

MOUNT VERNON PLANNING DISTRICT OVERVIEW

The Mount Vernon Planning District is located in the southeastern portion of Fairfax County. It is generally bordered by the Capital Beltway/Interstate 95/495 (I-95/I-495), the City of Alexandria, the Potomac River, Fort Belvoir, Huntley Meadows Park, Harrison Lane, South Kings Highway, Furman Lane and Telegraph Road (see Figure 1). The Mount Vernon Planning District is approximately 14,400 acres in size which comprises six percent of the county's land area, and contains the Huntington Transit Station Area (TSA) and the Richmond Highway Corridor Area.

The Mount Vernon Planning District has a diverse character. The Huntington Metrorail station is located in the north portion of the district and Fort Belvoir is located in the south. The district is bisected by Richmond Highway (Route 1), a major north-south oriented highway which serves local and through traffic. Single-family detached units in stable neighborhoods are the predominant land use in the Mount Vernon Planning District. Higher density residential developments, including townhouses, duplexes, garden apartments, high-rise apartments and mobile home parks are located along Richmond Highway and sometimes provide transitions between single-family detached residential neighborhoods and commercial areas.

Commercial activity is located primarily along an approximately eight mile stretch of the Richmond Highway Corridor between the City of Alexandria boundary and Woodlawn. The commercial component of Mount Vernon is mainly local-serving retail located in a number of community and neighborhood shopping centers and in strip commercial areas along Richmond Highway.

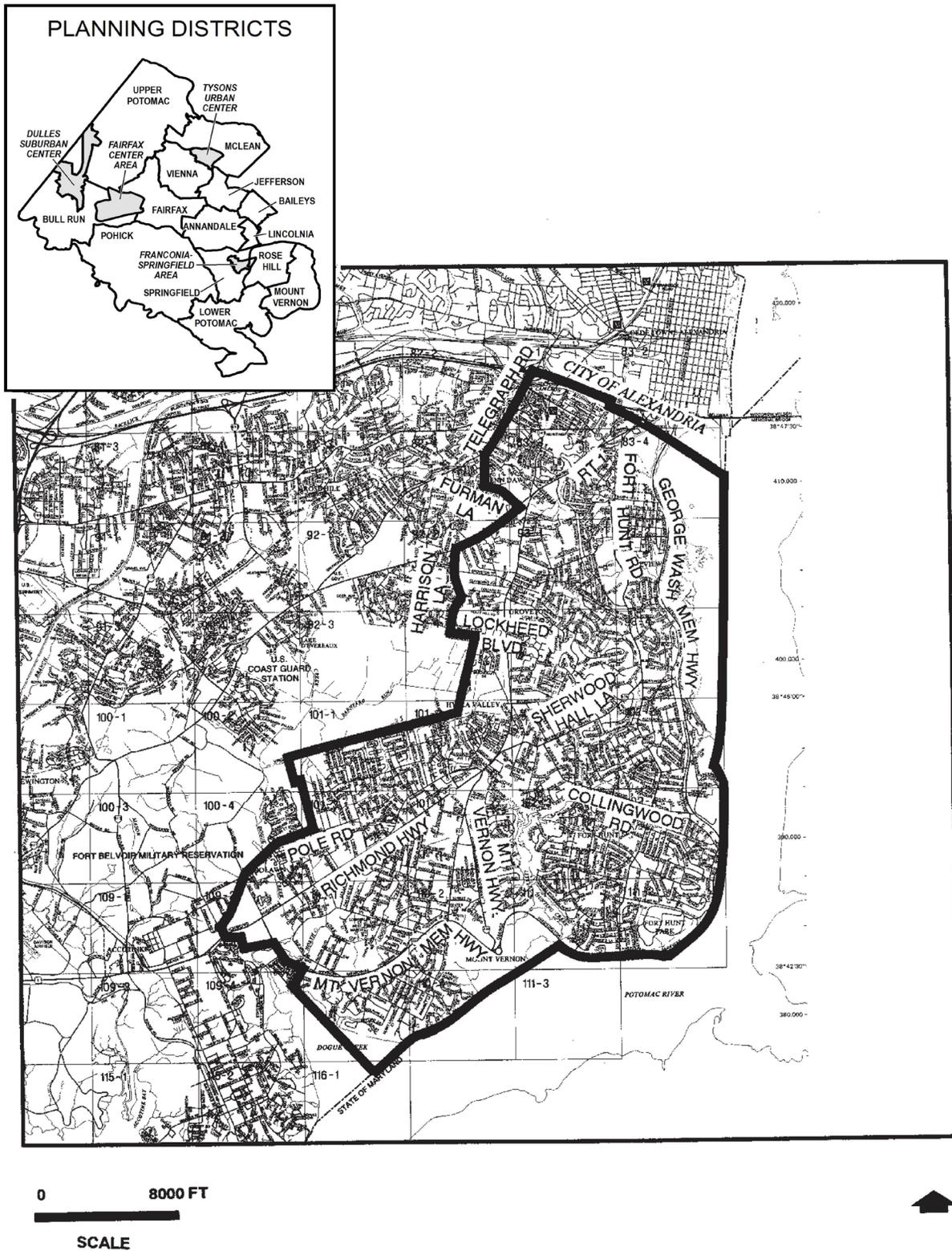
Major roadways in the Mount Vernon Planning District include I-95/I-495, Richmond Highway, Fort Hunt Road, George Washington Parkway, and North Kings Highway (Route 241). Richmond Highway and Fort Hunt Road provide access to I-95/I-495. The George Washington Parkway is a limited access, scenic highway. Huntington Metrorail station, located between Huntington Avenue and North Kings Highway, provides access to the regional Metrorail system.

The Mount Vernon Planning District's eastern border is characterized by scenic parkland and riverfront indicative of the historic character of the area. Mount Vernon, George Washington's estate, is one of the nation's most important historic resources and is located in this planning district. Other national historic resources are also present in the Mount Vernon Planning District and include Woodlawn, an early 19th century estate, George Washington's Grist Mill, and Frank Lloyd Wright's Pope-Leighey House. Wellington/Washington's River Farm, Sherwood Farm, and Gum Springs are locally significant historic sites.

CONCEPT FOR FUTURE DEVELOPMENT

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

The vision for the Mount Vernon Planning District is to achieve the highest quality of life possible through expanding economic opportunity, access to quality education and public services, and through achieving a balance between transportation and residential, commercial, and industrial growth.



MOUNT VERNON PLANNING DISTRICT FIGURE 1

Accordingly, goals in support of this vision are to:

- 1) Preserve and capitalize on and enhance to the extent possible the great natural beauty and attractiveness of the important environmental and heritage resources of the Mount Vernon area to the extent possible;
- 2) Promote the economic potential of the Richmond Highway Corridor as the gateway to the nation's capital and the historic heart of Fairfax County;
- 3) Encourage an economically balanced community with abundant high-tech, professional, and other employment opportunities; and
- 4) Achieve a balance between transportation, residential, and commercial growth.

In the context of the Concept, the Mount Vernon Planning District is envisioned to continue, develop or redevelop in the Community Business Center, Transit Station Area and Suburban Neighborhood land use classifications. The Concept envisions six Community Business Centers along the Richmond Highway Corridor: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center and Woodlawn areas of Richmond Highway. The Community Business Center classification encourages a mix of uses in a community scale which promotes pedestrian activity and economic stability.

A Transit Station Area at the Huntington Metrorail station provides for higher density mixed-use projects in an effort to concentrate development near the station and encourage greater pedestrian and transit-oriented accessibility, while maintaining existing stable neighborhoods.

The Suburban Neighborhoods designation reflects the predominantly residential character of the area. This character should be maintained by inhibiting potential incompatible land uses and/or land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between adjoining land uses, access control, environmental protection and other appropriate public facility and transportation guidelines.

PLANNING OBJECTIVES

Planning objectives in the Mount Vernon Planning District include the following:

- Preserve stable residential neighborhoods through appropriate infill development which is compatible in use, type and intensity with surrounding uses.
- Limit commercial encroachment into stable residential neighborhoods and establish well-defined edges between commercial and residential uses.
- Establish well-defined buffers, particularly for existing residential development adjacent to high density/intensity corridors, with appropriate pedestrian access between commercial and residential areas.
- Establish an appropriate mix of land uses and intensities in the Community Business Centers along Richmond Highway and provide transitions to adjacent Suburban Neighborhoods.
- Encourage pedestrian access to commercial areas and improve the appearance and image of Richmond Highway by addressing issues of functional efficiency, pedestrian safety, aesthetics, streetscaping, tree cover and design by using the urban design principles found in this section.

- Improve and upgrade existing commercial development within the Community Business Centers along the Richmond Highway Corridor to serve as the focus of office buildings, hotel, and other commercial development that encourages the growth of professional employment opportunities and promotes tourism and related activities.
- Encourage improved access to and increased ridership of the transit system.
- Encourage the provision of pedestrian and bicycle facilities to include trails, sidewalks and crosswalks.
- Encourage transit ridership by encouraging appropriate economic development and redevelopment around the Huntington Metrorail Station and potential Bus Rapid Transit (BRT) stations.
- Encourage the consolidation of small land parcels to provide for future development opportunities.
- Improve the public's perception and enjoyment of the environmental and heritage resources of the Mount Vernon area.
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.
- Protect environmentally sensitive areas including wetlands, environmental quality corridors, and undeveloped areas within Resource Protection Areas and floodplains. Encourage the restoration of degraded EQCs, RPAs and wetlands.
- Encourage the conservation of existing urban forest assets.
- Encourage the use of low impact development (LID) practices in development and redevelopment projects.
- Encourage reductions in the amount of imperviousness.

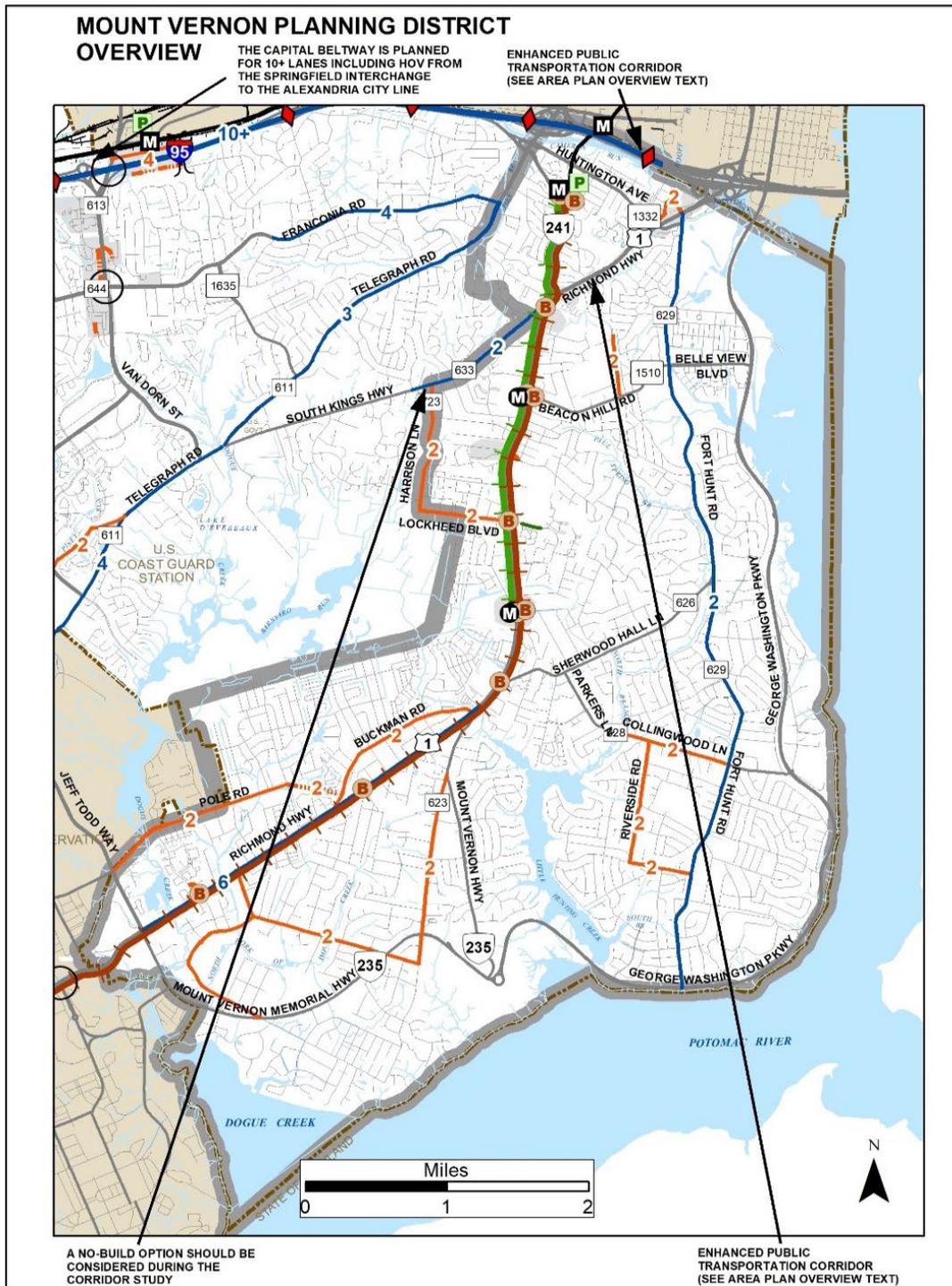
DISTRICT-WIDE RECOMMENDATIONS

Transportation

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

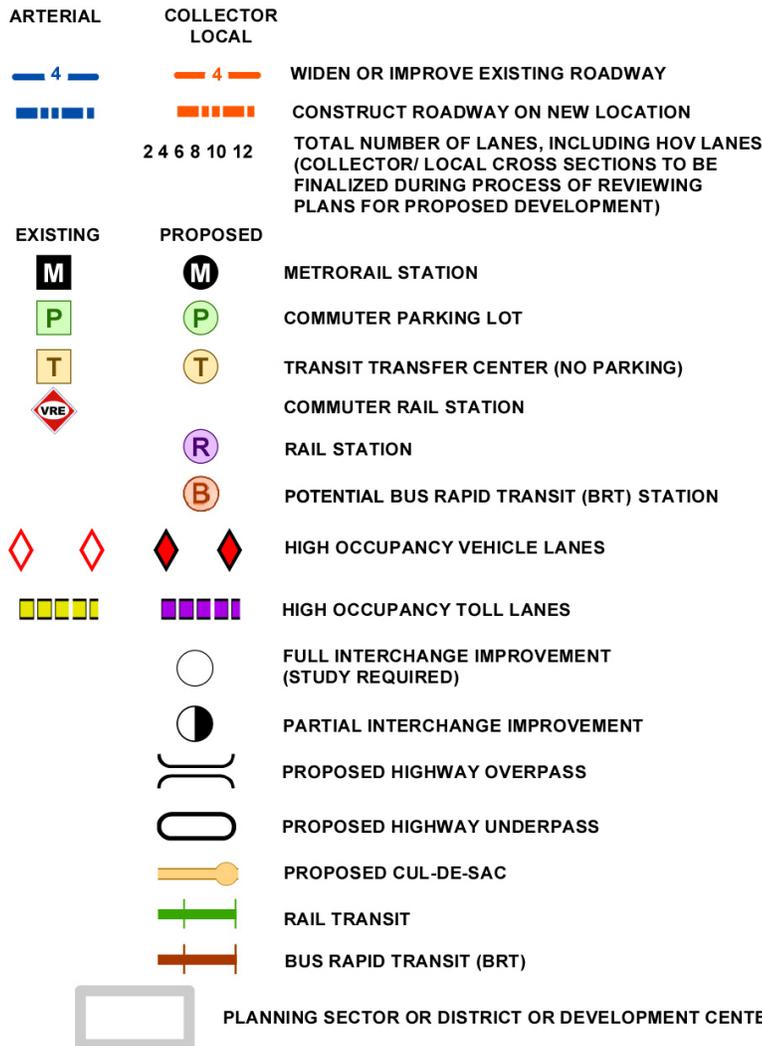
Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues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

Recommendations for Richmond Highway and North Kings Highway, including existing and planned elements of their cross sections, can be found in the Richmond Highway Corridor Area section of the Area IV Plan.



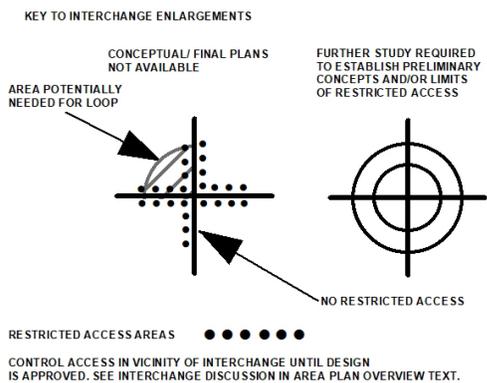
COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
MOUNT VERNON PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

TRANSPORTATION RECOMMENDATIONS LEGEND



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

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



TRANSPORTATION RECOMMENDATIONS LEGEND **FIGURE 2**

Assisted Housing

Assisted Housing in the Mount Vernon Planning District includes housing constructed and/or managed under programs which limit the amount of rent charged and the eligibility of occupants based on income. These limits are a condition for the provision of financial assistance from federal, state, or local sources. Assisted Housing includes units provided under the affordable dwelling unit and workforce dwelling unit programs, as well as other federal, state and local programs. In many cases, the assisted housing units represent only a portion of a larger development. Some programs have time limits, and those units would no longer be considered “assisted” after income eligibility and rent limitations have been removed. For an inventory of assisted housing programs administered by the Fairfax County Department of Housing and Community Development (DHCD) on behalf of the Fairfax County Redevelopment and Housing Authority, please contact the DHCD.

According to a 1996 consultant study evaluating assisted housing in the county, the Mount Vernon Planning District has a higher percentage of assisted housing units than most other areas of the county. A 1997 revitalization analysis of Richmond Highway recommended that no new project-based assisted housing be built in the Richmond Highway Corridor. As noted in the Housing section of the Policy Plan, assisted housing programs offer one means of providing affordable housing. Objective 2, Policy c. of the Policy Plan Housing section states that the county should promote affordable housing opportunities throughout the county. This policy should be considered in the analysis of any proposal to add additional county-assisted housing in the Mount Vernon Planning District.

Environment

The Mount Vernon Planning District includes substantial portions of the Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek watersheds. In order to support stream protection and restoration, reduction of pollution flowing into the county’s waterways, attainment of state and federal water quality standards, and the restoration of the Chesapeake Bay and its tributaries, Fairfax County is developing watershed management plans for all watersheds in the county. The watershed plans include recommendations for specific improvements in stormwater facilities and management, including low impact development (LID) practices, projects to restore riparian buffers and streams, outreach and education to improve residents’ activities that affect water quality, and recommended changes in Fairfax County policies to promote needed improvements. The plans should be consulted during reviews of proposed comprehensive plan amendments and rezoning applications.

The Potomac River shoreline, designated a critical environmental area by the State of Virginia, contains tidal wetlands and estuaries along the shores of Hunting Creek, Little Hunting Creek, and Dogue Creek. This Planning District is within the Coastal Plain geologic province. Consequently, soils are marginal for septic tank usage. Slippage-prone swelling clays underlie most of the district. Any development in areas with these conditions should be based on the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county and affected properties should be provided.

The Potomac River shoreline which includes a broad floodplain, tidal wetlands and several small embayments is the most significant environmental feature in the district. Activities that require modifications to the shoreline are regulated by the Wetlands Board. The Wetlands Board has adopted a policy favoring “living shorelines.” The shoreline and adjacent tributaries are also protected by the regulations of the Chesapeake Bay Preservation Act.

As growth continues, it is expected that development of environmentally constrained lands will become economically feasible, although environmental constraints will limit their development potential. Future development in this district should also be encouraged to achieve

environmental reclamation of degraded environmental quality corridors and other sensitive features.

Older, developed portions of the county often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment and hydrocarbons. Older suburban areas such as the Mount Vernon Planning District do not have the benefit of state-of-the-art water quality practices. Therefore, they are a particular challenge to the county's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Preservation Act.

Heritage Resources

The Mount Vernon Planning District contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is shown on Figure 3, and a map of those resources is shown on Figure 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Mount Vernon – George Washington's home, which he operated as a tidewater tobacco plantation, is listed in the National Register of Historic Places and is a National Historic Landmark.
- Woodlawn Plantation and Pope-Leighey House – This county Historic Overlay District includes Woodlawn, built in 1805, Woodlawn Friends Meeting House of about 1853, the Washington Grist Mill reconstructed in 1932, and the Pope-Leighey house designed in 1942 by Frank Lloyd Wright and moved to the site in 1964. Woodlawn is a National Historic Landmark.
- Tauxemont Historic District – This 1940s planned community with small modern houses was built with as little disruption to land features as possible. It is a National Register Historic District.

FIGURE 3
MOUNT VERNON PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of February 7, 2018)

Name	Location	Planning Sector	Parcel Number	Date
Andalusia*	Andalusia Drive Alexandria	MV4	102-2 ((23)) 6, 7, 8	c.1869
Bethlehem Baptist Church	7836 Fordson Road Alexandria	MV5	102-1 ((1)) 67B	1930
Carlby	4509 Carlby Lane Alexandria	MV7	110-3 ((1)) 10	c.1768; moved here 1947
Collingwood	8301 E. Boulevard Drive Alexandria	MV6	102-4 ((1)) 71	1852-1855
Ferry Landing *	4290 Neitzey Place Alexandria	MV7	110-3 ((1)) 18B	1876
Fort Hunt N,V	8940 Fort Hunt Road Alexandria	MV6	111-2 ((1)) 3	1897-1904
Fort Lyon Earthworks*	South of James Drive, west of N. Kings Hwy Alexandria	MV1	83-1 ((6)) (11) 15A-24B	1861
Fort Willard Circle	6625 Fort Willard Circle Alexandria	MV3	83-3 ((14)) B1, B2	1862
Grand View H	9000 Richmond Highway Alexandria	MV8	109-2 ((1)) 3, 4	c. 1869
Hollin Hall	1909 Windmill Lane Alexandria	MV5	93-3 ((1)) 10B	1919
Hollin Hills N, V, H	Near Fort Hunt Road and Sherwood Hall Lane (subdivision) Alexandria	MV5	93-3; 93-4; 102-1	1949-1971
Lamond House	7509 Fort Hunt Road Alexandria	MV4	93-4 ((1)) 3	c. 1940

FIGURE 3
MOUNT VERNON PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of February 7, 2018)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Little Hollin Hall	1901 Sherwood Hall Lane Alexandria	MV6	102-1 ((24)) D	c. 1721
Mason, Otis Tufton, House H	8907 Richmond Highway Alexandria	MV7	109-2 ((1)) 2	c. 1873
Mount Eagle*	5919 N. Kings Highway, Alexandria (formerly); now west of Montebello condos.	MV1	83-3 ((31))	1790
Mount Vernon N,V,L	3200 Mount Vernon Memorial Parkway Alexandria	MV7	110-2 ((1)) 12	1742
Mount Vernon Memorial Highway N, V	George Washington Memorial Parkway (current name); from Alexandria border to Mount Vernon	MV3, MV4, MV6, MV7	N/A	1929-1932
Mount Vernon High School, Original, N, V	8333 Richmond Highway Alexandria	MV7	101-4 ((1)) 5A	1939
Peake Family Cemetery	Martin Luther King Jr. Park Alexandria	MV6	101-2 ((12)) D	From 1785
Pope-Leighey House N,V,H	9000 Richmond Highway Alexandria	MV8	109-2 ((1)) 3, 4	1940 Moved here 1965
Popkins Farm*	7300 Popkins Farm Road Alexandria	MV5	93-3 ((28))	c. 1870
Sherwood Farm	7702 Midday Lane Alexandria	MV5	102-1 ((26)) (5) 13	1859
Spring Bank*	6301 Richmond Highway Alexandria	MV3	83-3 ((1)) 24; 83-3 ((40)) 1,2	c. 1809
Tauxemont Historic District N, V	East of Fort Hunt Road (subdivision) Alexandria	MV4	102-2	1941-1955
Tower House N, V	9066 Tower House Place Alexandria	MV6	111-1 ((22)) 12B	1888

FIGURE 3
MOUNT VERNON PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of February 7, 2018)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Union Farm	9150 Union Farm Road, Alexandria	MV7	110-1 ((1)) 10	1857
Washington's Grist Mill N, V, H	5514 Mount Vernon Memorial Highway Alexandria	MV7	109-2 ((1)) 28	1932
Watering Trough	Mount Vernon District Park, Fort Hunt Road Alexandria	MV5	93-1 ((1)) 72B	c. 1850-1879
Wellington/ Washington's River Farm H	7931 E. Boulevard Drive Alexandria	MV4	102-2 ((1)) 20	c. 1795
Woodlawn Baptist Church, Old* H	9001 Richmond Highway Alexandria	MV7	109-2 ((1)) 1	1872
Woodlawn Methodist Church	7730 Fordson Road Alexandria	MV5	102-1 ((1)) 78A	c. 1941
Woodlawn Plantation N,V,H,L	9000 Richmond Highway Alexandria	MV8	109-2 ((1)) 3, 4; 115-2 ((1)) 1 pt	1805

