigate the impact of new development and improve the appearance of the area. Landscaped buffer areas -- strips of land that are intensely planted with trees and shrubs and which may include berms -- are generally recommended on parcels which abut existing residential development.

LAND USE PLAN OUTSIDE THE TRANSIT DEVELOPMENT AREA

Tracts I and J lie outside the Transit Development Area but are within the station area. (See Figure 1.) Tract I contains the Stenwood School and is regarded as stable and protected under its existing use. Tract J north of Cottage Street has some portions which are vacant. Infill development should occur in these tracts at a maximum density of 3-4 dwelling units per acre and within environmental constraints. The area south of Cottage Street in Tract J may be considered for redevelopment at 5-8 du/ac if County policies on neighborhood consolidation are met. In order to be considered for the maximum density allowed by the Plan, exceptional urban design must be provided. Both the Stenwood School and those residential areas immediately north of the station should be protected and buffered from possible adverse impacts. These areas should also have adequate pedestrian linkages to the station. Figure 8 illustrates the land use plan for Tracts I and J. Noise barriers should be provided on the north side of Interstate 66 and the west side of Route 495, starting at the western edge of the Stenwood School property and continuing east and north along Tracts I and J.

Figure 8



DUNN LORING METRO STATION AREA

LAND USE FOR THE STATION AREA

OUTSIDE THE TRANSIT DEVELOPMENT AREA

- TRACT BOUNDARY
- RESIDENTIAL 3-4 DU/AC
- RESIDENTIAL **5-8** DU/AC
- INSTITUTIONAL
- PEDESTRIAN CIRCULATION AND STREETSCAPE
- BUFFERS AND TRANSITIONS

TRANSPORTATION PLAN

The land use Plan in the Dunn Loring Station Area seeks to encourage interdependent relationships between land uses that will reduce automobile dependency and encourage transit use. As such, it is anticipated that changes in trip modes should occur in the vicinity of the Dunn Loring Metro Station due to the availability and convenience of Metro and other transit service as well as the complementary nature of adjacent land uses.

The transportation plan includes:

- o road improvements,
- o public transit improvements,
- o non-motorized facility improvements, and
- o Transportation Systems Management strategies, which may include but are not limited to:
  - -aggressive ridesharing programs,
  - -careful bus transit planning and promotion,
  - -development and implementation of parking management strategies, and
  - -provision of comprehensive non-motorized connections.
- o implementation and phasing of transportation improvements to land use phasing;

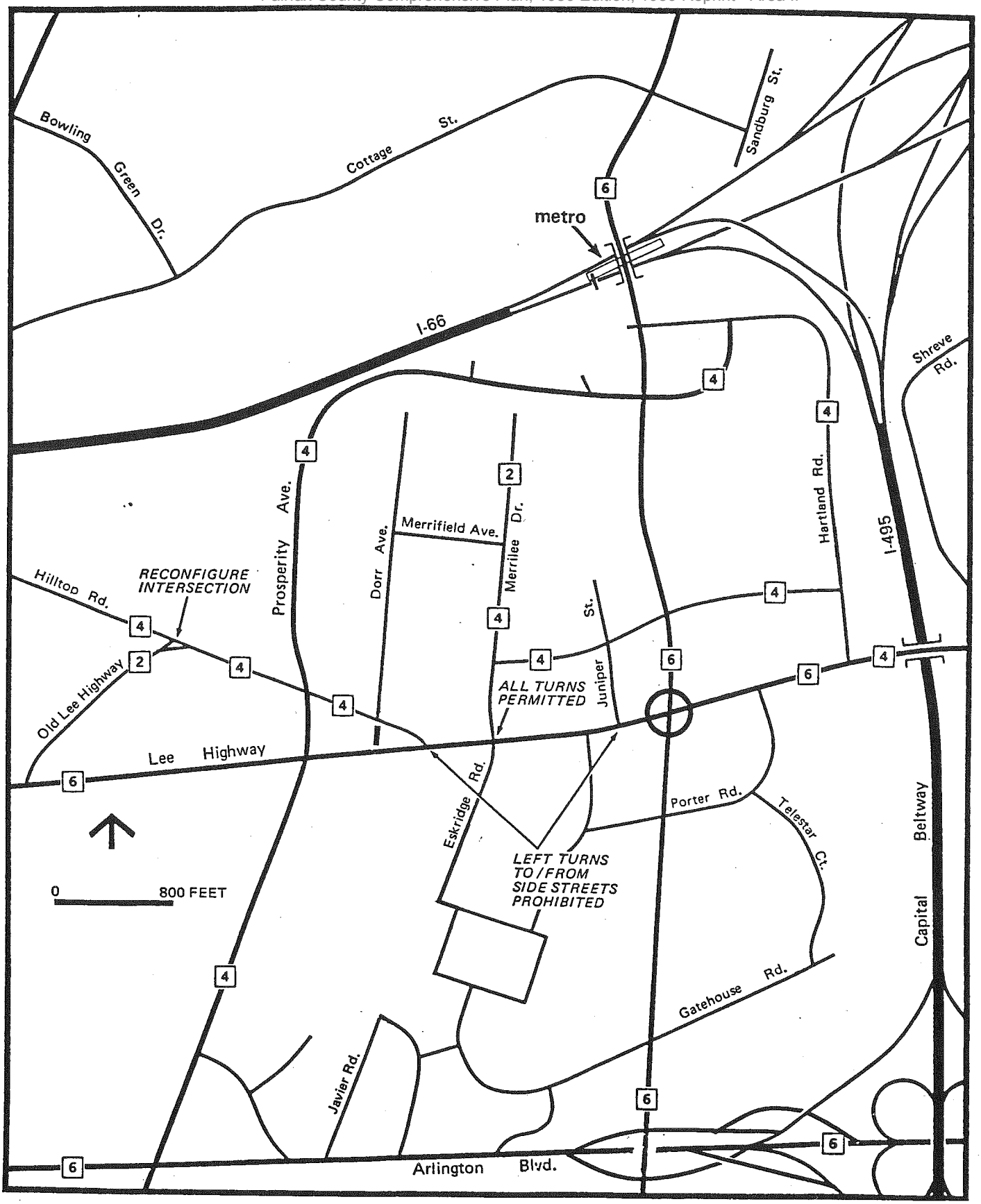
In addition, key concerns in carrying out this Plan are discussed in the following section on implementation.

Roadway Network for The Plan

The following roadway improvements for the Dunn Loring Metro Station Area are designed for Level of Service D.

The lane configurations throughout the station area are displayed in Figures 9 and 10 and highlighted in the following discussion. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems in the station vicinity. Accordingly, further development shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. If Transportation System Managment techniques are utilized to affect the development density, intensities related to TSM success shall be subject to phasing as described in the section entitled Transportation Systems Management Strategies of this Plan. In addition, traffic in the Dunn Loring Metro Station Area should be encouraged to travel on arterial

FIGURE 9



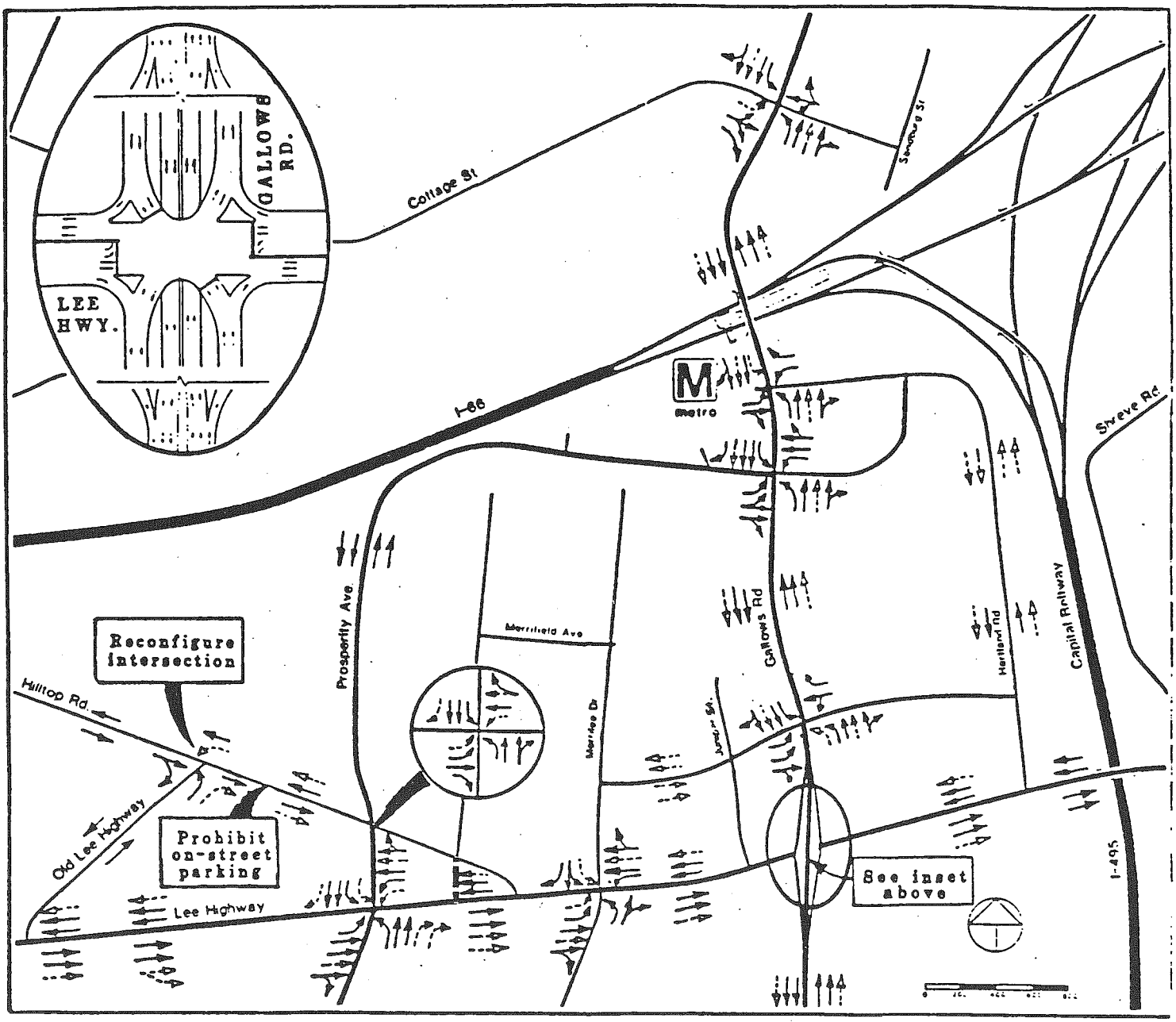
ROADWAY NETWORK

GREATER MERRIFIELD AREA

6 NUMBER OF THRU LANES

GRADE SEPARATED INTERCHANGE

Figure 10



ROADWAY IMPROVEMENTS

DUNN LORING METRO STATION AREA

——→ — EXISTING OR PROGRAMMED LANE

– – –▷ — ADDITIONAL REQUIRED LANE

NOTE: The required lane configurations shown are for planning purposes only and therefore should not be considered in and of themselves as a final recommendation regarding the actual design and construction of roadway improvements in this area. Refer to text for more discussion.

roadways and discouraged from traveling on residential and neighborhood collector streets. Finally, to expedite roadway construction, whenever possible, the County should seek rights-of-way for roadway improvements during the planning process. Subsequent detailed engineering studies for each road may indicate additional or other appropriate improvements which may be necessary in order to ensure the safety of motorists as well as an adequate level of service on each roadway.

Gallows Road. Traffic generated by development with access to/from Gallows Road requires widening of this roadway to six lanes from Route 50 to Tyson's Corner. To obtain smooth and efficient traffic flow, the number of access points should be minimized especially for the section between Route 50 and Lee Highway. Access to Tract B from southbound Gallows Road should be required as Prosperity Avenue and at the Metro kiss and ride entrance. This is needed because of inadequate left turn storage distance at Prosperity Avenue.

At the intersection of Gallows Road and Lee Highway, a grade separated interchange is recommended. Based on traffic forecasts and consideration of potential issues, the most appropriate configuration appears to be a single point diamond (also termed an urban diamond) with Gallows Road as the through street. Given the significant access and right-of-way issues the exact configuration cannot be determined until a detailed design process is undertaken.

Lee Highway. The Plan requires widening Lee Highway to six lanes, from Nutley Street to Hartland Road. The number of access points should be minimizad to obtain smooth and efficient traffic flow. An auxiliary lane is also required on an eastbound section of Lee Highway between Prosperity Avenue and Merrilee Drive to accommodate heavy traffic flows in the morning peak hour. Multiple turning lanes are required to achieve Level of Service D at the intersections of Lee Highway and Prosperity Avenue and Lee Highway with Merrilee Drive.

Prosperity Avenue. The programmed widening and extension of this roadway will generally be sufficient. Additional turning lanes at the intersections with Lee Highway, Hilltop Road, and Gallows Road will be required to achieve an adequate Level of Service D. Parcels on Tracts F and G, should be provided access to/from Prosperity Avenue at a minimum number of points.

Hilltop Road. Increased traffic volumes on Hilltop Road require the provision of four lanes between Old Lee Highway and Dorr Avenue. For the most part, these improvements can be accomplished by prohibiting on-street parking along Hilltop Road.

The intersection of Hilltop Road and Old Lee Highway is currently characterized by confusing geometrics on the eastbound approach of Hilltop Road. In the future, the heaviest approach volumes will be on Hilltop Road. If cut-through traffic along Cottage Street which is bound for the station area is to be kept to a minimum, then improvements at the Hilltop Road/Old Lee Highway intersection are

needed. This would not only improve the operation of the intersection, but also improve safety, is a reconfiguration of Hilltop Road at Dorr Avenue. Hilltop Road would end at an improved Dorr Avenue intersection and Dorr Avenue would be extended to Lee Highway.

Cottage Street. With the amount of traffic generated by development in the Plan, Cottage Street has the potential to carry heavy volumes even with the adequate improvements at other locations. It is classified as a collector street. Given the residential character of the street measures may be necessary to discourage the use of Cottage Street by cut-through traffic. An additional eastbound left turn from Cottage Street is recommended. This improvement is not intended to increase capacity on Cottage Street, but rather maintain existing capacity.

East-West Collector Road. This roadway is recommended to improve access and circulation in the station area. Final location will depend upon redevelopment in the station area.

Hartland Road. If it is recommended that Hartland Road be improved and extended, it should be a four-lane collector road to Gallows Road. This improvement will provide a second point of access for Tracts B, C, D and E. This extension requires substantial financial contributions as well as potential rights-of-way from the owners of Tracts B, D and E. If at the time of development of these tracts it is determined that the extension of Hartland Road is not in the best interest of the County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.

Merrilee Drive. This street is not to be extended to an intersection with Prosperity Avenue.

Public Transit Improvements

The County should consider replacing or supplementing the WMATA provided feeder bus service for the Orange Line. Assuming that the current County operated bus service at Huntington proves financially desirable, the County should give the Orange Line Metro stations its highest priority for new service. The County should concentrate its bus service in close-in residential areas which can be more efficiently served by bus and leave the longer distance trips to come by auto, carpool, and WMATA or privately operated buses. A transit strategy that emphasizes local service should reduce auto travel on local streets.

Consideration should be given to providing peak period shuttle bus service from the residential areas adjacent to the station as well as to the commercial and institutional developments along Gallows Road.

Non-motorized Facility Improvements

For walk trips, good access requires a sidewalk system which conveniently serves existing and future development and allows

adequate protection for pedestrian crossing at intersections. This system should provide non-circuitous routes which are safe, convenient, and pleasurable to travel to ensure that the maximum potential of the walk mode of access is achieved. Walkways should be surfaced, lighted and open to pedestrian traffic during times when the station is open. Direct and safe connections should be provided between existing trails and the Dunn Loring Station Area through the use of well designed and clearly marked trails.

Vehicular traffic in the Dunn Loring Metro Station Area may affect pedestrian safety. When appropriate, improvements such as pedestrian crosswalks, pedestrian signals, pedestrian overpasses, particularly crossing Gallows Road at the station entrance, and pedestrian refuge islands should be provided.

Public Facilities

Public facilities projects may be needed to improve pedestrian access to the Metro station, improve the appearance of the area, and provide recreation facilities. These should include the following:

- Development of a streetscape program which emphasizes the presence of the Metro transit area, and provide an inviting pedestrian environment.

- Construction of sidewalk improvements to ensure a safe and pleasant pedestrian environment in walking to and from the Metro station.

Transportation Systems Management Strategies

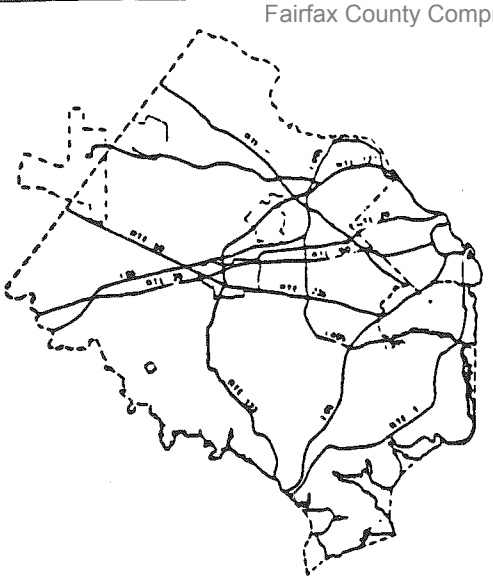
Transportation management strategies should be used to the maximum extent to mitigate transportation impacts of development. These strategies should make maximum use of the Transportation Systems Management opportunities afforded by the Metro Station. Where Transportation Systems Managment strategies are relied upon in conjuction with specific projects to achieve acceptable traffic levels, developers shall provide acceptable Transportation Systems Management strategies, with performance standards and measures, commensurate with traffic reduction assumptions used to evaluate the impact of the project. If overall Transportation Systems Management measures are required, development shall be phased so as to demonstrate the Transportation Systems Managment effectiveness.

Development shall be phased such that the development intensity which is dependent upon the success of Transportation Systems Management measures shall not be approved until such time as Transportation Systems Management measures are demonstrated effective for the earlier phase. Transportation Systems Management strategies, especially those which encourage the use of Metrorail and buses, as well as carpools and vanpools, should be coordinated among land owners throughout the Greater Merrifield Area.

Strategies which may be used to mitigate traffic impacts may include but are not be limited to the following:

- Transportation Coordination Programs:
  - -employee surveys to determine employee needs;
  - -coordination with the County RIDESOURCES program for carpool/vanpool matching services; and
  - -establishment of goals for future Transportation Systems Management strategies.
- Transit Promotion Programs:
  - -transit pass discount programs;
  - -subscription bus service;
  - -distribution of Metrobus/County bus schedules and routes; and
  - -provision for use of at-work transportation for mid-day travel.