- * Indicates demolition of primary resource: potential intact archaeological components
- N National Register of Historic Places
- V Virginia Landmarks Register
- H Historic Overlay District
- L National Historic Landmark

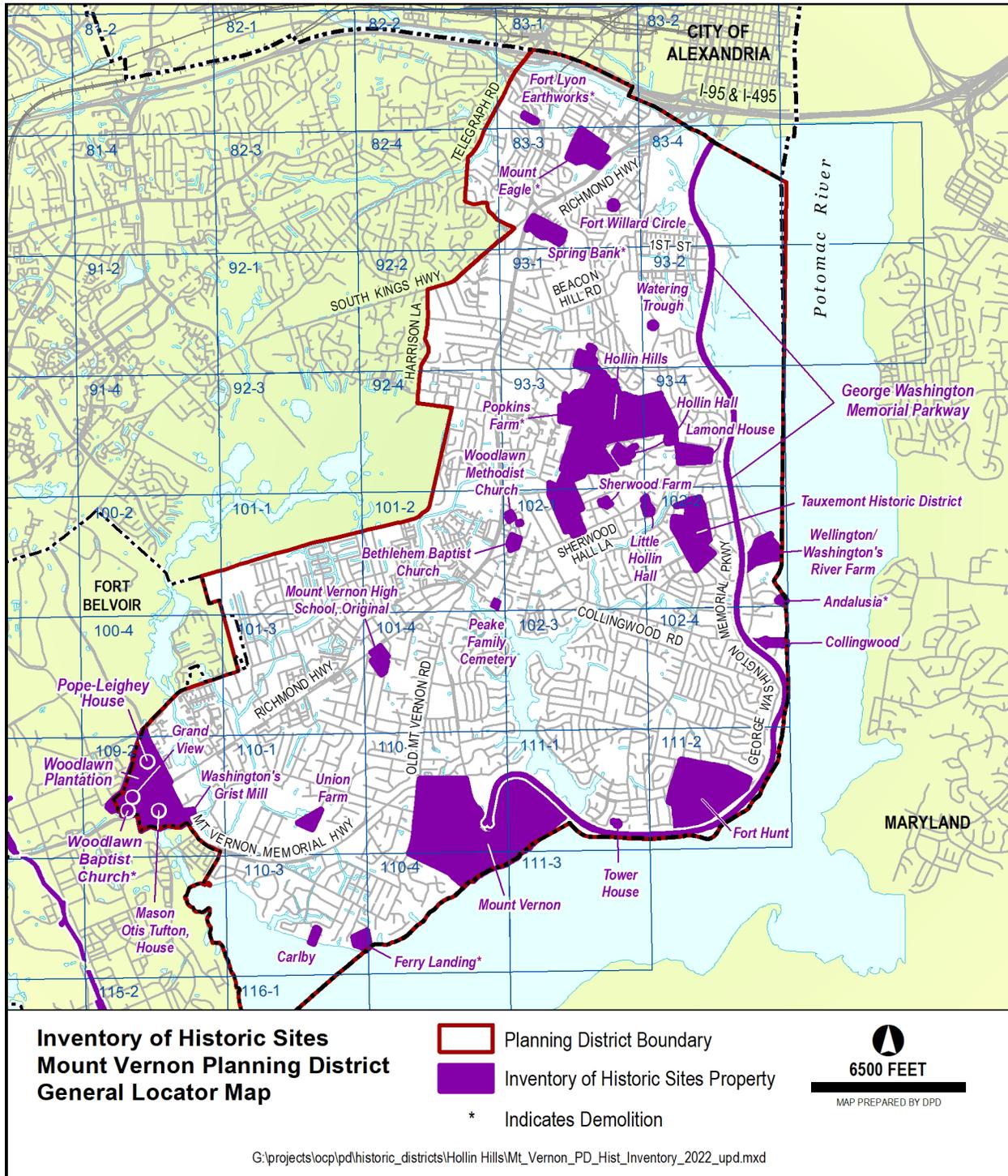


FIGURE 4

Some of the most important heritage resources in the county are located in the Mount Vernon Planning District. Locally significant sites are also abundant and include Grand View, Little Hollin Hall, Sherwood Farm and Wellington. The tidal shorelines of Dogue Creek and the Potomac River are particularly sensitive for prehistoric and historic resources. The historic Indian hamlet of Namassingakent may be located north of Dogue Creek. Although much of the District has been developed, there is potential for prehistoric and historic resources to exist in undeveloped areas, and it is possible that some historic resources may yet exist within older established developments.

Large portions of the Mount Vernon Planning District have not been surveyed to determine the presence or absence of heritage resources. It is important that these areas be examined before they are developed and appropriate action taken to record, preserve and/or recover the significant resources. Beginning in 2015 and concluding in 2016, a reconnaissance survey was conducted along the Richmond Highway Corridor and in the Community Business Centers from Huntington Avenue to Mount Vernon Memorial Highway to determine if there were any properties or buildings that may qualify for listing in the Fairfax County Inventory of Historic Sites. Potential resources identified include many single-family homes built between 1900 and 1940 that remain unaltered and embody the distinctive characteristics of a type, period, or method of construction.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National or Virginia Landmarks Register, may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the National Register of Historic Places, the Virginia Landmarks Register and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register for Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

National Historic Landmarks are properties listed in the National Register of Historic Places which "possess exceptional value or quality in illustrating and interpreting the heritage of the United States." These properties are of importance on a national level and are considered irreplaceable. Fewer than 5% of sites listed in the National Register are granted this designation.

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

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resources staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Archaeological staff from the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

Public Facilities

Existing public facilities located in the Mount Vernon Planning District and those for which a future need has already been identified are included in Figure 5. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the county Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

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

1. Two activity rooms are planned to be added to the Huntington Community Center located in Sector MV1 between Arlington Terrace and Farrington Avenue to meet future community needs.
2. Locate the Groveton Adult Day Health, Human Services Center at the Groveton Redevelopment Site in Sector MV2 on the west side of Richmond Highway between Memorial Street and Groveton Street.
3. Parcels 93-1((1))46A-53 are recommended for planned public uses, for future addition to the West Potomac High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road in Sector MV3.

FIGURE 5
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
MV1	Mt. Eagle Elem.			Huntington Community Center	FCWA Huntington Storage Tank, 2 Sewage Pumping Stations	
MV2	Hybla Valley Elem.			Mondoch House	FCWA Beacon Hill Storage & Pumping Station, FCWA Groveton Tank, Va. Power Gum Springs Substation	Community Center
MV3	West Potomac High, Quander Rd. Special Ed. Center		Penn Daw Fire Station Co. 11	Health Department Mt. Vernon Dist., Human Development Office	2 Sewage Pumping Stations	
MV4	Belle View Elem.				Westgate Sewer Treatment Plant (Abandoned), 5 Sewage Pumping Stations, Stormwater Pump Station	
MV5	Bucknell, Hollin Meadows Elem., Bryant Alt. High	Martha Washington Community		Bryant Early Learning Center	FCWA Gum Springs Storage and Pumping Station, Recycling Drop-off	
MV6	Waynewood, Stratford Landing, Ft. Hunt Elem., Walt Whitman, Sandburg Middle	Sherwood Hall Regional	Mt. Vernon Government Center, Mt. Vernon Fire Station Co. 9, Mt. Vernon Police Station	Hollin Hall Senior Center, Mt. Vernon Center for Community Mental Health, Parent & Child Center, Gum Springs Community Center, Gum Springs Headstart	Little Hunting Creek Pumpover	Mt. Vernon Hospital
MV7	Washington Mill, Woodley Hills, Riverside Elem., Mt. Vernon High		Woodlawn Fire Station Co. 24		Dogue Creek Pumpover, 5 Sewage Pumping Stations	

FIGURE 5
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC FACILITIES
(continued)

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
MV8	Mt. Vernon Woods Elementary, Woodlawn Elementary, Elem. Site		South County Government Center, South County Juvenile Court Probation Services	Human Services/ South County Adult Day Care (IMP Building), Alcohol and Drug Services – Adult Outpatient, Mt. Vernon Center for Community Mental Health – Richmond Highway Office, Sacramento Neighborhood Center, Teen Center		

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

4. The Little Hunting Creek sewage pumping station located near Thomas J. Stockton Parkway in Sector MV6 is planned for public facilities use in the long term to accommodate future sewer service demands.
5. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.
6. The site of the Dogue Creek Sewage Pumping Station located on Old Mill Road in Sector MV7 is planned for community-serving public facilities that will be compatible with the surrounding existing residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands.
7. Provide an alcohol and drug residential treatment/detoxification program in Area IV.
8. Provide a residential program for adults with mental illness who also need substance abuse services in Area IV. Approximately 9,000 square feet of space is necessary for this type of facility.
9. Locate a recovery women's center in Planning Area IV which will provide outpatient treatment to women recovering from alcohol and drug addiction with the benefit of a child care center on site. The center should be located in a commercial area which is served by public transportation.
10. Locate an animal shelter satellite facility in Planning Area IV.
11. Expand the Martha Washington Community Library in Sector MV5 consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Existing public parks located within the Mount Vernon Planning District are identified on Figure 6. Additional recreational facilities are provided at county public school sites. The Mount Vernon Planning District contains a considerable diversity of park, recreation and cultural resources. A network of well-distributed Neighborhood and Community Parks reflects the long established character of the district. These modest-sized parks, together with the Dogue Creek, Little Hunting Creek and Paul Springs Stream Valley corridors, provide open space and visual relief in stable residential areas. Two County recreation centers provide year-round indoor recreation opportunities including the only publicly-owned ice skating rink in the county and a competitive swimming/diving facility. The George Washington Memorial Parkway bicycle trail along the Potomac River shoreline is part of the Federal Heritage Trail system.

Redevelopment along the Richmond Highway Corridor can provide the impetus for addressing these broader community needs. Development of new Urban Parks in the Community Business Centers should be an integral component of revitalization efforts, as should be the provision of Neighborhood Park facilities in conjunction with new residential development. Acquisition and development of at least one additional Community Park should be considered in the southern portion of the district. Expansion of selected existing parks and upgrading of facilities at a number of other park and school sites appear to be the most appropriate mechanisms for addressing active recreation needs elsewhere.

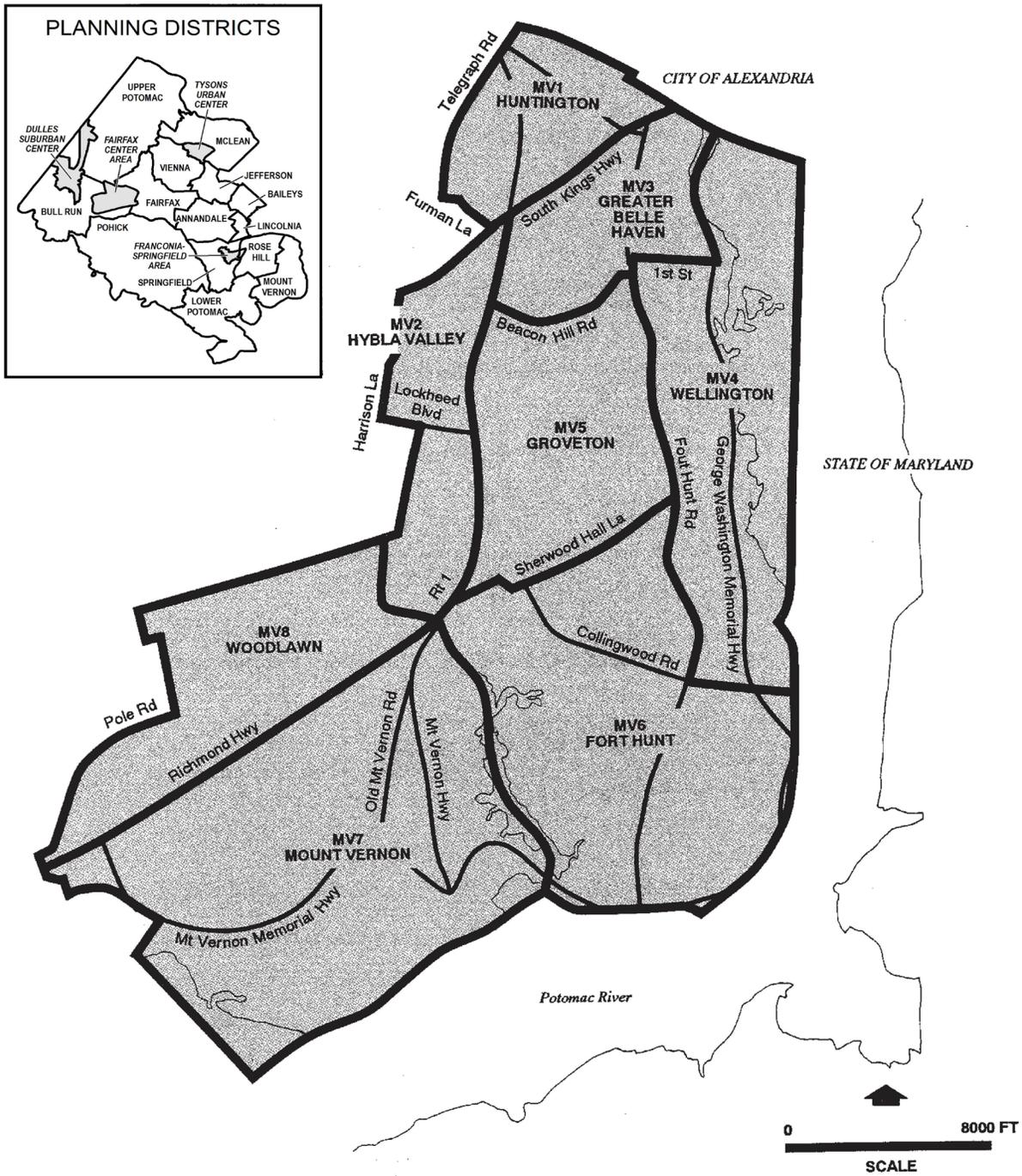
FIGURE 6
MOUNT VERNON PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 11/22/2017)

	LOCAL	DISTRICT	COUNTYWIDE	RESOURCE-BASED	REGIONAL
MV1	<ul style="list-style-type: none"> • Farrington • Huntington • Jefferson Manor • Mount Eagle 				
MV2	<ul style="list-style-type: none"> • Creighton Square • Groveton Heights • Hybla Valley • Lenclair 			<ul style="list-style-type: none"> • Huntley Meadows 	
MV3	<ul style="list-style-type: none"> • Belle Haven 			<ul style="list-style-type: none"> • Fort Willard 	<ul style="list-style-type: none"> • George Washington Memorial Parkway
MV4	<ul style="list-style-type: none"> • Collingwood • Gilbert S. McCutcheon • Westgrove 				<ul style="list-style-type: none"> • George Washington Memorial Parkway
MV5	<ul style="list-style-type: none"> • Bucknell Manor • Hollin Meadows • North Hill • White Oaks 		<ul style="list-style-type: none"> • Mount Vernon RECenter 	<ul style="list-style-type: none"> • Paul Springs Stream Valley 	
MV6	<ul style="list-style-type: none"> • Carl Sandberg School Site • Fort Hunt • Hollin Hall • John Beyers • Kirk • Stephen Foster School Site • Stratford Landing 	<ul style="list-style-type: none"> • Martin Luther King, Jr. 		<ul style="list-style-type: none"> • Paul Springs Stream Valley • Little Hunting Creek 	<ul style="list-style-type: none"> • George Washington Memorial Parkway • Fort Hunt
MV7	<ul style="list-style-type: none"> • Mount Vernon Manor • Mount Zephyr • Old Mount Vernon School Site • Vernon Heights • Washington Mill • Woodley Hills 		<ul style="list-style-type: none"> • George Washington RECenter • Grist Mill 	<ul style="list-style-type: none"> • Dogue Creek Stream Valley • Little Hunting Creek 	<ul style="list-style-type: none"> • George Washington Memorial Parkway • George Washington's Distillery • Mount Vernon Estates and Gardens • Woodlawn Plantation
MV8	<ul style="list-style-type: none"> • Pole Road • Muddy Hole Farm • Mount Vernon Woods • Woodlawn 			<ul style="list-style-type: none"> • Huntley Meadows 	<ul style="list-style-type: none"> • Woodlawn Plantation

Major park and recreation objectives for the Mount Vernon Planning District include:

- Expand selected park sites to provide additional active recreation facilities.
- Complete development of existing parks and upgrade facilities as needed.
- Provide Urban and Neighborhood Parks and facilities in conjunction with new development.
- Locate an additional suitable site for public boat ramp access.

Nevertheless, there are significant park and recreation needs outstanding in the district. Overall, there remains a deficiency of community parkland and facilities. Most of the existing parks were acquired, and development begun, a number of years ago; consequently many are limited in recreational capacity and in need of rehabilitation. Currently only Grist Mill District Park is large enough to accommodate cost-effective development of a complex of athletic fields.



COMMUNITY PLANNING SECTORS
MOUNT VERNON PLANNING DISTRICT **FIGURE 7**

MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The majority of the Huntington Community Planning Sector comprises the Huntington Transit Station Area (TSA). The planning sector is generally bounded by the Capital Beltway/Interstate 95/495 (I-95/I-495), Telegraph Road, Furman Lane, South Kings Highway, and Richmond Highway (Route 1) as shown in Figure 8.

The TSA is divided into land units with specific recommendations made for each land unit. The area closest to the Metrorail station, where there is the greatest opportunity for transit-oriented redevelopment, is designated as a Transit Development Area. The boundaries of the Huntington TSA and the Transit Development Area are outlined on the area maps in Figure 8. The Huntington Community Planning Sector also contains portions of the North Gateway and Penn Daw Community Business Centers (CBCs) located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area, Area IV Plan.

The Huntington Metrorail Station is located south of the City of Alexandria between Huntington Avenue and North Kings Highway (Route 241). The station lies near the center of a developed area which consists primarily of residential uses. Residential development ranges from single-family detached units and duplexes in stable neighborhoods to high-rise apartments and condominiums. There are also clusters of local retail development located at major intersections.

CONCEPT FOR FUTURE DEVELOPMENT

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

A Bus Rapid Transit (BRT) system with the potential for nine stations is planned to connect Huntington Metrorail Station to Fort Belvoir. The BRT station in the Huntington area is generally planned in Land Unit E. Details about the BRT system, including a map of the potential station areas (refer to Figure 2), are contained in the Richmond Highway Corridor Area, Area IV Volume of the Comprehensive Plan.

The Transit Development Area is a smaller area within walking distance of the transit station, and is planned for higher-density, mixed-use development. Most of the redevelopable land is located generally within a ¼ mile to ½ mile radius and a walking distance from the Huntington Metrorail Station, which corresponds to the Transit Development Area boundary. New development should be channeled into land units within the Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Transit Station Area, the stability of older residential neighborhoods will be threatened and affordable housing close to the Metrorail station may be lost. Traffic congestion would likely increase if development is encouraged farther away from the station.

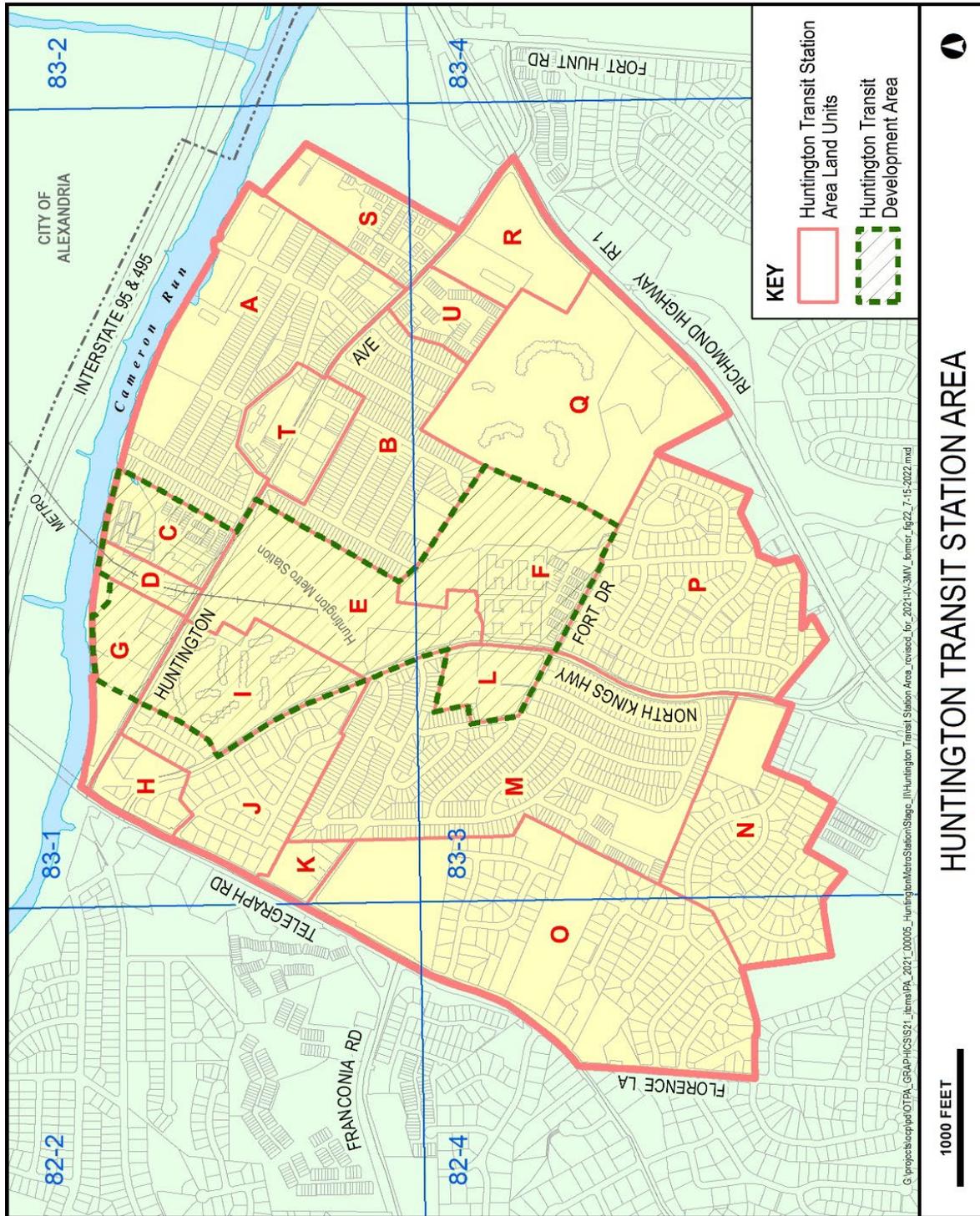


FIGURE 8

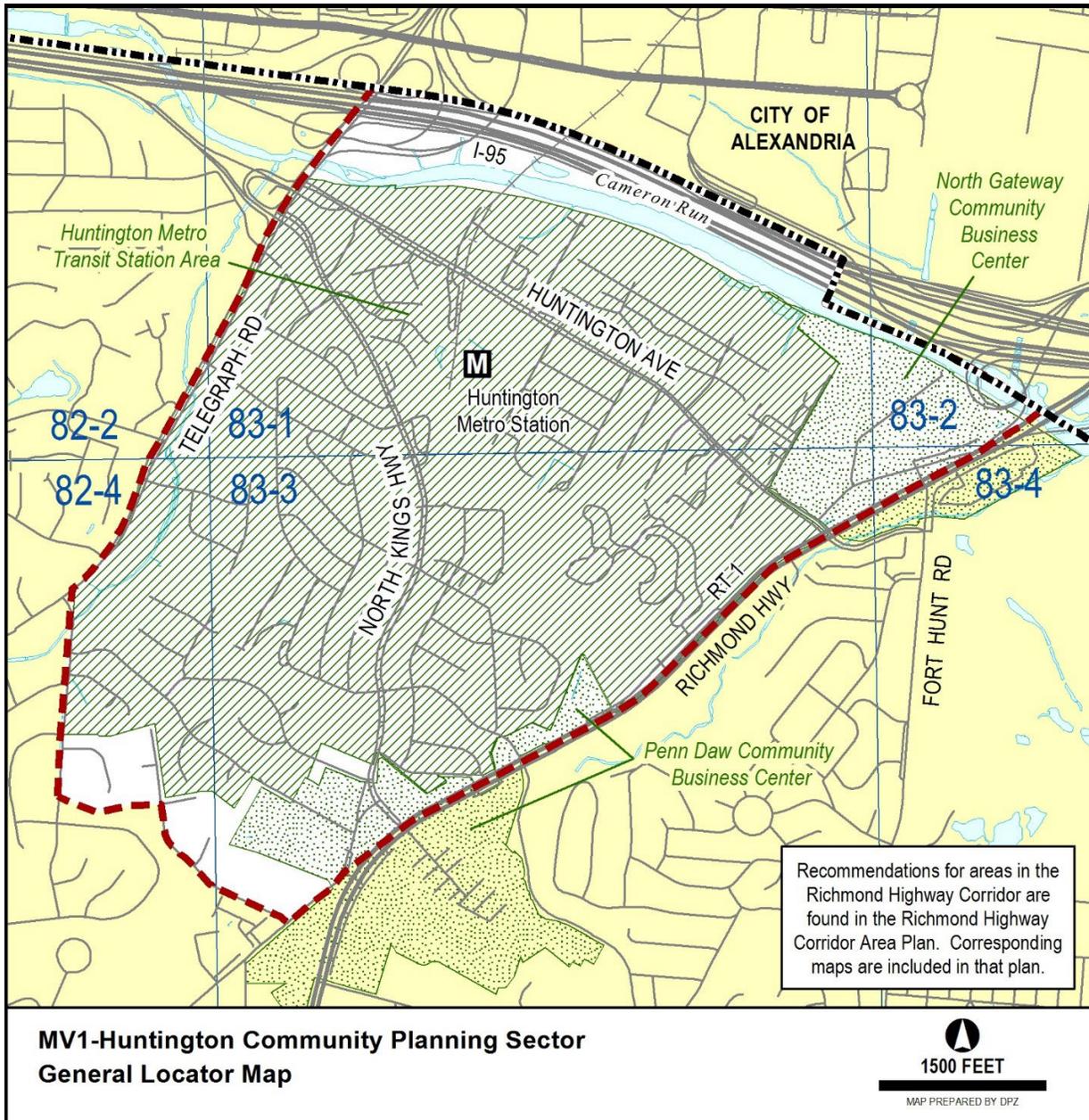


FIGURE 9

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations is to guide and direct development in the Huntington Transit Station Area by recognizing the opportunities and constraints. The area is divided into land units as presented in Figure 8. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metrorail station and preserving the existing stable neighborhoods around the station.