AMENDMENT NO. 86-A-19



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 1986 EDITION

GENERAL LOCATION Springfield Bypass Corridor

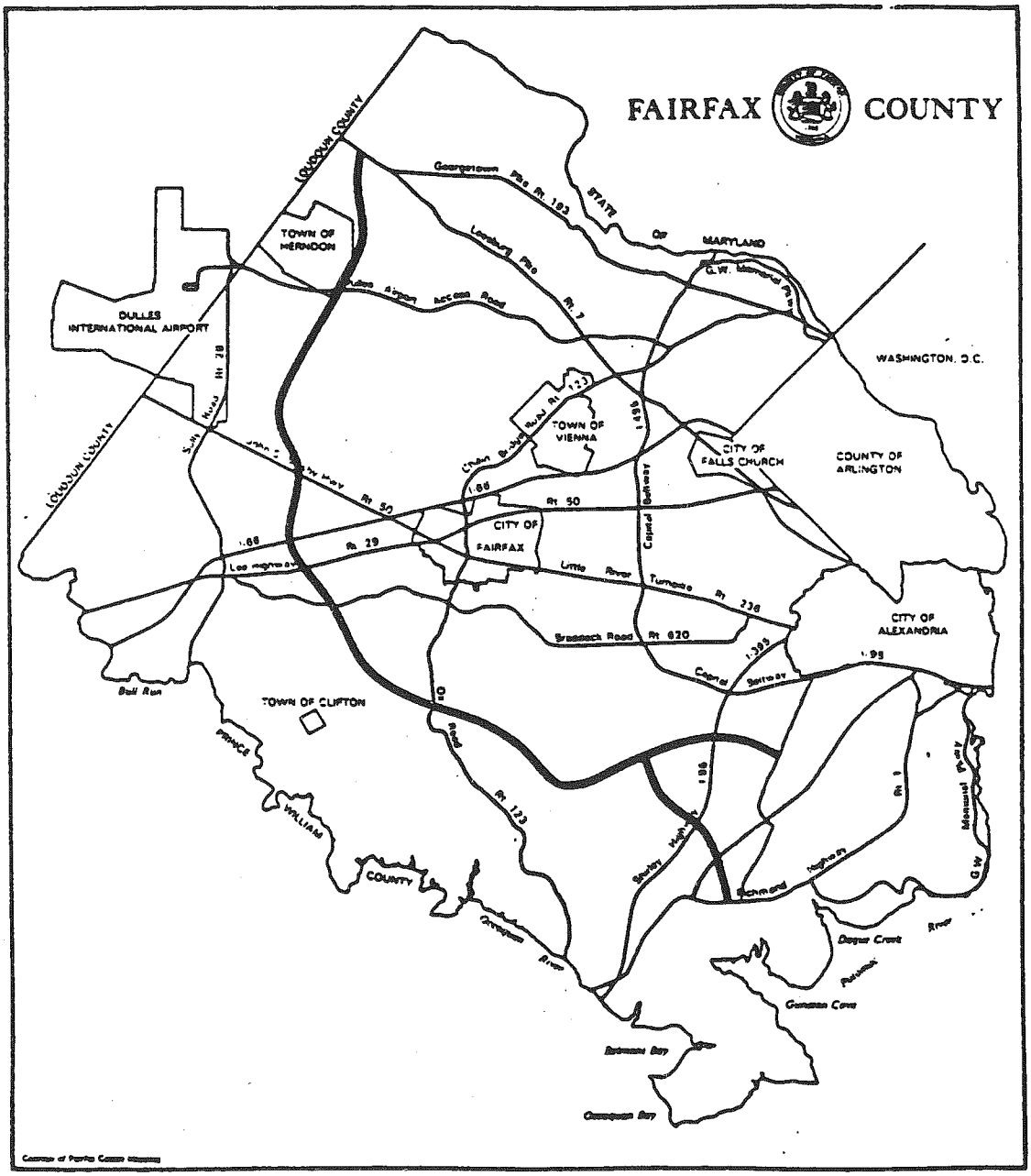
PARCEL LOCATION

PLANNING AREA AND DISTRICT Mt. Vernon, Springfield

SUPERVISOR DISTRICT Dranesville, Centreville, Lee

ADOPTED September 14, 1987 ITEM NO. S87-CW-T1

FOR ADDITIONAL INFORMATION CALL 691-3352



Amendment No. 86-A-19
Adopted Sept. 14, 1987

ADD: Page 446, Countywide Roadway Recommendations, a new bullet:

o Springfield Bypass. The Springfield Bypass shall be constructed in accordance with the action of the Commonwealth Transportation Board on July 16, 1987. These plans include those portions of the Bypass between Rt. 7 and Rt. 50, and between Braddock Road and Rt. 1, including the spur to Beulah Street In particular, these plans shall govern the following major characteristics of the facility:

  o location and alignment.
    number of lanes and approximate right-of-way width

  o access control features, including the location of intersections and interchanges, the configuration of interchanges, and

  o the realignment and/or provision of local streets to provide public street access to affected properties

  o other particular items to be included are:

  (1) Performance of a noise study to identify specific areas needing noise attenuation. The study is to be conducted by the County and/or the State.

  (2) Noise attenuation techniques should be used for those areas deemed to be inacceptable impact areas, and when attenuation is economically feasible, irrespective of the source of construction funding and whether or not affected residential communities were included in the original Environmental Impact Statement.

  (3) Consideration for widening any roadway section from that currently designed (approved by the Commonwealth Transportation Board on July 16, 1987) should be undertaken only after all other area road improvements directly impacting the Bypass have been implemented.

  (4) Construction of a grade-separated intersection at Lawyers Road and at-grade intersection at Fox Mill Road are desired. An overpass or underpass at Pinecrest Road is also preferred.

These design plans supersede other Plan elements where conflicts may exist.

In addition to the features shown on the Commonwealth Transportation Board-approved plans, provision should be made for an interchange of the Bypass with Baron Cameron Avenue. Although traffic projections indicate that an at-grade intersection can accommodate traffic in the year 2005, it is likely that an interchange will be needed at this location in subsequent years. At such time as this interchange is constructed, the median break allowing left turns at the East-West parkway of the Reston Town Center must be closed.

Due to impacts on the local street network caused by the construction of the Springfield Bypass, two local street connections should be made:

- o Tatnuck Court should be extended to New Parkland Drive or another public street. The preferred local street pattern in this area is the extension of Tatnuck Court and New Parkland Drive to a new local street system on parcel 25 in order to minimize the length of single-ended access to Tatnuck Court. At such time as alternate public street access to Tatnuck Court is available, the temporary connections of Coronation Drive with the Bypass should be closed.

- o Stuart Road should be extended southward to Walnut Branch Road to minimize the length of single-ended access.

Additional adjustments may occur during the process of final design, especially with regard to phasing of construction and such auxilliary features as landscaping, noise walls, and buffering. These issues should be resolved through the normal process of project development rather than through the comprehensive planning process. This Plan is not intended to preclude the construction of fewer lanes or at-grade intersections on an interim basis.

MODIFY: The Area Plan maps and the Countywide Plan map to show the location of the Bypass, the designation of interchanges, and the provision and/or realignment of local streets, in accordance with the action of the Commonwealth Transportation Board and shown approximately on Exhibit III.

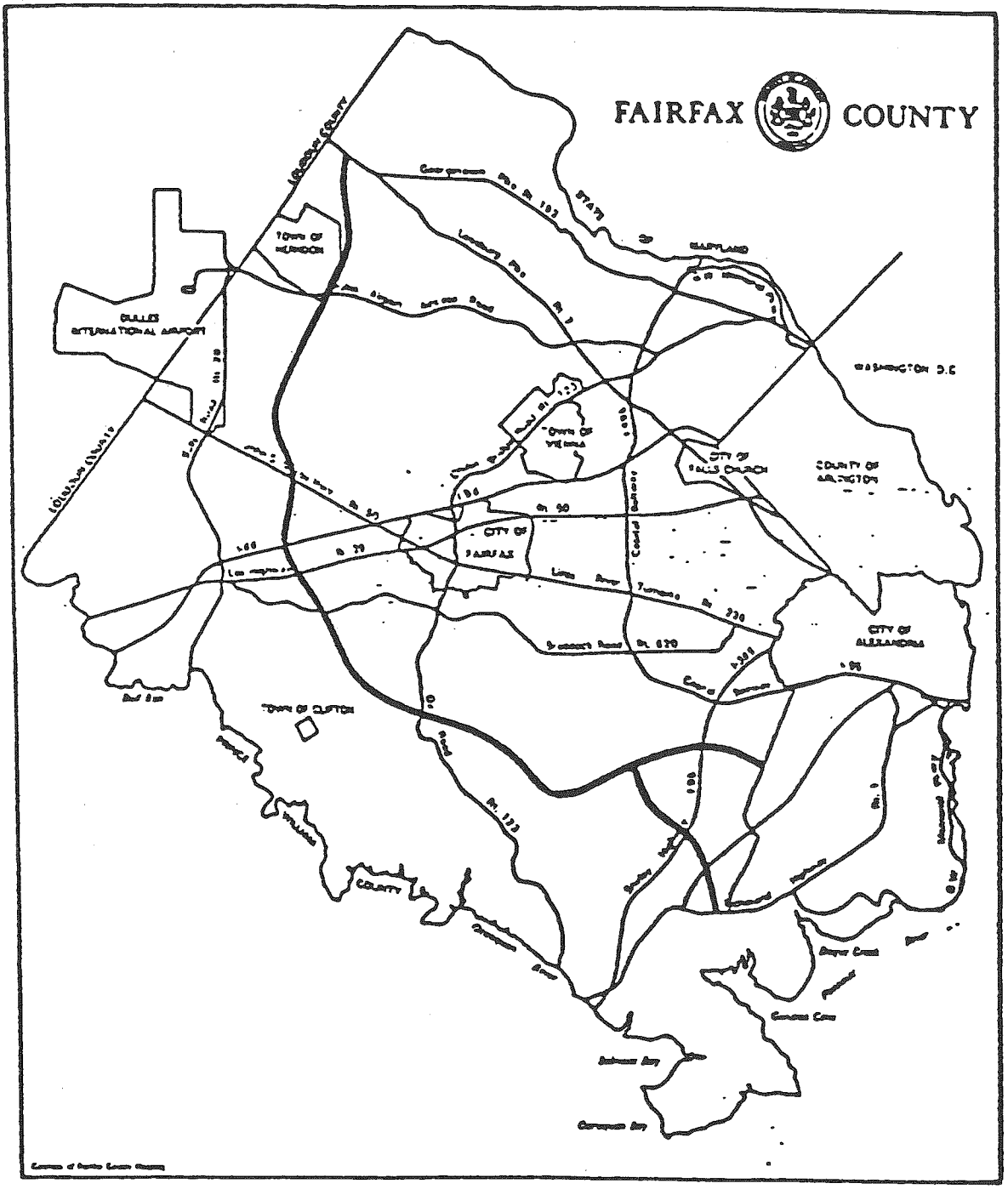
MODIFY: The Area Plan maps and the Countywide Plan map to show an interchange of the Bypass with Baron Cameron Avenue