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

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

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

Outside of the Huntington Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the Huntington Transit Station Area should be encouraged to improve.

Transit Development Area Conditions and Recommendations

An area determined to be appropriate for higher intensity, mixed-use development within the Huntington Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 8, the Transit Development Area is comprised of several land units which offer the most viable opportunities for development and redevelopment. The concentration of development in the Transit Development Area recognizes the well-founded criterion that the greatest impact of a mass transportation facility occurs in areas within a ¼ mile to ½ mile radius and a walking distance of the station. Development within this convenient walking distance could generate a substantial number of walk-on BRT and Metrorail riders, while development beyond this distance would generate less ridership and more vehicle trips, thereby exacerbating road congestion in the vicinity of the Metrorail station. In locations such as the Huntington Transit Development Area, mixed-use development with a predominance of residential uses is appropriate. The residential component will contribute most of the Metrorail and BRT commuters, while the nonresidential use will encourage off-peak and reverse ridership, provide a variety of activities and enhance the economics of land development.

The Transit Development Area provides a strong visual and functional focus due to its central location on a topographically prominent site in the Transit Station Area. Development in this area will enhance the character of the community, increase patronage for existing local business, and lead to reinvestment in the surrounding neighborhoods. The area will become a place where county residents can live, work and shop without excessive dependence upon the automobile, thus realizing some of the county's key policy objectives.

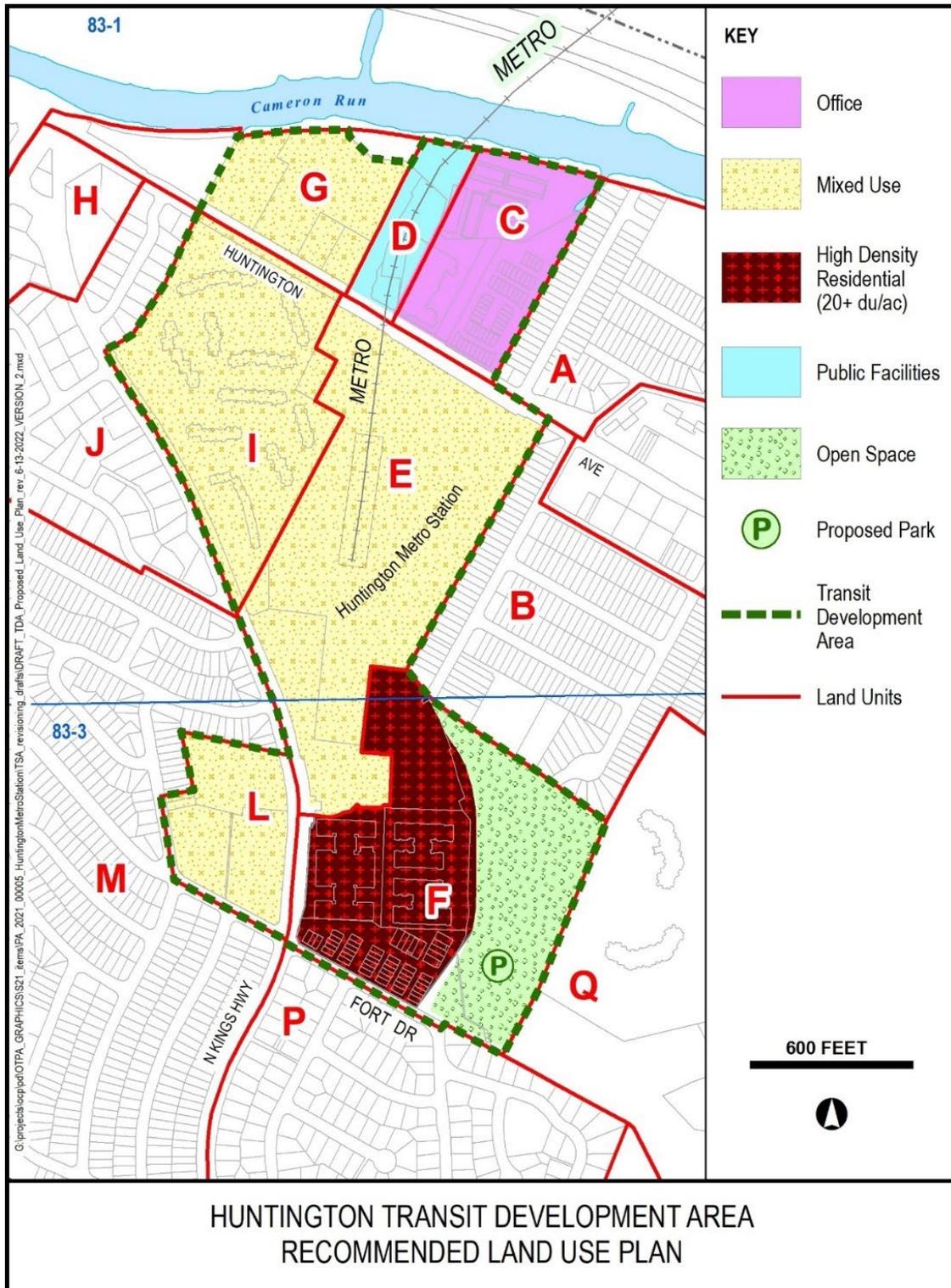
Special planning and development guidelines for the Transit Development Area ensure that this area effectively serves the multiple activities associated with a major commuter environment. Successful development of transit stations which integrate new development into the existing fabric of the community is dependent upon implementation of an urban design framework.

As shown on Figure 8, the Huntington Transit Development Area is comprised of several land units. The Transit Development Area includes the Washington Metropolitan Area Transit Authority (WMATA) property and Metrorail station (Land Unit E), overhead Metrorail tracks (Land Unit D), the Huntington Club Condominiums (Land Unit I), the Huntington Station Shopping Center and garden apartments (Land Unit L), and an area on the north side of Huntington Avenue (Land Units C, D and G). The portion of Land Unit F along Fort Drive and North Kings Highway is developed with townhouse and multifamily units. The recommended land use plan for the Transit Development Area is illustrated on Figure 10.

Land Unit E is bounded on the east by the older, stable Huntington neighborhood and Land Unit F is bounded on the east by high-rise residential projects. The Fairhaven neighborhood serves as a boundary to development on the south side of Land Unit F.

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

North of the Huntington Station Shopping Center is a block of older duplex houses that are directly across from the station facilities. Redevelopment in Jefferson Manor is not recommended outside of Land Unit L (see Figure 10) to limit the impact upon the Jefferson Manor neighborhood and nearby subdivisions. To the west of the WMATA property is the 19-acre Huntington Club Condominiums. Due to its location immediately adjacent to the Huntington Metrorail Station and planned BRT station, this site presents an opportunity for redevelopment as described in the Land Unit I guidance. West of the Huntington Club Condominiums, Fort Lyon Heights is a stable residential neighborhood which serves as a boundary to the Transit Development Area. On the north side of Huntington Avenue, across from the station, is an area of partially undeveloped land which is appropriate for transit-related development. Land Units C, D and G are generally within a $\frac{1}{4}$ mile and walking distance of the station and are bounded by the Huntington community on the east, Cameron Run on the north, and Telegraph Road to the west.

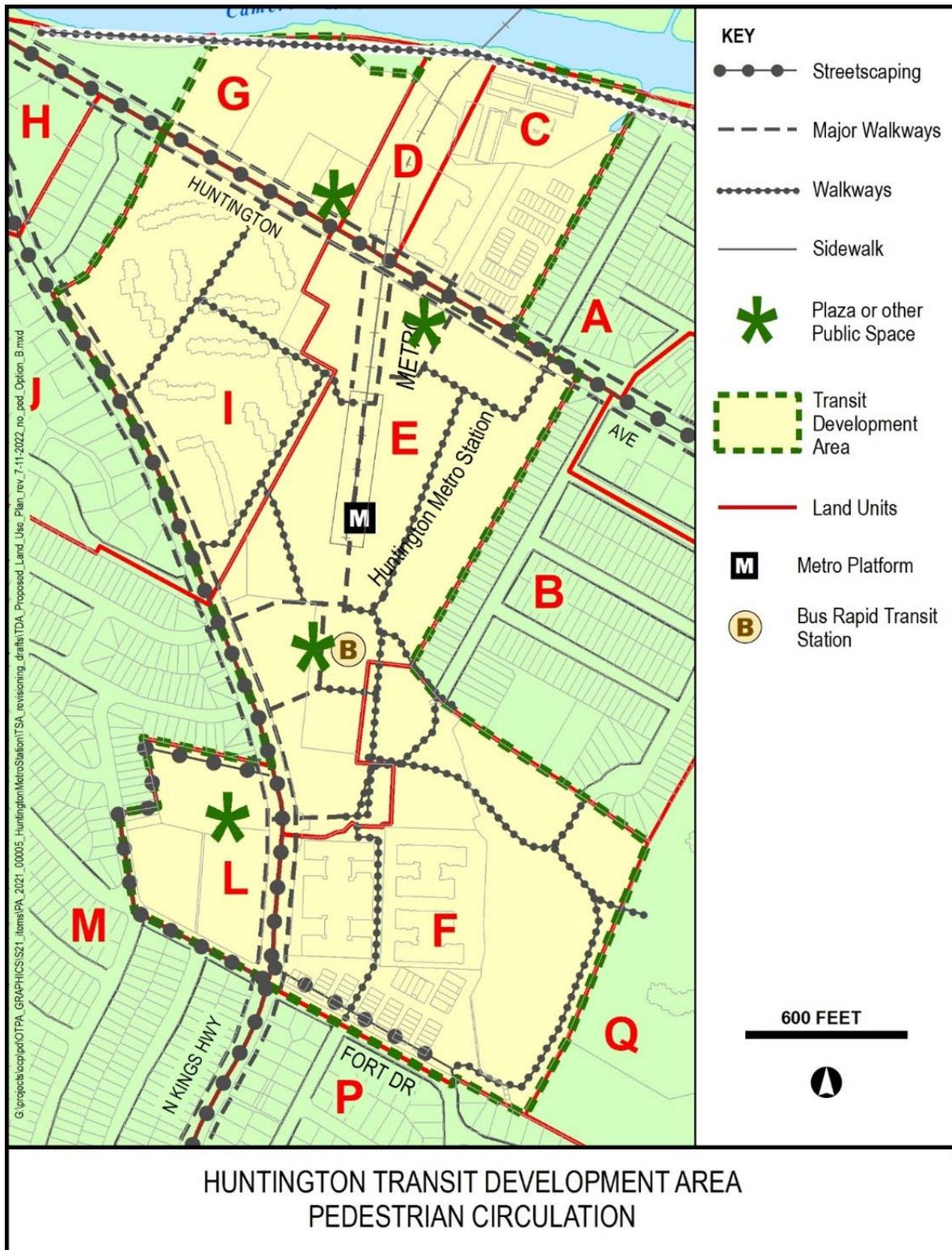


**HUNTINGTON TRANSIT DEVELOPMENT AREA
 RECOMMENDED LAND USE PLAN** **FIGURE 10**

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

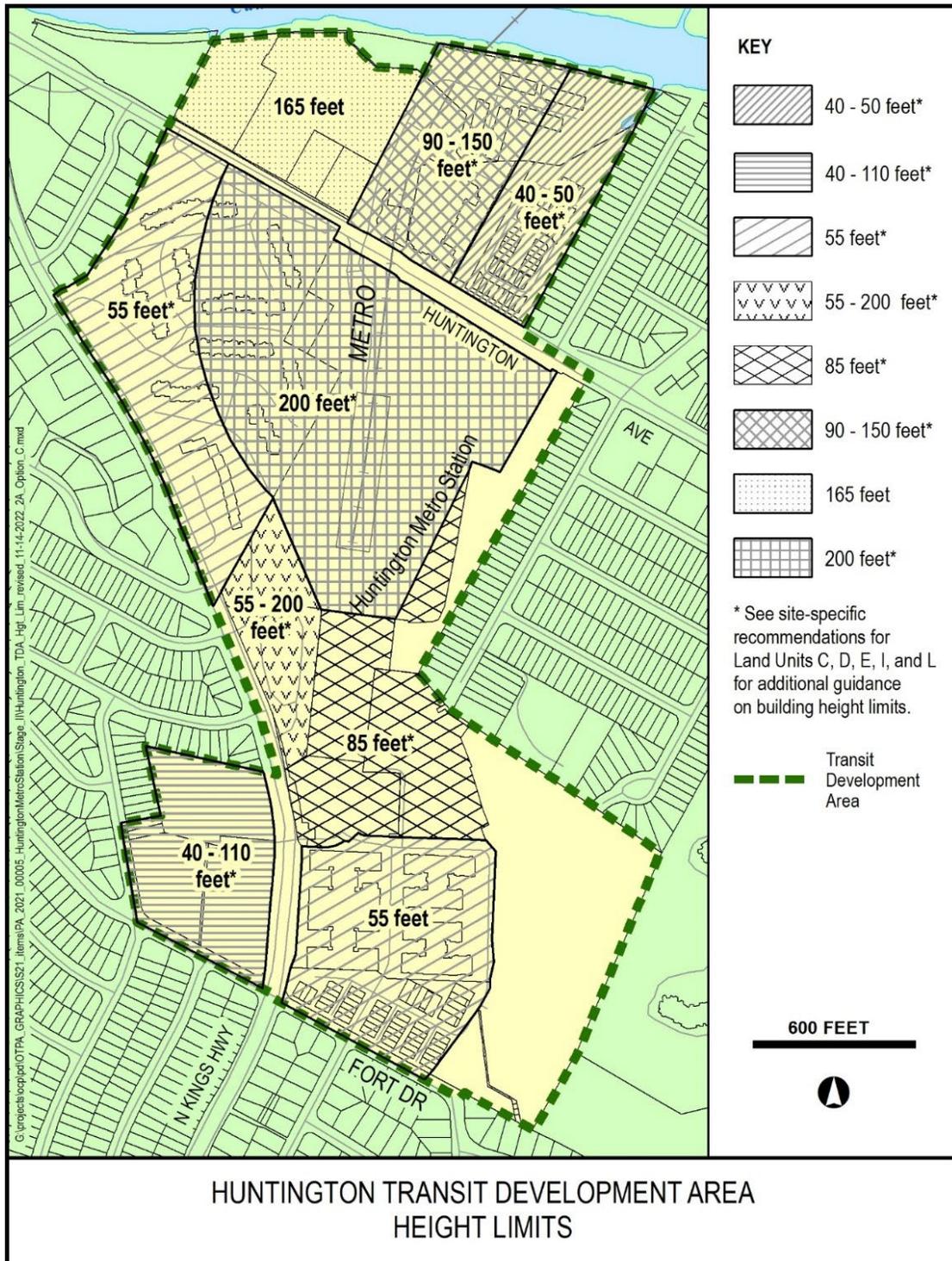
Development in the Transit Development Area may exceed the base level up to the indicated maximum level if the conditions of the Plan are met, including satisfaction of the Development Criteria listed below which apply to all sites in the Transit Development Area:

1. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 11, 12 and 13.
2. Commitment to a development plan that provides high quality site design, streetscaping, urban design and development amenities.
3. Provision of off-site public transportation improvements, or funding of such improvements, associated with the development traffic impact and/or a commitment to reduce development traffic through transportation systems management strategies, especially those which encourage the use of transit.
4. Compatibility in style, scale, and materials with the adjacent development and the surrounding community.
5. Provision of energy conservation features that will benefit future residents of the development.
6. In areas planned for residential development, provision of low and moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households and at income tiers proportionate to the countywide tiers. Development must otherwise meet the Affordable Dwelling Unit Ordinance and should otherwise meet the Workforce Dwelling Unit policy as applicable, except for the commitment level.
7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
8. The provision of structured parking (above or below grade). If surface parking is permitted it should be screened at the street level.
9. Consolidation of vehicular access points to minimize interference with commuter access to the Metrorail and BRT stations.
10. Identification and preservation of significant heritage resources.

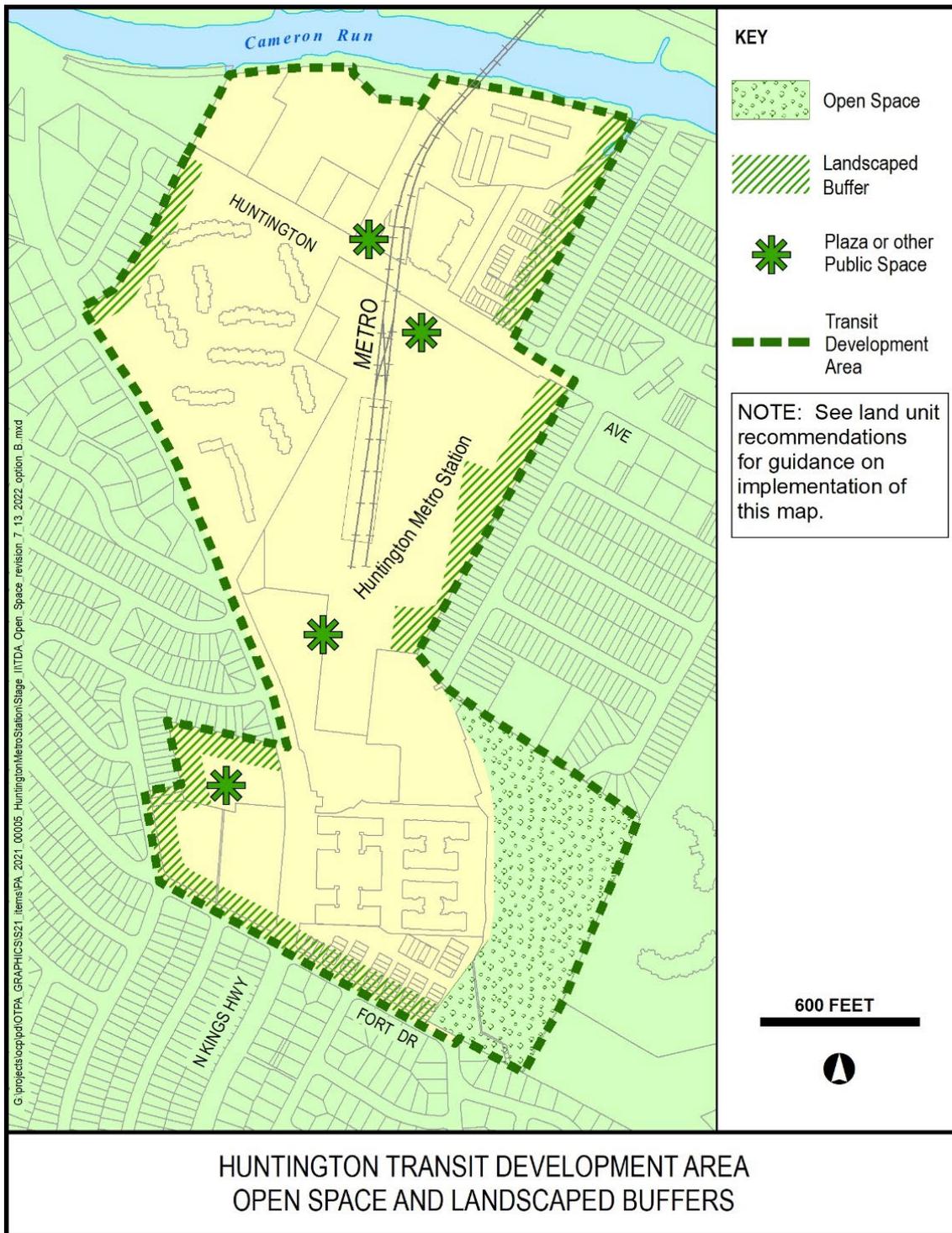


HUNTINGTON TRANSIT DEVELOPMENT AREA
 PEDESTRIAN CIRCULATION

FIGURE 11



HUNTINGTON TRANSIT DEVELOPMENT AREA HEIGHT LIMITS **FIGURE 12**



**HUNTINGTON TRANSIT DEVELOPMENT AREA
 OPEN SPACE AND LANDSCAPED BUFFERS** **FIGURE 13**

In addition to these ten general development criteria, development must also respond to site-specific conditions. These conditions are listed in the following sections for the individual sites composing the Transit Development Area. The maximum level of development for the Transit Development Area is an interpretation of the aggregate development potential for the Transit Development Area. Refer to specific land units for guidance on the recommended square feet of development, number of dwelling units, and other conditions.

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

- Approximately 1,550,000 gross square feet of office space;
 - Up to 120,000 square feet of office space may be converted to hotel use in Land Unit I;
- 92,000 gross square feet of retail space;
- 5,275 dwelling units;
- A hotel with conference facilities may be substituted for dwelling units or non-residential intensity in Land Unit E; the proposal should be rigorously reviewed to evaluate changes to transit ridership and to ensure transportation impacts can be mitigated;
- In Land Unit L, an additional 50,000 to 85,000 gross square feet of retail and office Space;
- Up to 275,000 gross square feet of additional development on Parcel 83-1 ((1)) 33 of Land Unit G.

Land Unit E

Land Unit E comprises 29.5 acres and includes Parcels 83-1 ((1)) 17 E and 88D1, and 83-1 ((7)) 1A. Parcel 83-1 ((7)) 1A is 0.34-acres along North Kings Highway planned for office use at the base plan level. Parcels 83-1 ((1)) 17 E and 88D (the “WMATA property”) are planned for public facilities at the base plan level and occupied by the Huntington Metrorail Station and associated infrastructure, and have been approved for 250,000 square feet of office and 25,000 square feet of retail. A BRT station is planned in this area as shown in Figure 2 of the Richmond Highway Corridor Area, Area IV Plan.

The land unit is defined by two general areas – the northern portion and the southern portion. The northern portion, generally north and east of the Metrorail station platform, is accessed from Huntington Avenue and contains a surface kiss and ride lot and transit stops, an entrance to the Metrorail station platform, and structured parking garages. The southern portion, generally south and west of the platform, is primarily accessed from North Kings Highway and contains a surface kiss and ride lot and transit stops, an entrance to the station platform, and a structured parking garage.

Transit-Oriented Mixed Use Development Option

As an option, transit-oriented, mixed-use development with the following uses is recommended with consolidation of Land Unit E (Parcels 83-1 ((1)) 17E and 88D and 83-1 ((7)) 1A), and should follow the Urban Design Concept Plan for the Huntington Transit Development Area (TDA) as described in Figures 11, 12, and 13:

- 382,000 square feet of non-residential uses, including office, retail, education, and community service use, and housing accommodations regulated as medical or health care uses (such as assisted living and continuing care facilities). At a minimum, approximately 20,000 square feet of ground-floor, non-residential uses in the southern portion and approximately 14,000 square feet of ground-floor, non-residential uses in the northern portion should be provided, in line with the Building Forms and Activating Street Frontages section below; A market or urban-style grocer is encouraged;
- 10,000 – 15,000 square feet of dedicated community and/or senior center uses is preferred, or alternatively, multiple use space capable of serving community and/or senior programming, may be considered in either portion in lieu of an equivalent amount of non-residential uses;
- 1,500 multifamily units, including age- or ability-restricted housing and independent living units, in mid and high-rise building types;
- A hotel with conference facilities may be considered in lieu of planned dwelling units or non-residential intensity; the proposal should be rigorously reviewed to evaluate changes to transit ridership and to ensure transportation impacts can be mitigated.