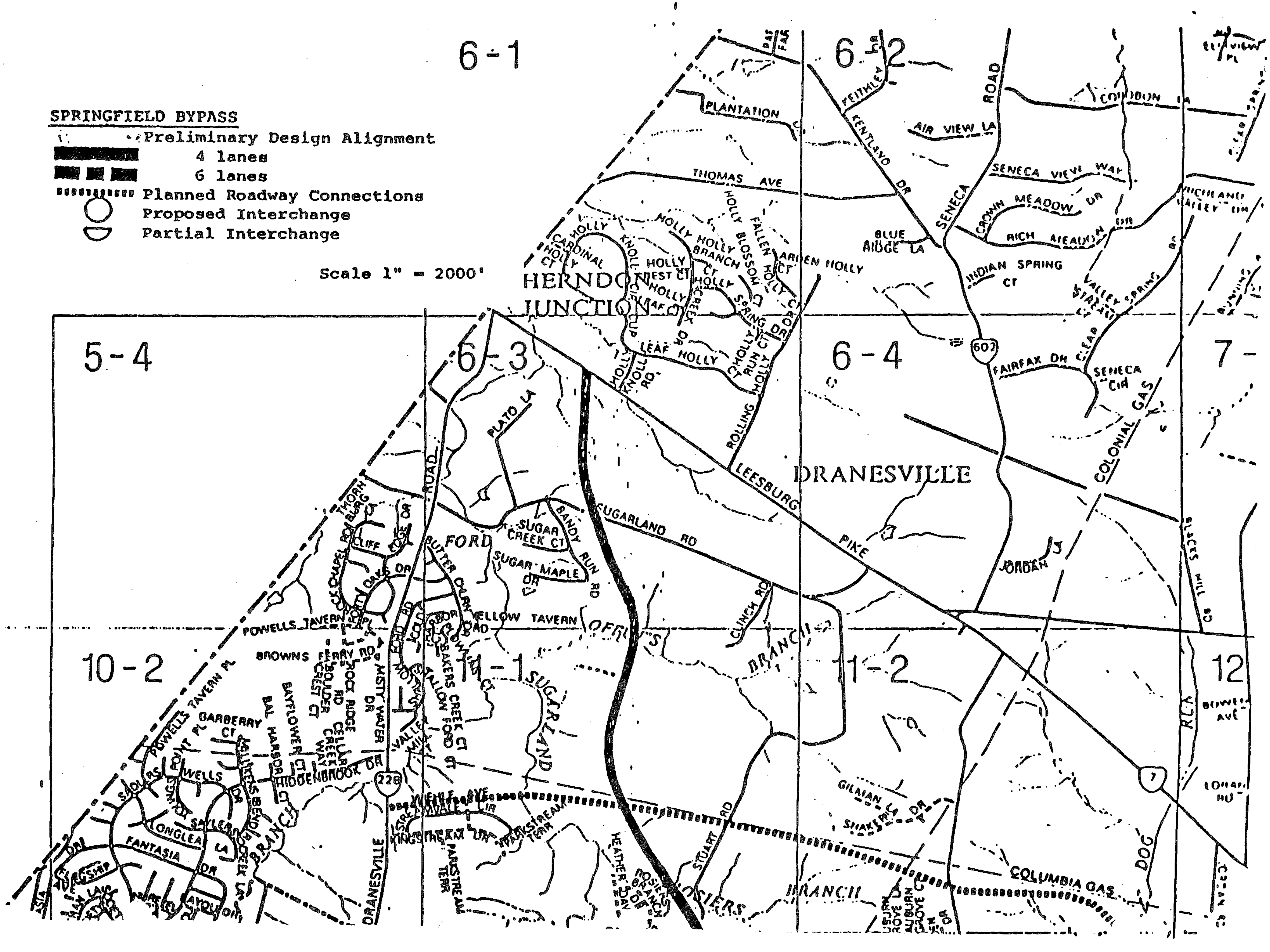
MODIFY: The Area Plan maps and the Countywide Plan map to show a local street connection and between Stuart Road and Walnut Branch Road and between Tatnuck Court and New Parkland Drive as shown approximately on pages 2 and 3 or Exhibit III, respectively.

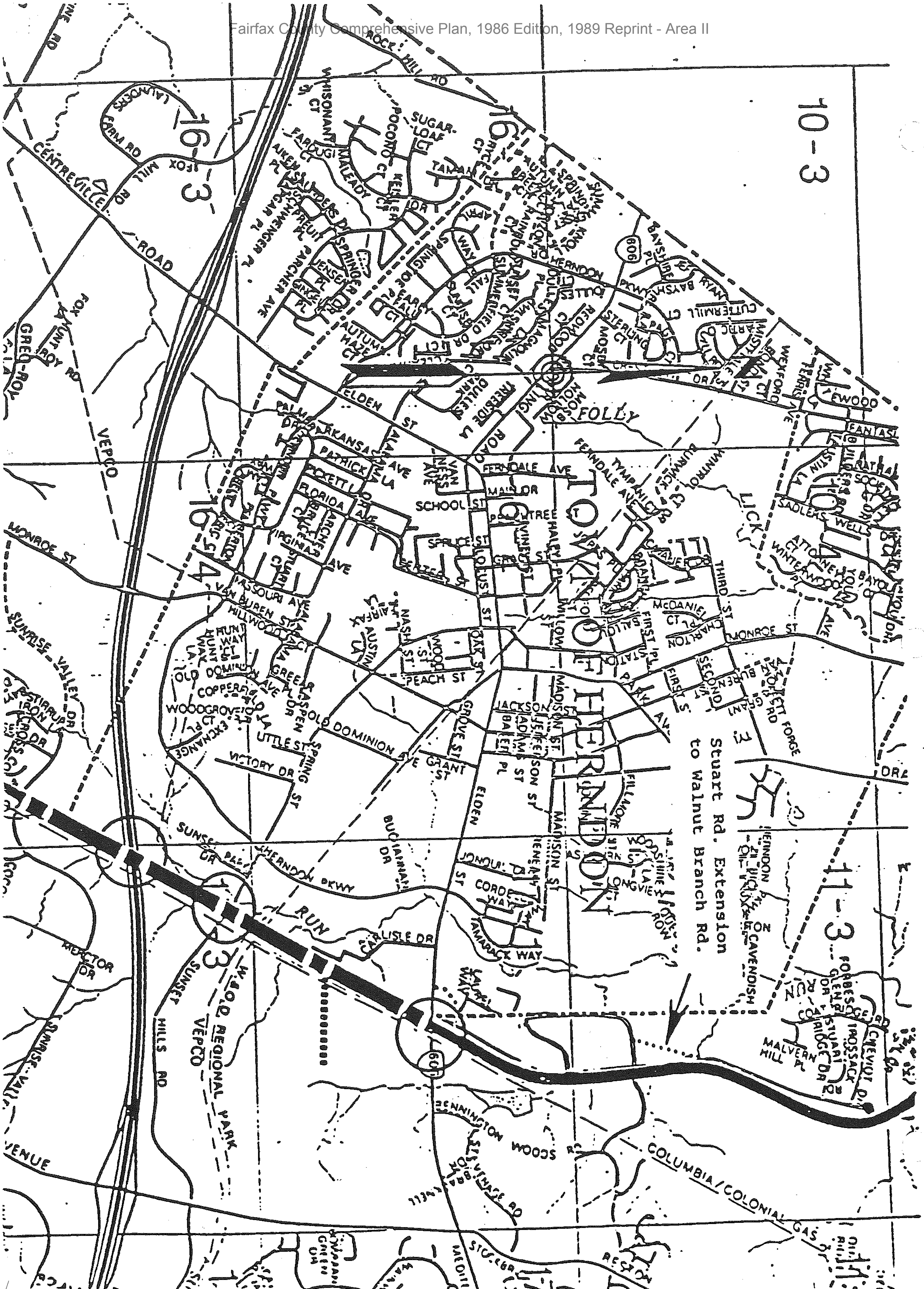
MODIFY: The Area Plan maps and the Countywide Plan map to show grade separations of the Bypass, with no direct access, at Pinecrest Road and Clara Barton Drive.

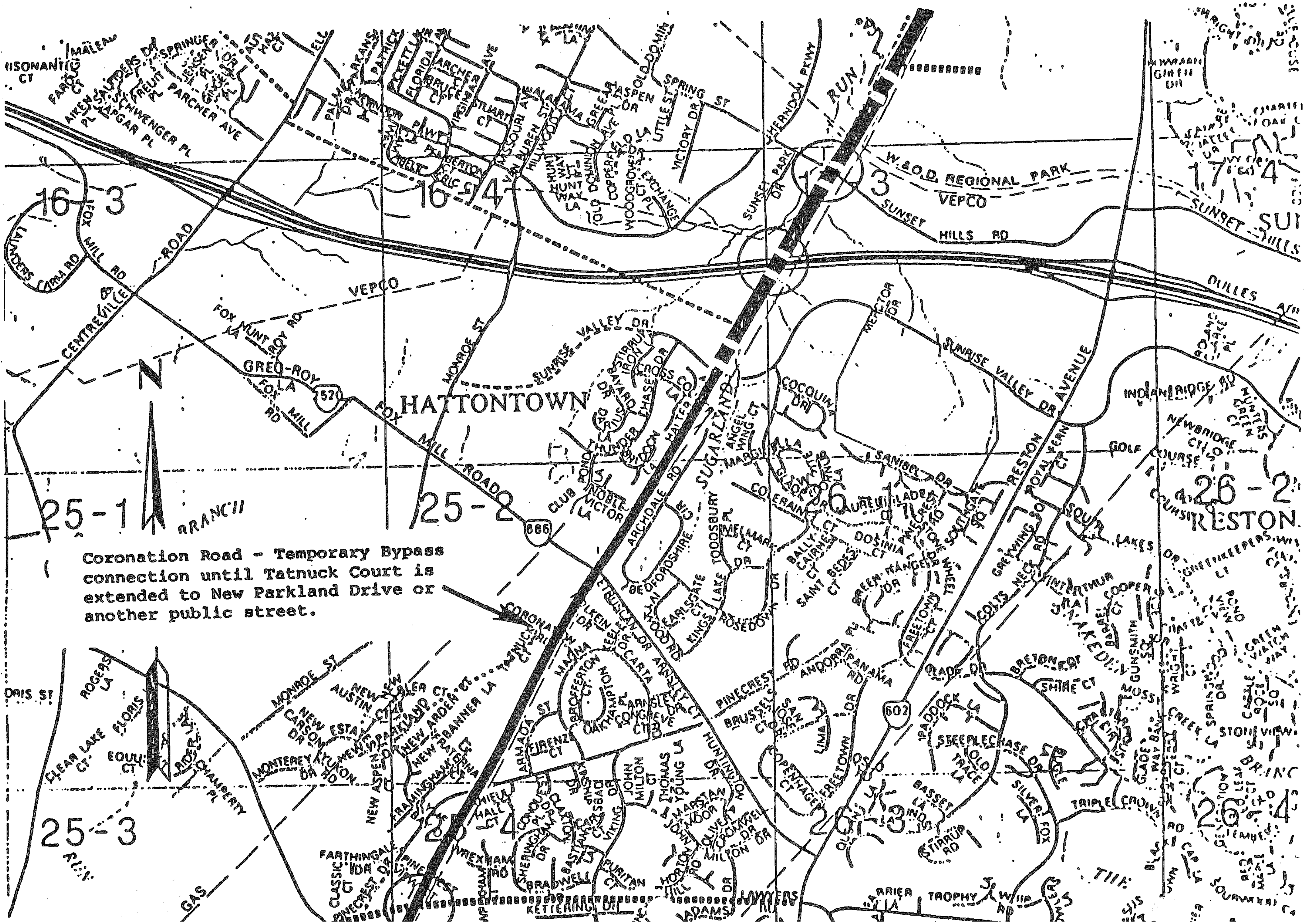
MODIFY: The Area Plan and the Countywide Plan to preserve to the best extent possible, the existing tree buffer to the west of the existing creek located east of Pinecrest View Court.