Changes in transit infrastructure on the site are anticipated to occur with phased redevelopment. The redevelopment in the southern portion is envisioned to occur in coordination with or following the construction of a BRT station that is integrated into the hillside in the location currently occupied by the southern garage. Alternative configurations of the BRT station that achieve the goals and attributes of the mixed-use redevelopment option may also be considered. The BRT station is expected to provide an accessible, convenient connection to the Metrorail system. If consolidation with Parcel 83-1 ((7)) 1A is not achieved, any redevelopment should demonstrate how the parcel could be integrated and developed in line with TOD principles.

Most of the redevelopment under the option in the northern portion is anticipated to occur in coordination with or following the demolition and replacement of the northern commuter garage. Redevelopment in the northern portion that includes demolition of the garage should assess and accommodate commuter parking needs and should include a parking study with the submission of a development application. Shared parking arrangements should be encouraged. Air rights development, including over the station and the parking facilities, may have long-term potential.

Any redevelopment should be coordinated under one plan and should include a mix of both residential and non-residential uses within both the southern and northern portions to implement the mixed-use vision described below and in the Guidelines for Transit-Oriented Development in the Land Use section of the Policy Plan (TOD Guidelines) with each phase. Plans for the southern and northern portions, and each block within each portion, including any interim phases, should demonstrate how the full site can develop in line with the mixed-use land use plan, and should provide the necessary infrastructure and amenities to serve each phase. Providing a mix of uses will encourage a range of activities throughout the day and evening and transit ridership, including reverse-commuting for Metrorail and the BRT system, and will provide future residents, commuters, employees, and surrounding neighbors the ability to work, shop, dine, and recreate.

In the southern portion, a large, publicly accessible civic plaza above the BRT station adjacent to the Metrorail station entrance should be provided consistent with the Urban Parks Framework and serve as a central organizing feature.

Surrounding this plaza, transit-oriented, mixed-use development should be constructed with ground-floor uses that activate the plaza space and enliven the pedestrian walkways and other public spaces, consistent with the TOD Guidelines. In the northern portion, activity should be concentrated around a plaza or other public gathering space, and along Huntington Avenue. In both the northern and southern portions, a grid of streets should establish a logical and walkable block pattern, recognizing that topography limits north/south connectivity.

Bus transit facilities providing service to the site should consolidate stops to provide direct and convenient transfers to other bus, BRT, and Metrorail transit systems. Given the severe grade change across the site, innovative transportation elements, such as repurposing garage parking areas for walkways, including enhancements to provide a pleasant, inviting, and well-lit pedestrian experience; vertical circulation elements such as vertical elevators, incline elevators, and/or escalators; and bus or other type of circulator systems, should be explored to provide an accessible public connection for all ages and abilities between the northern and southern portions of the site and the broader TSA, in interim and final conditions. The feasibility of the transportation elements should be identified at the time of rezoning.

All buildings with frontages onto North Kings Highway and Huntington Avenue should be aligned with, oriented towards, and directly connected with these streets, providing building entrances and active ground floor designs. Urban design should adhere to the Urban Design Concept Plan for the TDA as described in Figures 11, 12, and 13.

Placemaking, Building Forms, and Activating Street Frontages

The civic plazas and major walkways envisioned under the transit-oriented redevelopment option provide significant placemaking opportunities that can support public gatherings, ground floor commercial activity, and provide urban streetscape amenities to welcome people into the site. Volume I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas should be consulted for design guidance on streetscapes and building design. Buildings and streetscapes should be designed in an urban form to create a lively, pleasant pedestrian experience that recognizes the site as the focal point of the TDA, and seeks to connect the site physically architecturally to surrounding existing and planned redevelopment. Retail and other service uses should be provided within multifamily and nonresidential buildings along major walkways in both the northern and southern portions to activate the pedestrian realm along the street. Streetscapes along major pedestrian walkways should support an active, public realm with landscape panels including street trees, benches, wide sidewalks, and/or space for outdoor seating or browsing areas, pedestrian scale lighting, special paving, and other elements to frame the building zone. Buildings should align with the adjacent street, providing building zones (space between the back of the sidewalk and face of the building) that are generally less than 12 feet in width except where outdoor dining, parks, or amenity spaces are provided.

Building articulation, or changes in the façade, should be used to visually reduce the scale of a building and avoid monotonous building elevations. Buildings should include design features that create activated street frontages such as display windows, arcades, awnings, and high-visibility entrances and ground floors with significant transparency. Long expanses of blank walls without windows or entrances detract from the pedestrian experience and are discouraged. If blank façades cannot be avoided, strategies should be used to mitigate their impact on the public realm, including wall murals. Service streets and entrances should be interior to the site and clearly defined to ensure they do not conflict with goals for the active

frontages.

Ground-floor uses should meet the daily needs of commuters, residents, employees, and visitors in the area, including uses such as restaurants, salons, convenience stores, dentists, physical therapists, childcare, entertainment uses, educational services, or fitness or life-style studios. Commercial and restaurant uses should be clustered and strategically located to provide a critical mass of activity, take advantage of pedestrian, bicyclist, and commuter traffic, and provide a shopping and dining destination for the area, including along the central civic plaza.

Flexible interim uses, including live/work and pop-up uses, may be located on the ground floor provided ground floor ceiling heights, building entrances, plumbing, and other critical commercial use components enable the spaces to be converted to the intended active uses in the future. Should an interim use be proposed, plans should demonstrate how the space would be converted with any redevelopment application. Moreover, the interim uses should achieve an active street presence.

Parks and Open Space

A variety of publicly accessible urban park spaces should be provided on the site for the benefit of commuters, residents, employees, surrounding neighbors, and visitors to contribute to a sense of identity and organization for both the site and the broader TSA. Parks should be designed as part of a network that collectively provides varied and high-quality open spaces in line with the standards for urban park development as described in the Urban Parks Framework in the Parks and Recreation section of the Policy Plan. The civic plaza in the southern portion near the Metrorail entrance should accommodate high pedestrian and bicycle traffic and a variety of programming. Other park spaces on the site could include pocket and linear parks, plazas, common greens, and recreation-focused urban parks. Pedestrian connections should be provided to nearby publicly accessible parks, including Mount Eagle and Huntington Park, and to Land Unit I as described under the Multimodal circulation section below. Redevelopment under the option should offset park and recreation needs that cannot be fully provided on the site due to the grade change, such as a rectangle field, at off-site locations. Other methods for mitigating impacts of development on park and recreation facilities should also be considered, including contributions, land dedication, and others, in line with the Parks and Recreation section of the Policy Plan.

Building Heights

Residential and non-residential uses should be designed in mid- and high-rise building types appropriately scaled to implement the TOD concept, concentrating the tallest buildings near other planned higher density development surrounding the site, while transitioning to neighboring lower density residential uses that are planned to remain. Maximum building heights may range across the site, up to a maximum of 200 feet within the site interior and along the northern edge near Huntington Avenue. Building heights along the North Kings Highway street frontage located across from existing lower-density residential uses are recommended to taper down to 55 feet in height near the property line, and should not exceed an approximate 40° line-of-sight measured from the western sidewalk of North Kings Highway to provide an appropriate transition.

Multimodal Circulation

A network of high-quality pedestrian and bicycle paths should be provided, using Figure 11 for guidance, to connect neighboring properties to the Metrorail and BRT stations, plazas, parks, and other open spaces, and ground floor retail and service uses. This network should connect the northern and southern portions of the site to the broader TDA, and to Land Units

F and I. A 10-foot-wide shared use path and a minimum 8-foot-wide landscape panel with street trees should be provided along the North Kings Highway frontage to accommodate pedestrians and bicyclists of all ages and abilities. Improved bicycle and pedestrian facilities with streetscape should be provided along Huntington Avenue, including repurposing right-of-way inside the curb such as the right-turn lane along the site frontage. To promote connectivity to the site from the surrounding community, clearly marked crosswalks should be provided at all four legs of signalized intersections. A mid-block crossing should be provided between Metroview Parkway and Fenwick Drive to facilitate direct access to the Cameron Run Greenway Trail from the site.

Interparcel walkways to Land Unit I in the northern and southern portions of the subject area should provide accessible, direct connections to the Metrorail entrances and, in the southern portion, to the central civic plaza to promote active mobility, health, and well-being through improved access to nature. An interparcel walkway in the southern portion, as shown generally on Figure 11, should be efficiently designed with the nearby buildings, and routed to lessen disturbance to the natural area, minimize the loss of mature trees, and emphasize safety and security. The walkway's location, design, and practicality, including in interim and final conditions, should be determined at the time of rezoning. Due to the grade change between potential landing points along the interparcel walkway connection to Land Unit I in the southern portion, accessible landings should be incorporated at frequent intervals to promote usage by all ages and abilities.

Integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, bikeshare stations, walkways, trails and sidewalks, and enhanced crosswalks with connections to adjacent neighborhoods should be provided.

Parking

Vehicle parking should be located on street and in parking structures. Kiss-n-Ride facilities and on-street parking should be provided, designed, and managed to support the different uses on the site, including Metro and the commercial uses. Parking structures associated with residential and commercial development should be provided below-grade or, if provided above grade, should be wrapped with buildings. Any exposed facades should be located along service streets and away from main pedestrian walkways, North Kings Highway, and Huntington Avenue, and designed in an attractive manner that contributes to the visual appeal of the development. Loading areas should be located away from North Kings Highway and Huntington Avenue and the major pedestrian walkways to avoid conflicts with motorists, pedestrians, and bicyclists. Electric Vehicle charging stations should be provided.

Green Building, Environment, and Landscape Buffers

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The development is expected to meet, at least, the criteria for Leadership in Energy and Environmental Design (LEED) Silver Green Building certification or an equivalent third-party program. Stormwater quality and quantity controls should be provided on-site to reduce runoff volume and nonpoint source pollution. The emphasis should be on innovative, low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water into the ground or reuse it and should include such features as rooftop landscaping. Stormwater management measures that are sufficient to attain the stormwater-related credit(s) of the most current version of LEED for New Construction (LEED®-NC) or LEED for Core and Shell (LEED®-CS) rating system (or third-party equivalent of these credits) should be provided.

A conservation easement for stormwater purposes exists in a wooded, western portion of the site. Any development in this easement area should offset tree canopy on-site to the extent feasible with new tree plantings and by preserving and restoring existing tree canopy elsewhere on the site in order to meet tree preservation targets. Consolidation of TMPs 83-1 ((1)) 17E and 88D1 # with Parcel 83-1 ((7)) 1A is strongly encouraged to reduce overall encroachment into the areas with mature trees and steep slopes in the easement by aligning buildings with North Kings Highway.

The vegetated landscape buffer area on the eastern boundary, as noted on Figure 13, should be maintained and enhanced, and should remain undeveloped.

Light pollution and glare should be minimized in accordance with Objective 5 of the Environment element of the Policy Plan, especially for taller buildings with the potential to cast light on nearby residential properties.

Affordable Housing

Given the Board of Supervisors' desire to make affordable housing a priority throughout the County and especially near transit, and the County's One Fairfax policy, emphasis is given to affordable and workforce housing. Consistent with the TDA guidance, a minimum of 15% of new residential units should be affordable and provided in the form of Affordable Dwelling Units (ADUs) and/or Workforce Dwelling Units (WDUs), at AMIs as provided by the Zoning Ordinance and the Guidelines for Provision of Workforce Dwelling Units in the Housing section of the Policy Plan (WDU Policy). Affordable units should be provided consistent with the minimum 15 percent commitment level and at income tiers proportionate to the countywide tiers.

Land Unit F

Land Unit F is developed with 850 residential units, including Avention, the Courts at Huntington Station, and the Pavilions at Huntington Metro townhouses. Land Unit F also contains Mount Eagle Park.

Land Unit I

Land Unit I is planned for 16-20 dwelling units per acre and is presently predominantly developed with the Huntington Club Condominiums. This land unit presents an opportunity for redevelopment due to its location within the Transit Development Area, adjacent to the Huntington Metrorail Station and planned BRT station.

As an option, redevelopment of Land Unit I with transit-oriented mixed-use up to an intensity of 3.5 FAR, inclusive of affordable housing is planned. Consolidation of Tax Map parcel 83-1((1))32 and the Huntington Club Condominiums (Tax Map Parcels 83-1((23))1-364) is strongly encouraged to redevelop under this option.

Consolidation can afford opportunities for shared parking, consolidated open space, and improved circulation. Any proposed redevelopment on Tax Map Parcel 83-1((23))1-364 under this option should ensure that the project functions in a well-designed, efficient manner and does not preclude development on Tax Map Parcel 83-1((1))32 in conformance with Plan objectives for transit orientation and connection. Consistent with this guidance, vehicular access to Parcel 32 is expected to be provided at the earliest stage of Huntington Club development possible.

The land use mix should consist of approximately 80 percent residential use and 20 percent office use, with ground floor retail use. Approximately 120,000 square feet of office use

may be converted to hotel use. To reduce the visual impact of new development upon the surrounding community, development height should taper.

As shown on Figure 12, a maximum height of 200 feet is recommended for the northeastern portion of the land unit, adjacent to the Metrorail property. Building heights are recommended to taper down to 55 feet along the western and southern edges of the site to be compatible with existing residential development. Beyond those edges, additional building height not to exceed an approximate 40° line-of-sight measured from the western sidewalk of North Kings Highway may be considered if it is demonstrated that an appropriate transition to adjacent residential uses along North Kings Highway can be achieved.

Well-designed, publicly accessible urban plazas and parks that are integrated with the sloping terrain should enhance recreational options and create a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Internal roadways, trails, sidewalks, and street crossings should connect buildings and open spaces. Streetscape treatments should include trees, landscaping, sidewalks, bicycle facilities, street furniture, and various paving textures, to the extent possible.

Given the projected capacity issues in the Huntington Transit Station Area, the number of single occupancy vehicle (SOV) trips made to the subject site should be reduced. Steps should be taken to encourage carpooling, vanpooling, ridesharing, bicycle and pedestrian use, transit use, teleworking, flexible work schedules, and alternative work schedules. Integrated pedestrian and bicycle systems with features such as, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting should be provided. To more easily facilitate transit ridership, a new direct pedestrian and bicycle connection to the Huntington Metrorail Station should be constructed from within the site.

In accordance with the Guidelines for Transit-Oriented Development, a higher level of delay may be acceptable as a result of redevelopment within Land Unit I. If the necessary transportation improvements are found to be in conflict with pedestrian and bicycle access recommendations found in the Guidelines for Transit-Oriented Development, improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be made.

As a component of transportation mitigation, a substantial Transportation Demand Management (TDM) program should be implemented within Land Unit I. The following TDM program elements should be considered:

- A TDM trip reduction goal of 45 percent TDM goal should be sought for both the residential and office components of the site;
- TDM program components appropriate for a moderate to full TDM plan;
- A substantial monitoring and reporting program which would include annual traffic counts and model split surveys every three years;
- Annual reports, to be submitted to the Fairfax County Department of Transportation, relaying the results of the monitoring and any programmatic highlights;
- Monetary contributions to an incentive fund and a remedy fund, as well as fees for non-compliance;

- Parking reductions, providing less parking than required by code; and
- Bicycle amenities, including multi-use trails and bicycle lanes, covered and secure bicycle storage facilities, and shower/locker facilities.

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water in to the ground or reuse it and should include such features as rooftop landscaping. Stormwater management measures that are sufficient to attain the stormwater-related credit(s) of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED®-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED®-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

In addition to the satisfaction of Criterion 6 of the Transit Development Area general development criteria and Criterion 3 of the Guidelines for Neighborhood Redevelopment, consideration should be given to providing affordable housing in partnership with a non-profit organization.

Affordable housing units should be provided on-site and dispersed throughout the development to the extent feasible. The provision of a portion of the affordable units as accessible units is strongly encouraged.

Redevelopment should address the Guidelines for Neighborhood Redevelopment and be phased in accordance with guidance set forth within the Guidelines for Transit-Oriented Development contained in Appendix 8 and 11, respectively, of the Land Use Element of the Policy Plan. Phasing should be done in such a way as to accommodate the relocation of existing residents of the Huntington Club Condominiums.

A phasing plan should be a component of any rezoning application to ensure a viable, well-designed mixed-use project. The phasing plan should establish the ultimate vision for redevelopment of the site and address each phase of development. Commitments to priorities, such as parks, open spaces, and connectivity through the site and to the Metrorail station, should be made as part of the phasing plan. The plan should be reviewed for conformance with the overall vision and the county's transit-oriented development policies, with careful consideration given to interim conditions.

Land Unit L

The Jefferson Manor Conservation Plan, adopted by the Fairfax County Board of Supervisors on June 17, 1991 and amended on September 27, 2011 includes Land Unit L. See the Plan text for Land Unit M for further explanation of the Jefferson Manor Conservation Area.

This area is envisioned to redevelop into a vibrant and walkable mixed-use transit oriented development (TOD) with a significant residential component, supporting local-serving retail, and office uses. An opportunity should be provided for the residents of the Jefferson Manor Conservation Area to review the design and development of Land Unit L. Development on Land Unit L should reinforce the design, character and quality of the proposed development on the WMATA site as well as the existing residential character of the Jefferson Manor Conservation Area.

Proximity to the Huntington Metrorail and planned BRT stations encourages the implementation of safe, attractive, and logical pedestrian and bicycle connections to adjacent residential streets and the station. The redevelopment of Land Unit L should provide a pedestrian-oriented urban plaza or other similar type of public space. Well-designed and strategically located public spaces along with other features such as high quality streetscapes and architectural design elements should enhance the character of the community and foster a unique identity.

The approximately 7.1 acre area [Tax Map parcels 83-3 ((1)) 87; 83-3 ((3)) A, B, 18; 83-3 ((2)) (13) 1A and 1B] is planned for residential mixed-use development an intensity up to 2.15 FAR, or a maximum of approximately 664,000 gross square feet of development. Development should consist primarily of residential uses with a moderate amount of office use and supporting retail and services. These complementary uses should provide for residents' and workers' daily needs such as basic shopping and services.

Land Uses

A range of 300 to 600 residential units is recommended for Land Unit L. The provision of workforce housing and/or affordable dwelling units should satisfy Criterion 6 of the Transit Development Area Conditions and Recommendations. Additionally, workforce and/or affordable residential units should be provided on-site and dispersed throughout the development to the extent possible. The provision of a portion of the affordable units as accessible units is strongly encouraged.

A range of 50,000 to 85,000 square feet of retail, office, and similar uses is encouraged. Community-serving retail uses should be located in places that would encourage public use and activate the street. These retail uses may include but are not limited to cafes, restaurants, a small grocery store, or book stores. Office uses may include but are not limited to financial, legal and medical professional offices. Drive-through uses are not envisioned.

The land use range is intended to be sufficiently flexible to implement the vision for redevelopment, and the appropriate mix of uses will be evaluated during the development review process. The Guidelines for Transit Oriented Development as found in Appendix 11 of the Policy Plan should be used in conjunction with relevant Area Plans and Policy Plan guidance during the review of redevelopment proposals under the Plan option.

Land Unit Consolidation

Full consolidation of Land Unit L is preferred. If full consolidation is not achieved, Land Bay A is encouraged to be redeveloped first to establish an east-west pedestrian connection through the site to the Metrorail station. If Land Bays A and B shown in Figure 14 are redeveloped separately, the development plan should effectively demonstrate how a coordinated development could be achieved with the remaining land bay in the future. High quality architecture and site design as well as a pedestrian-oriented character is expected with the initial phase of development. Usable and publicly accessible parks and/or recreation spaces and pedestrian connections to the adjacent neighborhood and transit station should be included in the first phase of development.



LAND BAYS IN LAND UNIT L

FIGURE 14

Urban Design, Parks, Streetscape, and Parking Guidelines

Buildings

High quality architectural design features of windows, facades, and building details are encouraged. Architectural elements should be varied to add visual interest and character. To the extent possible, the buildings should also reflect similar features and/or materials as the Courts at Huntington Station development across from Land Unit L to create a sense of cohesion.

To protect the stable residential neighborhoods, minimize the impact of the development, and provide suitable transitions, development is recommended to taper in building height as shown in Figure 12. Building height is limited to ten stories or approximately 110 feet. The tallest structures should be oriented to and have frontage on North Kings Highway. Structures along the edges of Land Unit L are limited to a maximum of 4 stories or approximately 40 feet. Screening, buffering, and tapering of building heights towards the interior of the site and along the edges of Land Unit L should be used, and buildings along the interior of Land Bay L should fall within the recommended building height range as shown in Figure 12. In general, building height should be varied to provide visual interest, allow for greater amounts of sunlight, and avoid a looming effect. Visible loading areas and blank walls should be avoided. Where visible loading areas and blank walls are unavoidable, screening, architectural details and landscaping that is aesthetically appealing should be employed to mitigate negative effects.

Buildings along North Kings Highway and those internal to the site should foster an active streetscape with features such as multiple entrance points, display windows, arcades, and awnings to support the pedestrian realm. Blank walls or facades should be avoided. Structures should be oriented to and aligned with the street on which the building is located to frame the street and visually reinforce the building line on the street. Buildings along North Kings Highway and those internal to the site should have minimal setbacks from the sidewalk

and/or property line, taking into consideration the need to accommodate entranceways, browsing zones for window shopping, arcades, sidewalk cafes, or other urban design amenities. Rear facades should be treated in a way that does not detract from the pedestrian experience or adjacent residential areas.

Development should consider the sloping topography along adjacent residential streets and explore building configurations that would lessen the overall visual impact to these residential properties.

Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways.

Parks and Recreational Amenities

A well-designed central civic plaza or square oriented to the Huntington Metrorail Station is recommended to provide a publicly accessible gathering place for residents, employees, and shoppers. This pedestrian-oriented space should also provide visual enhancement and a sense of identity to the site. Hardscape elements, trees and other landscaping, and public art and/or water features should be provided. This space could support open air markets, concerts, outdoor exercise classes, or other special events. The civic plaza should include and connect to a landscaped east-west linear park or pedestrian and bicycle corridor to provide access between Huntington Metrorail station and Monticello Road.

In addition to a central gathering space, other reasonably distributed and publicly accessible urban recreation spaces such as pocket parks are recommended. Consideration should be given to implement enhanced pedestrian and bicycle linkages between onsite parks and those in the vicinity of the site to the extent possible. Non-traditional locations for recreational space such as publicly accessible rooftops should be explored. Indoor program space within private buildings is also desirable, which may include space for exercise and fitness classes and community meeting space. Urban park spaces should be consistent with the Urban Parks Framework document, as modified by the Fairfax County Park Authority.

Streetscape

Street trees and planting strips should form barriers between vehicular and pedestrian traffic as shown in Figure 11. Street trees and other landscaping should be planted in an environment that promotes healthy root growth. A consistent line of street trees and landscaping elements is preferable to provide continuous shading. Consideration should be given to the use of a broad palette of native and drought tolerant species.

Street lighting should maintain the overall identity, character and quality of the area, providing adequate lighting levels that ensure public safety without creating glare or light spillage. Street furnishings such as benches, water fountains and bike racks should reflect a unified design. Bicycle storage should be located in a safe and visible place.

Parking

Parking should be consolidated and provided either underground and/or in structures with underground parking given preference. If above-ground structured parking is necessary, facades should be attractive and inviting from both the pedestrian and vehicular perspectives. Architectural elements and screening and/or buffering should be incorporated to achieve these goals.

Surface parking lots should be avoided. Creative approaches to reduce the amount of parking provided on site should be considered. Accompanied by a parking analysis, reductions to parking standard minimums should be encouraged with an appropriate mixed use project.

Transportation

Proximity of Land Unit L to the Huntington Metrorail and planned BRT stations should be maximized by creating safe, attractive, and logical pedestrian and bicycle connections to adjacent residential streets and the transit stations. Enhanced pedestrian connectivity from the site to the Metrorail and planned BRT station is essential to the redevelopment of this site. A well-designed east-west connection should provide direct pedestrian and bicycle access between the site and stations. A pedestrian circulation plan is also recommended.

The number of vehicular access points along North Kings Highway should be minimized to enhance pedestrian and bicycle accessibility, reduce interruptions to traffic flow, and improve safety. The main vehicular access to the site on North Kings Highway should be reconfigured to align with the Huntington Metro Access Road. Vehicular access is not recommended on Farmington Drive and Monticello Road. Limiting vehicular access to ingress only is the preferred approach on Fort Drive. Consultation with the Fairfax County Department of Transportation (FCDOT), Virginia Department of Transportation (VDOT), and other appropriate agencies will be required to determine whether limited access on Fort Drive is feasible. Recommendations for North Kings Highway, including existing and planned elements of its cross section, can be found in the Richmond Highway Corridor-wide Guidelines section of the Richmond Highway Corridor section of the Area IV Plan.

In accordance with the Guidelines for Transit Oriented Development, a lower standard for level of delay of Level of Service (LOS) E may be acceptable as a result of redevelopment. If the necessary transportation improvements are found to be in conflict with pedestrian and bicycle access recommendations found in the Guidelines for Transit Oriented Development, improvements, measures and/or monetary contributions to a fund enabling the application of techniques to reduce vehicle trips by an appropriate amount in and around the area should be made.

Given the projected roadway capacity issues in the Huntington Transit Station Area, the number of single occupancy vehicle (SOV) trips made to and from this site should be reduced while encouraging transit ridership. A transportation demand management (TDM) program that includes a TDM trip reduction goal of 30-40 percent should be pursued for the residential and office components of the site. Steps should be taken to encourage carpooling, ridesharing, bicycle and pedestrian use, transit use, teleworking, flexible work schedules, alternative work schedules, parking management and other TDM strategies.

Environment

The Policy Plan's Environment section provides guidance for green building practices and standards applicable to Transit Station Areas. Redevelopment should include sustainable practices in accordance with the Environment section of the Policy Plan.

Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it, and should include such features as rooftop landscaping.

Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or the Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits) should be provided. If

this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

Land Units C and D

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

The southern portion of Land Units C and D is planned for and developed with 450 dwelling units in a mix of townhouse units and high-rise multifamily units. This development was subject to the following site-specific conditions:

- In lieu of criterion #6, affordable housing should be provided in accordance with the county's Affordable Dwelling Unit Ordinance.
- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.
- Taper building heights by placing the townhouse portion of the development with maximum heights of 40' on the eastern portion of the Land Unit and building heights up to a maximum height of 150 feet for the high-rise residential on the western portion of the land units nearest the Metrorail guideway to reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area.
- Development should be coordinated and integrated to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 13, for the adjacent neighborhood conservation area.
- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.
- Adequate measures should be provided to mitigate undue environmental impacts. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as other applicable guidelines and regulations such as the Chesapeake Bay Act.
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

The northern portion of Land Units C and D is planned for a maximum of 200,000 gross square feet of office space including a service retail component. This use will provide screening for the residences to the east from Metrorail's elevated tracks to the west. Development should satisfy all applicable general development criteria and address each of the following site-specific conditions:

- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 12. A maximum height of 90 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 50 feet along the eastern edge of the site to be compatible with the existing residential development and to minimize the impact upon the adjacent neighborhood conservation area.
- Provide appropriate developer contributions for highway improvements and amenities which would offset the additional impacts generated by the development.
- Development should be coordinated and integrated to the greatest extent possible to address and provide adequate internal circulation, effective buffering as shown on Figure 13 for the adjacent neighborhood conservation area and mitigation of the environmental impacts associated with existing soils conditions and stormwater impacts on Cameron Run.
- Development affecting Land Units C and D should provide adequate measures to mitigate adverse environmental impacts. Floodplain, wetland and other environmentally-sensitive areas should be considered within the context of Policy Plan guidance regarding EQCs, as well as other applicable guidelines and requirements, such as the Chesapeake Bay Preservation Ordinance.
- Development affecting the subject property offers a unique opportunity to benefit from its adjacency to Cameron Run. Site design should seek to provide features that allow future residents to interact with the Cameron Run environment. Facilities, which could include nature observation points or interpretation features, should be sensitively designed to integrate with the delicate ecology of the site.
- This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.
- No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.

As an option, residential use up to a maximum of approximately 360 dwelling units may be appropriate for the northern portion of Land Units C and D, provided that all the applicable general development criteria are met. In addition, residential development should also satisfy the following site-specific conditions:

- In order to foster high quality development, any residential development proposed under this option should satisfy the criteria required to merit the high end of the density range as stated in Appendix 9 of the Land Use section of the Policy Plan.
- To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Huntington Transit Station Area, it is recommended that development should taper in building heights as shown in Figure 12. A maximum height of 150 feet is recommended for the portion of the land units nearest the Metrorail guideway. Outside this area, building heights are recommended to taper down to 40 to 50 feet along the eastern edge of the site to be generally consistent

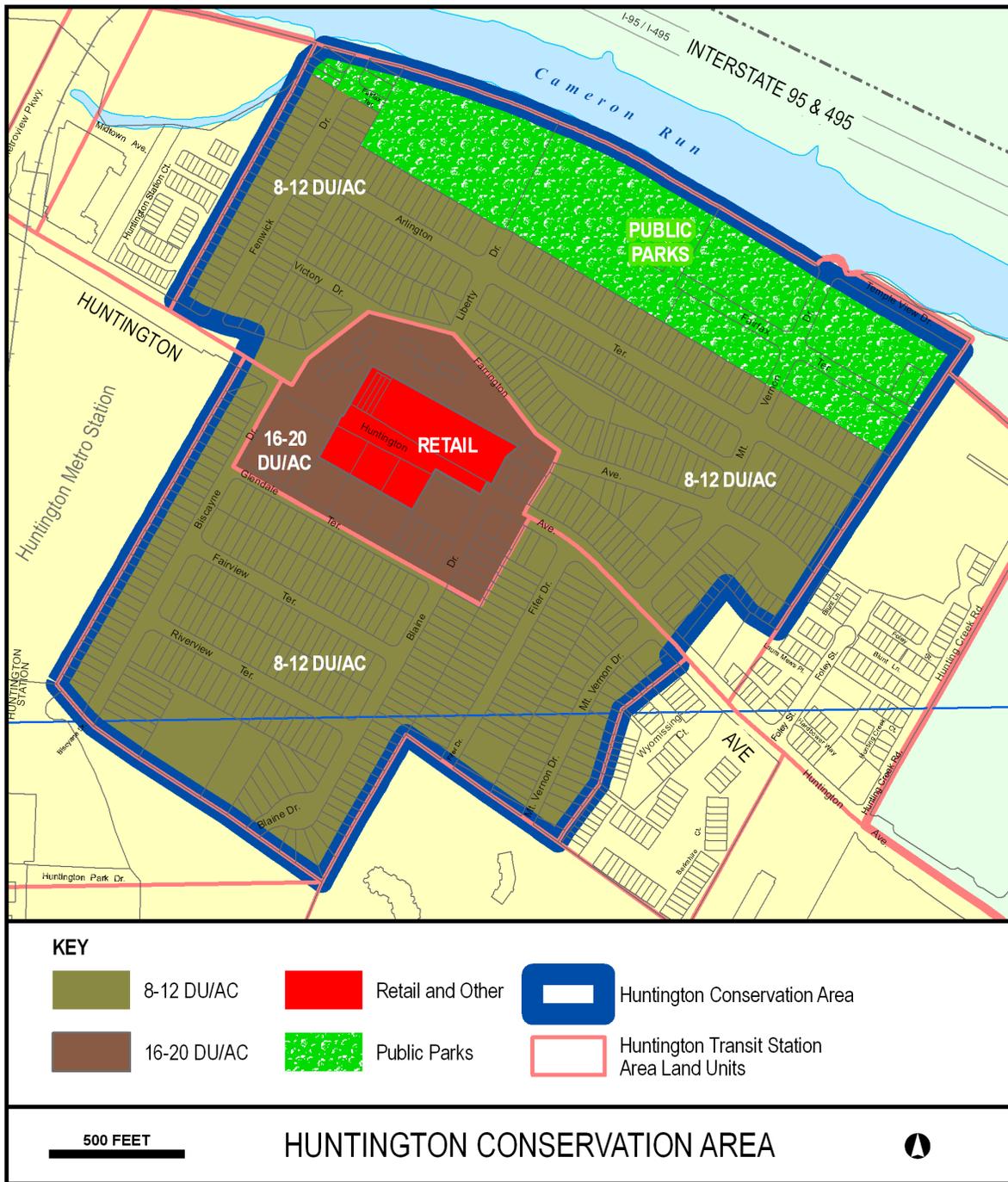
- with the existing residential development to the south, minimizing the impact upon the adjacent neighborhood conservation area to the east. Any proposed building height between 40 to 50 feet may be acceptable if it can be demonstrated through the rezoning process that a suitable transition to the neighborhood to the east can be achieved.
- Development should be coordinated and integrated to the greatest extent possible to address and provide adequate internal circulation and effective buffering as shown on Figure 13 for the adjacent neighborhood conservation area.
 - No vehicle access should be provided directly on Huntington Avenue. Access to the property from Huntington Avenue should be coordinated via Metroview Parkway that borders the western edge of the land unit.
 - Adequate measures should be provided to mitigate adverse environmental impacts. Floodplain, wetland and other environmentally-sensitive areas should be considered within the context of Policy Plan guidance regarding EQCs, as well as other applicable guidelines and requirements, such as the Chesapeake Bay Preservation Ordinance.
 - Development affecting the subject property offers a unique opportunity to benefit from its adjacency to Cameron Run. Site design should seek to provide features that allow future residents to interact with the Cameron Run environment. Facilities, which could include nature observation points or interpretation features, should be sensitively designed to integrate with the delicate ecology of the site.
 - This area possesses a high potential for significant archaeological and/or heritage resources. A field survey should precede any development and the preservation and recovery of significant archaeological and/or heritage resources should be incorporated into development plans.

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

The land use recommendations for the Huntington community seek to preserve the stability of this residential area, upgrade local community shopping facilities, improve parklands and provide better pedestrian linkage to the Metrorail station. The Huntington Conservation Area is comprised of Land Units A, B and T as shown in Figure 15.

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

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



HUNTINGTON CONSERVATION AREA

FIGURE 15

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

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 15). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;
- Provide landscaping between the existing residential uses and areas redeveloped with nonresidential uses or parking facilities to buffer the residential areas from adverse impacts;
- Encourage the retention and rehabilitation of existing garden apartments on the site; and
- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.

As an option, provided this option is in conformance with the Huntington Conservation Plan, the area bounded by Huntington Avenue, Biscayne Drive, Glendale Terrace and Blaine Drive is planned for transit oriented mixed use with an FAR up to a maximum of 3.0, incorporating approximately 75% residential, 20% office, and 5% retail uses with a significant portion of workforce housing. Building heights adjacent to Huntington Avenue closest to the Metrorail station should not exceed 120 feet, transitioning to lower building heights toward Glendale Terrace. High rise residential and office buildings along Huntington Avenue should incorporate street level community retail uses and a pedestrian friendly streetscape with convenient sidewalk access to the Metrorail station. Buildings along Glendale Terrace limited in height to 40 feet or less should be used as a transition to the adjacent neighborhood. Development along Glendale Terrace should be compatible in scale and architectural treatments to the surrounding residential neighborhood, incorporating sidewalk connections to the Metro and a pedestrian friendly streetscape. To encourage consolidation, portions may seek rezoning without the need for the entire block to be included at one time, provided that the applicant can demonstrate that any unconsolidated parcels would be able to develop in conformance with the Plan. Development within this area should also include the following:

- Creative stormwater management techniques;
- Green building design to meet the criteria for certification as LEED Silver;
- Integration of urban park features within the site; and
- Consistency with the Policy Plan, Parks and Recreation, Objective 6 Policies.

Land Unit G

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway, and falls partially within the Transit Development Area. The western portion of Land Unit G (Parcels 83-1((1))33, 45 and 45A) is developed with office and industrial uses and, except as noted below, is planned for office use with an FAR up to .30 and a maximum height of 40 feet. The eastern portion of Land Unit G (Parcels 83-1((1))34D, 34E and 34F) is planned and approved for mixed-use redevelopment consisting of multi-family residential, office and hotel uses. The portion of Parcel 83-1((1))42 within this land unit is planned for office use with an option for residential use as noted in the recommendations for Land Units C and D.

An option for mixed-use development of residential and/or office, hotel, and supporting restaurant/retail uses on Parcel 83-1((1))33 may be appropriate up to a maximum of 3.0 FAR (approximately 275,000 gross square feet (GSF) of development), and a maximum height of 165 feet, subject to full consolidation of Parcels 83-1((1))33, 45 and 45a. If full consolidation cannot be achieved, said redevelopment option for Parcel 83-1((1))33 should be limited to a maximum of 2.6 FAR (approximately 240,000 GSF). The primary access for such development should be consolidated to Robinson Way, along the east boundary of Parcel 33. Redevelopment is expected to consist of high-quality architecture and landscaping that represents an attractive, if not iconic, gateway to the Huntington Transit Station Area.

All areas that are subject to 100-year floodplain, RPA, and EQC should be ecologically restored and revegetated, to the extent possible, and utilized as a public open-space/recreational area that connects to similar neighboring areas along Cameron Run. Streetscape improvements along Huntington Avenue and Robinson Way should be coordinated with neighboring development, including undergrounding of remaining overhead utility lines along Huntington Avenue. Consideration should be given to including green roofs and/or solar panels on rooftops.

Any redevelopment per this Plan option should also include stormwater quantity and quality control measures that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume. The emphasis should be on low-impact development (LID) techniques and best-management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, return water into the ground, or re-use water, and should include features such as rooftop landscaping. Stormwater management measures that are sufficient to attain the stormwater-related credit(s) of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED®-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED®-CS) rating systems (or third-party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

Parcels 83-1((1))34D, 34E and 34F are planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. The design should include environmental elements including buildings designed to meet the criteria for LEED Silver green building certification.

In addition to the previous guidance, any redevelopment in Land Unit G should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;

- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;
- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
- The impact on parks and recreation should be mitigated per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and
- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.

Residential uses may exceed one-half of the total development provided additional recommendations are met, as follows:

- The first floor, and, to the maximum extent feasible, the second floor of the new building should consist of retail or other community-serving uses to activate the pedestrian realm along the street and to provide amenities, services, and employment opportunities for the Huntington area in furtherance of the mixed-use vision for the TDA. Community-serving uses are intended to meet the daily needs of residents in the area, such as restaurants, salons, convenience stores, dentists, physical therapists, or fitness or life-style studios;
- Provide a portion of the residential units as universal designed units to accommodate different ages and abilities.
- Park and recreational space should be provided onsite in accordance with the Urban Parks Framework and can be coordinated with open spaces within adjacent development. An urban plaza of approximately one-quarter acre should be accommodated at the corner of Huntington Avenue and Metroview Parkway as a placemaking space that relates to the ground floor uses. The urban plaza/park should be large enough for a variety of activities that create a draw and provide a central gathering space for the Huntington area. Enhancements to the Cameron Run Trail also are encouraged.

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

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

Land Unit H contains highway-oriented retail use located at the intersections of Telegraph Road with North Kings Highway and Huntington Avenue. Land Unit H is planned for retail

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

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 9. The Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. Both of these subdivisions should be maintained as stable residential neighborhoods.

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

Land Unit M (Jefferson Manor Conservation Area)

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

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

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

Land Unit N (Penn Daw Area)

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

The balance of Land Unit N, is an area of largely undeveloped land at or adjacent to the terminus of Poag Street and includes Parcels 83-3((11))7, 8, 9, 10; 83-3((1))5; 83-3((4))B; 82-4((1))24. With substantial consolidation, these parcels are planned for residential use at 3-4 dwelling units per acre. Development should be designed and specially engineered to address sensitive environmental areas, including steep slopes, marine clays and drainage

problems. Poag Street should be improved to include resurfacing and drainage management. Poag Street should serve as the principal access to these parcels with no connection of Poag Street to Shaffer Drive.

Land Unit O (Wilton Woods Neighborhood)

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

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

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

Land Unit P (Fairhaven Neighborhood)

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

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

As an option, mixed-use development on Tax Map Parcels 83-3 ((9)) (1) A, 1, 2, 3 and 4 to include midrise multifamily residential use with ground floor retail and office uses may be appropriate (see Subunit F-1 for detailed recommendations).

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

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

Near the intersection of Richmond Highway and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is developed with a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (Tax Map 83-3((1))76) is planned for residential development at 52 dwelling units per acre, plus a full service hotel up to 200,000 square feet to replace the existing commercial uses, in the event that the following conditions are met:

- Project design, building materials, and layout provides a high quality development and pedestrian focused site design which should include street-oriented building forms;

- Buildings should be designed in a way that unifies the site and minimizes negative impacts on the adjacent uses;
- Building height and orientation shall be coordinated to minimize blockage of river views from the adjoining residential units;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways;
- Underground structured parking is provided to serve the development;
- Implementation of an effective transportation demand management (TDM) program to reduce auto travel in the area, which could include coordinated shuttle service to Huntington Metrorail station for both residents and hotel users;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters and adequate lighting;
- Creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks on the site;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- The impact on parks and recreation should be mitigated per county policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;
- Development is screened to provide an adequate transition toward the lower residential densities existing and planned south of Richmond Highway and west of Fort Hunt Road;
- Mixed-use is encouraged provided that the traffic impact is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service acceptable to the Virginia Department of Transportation and the county;
- There is an internal circulation system to allow connection with adjacent parcels;
- Vehicular access points are limited to locations as far from the Richmond Highway/Huntington Avenue intersection as possible;
- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the county; and
- Adequate right-of-way is provided for the improvement of the intersection of Huntington Avenue and Richmond Highway as planned, or other improvements found to be necessary.

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

the RPA, less publicly owned land, is accomplished, redevelopment at a density up to 16-20 dwelling units per acre may be appropriate.

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

- In order to foster a transition from the high rise buildings east and the lower density residential units to the west, the area fronting Huntington Avenue may be developed as multifamily units provided that building height does not exceed 50 feet. The remainder of the area outside the RPA should be developed as townhouse style units at least 22 feet in width;
- Development should provide adequate measures to mitigate against undue environmental impact. The related Environmental Quality Corridor and RPA areas should be protected in accordance with Plan objectives, as well as other applicable guidelines and regulations such as the Chesapeake Bay Act; and
- Effective screening should be provided to all unconsolidated areas. In addition, a buffer of at least 75 feet in width that is planted with trees should be provided along the northern boundary of the area to be developed. This buffer area may include amenities such as pathways, a tot lot or passive recreation areas.

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

Area Outside of the Huntington Transit Station Area

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

Transportation

Transportation recommendations for this sector are shown in Figures 16, 17, and 18. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Traffic reduction measures such as ride-sharing, transit incentives and other transportation systems management strategies are applicable to this area. While the county is striving to implement the planned transportation improvements and encouraging the use of transportation systems management strategies, the development community should address the concerns of traffic congestion for any new development within the Transit Station Area. This may be addressed in a number of ways, including transportation systems management, financing for transportation improvements and/or the deferral of development until adequate transportation improvements have been implemented.

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

construction.

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

Recommendations for Richmond Highway and North Kings Highway, including existing and planned elements of their cross sections, can be found in the Richmond Highway Corridor Area section of the Area IV Plan.

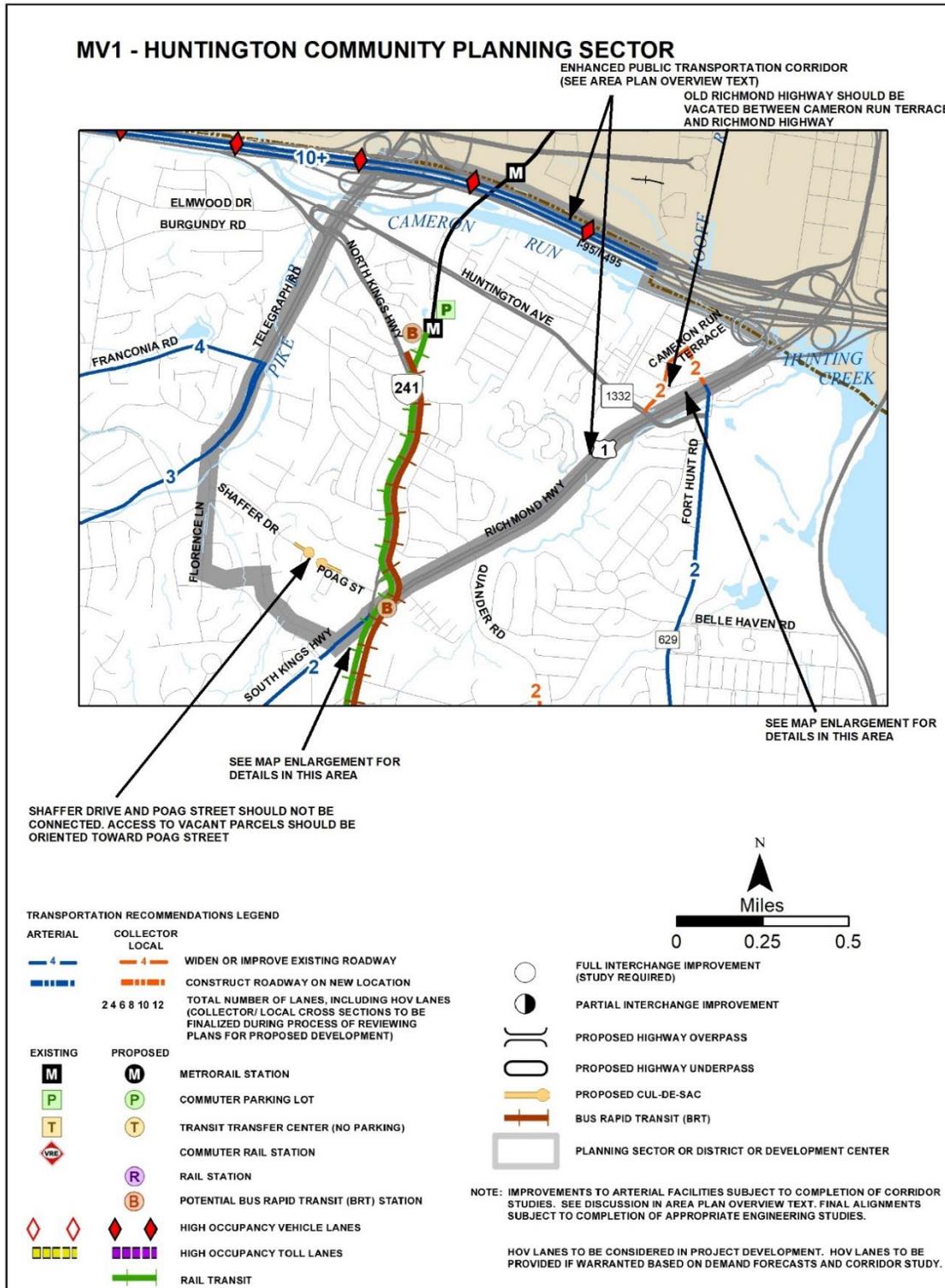
Pedestrian Circulation

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

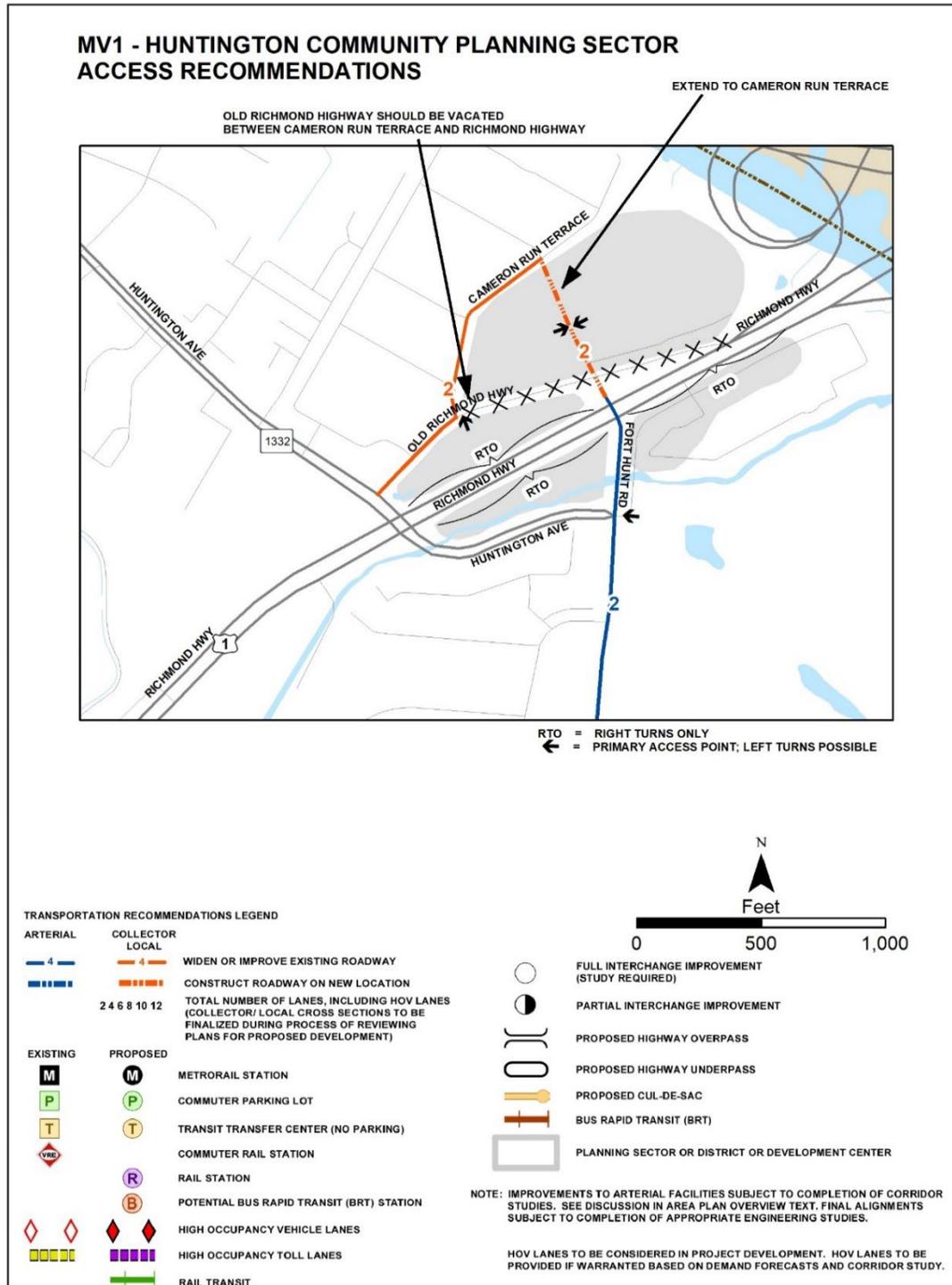
Public plazas, or other public spaces such as courtyards or atriums, should be provided on the WMATA property and at the Huntington Station Shopping Center site when it is redeveloped. Such public spaces on these two sites would serve several purposes:

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

For the entire Transit Station Area, a pedestrian circulation system is proposed to provide an interconnected system of walkways linking pedestrians to their destinations. This system provides new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience. The elements of this system are presented in Figure 19. In order to meet functional needs of commuters and make the walk to the Metrorail and planned BRT stations more pleasant, a streetscape program should be developed and implemented for the segments of Huntington Avenue and North Kings Highway that lie within the Transit Station Area as well as for the streets defining the boundary of the Transit Development Area west of North Kings Highway. Special treatment along both sides of these streets include street trees, pedestrian level lighting, special paving, coordinated graphics and street furniture. Sidewalks have been recently constructed on both sides of Huntington Avenue and the programmed improvements to North Kings Highway will include sidewalks on both sides of the road. Streetscape design should be retrofitted into the existing rights-of-way and augment the existing and programmed sidewalks rather than require their replacement. Developers should be encouraged to provide this streetscape treatment as part of their new development.