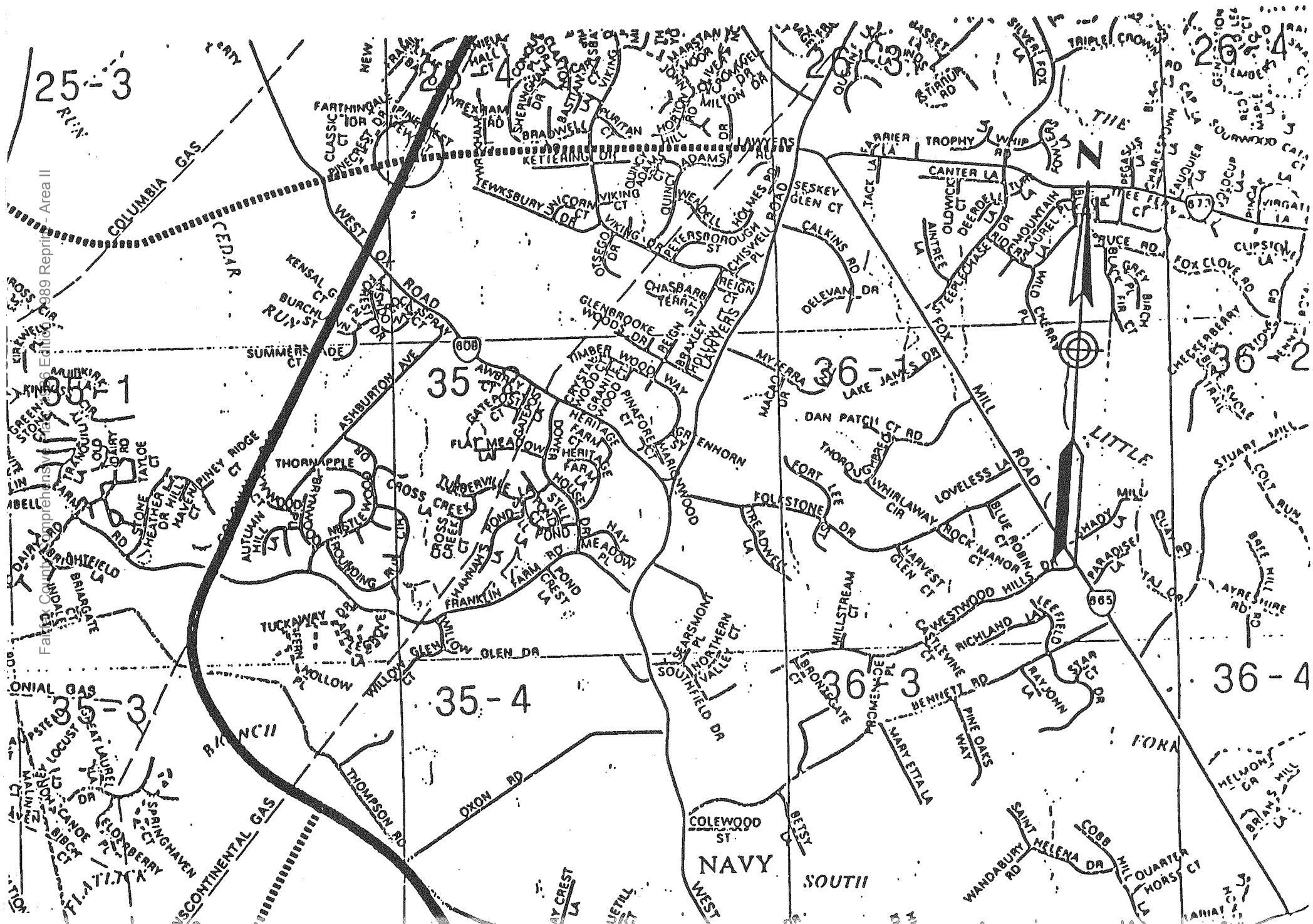
SPRINGFIELD -- BYPASS

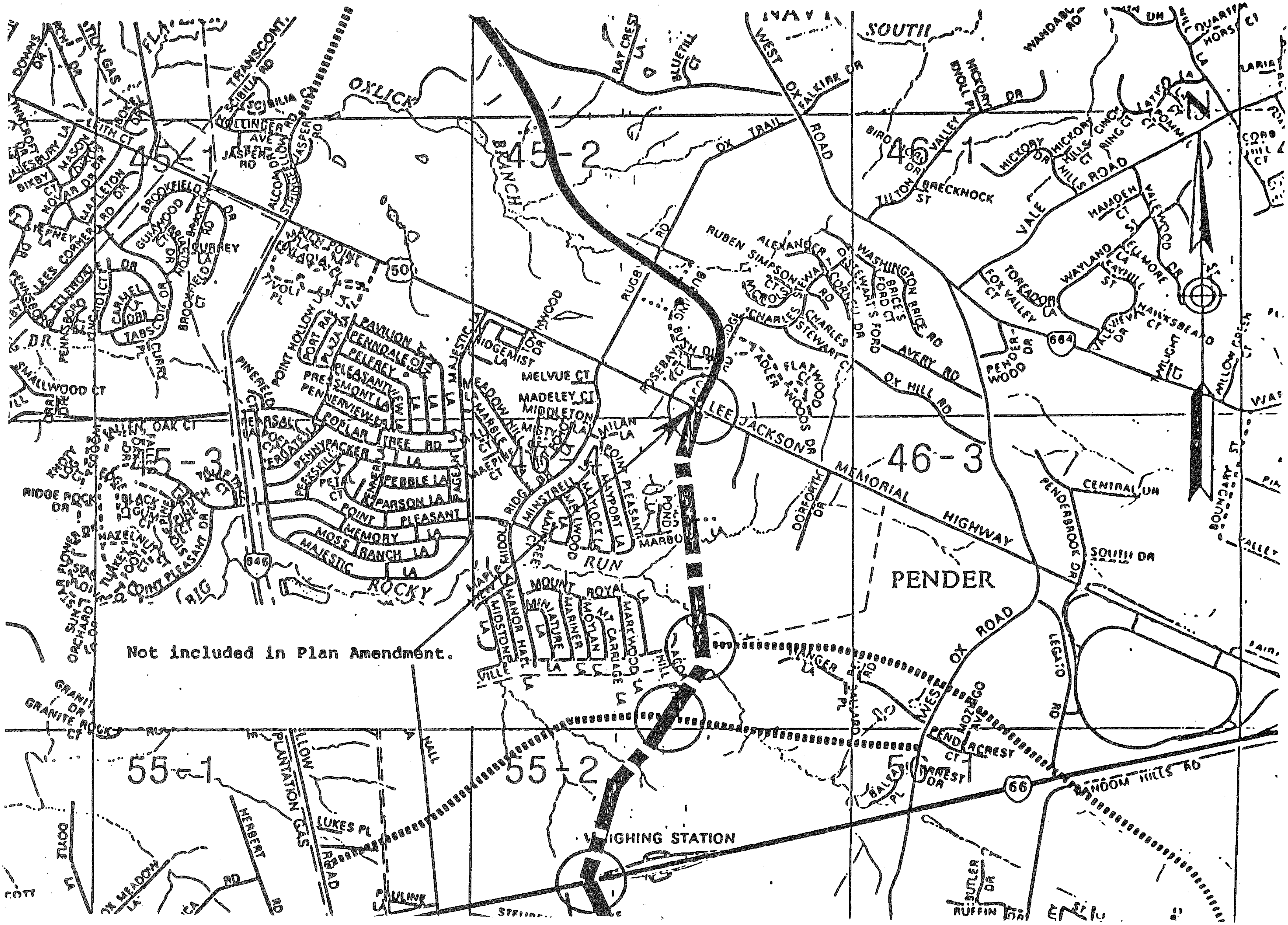



SPRINGFIELD BYPASS
Preliminary Design Alignment
4 lanes
6 lanes
Planned Roadway Connections
Proposed Interchange
Partial Interchange
Scale 1" = 2000'
6-1
6-2
5-4
6-3
6-4
10-2
11-1
11-2
12
HERNDON JUNCTION
DRANESVILLE
LEESBURG PIKE
SUGARLAND RD
THOMAS AVE
PLANTATION
KENTLAND DR
SENECA ROAD
AIR VIEW LA
SENECA VIEW WAY
CROWN MEADOW DR
RICH MEADOW DR
BLUE RIDGE LA
INDIAN SPRING CT
FAIRFAX DR
SENECA CIR
COLONIAL GAS
ROLLING HOLLY DR
LEAF HOLLY
PLATO LA
SUGAR CREEK CT
SUGAR MAPLE DR
BANDY RUN RD
YELLOW TAVERN
POWELLS TAVERN PL
BROWNS FERRY RD
CLINCH RD
FORD
SUGARLAND
BRANCH
DRANESVILLE ROAD
HIDDENBROOK DR
FANTASIA DR
LONGLEAF
STUART RD
GILMAN LA
COLUMBIA GAS
DOG
BRANCH
JORDAN
602
228
7

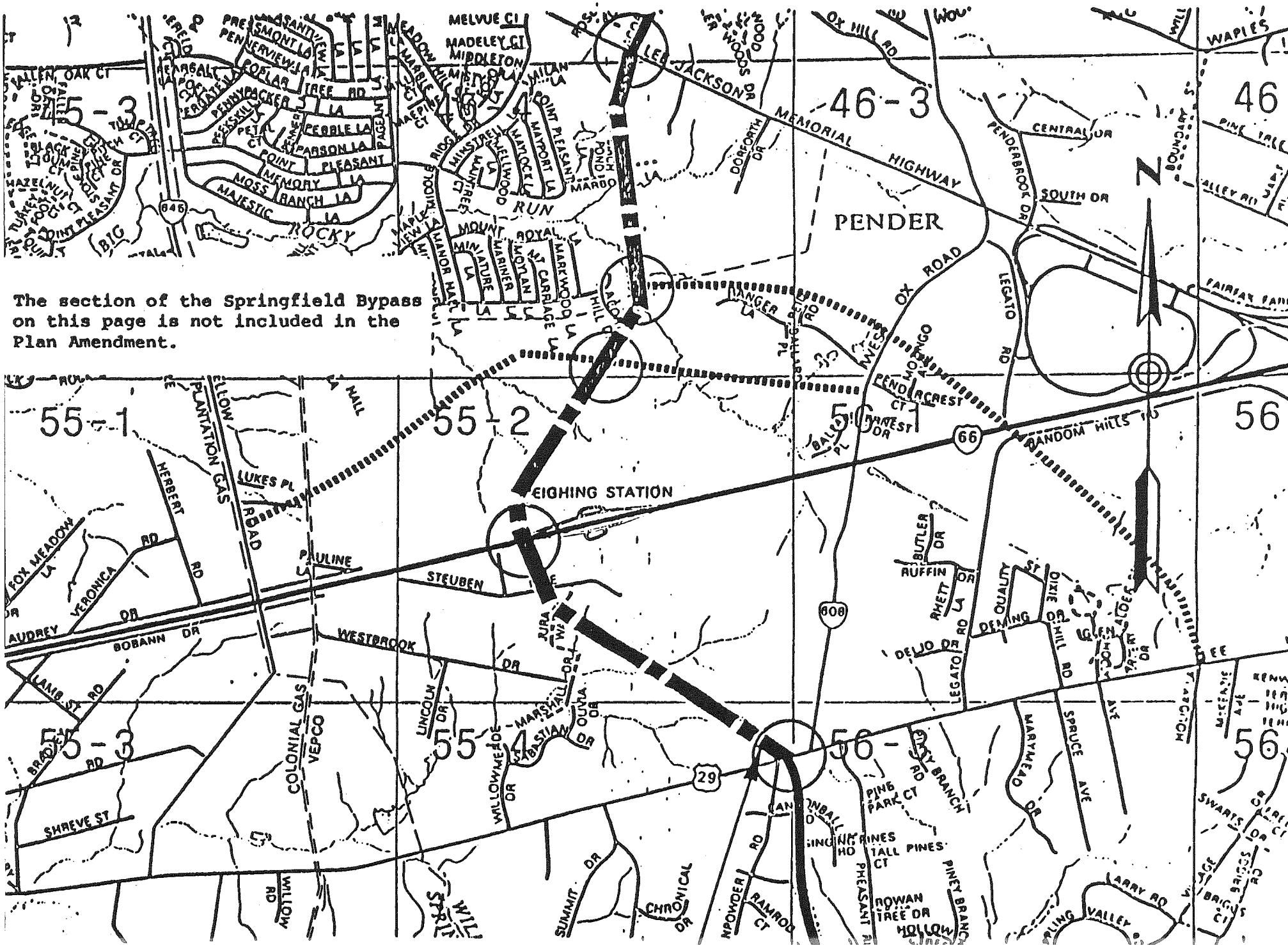

10-3
11-3
16-3
16-4
TOWN OF HERNDON
Stuart Rd. Extension
to Walnut Branch Rd.
CENTREVILLE ROAD
ELDEN ST
MONROE ST
FOLLY LICK
W.&O.D. REGIONAL PARK
VEPCO
COLUMBIA/COLONIAL GAS
HERNDON PKWY
SUNSET HILLS RD
SUNRISE VALLEY DR
OLD DOMINION AVE
BENNINGTON WOODS RD