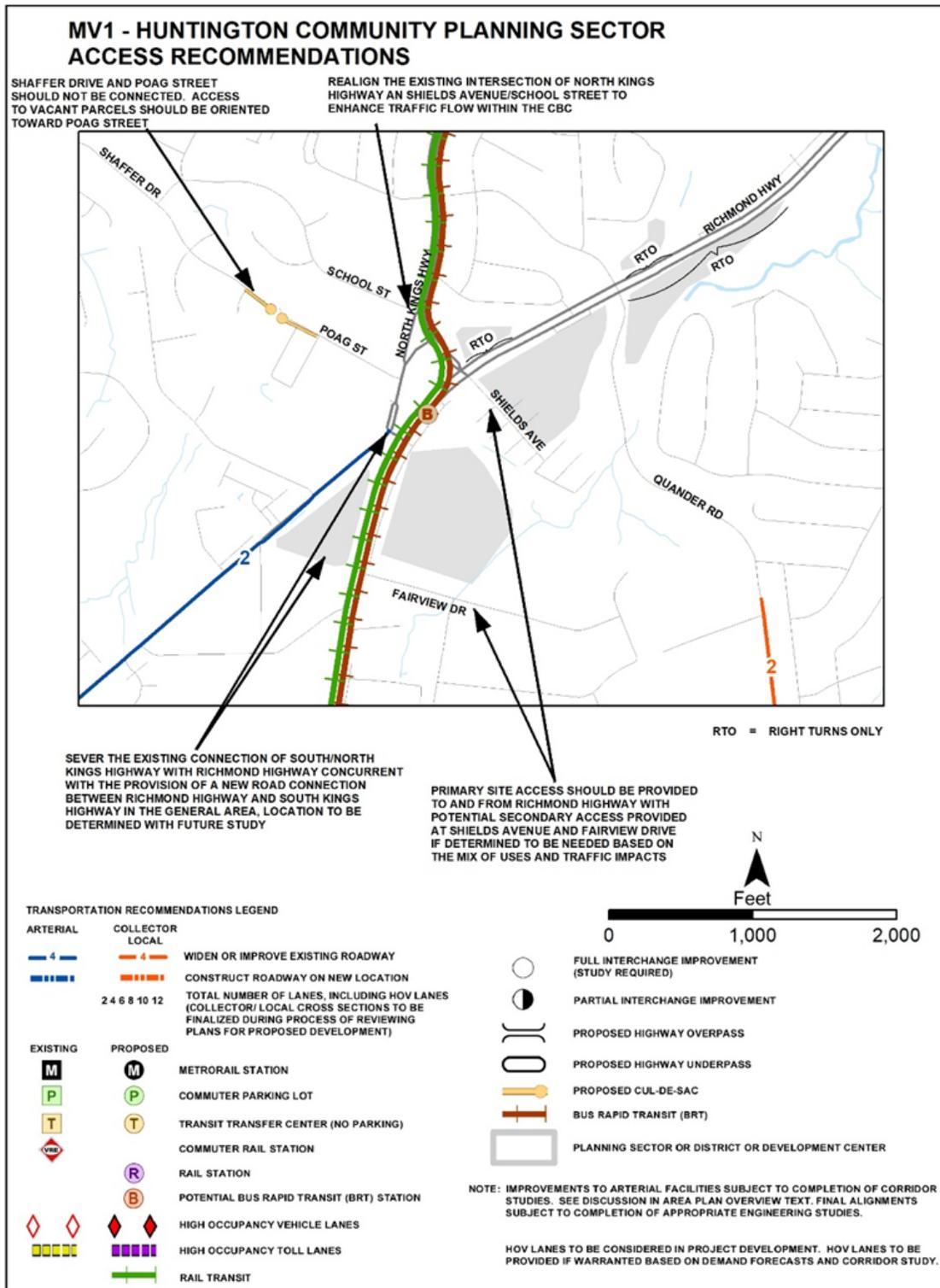


TRANSPORTATION RECOMMENDATIONS **FIGURE 16**



ACCESS RECOMMENDATIONS
MV1 HUNTINGTON COMMUNITY PLANNING SECTOR

FIGURE 17



**ACCESS RECOMMENDATIONS
MV1 HUNTINGTON COMMUNITY PLANNING SECTOR**

FIGURE 18

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

A circuit trail is recommended as shown in Figure 10 to provide Metrorail station and planned BRT station access to the adjacent existing development without intruding upon the proposed new development. This trail should incorporate the pathway between Montebello and the Metrorail station and planned BRT station, the proposed sidewalk on the north side of Fort Drive, and the public space around which the mixed-use development will be clustered. In addition to the existing connection to Montebello, new connections should be provided to the Belle Haven apartments, Biscayne Drive and Blaine Drive.

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

Heritage Resources

The Browne Academy "Greystone" building at 5917 Telegraph Road and Tax Map 82-4 ((1)) 32 should be evaluated for inclusion in the Fairfax County Inventory of Historic Sites. Single family dwellings built prior to 1940 should also be evaluated for potential inclusion in the Inventory if they are unaltered and embody the distinctive characteristics of a type, period, and/or method of construction.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

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

Parks and Recreation

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

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

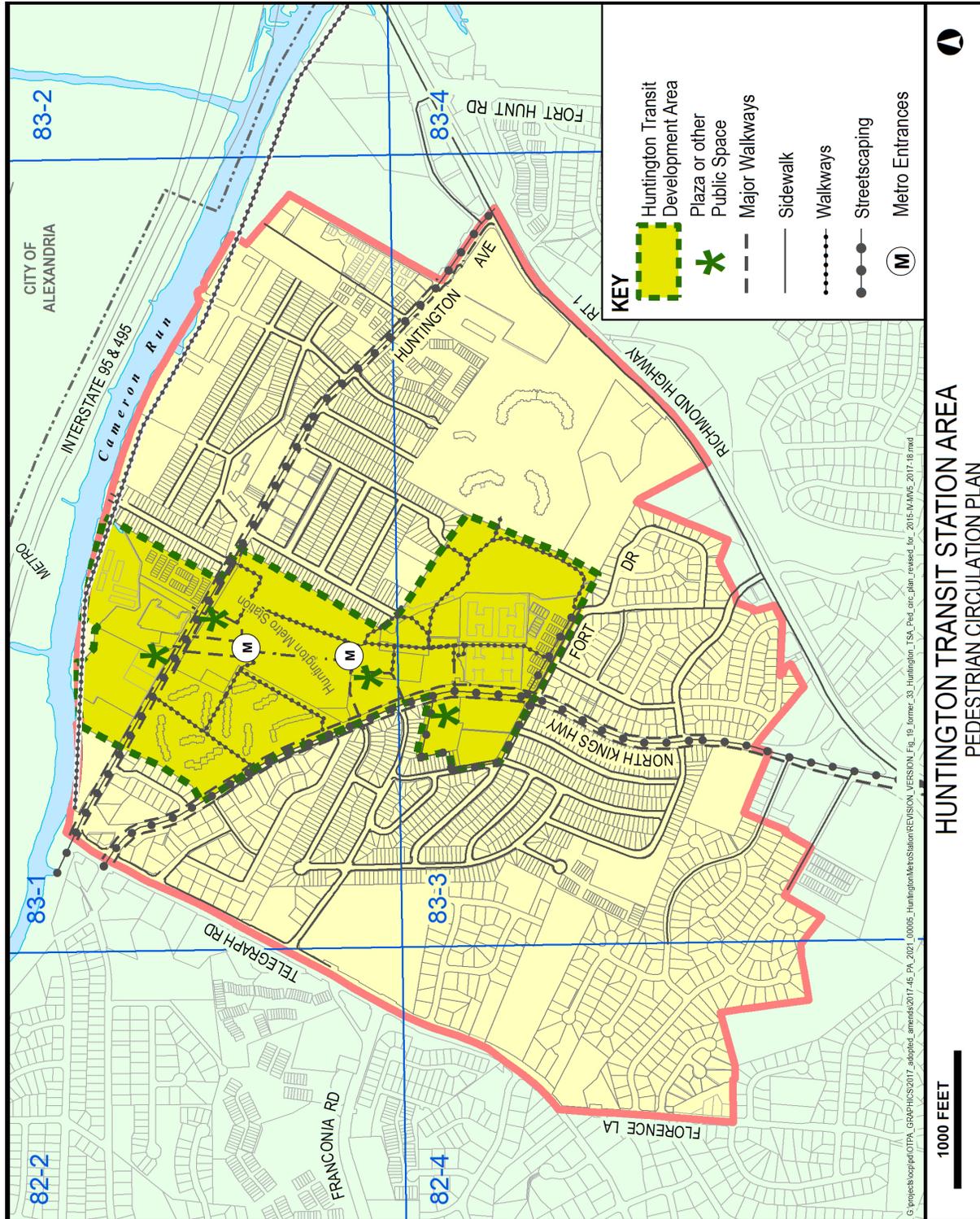


FIGURE 19

FIGURE 20
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV1

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

MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

CHARACTER

The Hybla Valley Community Planning Sector is located on the west side of Richmond Highway (Route 1) south of South Kings Highway. The Hybla Valley Community Planning Sector contains portions of the Penn Daw, Beacon/Groveton, and Hybla Valley/Gum Springs Community Business Centers (CBCs), located on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Area IV Plan. Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this planning sector.

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

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

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the Mount Vernon Planning District Overview section, Figures 3 and 4.

Groveton Redevelopment Area

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

Plan recommendations for the Groveton Redevelopment Area are discussed in the Richmond Highway Corridor Area section of the Area IV Plan under the Beacon/Groveton CBC, Land Unit D.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

The Hybla Valley Community Planning Sector contains stable residential neighborhoods. Infill development within this sector should be of a compatible use, type and intensity in

accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Richmond Highway Corridor Area

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

Outside Richmond Highway Corridor

Figure 21 indicates the geographic location of land use recommendations for this sector.

1. Groveton Gardens apartment development is planned and should be completed at 16-20 dwelling units per acre: (Tax Map 92-4((1))13). Adequate buffering should be provided to adjacent detached homes on the east side of Harrison Lane. Part of this area of Groveton Gardens falls within the Huntley Historic Overlay District which imposes additional restrictions that are addressed in Sector RH7 of the Rose Hill Planning District Plan.
2. Parcels 92-2((1))16G-21 located on the east side of South Kings Highway adjacent to Beacon Field Apartments are planned for residential use at 8-12 dwelling units per acre, provided the following conditions are met:
 - Full consolidation of all lots is achieved;
 - Proposed development is compatible with surrounding development;
 - A transition is provided between the apartments to the east and townhouse complex to the west;
 - All vehicular access is provided from Southgate Drive; and
 - Environmental impacts are mitigated.
3. Several single-family homes are currently located adjacent to Groveton Gardens apartments and front on Lockheed Boulevard and Tavenner Lane. With appropriate consolidation, Tax Map 92-4((1))9, 10, 11, 12, 12A, 17A, 22, and 23; 92-4((7))(32)1A-3B; 92-4((7))(34)1A-3B, are planned for multifamily residential use at 16-20 dwelling units per acre.
4. The Groveton neighborhood should be preserved and upgraded. Development in the area to which the Richmond Highway Corridor Area policy does not apply should be of the same use, character and density as existing development.
5. Parcels located on the north side of Holly Hill Road west of the Nazarene Church are planned for residential use at 5-8 dwelling units per acre and should meet the following conditions:

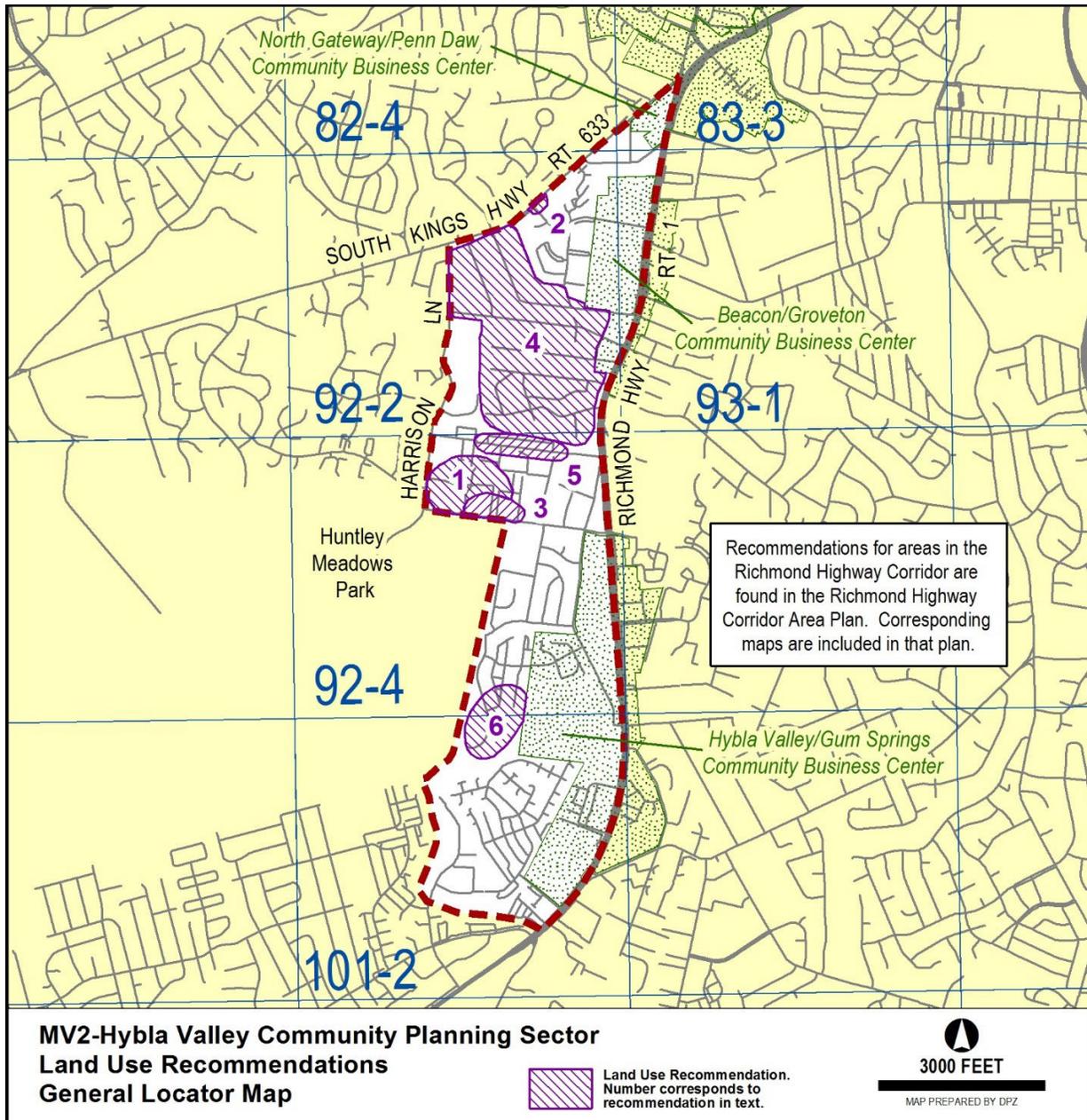
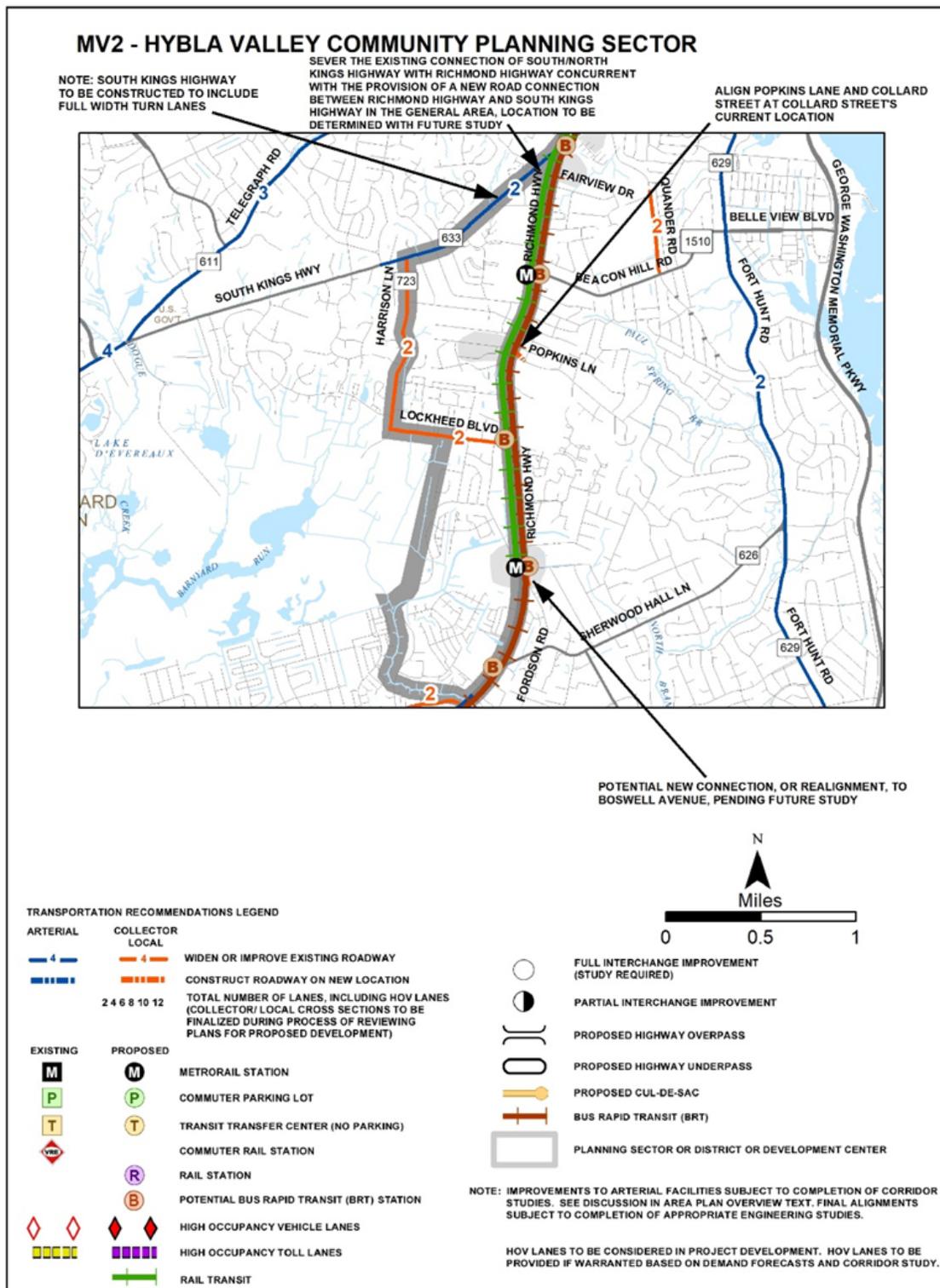


FIGURE 21

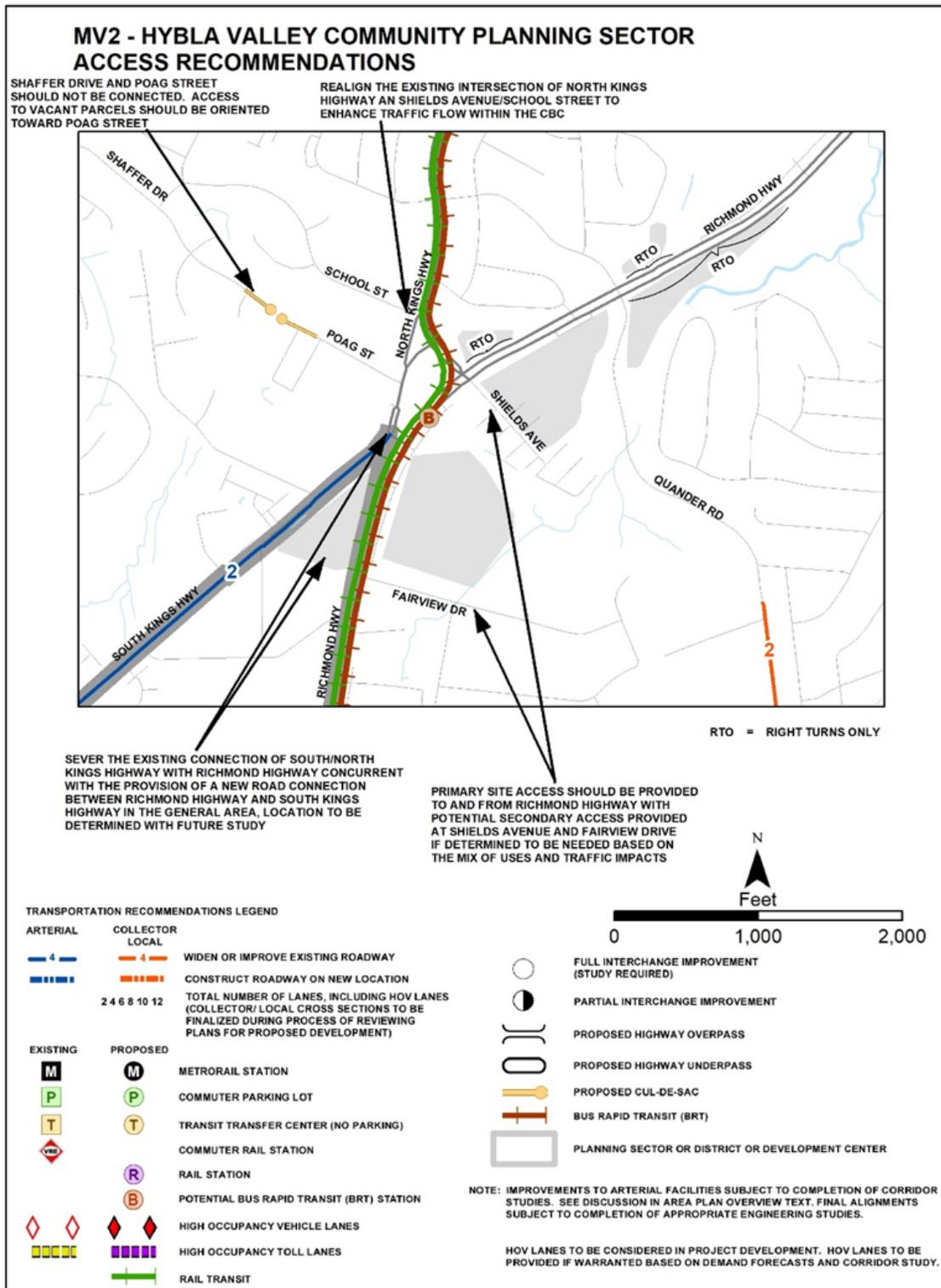
- Parcel consolidation should be achieved to promote a coordinated development plan; and
 - Substantial and effective screening between this property and the stable Groveton residential neighborhood should be an integral element of the development plan.
6. Tax Map 92-4((1))58 and 101-2((1))11A located adjacent to Mount Vernon Plaza and Huntley Meadows Park contain environmental constraints including wetlands and marine clay soils. The most desirable use for this land is open space. As an option, residential development in the range of 5-8 dwelling units per acre would be an acceptable alternative provided the following conditions are met:
- The development is sensitive to the existing wetlands and Environmental Quality Corridor;
 - At least fifty percent (50%) of the gross area is provided as open space as defined in the Zoning Ordinance;
 - Suitable buffering is provided for Huntley Meadows Park, which may vary in width, but shall consist of a minimum width of fifty (50') feet of open space;
 - Traffic Management:
 - a. Access serving all single-family detached units will be provided only via existing street(s) to the north through existing similar development;
 - b. Access serving all townhouse and multifamily units will be provided only via existing street(s) to the east; and
 - c. The project shall address access for emergency vehicles.
 - A mixture of unit types, including single-family detached and attached, is appropriate provided it is done as a coordinated development. Multifamily development is appropriate provided that such use shall not exceed fifty percent (50%) of the total number of units proposed. Only single-family detached units and storm water management facilities are appropriate adjacent to the buffer area for Huntley Meadows Park.

Transportation

Transportation recommendations for this sector are shown on Figures 22 and 23. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.



TRANSPORTATION RECOMMENDATIONS **FIGURE 22**



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

FIGURE 23

Heritage Resources

Remaining undeveloped areas as well as early and mid 20th century and more dispersed neighborhoods remain in this sector and could contain significant heritage resources. These resources should be preserved. Franklin Street in the Fairview subdivision has a number of 1920s single family dwellings that should be evaluated for potential inclusion in the Inventory of Historic Sites. Other older neighborhoods in the area should also be evaluated for potential inclusion in the Inventory of Historic Sites. Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Part of the Huntley Historic Overlay District lies within this sector. Regulations for this district are discussed in the Huntley Meadows Community Planning Sector of the Rose Hill Planning District.

Public Facilities

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 24. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 24
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV2

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

MV3 BELLE HAVEN COMMUNITY PLANNING SECTOR

CHARACTER

The Belle Haven Community Planning Sector is generally bordered by Cameron Run, the City of Alexandria, the Potomac River, Beacon Hill Road, I Street, North Kings Highway (Route 241), and Richmond Highway (Route 1). The portions of the North Gateway, Penn Daw and Beacon/Groveton Community Business Centers (CBCs) located on the east side of Richmond Highway are located in this planning sector. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Area IV Volume of the Plan.

The predominant land use in this planning sector is residential. The planning sector includes a range of housing types. Single-family detached units in stable neighborhoods comprise the majority of residential development. Townhouses are located at the intersection of Richmond Highway and Fort Hunt Road and at the intersection of Fort Hunt Road and Belle Haven Road. Two apartment and condominium complexes are located in the Richmond Highway area. In addition, a mobile home park, is located along Shields Avenue near Richmond Highway.

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

The planning sector contains areas that may have been settled as early as the 17th century. It includes Fort Willard Circle, which was part of the Civil War-era defenses of Washington and is now a county-owned park. Fort Willard Circle is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 3 and 4. Additional historic sites in this planning sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section in Area IV Plan which addresses land use issues and

recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and Suburban Neighborhood Areas between these centers. Community Business Centers in Sector MV3 include the eastern portions of North Gateway, Penn Daw and Beacon/Groveton.

Outside Richmond Highway Corridor

Figure 25 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Infill development in Belle Haven Estates and on Parcels 93-1((1))71B and 71C and 83-3((32))A is planned for residential use at 3-4 dwelling units per acre. A maximum of six clustered home sites, with access from Princeton Drive or Cygnet Drive, should be developed on these parcels.
2. Parcels located on the west side of Quander Road next to West Potomac High School (Tax Map 93-1((1))46A-53) are planned for public facilities use as an addition to the West Potomac High School.
3. The area between Belle Haven Road and Olde Towne Road, east of Potomac Avenue is planned for residential development at 3-4 dwelling units per acre with the exception of lots fronting on Belle Haven Road east of 11th Street which are planned for office use at .30 FAR with maximum building heights of 35 feet. These office uses should be well-buffered and screened from existing and planned residential uses located on the north side of Olde Towne Road. In any development proposal, adequate storm drainage outfall, which will require major construction and is consistent with the county's policy regarding development within flood-prone areas, should be provided.
4. Any new development having visual impact upon the George Washington Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low-density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses should be permitted, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]

Transportation

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

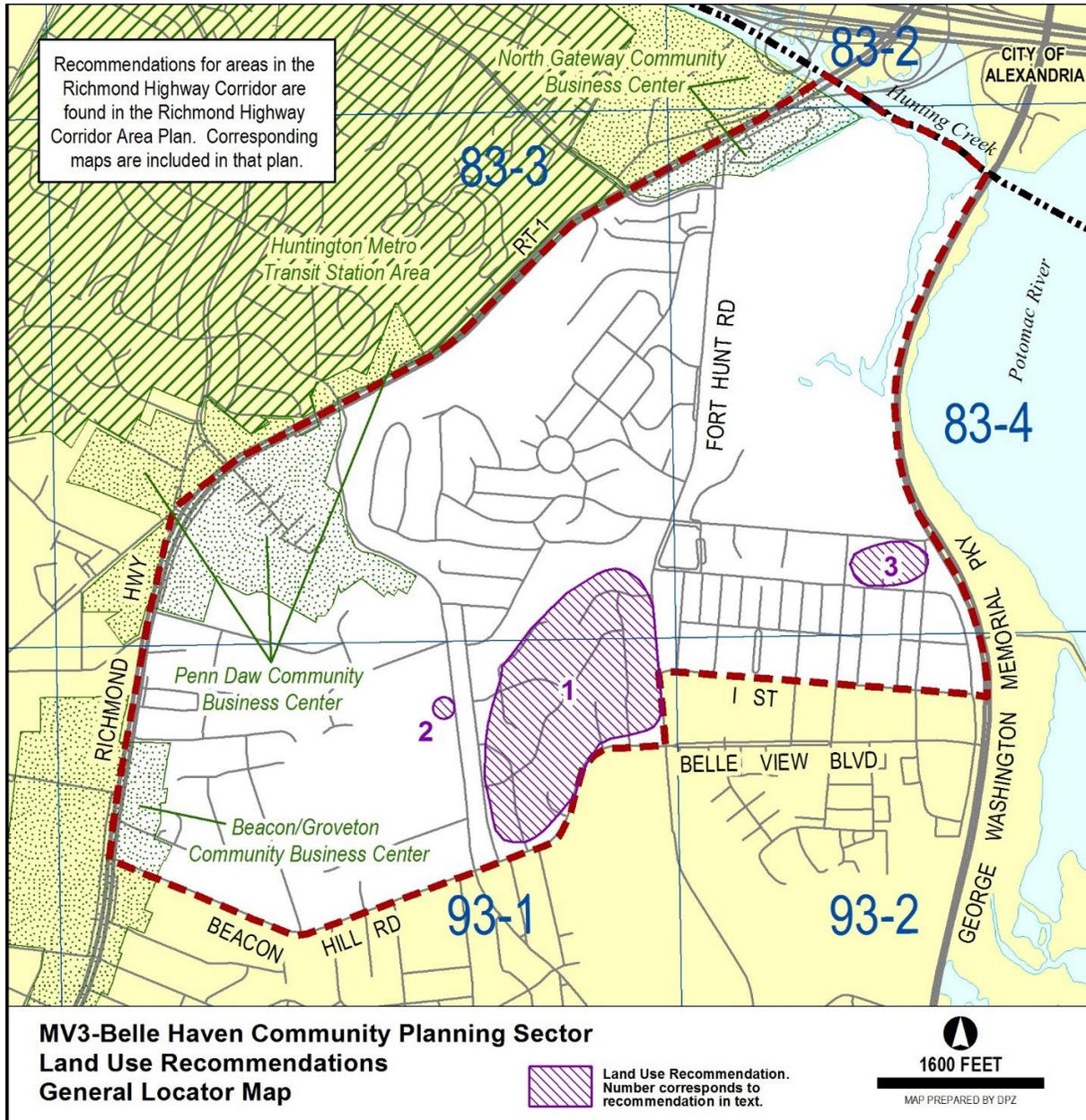
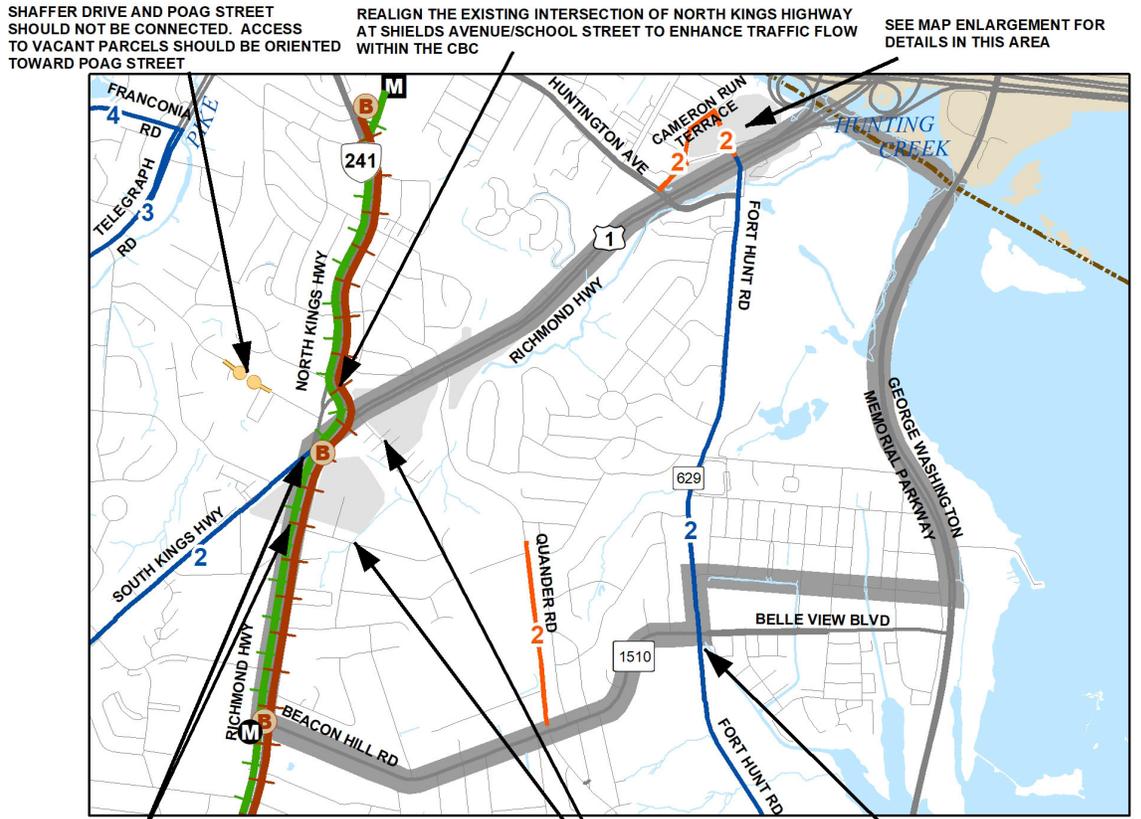


FIGURE 25

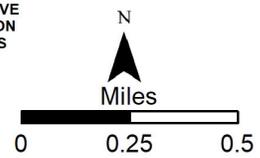
MV3 - BELLE HAVEN COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL	COLLECTOR LOCAL	
4	4	WIDEN OR IMPROVE EXISTING ROADWAY
2	2	CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8 10 12		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)
EXISTING	PROPOSED	
M	M	METRO RAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
VRE		COMMUTER RAIL STATION
	R	RAIL STATION
	B	POTENTIAL BUS RAPID TRANSIT (BRT) STATION
◇ ◇	◇ ◇	HIGH OCCUPANCY VEHICLE LANES
■ ■ ■ ■	■ ■ ■ ■	HIGH OCCUPANCY TOLL LANES
	—+—	RAIL TRANSIT

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

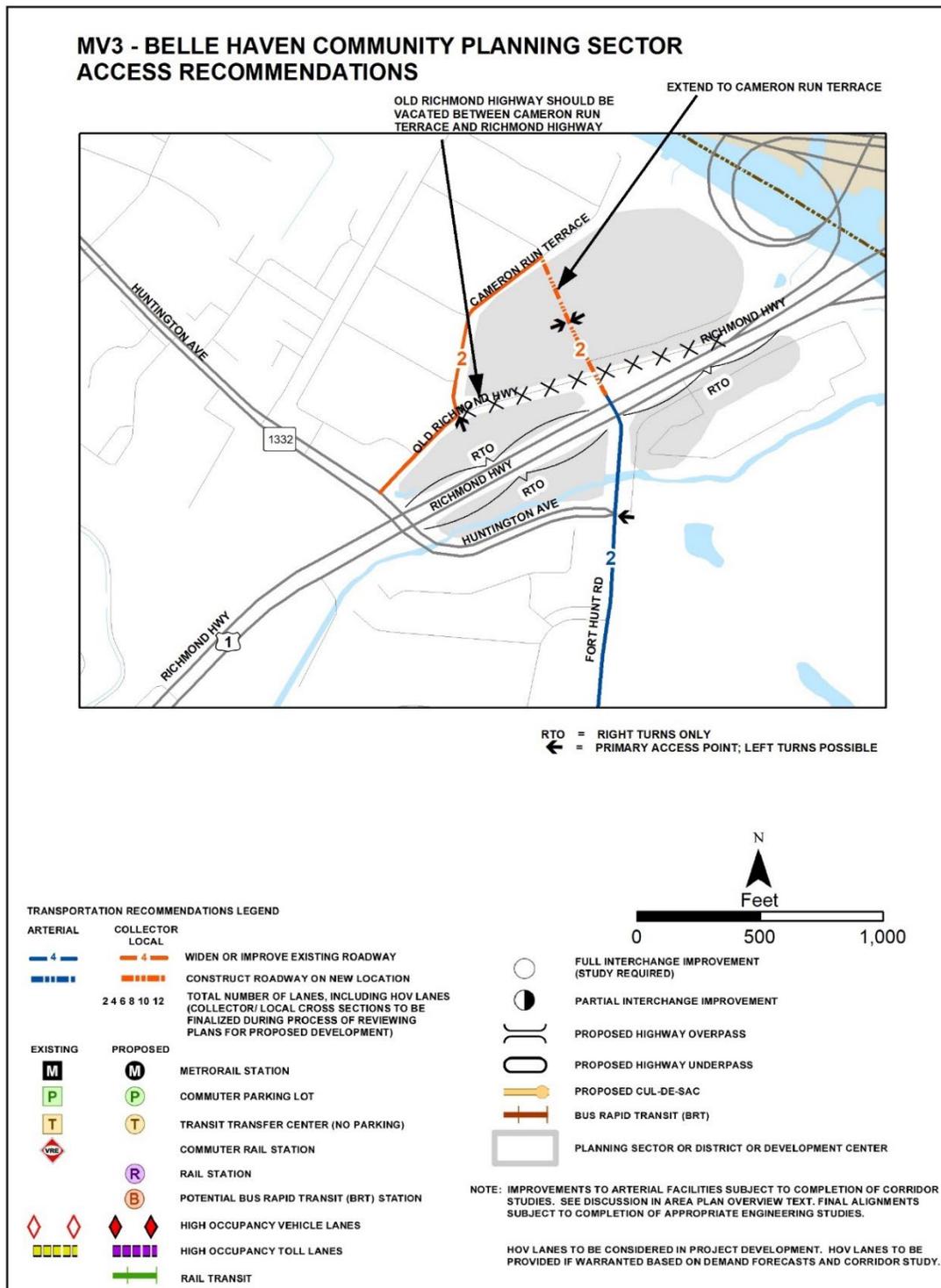


NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

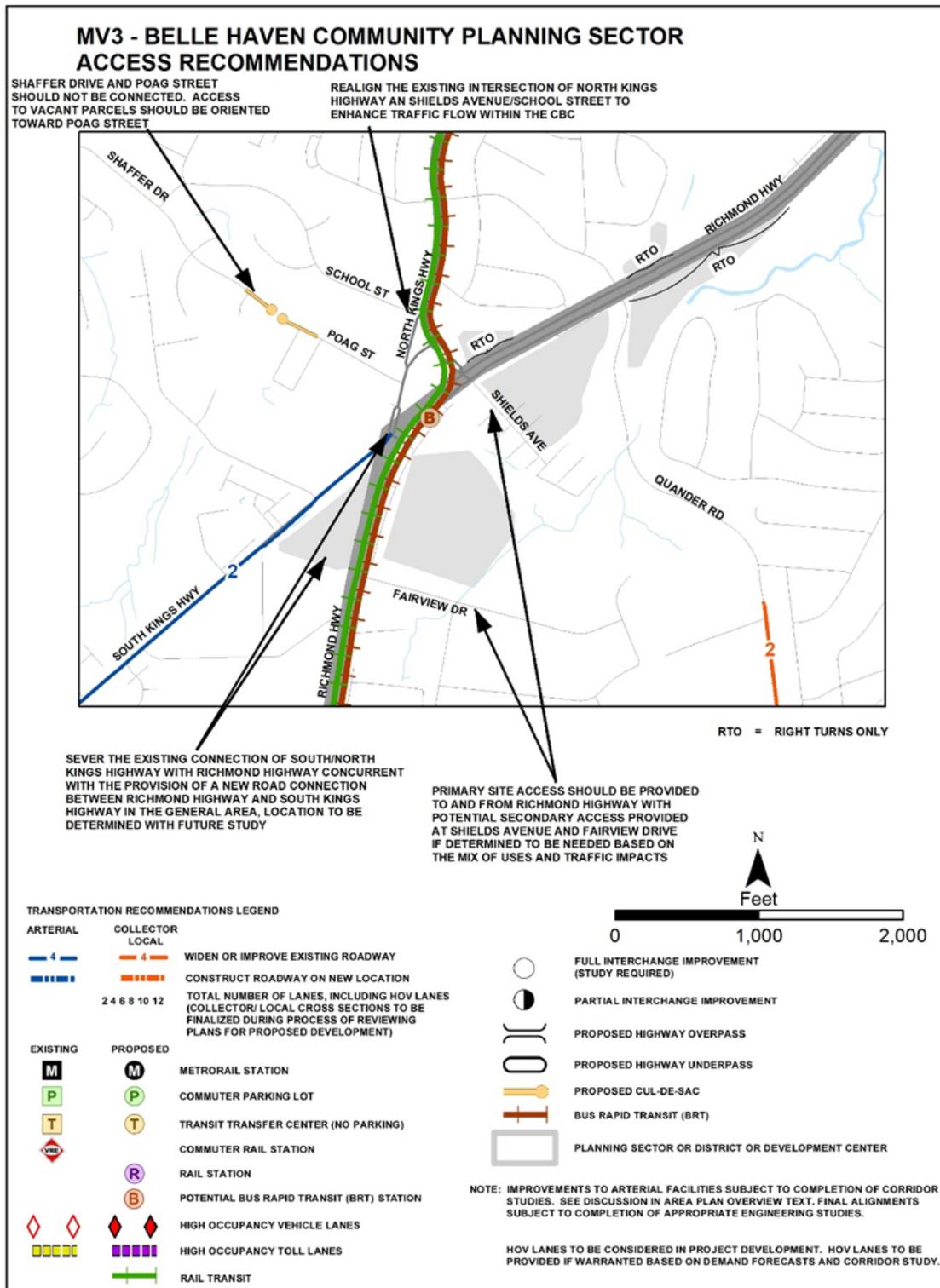
TRANSPORTATION RECOMMENDATIONS

FIGURE 26



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

FIGURE 27



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

FIGURE 28

Heritage Resources

The sector is likely to produce significant heritage resources, particularly in open spaces and early and mid 20th century or more dispersed neighborhoods. Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

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

Parks and Recreation

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

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 29
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV3

PARK CLASSIFICATION

RECOMMENDATIONS

NEIGHBORHOOD PARKS:

Neighborhood Park facilities should be provided in conjunction with new residential development.

COMMUNITY PARKS:

Belle Haven

Complete transfer of ownership of Belle Haven Park to Fairfax County Park Authority as scheduled. Initiate master planning process and develop this 16+ acre park when feasible in accordance with the approved master plan.

DISTRICT PARKS:

This sector lies within the service area of Franconia District Park.

COUNTYWIDE PARKS:

Fort Willard Circle

Initiate master planning process and develop this park in accordance with the approved plan.

Seek historic preservation easements on selected properties.

MV4 WELLINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Wellington Community Planning Sector is bounded by I Street, the Potomac River, Collingwood Road and Fort Hunt Road. The northern portion of the planning sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is developed in single-family detached homes. The Potomac River is the major watercourse influencing the sector and bounds its entire eastern border.

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

This planning sector contains areas that may have been settled as early as the 17th century. Historic sites in this sector include the Wellington at River Farm Historic Overlay District, which is open to the public, as well as privately owned buildings. An open space easement to the Virginia Outdoors Foundation has been provided on property known as Bellapais located between the George Washington Parkway and the Potomac River. The underwater areas of the Potomac River estuary are known to contain prehistoric resources that were submerged by global sea level rise over the last 7,000 years in this area. There may also be historic shipwrecks located in these underwater areas.

Wellington/Washington's River Farm and the Tauxemont Historic District are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. Tauxemont is also listed in the National Register of Historic Places and Virginia Landmarks Register. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 3 and 4. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

Figure 30 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The Belle View apartment complex located along Belle View Boulevard between Fort Hunt Road and Boulevard View Drive is planned for multifamily residential use at 16-20 dwelling units per acre. Those units located on the south side of Belle View Boulevard between Fort Hunt Road and West Wakefield Drive include various

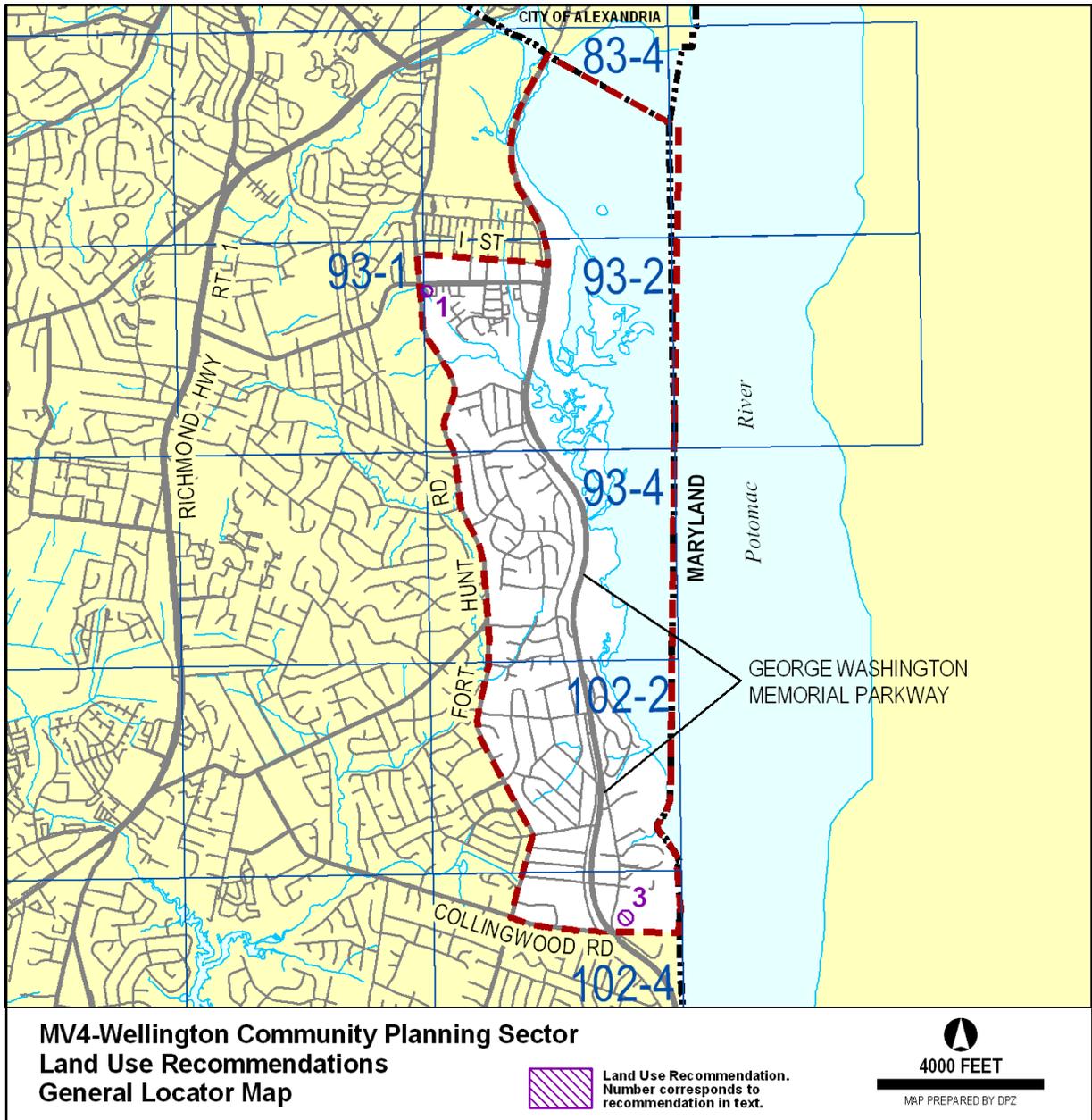


FIGURE 30

by-right commercial uses which have developed into a pedestrian-scaled mix of office, service retail and residential uses. Commercial uses at this corner should be allowed to continue, but there should be no expansion of these or other commercial uses into any other part of the residential apartment complex.