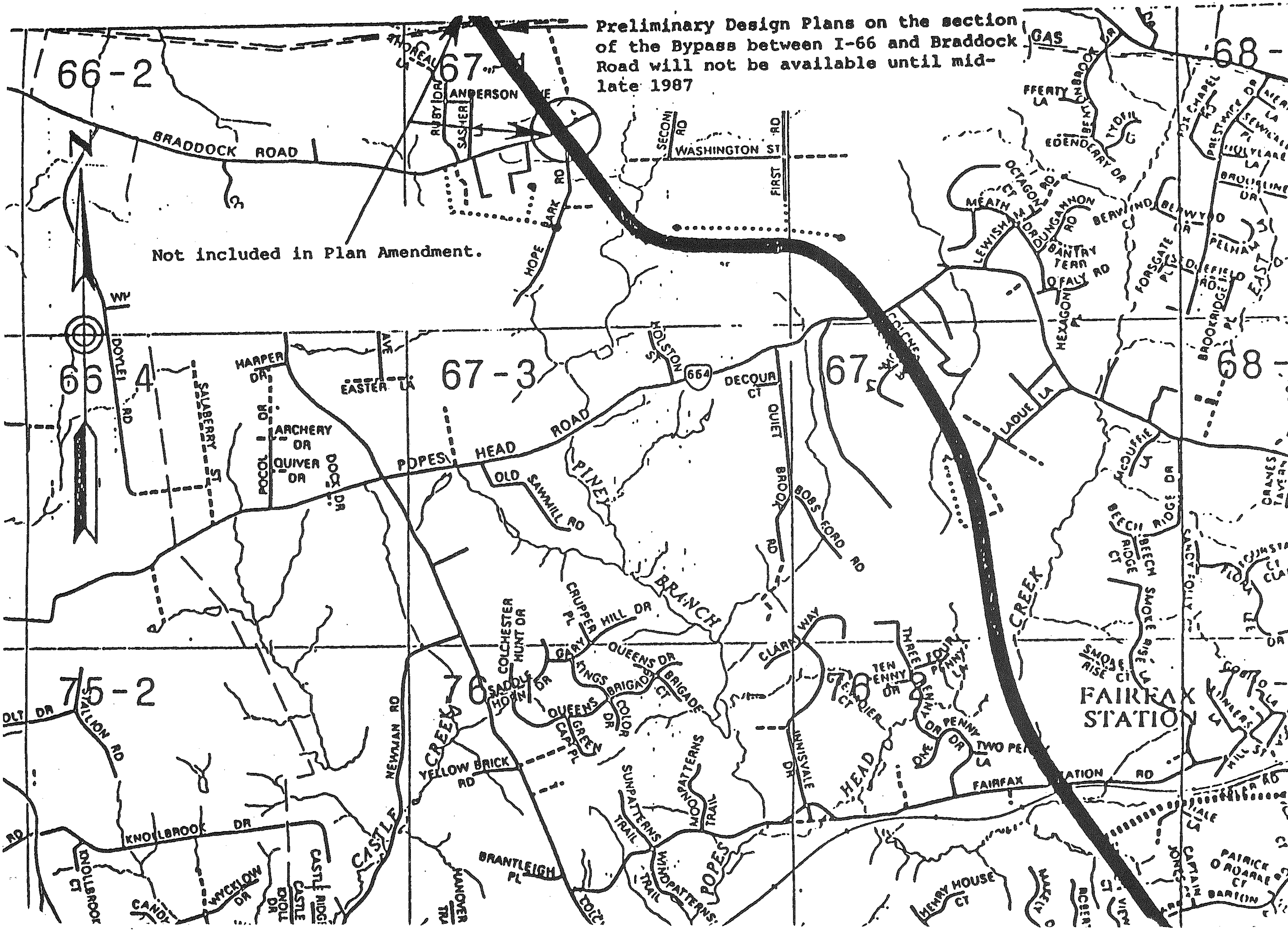

Coronation Road - Temporary Bypass connection until Tatnuck Court is extended to New Parkland Drive or another public street.
HATTONTOWN
RESTON
SUGARLAND
CORONATION
W. & O.D. REGIONAL PARK
VEPCO
SUNSET HILLS RD
DULLES
SUNRISE VALLEY DR
RESTON AVENUE
FOX MILL ROAD
CENTREVILLE ROAD
MONROE ST
HERNDON PKWY
16-3
16-4
17-3
17-4
25-1
25-2
25-3
25-4
26-1
26-2
26-3
26-4
N



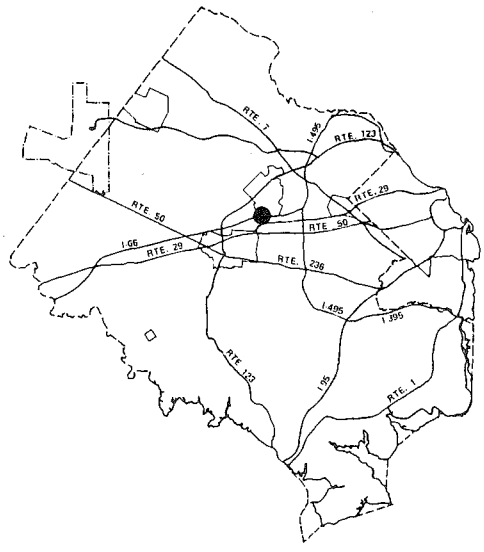


Not included in Plan Amendment.
45-2
46-1
45-3
46-3
55-1
55-2
PENDER
LEE JACKSON MEMORIAL HIGHWAY
WEST OX ROAD
OX TRAIL
OXLICK
BRANCH
BIG ROCKY RUN
WEIGHING STATION
POINT PLEASANT
MAJESTIC LA
MOSS RANCH LA
PEBBLE LA
PARSON LA
POPLAR TREE RD
PENNYPACKER LA
BROOKFIELD DR
LEES CORNER RD
SMALLWOOD CT
RIDGE ROCK DR
PINEFIELD CT
MELVUE CT
MADELEY CT
MIDDLETON
MINSTREL LA
MOUNT ROYAL LA
ROSEBAY CT
RUBEN SIMPSON CT
ALEXANDER
WASHINGTON BRICE RD
AVERY RD
OX HILL RD
FLATWOOD CT
DORFORTH DR
PENDERBROOK DR
SOUTH DR
CENTRAL UN
FOX VALLEY CT
TOREADOR LA
WAYLAND ST
FILLMORE ST
VALE ROAD
VALEWOOD DR
BRECKNOCK ST
HICKORY DR
HICKORY HILLS CT
BOUNDARY ST
LEGATO RD
PENDRACREST
PLANTATION GAS
LUKES PL
PAULINE
HERBERT RD
GRANITE ROCK CT
RANDOM HILLS RD
BUTLER DR
RUFFIN DR
LEAPING BROOK RD
50
66
608
620
N


The section of the Springfield Bypass on this page is not included in the Plan Amendment.
55-1
55-2
55-3
55-4
56-1
56-3
46-3
PENDER
PLANTATION GAS ROAD
COLONIAL GAS VEPCO
LEE JACKSON DR
MEMORIAL HIGHWAY
OX ROAD
LEGATO RD
RANDOM HILLS
EIGHING STATION
STEUBEN
WESTBROOK DR
BOBANN DR
AUDREY DR
FOX MEADOW LA
VERONICA RD
HERBERT RD
PAULINE
LUKES PL
SHREVE ST
LAMB ST
BRADEN RD
WILLOW RD
WILLOWMEADE DR
MARSHALL DR
LINCOLN DR
SUMMIT DR
CHRONICAL DR
POWDER RAMROD CT
PINE PARK CT
TALL PINES CT
PINEY BRANCH
MARYMEAD DR
SPRUCE AVE
DELIO DR
RHETT LA
AUFFIN DR
BUTLER DR
DEMING DR
OIXIE DR
HILL RD
SWARTS DR
LARRY RD
VALLEY
BIG ROCKY RUN
MELVUE CT
MADELEY CT
MIDDLETON
MILAN
WOODWOOD
OX HILL RD
WAPLES
FALLEN OAK CT
PRESSMONT LA
PENNVIEW LA
POPLAR TREE RD
PENNYPACKER LA
PEEKSKILL CT
PEBBLE LA
PARSON LA
POINT PLEASANT
MEMORY LA
MOSS RANCH LA
MAJESTIC LA
MEADOW HILL CT
MARBLE HILL CT
MAEPINE CT
MIDDLE RIDGE CT
MAPLE VIEW CT
MANOR HALL LA
MINSTREL CT
MAYCOCK LA
POINT PLEASANT LA
POND LILY MARDO
MOUNT ROYAL LA
MINIATURE LA
MARINER LA
MORAN LA
MARKWOOD LA
CARRIAGE LA
HILL DR
RANGER LA
BALCO PL
WESTMINSTER DR
PENDLECREST CT
PENDERBROOK DR
CENTRAL DR
SOUTH DR
LEGATO RD
FAIRWAY
VALLEY RD
PINE VALLEY
BOUNDARY
56
66
608
29
646


Preliminary Design Plans on the section of the Bypass between I-66 and Braddock Road will not be available until mid-late 1987
Not included in Plan Amendment.
66-2
67-1
68-
66-4
67-3
67-4
68-
75-2
76-
76-
BRADDOCK ROAD
ANDERSON
RUBY
SASHER
WASHINGTON ST
FIRST RD
HOPE PARK RD
DOYLE RD
SALABERRY ST
HARPER DR
EASTER LA
HOLSTON
664
DECOUR CT
POPES HEAD ROAD
ARCHERY DR
QUIVER DR
POCOL DR
DOCK DR
OLD SAWMILL RD
PINEY BRANCH
QUIET BROOK RD
BOBS FORD RD
LADUE LA
MCDUFFIE LA
HEXAGON
OCTAGON CT
MEATH
LEWISHAM
DRUMGANNON
BANTRY TERR
OFALY RD
FORSGATE PL
BROOKRIDGE PL
PELHAM
EAST
EDENDERRY DR
GAS
CREEK
BEECH RIDGE DR
BEECH RIDGE CT
SMOKE RISE CT
SMOKE RISE LA
FAIRFAX STATION
FAIRFAX STATION RD
COLCHESTER HUNT DR
CRUPPER PL
HILL DR
GARY
QUEENS DR
KINGS
BRIGADE CT
BRIGADE
SADDLE HORN DR
QUEENS GREEN CT
COLOR DR
CLARA WAY
TEN PENNY DR
THREE PENNY LA
FOUR PENNY LA
ONE PENNY DR
TWO PENNY LA
STALLION RD
NEWMAN RD
CASTLE CREEK
YELLOW BRICK RD
SUNPATTERNS TRAIL
MOONPATTERNS TRAIL
WINDPATTERNS TRAIL
POPES HEAD
INNISVALE DR
KNOLLBROOK DR
KNOLLBROOK CT
WICKLOW DR
CASTLE RIDGE
BRANTLEIGH PL
HANOVER
HENRY HOUSE CT
PATRICK O ROARKE CT
CAPTAIN

AMENDMENT NO. 86-32



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 1986 EDITION

GENERAL LOCATION Northwestern Quadrant of I-66 / Nutley Street

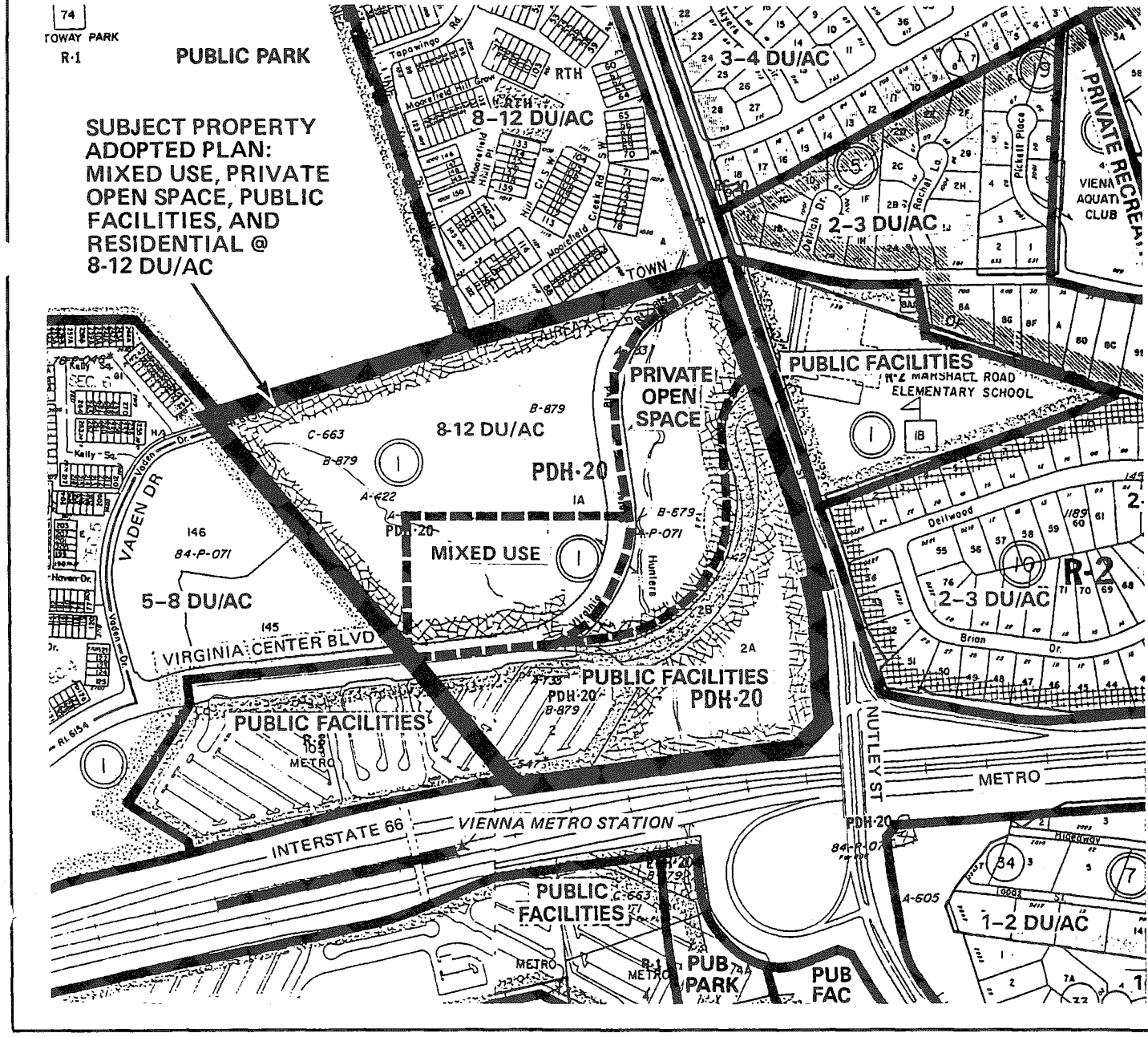
PARCEL LOCATION Tax Map 48-2 ((1)) 1A, 2, 2A, 2B

PLANNING AREA AND DISTRICT II - Vienna

SUPERVISOR DISTRICT Providence

ADOPTED January 30, 1989 ITEM NO. S 88-II-VI

FOR ADDITIONAL INFORMATION CALL 246-1210 OR 246-1220



Amendment No: 86-32
Adopted January 30, 1989

ADOPTED AMENDMENT TO THE COMPREHENSIVE PLAN (1986 Edition)

MODIFY: On page II-101, under the subsection entitled "Vienna Metro Station Complex Area," Paragraph G to state:

"G. The large, vacant tract north of the Metro parking lot is adjacent to the Country Creek and the Townes of Moorefield Communities as well as Nottoway Park. Its size, location and single ownership identify this parcel as an appropriate site for a mixed use, transit-oriented project promoting transit ridership. Development compatible in scale with the surrounding residential communities is also necessary. A maximum level of development of 152 townhouses and 650,000 square feet of commercial space (including at least 20,000 square feet but not more than 50,000 square feet of retail/service space) is recommended, provided that the following development criteria are satisfied:

- The development plan should provide high quality site and architectural design, streetscaping, urban design and development amenities, including a well-maintained water feature to which the public will have access during hours of Metro operation.

- Design, siting, style, scale and materials should be compatible with adjacent development and the surrounding community and serve to maintain and/or enhance the stability of existing residential neighborhoods.

- Surface parking lots and parking structures should be well-buffered and landscaped and be well-designed in layout and detail.

- The commercial component of the development should be located closest to and oriented toward Metro, and the rooftop elevation of commercial buildings shall not exceed 545 feet above sea level.

- No office or retail development should be located in the portion of the tract that lies between existing Virginia Center Boulevard and existing Nutley Street, although townhouses may be located there if all of the requirements for a special exception to redefine the floodplain are met.

- The development should create an environment conducive to use by pedestrians and bicyclists. Interparcel connections, safe and convenient bicycle and pedestrian access to the Metro station, and a well-designed system of pedestrian circulation should be provided. Trails should be sized to accommodate substantial bicycle and pedestrian use.

- If Transportation Systems Management (TSM) techniques are relied upon to justify the development density, intensities related to TSM success shall be subject to phasing to ensure that projected reductions in traffic generation actually occur. TSM techniques should emphasize utilization of the Metrorail and bus service available at this site.

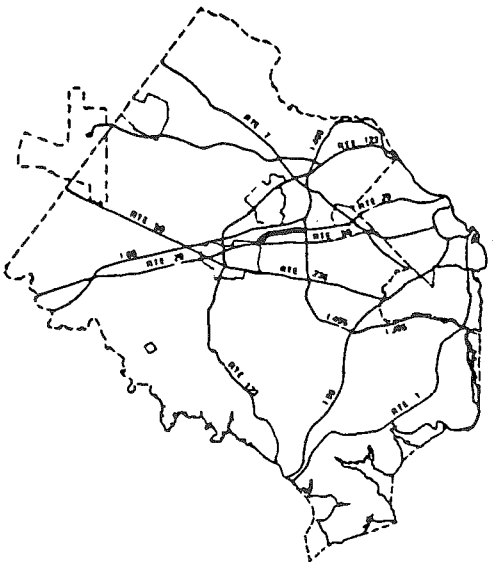
- Vehicular access points should be consolidated to minimize conflicts with commuter access to Metro.

- The western portion of this site is wooded and contains specimen trees which should be preserved to the greatest practical extent. In addition, Nottoway Park should be linked through this property to the Metro station via a spur from the proposed W&OD connector trail.

- A contribution should be made to the County's low- and moderate-income housing goals through an appropriate proffer of land, dwelling units and/or funds.

- Land within the site needed for public road improvements, including the I-66/Nutley Interchange, should be dedicated."

MODIFY: Area II Plan Map to show residential use at 8-12 dwelling units per acre, mixed use, private open space, and public facilities as shown on the attached recommended Plan Map.



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 1986 EDITION

GENERAL LOCATION Lee Highway between Fairfax City and I-495

PARCEL LOCATION --

PLANNING AREA AND DISTRICT I-Jefferson, II-Vienna

SUPERVISOR DISTRICT Providence

ADOPTED April 3, 1989 ITEM NO. S88-CW-T5

FOR ADDITIONAL INFORMATION CALL 246-3510

PROPOSED REDESIGNATION OF ROUTE 29 TO SIX LANES BETWEEN FAIRFAX CITY AND I-495

Amendment No: 86-38
Adopted April 3, 1989

ADOPTED AMENDMENT TO THE COMPREHENSIVE PLAN (1986 Edition)

MODIFY: The Countywide Plan map and the text map on page I/C 47 to show six lanes between Fairfax City and I-495.

MODIFY: The Plan text, page I/C 33, Lee Highway (Route 29) to read:

"Widen to six lanes between the City of Fairfax and I-495. Widen to four lanes between I-495 and Falls Church. This project will increase the capacity and improve safety on this section of Lee Highway while providing a continuous section from I-495 to Rosslyn. Widen Lee Highway to six lanes between I-66 and the City of Fairfax."

MODIFY: The plan text, page I/C 38, under sector VI, paragraph B, sub-paragraph 3, first sentence to read:

"Widen Lee Highway (Route 29) to a six lane divided roadway, with turning lanes, between Fairfax City and I-495. Such widening should preserve intact the Thompson family cemetery, which is an important historical resource, and should occur only after completion of appropriate archaeological studies to ensure preservation of potential archaelogical resources in this area. In addition, the service lane on the south side of Lee Highway in the vicinity of the Braxton and Covington subdivisions should be retained from its Western terminus to Ellenwood Drive in order to provide adequate, safe access to those communities. Improvements to Lee Highway in this area should be accompanied by provisions for adequate pedestrian movement in the corridor, particularly including pedestrian access to and from the Vienna and Dunn Loring Metro Stations. All existing and future residential communities should be buffered to the fullest extent possible from the roadway by berms, landscaping, vegetation, etc. Widen to four lanes, with turning lanes, between I-495 and the Falls Church City line."

MODIFY: The plan text, page II 102, under Specific Transportation Recommendations, paragraph E to read:

"Lee Highway (Route 29). Widen to a six lane divided roadway with turning lanes between Fairfax City and I-495. Such widening should preserve intact the Thompson family cemetery, which is an important historical resource, and should occur only after completion of appropriate archaeological studies to ensure preservation of potential archaelogical resources in this area. In addition, the service lane on the south side of Lee Highway in the vicinity of the Braxton and Covington subdivisions should be retained from its Western terminus to Ellenwood Drive in order to provide adequate, safe access to those communities. Improvements to Lee Highway in this area should be accompanied by provisions for adequate pedestrian movement in the corridor, particularly including pedestrian access to and from the Vienna and Dunn Loring Metro Stations. All existing and future residential communities should be buffered to the fullest extent possible from the roadway by berms, landscaping, vegetation, etc. Widen to four lanes, with turning lanes, between I-495 and Falls Church."


COUNTY OF FAIRFAX
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