2. Any new development having visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses should be permitted, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]
3. Development of tax map parcel 102-4((1))72 should be limited to the preservation of the existing dwelling unit and the addition of one single-family dwelling unit and accessory structures. Any new development or action taken on this property should be consistent with the conservation easement agreement held by the Virginia Outdoors Foundation.

Transportation

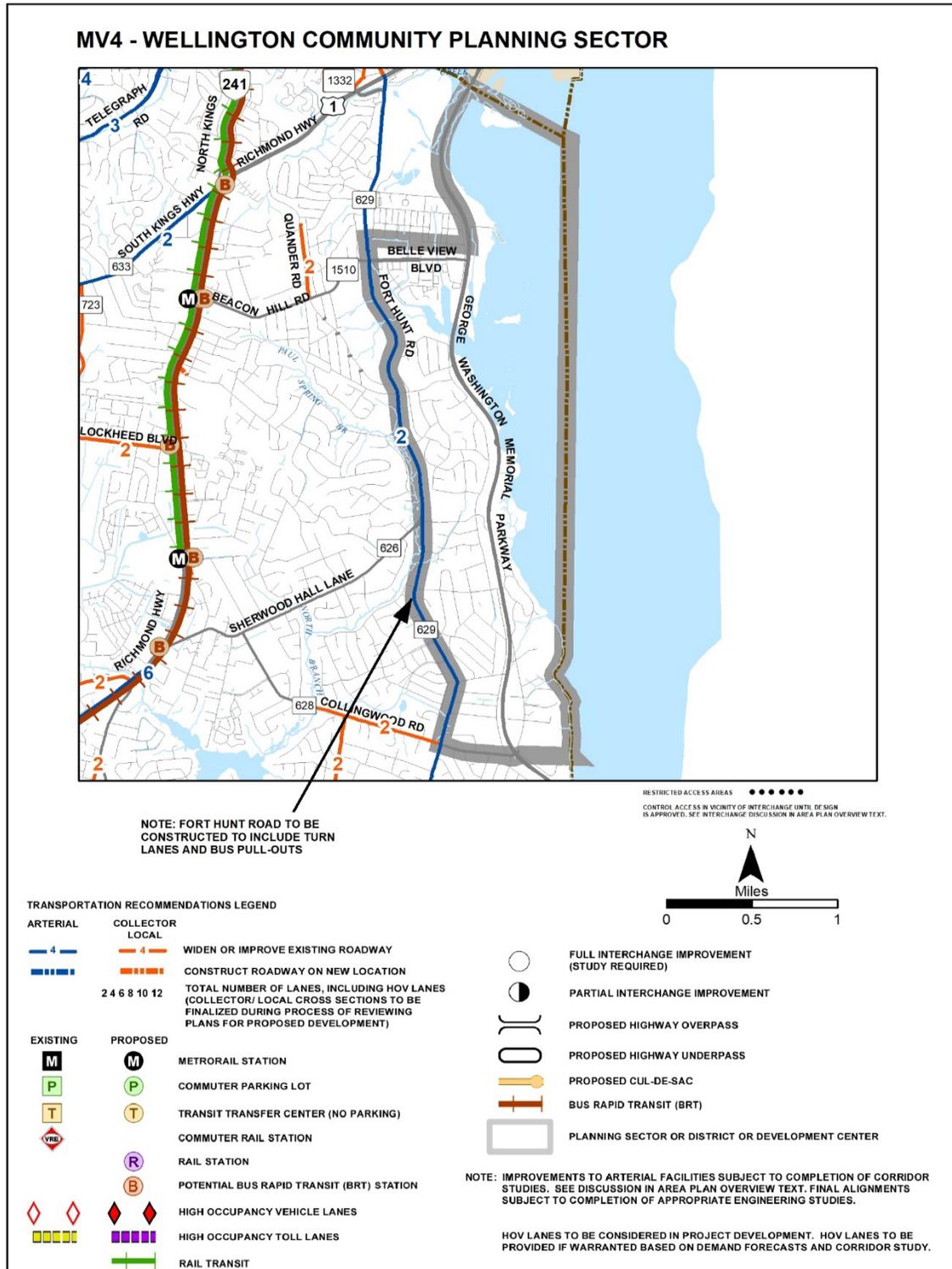
Transportation recommendations for this sector are shown on Figure 31. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The Wellington at River Farm Historic Overlay District (WHOD) is located within this sector. The provisions of the WHOD, including review by the Architectural Review Board, are found in the Zoning Ordinance. The district was created to protect the historic buildings, the viewshed, the landscape and the potential archaeological features located on the WHOD property. All improvements should be designed and installed to be compatible with the scale and appearance of the character of the Wellington property. Any potential conflict between Plan text and the provisions of the WHOD should be resolved in favor of the overlay district regulations.

Significant prehistoric and historic sites can be expected in this sector. Heritage resources survey work is especially desirable outside the George Washington Memorial Parkway area (listed as Mount Vernon Memorial Highway on Figures 3 and 4), where some survey work has been undertaken.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.



TRANSPORTATION RECOMMENDATIONS

FIGURE 31

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 32. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 32
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV4

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

MV5 GROVETON COMMUNITY PLANNING SECTOR

CHARACTER

The Groveton Community Planning Sector is generally bordered by Beacon Hill Road, Fort Hunt Road, Sherwood Hall Lane, and Richmond Highway (Route 1). Portions of the Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers (CBCs) are located on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Area IV Volume of the Plan.

Single-family detached units represent the major land use within this planning sector. A sizable mobile home park and a large apartment development are located in this planning sector as well. The planning sector also contains Mount Vernon District Park. There is an urgent need for community parkland in the western portion of the sector.

The planning sector contains the northern portion of Gum Springs, a 19th century Free Black community, and the Hollin Hills subdivision. The Hollin Hills neighborhood is an example of a post-World War II suburban development with exceptional contemporary architectural design and site development, and is recognized as a heritage resources as the Hollin Hills Historic Overlay District and through listing on the County Inventory of Historic Sites. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 3 and 4. Additional historic sites in this sector, including Sherwood Farm, are also included in the inventory.

Woodley Hills Estates Redevelopment Area

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

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

Gum Springs Redevelopment Area

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

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

Richmond Highway Corridor Area

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

Outside of Richmond Highway Corridor

Figure 33 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential infill in Memorial Heights is planned for 3-4 dwelling units per acre. Additional guidance for Tax Map 93-1((18))(D)130 pt. and 138 is included in Land Unit E of the Beacon/Groveton Community Business Center within the Richmond Highway Corridor.
2. Development is planned to conform with the recommendations cited in the Gum Springs Conservation Plan and Redevelopment Plan as adopted by the Board of Supervisors. [Not shown.]
3. The vacant lots located between Hybla Valley Farms and Milway Meadows are planned for residential use at 2-3 dwelling units per acre.

Transportation

Transportation recommendations for this sector are shown on Figure 34. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

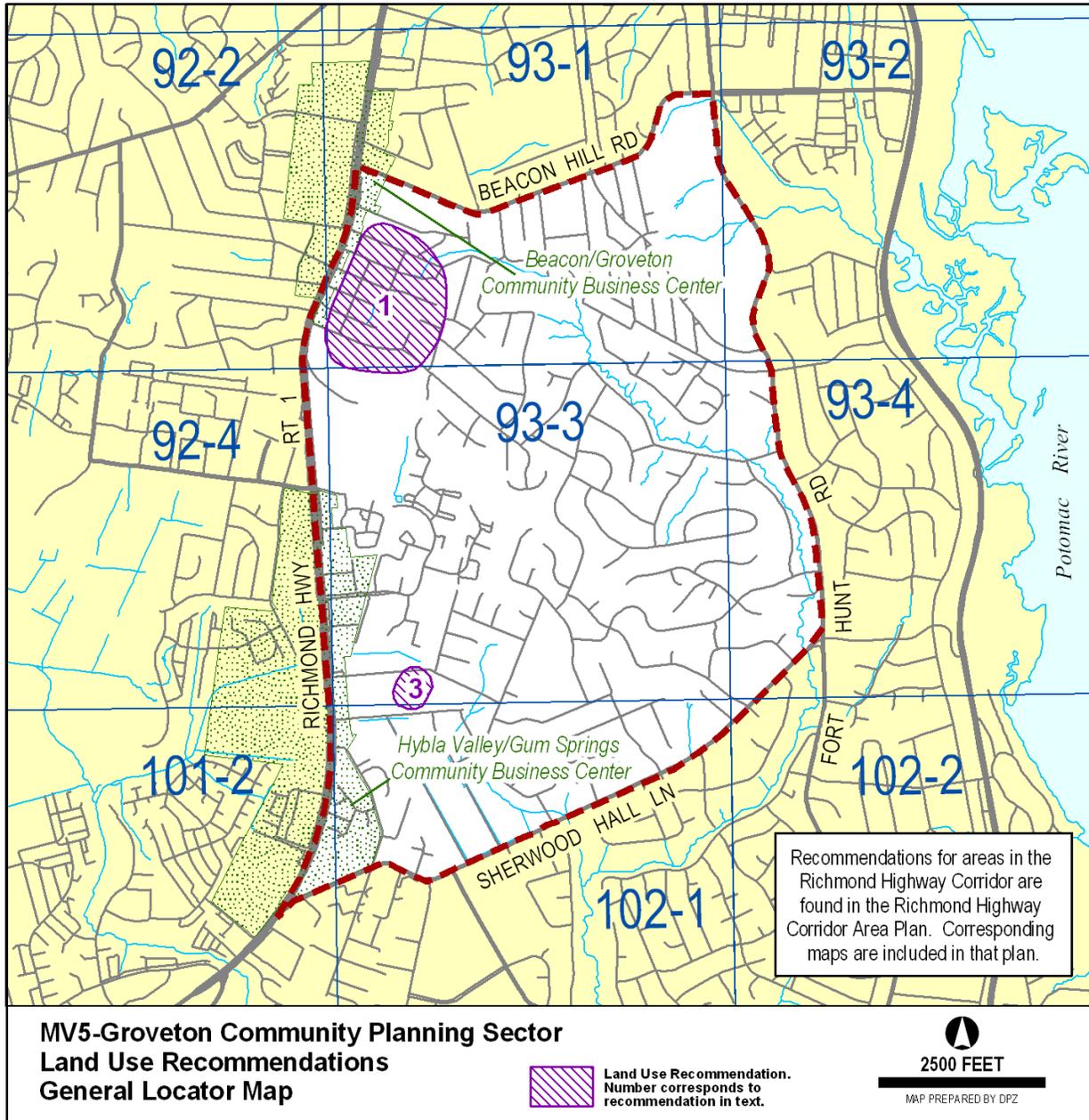
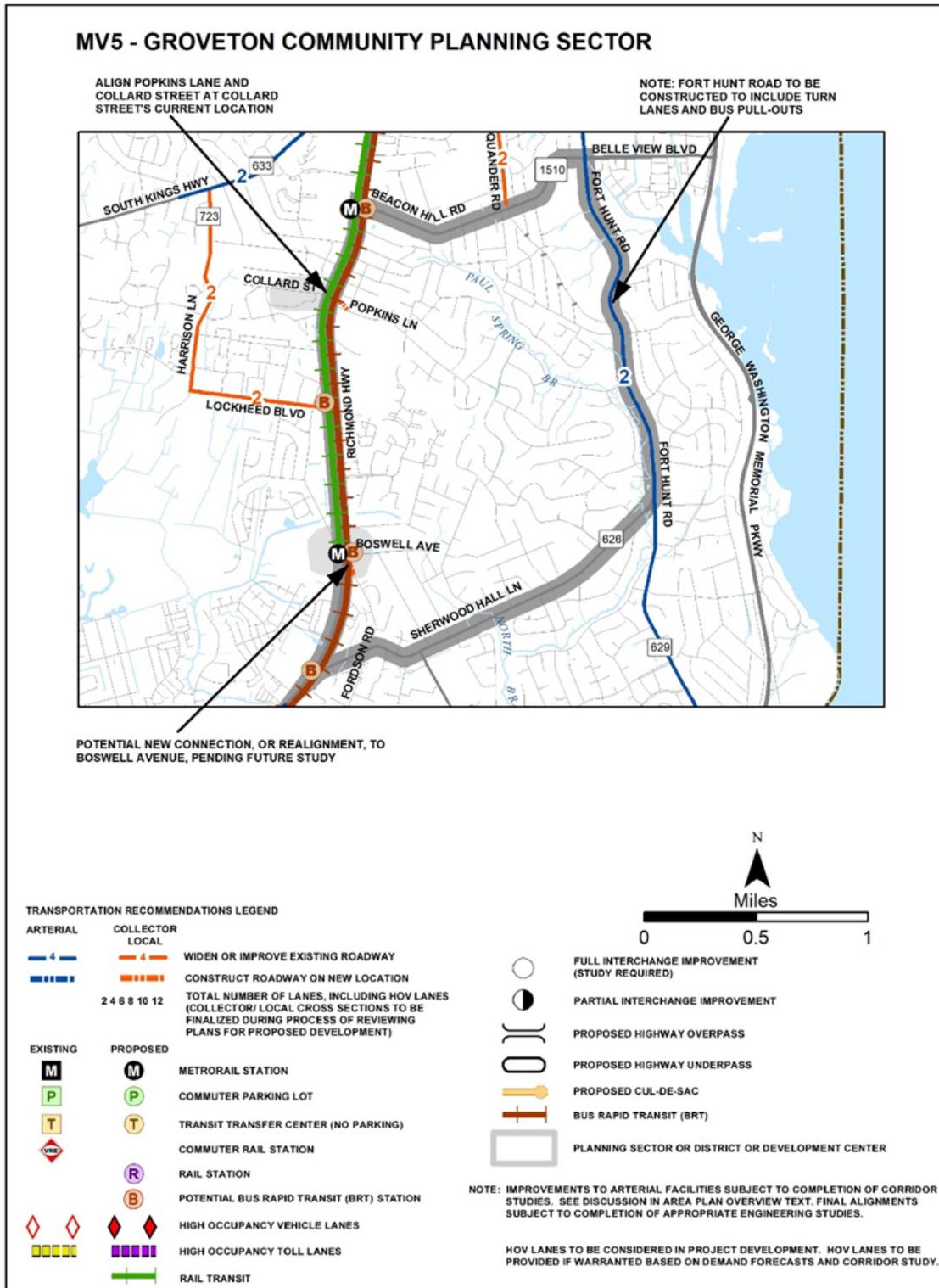


FIGURE 33



TRANSPORTATION RECOMMENDATIONS

FIGURE 34

Heritage Resources

The early and mid 20th century and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular is Gum Springs, 19th century Free Black community. The Pride of Fairfax, a Masonic Lodge and Community Landmark for Gum Springs, is located at Tax Map Parcel 102-1 ((1)) 98. It should be evaluated for potential inclusion in the Inventory of Historic Sites. Additional survey work Survey work should be undertaken to locate and preserve significant heritage resources.

The Hollin Hills Historic Overlay District (HOD) is located within this sector. The provisions and regulations regarding the Hollin Hills HOD are found in the Zoning Ordinance. All improvements should be designed and installed to be compatible with the scale and appearance of the character of the Hollin Hills HOD. Proposals within the historic overlay district must be reviewed by the Architectural Review Board as specified in the Historic Overlay District provisions of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Hollin Hills HOD, the overlay district regulations take precedence for the development of land within the Hollin Hills HOD.

Additionally, the Hollin Hills subdivision is listed on the Inventory of Historic Sites, the Virginia Landmarks Register and in the National Register of Historic Places. Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 35. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and

is available from the Department of Transportation.

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

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

FIGURE 35
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV5

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

MV6 FORT HUNT COMMUNITY PLANNING SECTOR

CHARACTER

The Fort Hunt Community Planning Sector is generally bounded by Sherwood Hall Lane, Fort Hunt Road, the Potomac River, and Little Hunting Creek.

Most of this planning sector is characterized by single-family detached development. However, there are garden apartments located along Richmond Highway (Route 1) and a number of townhouse developments located throughout the sector. The Inova Mount Vernon Hospital and Mount Vernon District Governmental Center are complemented by adjacent private medical offices, elderly housing and a nursing home. Neighborhood retail centers are located within this planning sector.

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

Fort Hunt and Tower House are significant heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 3 and 4. Additional historic sites in this sector, including Little Hollin Hall, are also included in the inventory.

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

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community was adopted by the Board of Supervisors in April, 1979, amended on April 16, 1990 and expired on April 30, 2004. A portion of the conservation area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that are necessary to improve living conditions in Gum Springs.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Figure 36 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The approximately 11 acres of Parcel 102-3((11))A1 located adjacent to Little Hunting Creek Park and the Coast Guard Radio Station is planned for open space use.
2. Commercial uses located at the northeast intersection of Elkin Street and Whittington Boulevard (Tax Map 102-3((1))44B, 44C, and 44D) are planned for neighborhood-serving retail and office use up to .25 FAR. This recommendation reflects the current use of this property and is not intended to provide for more intensive commercial development.
3. All development within and adjacent to the Gum Springs Community should be consistent with the neighborhood improvement program and conservation plans for that community. If there is a conflict with the Comprehensive Plan the Community Improvement Plan/Conservation Plan shall take precedence. Significant heritage resources within the historic community of Gum Springs should be identified prior to development and preserved, recovered or recorded.
4. Any new development having visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]
5. The Mount Vernon District Campus is generally located along both sides of Parkers Lane, east of Holland Road. The campus includes health care, civic, and educational uses. Within the campus, along the north side of Sherwood Hall Lane is an office building, a bank and a service station. South of Sherwood Hall Lane is the Mount Vernon Governmental Center, and Fire and Police Stations, Sherwood Hall Regional Library and Walt Whitman Middle School. The INOVA Mount Vernon Hospital and Sunrise Assisted Living Facility are located north of Hinson Farm Road. The Mount Vernon mental health facility is located south of Hinson Farm Road.

The Mount Vernon Campus is envisioned to be transformed into an area with a well-lit system of trails, sidewalks, crosswalks, bike paths, plazas, and landscaped open space with mature trees and vegetation that also encourages use of public transportation. The overarching goal for the campus is to develop a pedestrian realm, preserve the existing green space and reduce the extent of impervious surface where possible.

The existing office, bank and service station uses on the north side of Sherwood Hall Lane are planned to be retained, except that the addition of a table service restaurant is encouraged.

Development is planned at an intensity up to .50 FAR on parcel 102-1((1))4 (approximately 815,450 square feet). The hospital facilities with related ancillary medical service uses, including medical offices and employee childcare facilities and the assisted living facility are planned for a total gross floor area of approximately 708,900 square feet.

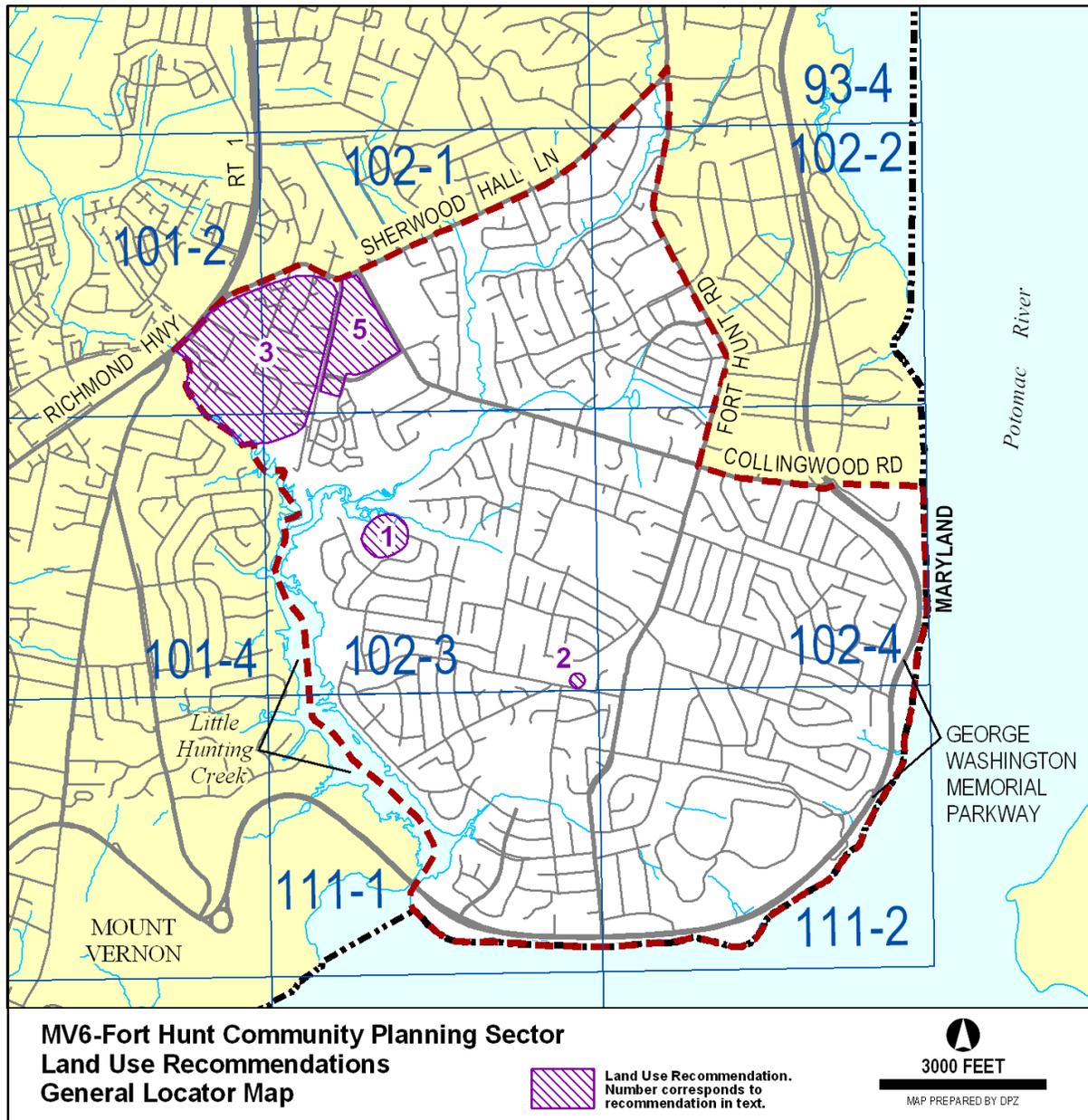


FIGURE 36

Parking should be consolidated into structures in order to minimize surface parking lots. Structured parking should be screened or treated in a manner that contributes to the visual appeal of the campus. Luminaries should be shielded to minimize light spillover and glare onto adjacent land uses to the west and north. The structured parking should be built in such a manner that does not pose a security threat to the adjacent police facility. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

Development should be designed to encourage the concentration of services and the inclusion of retail concessions to serve the local workforce and public as appropriate. Development that improves accessibility and integrates the hospital facilities, civic and public safety institutions, and commercial uses throughout the campus using pedestrian walkways, both covered and uncovered, and bicycle paths that limit the need for vehicular transport should be utilized. A common streetscape theme throughout the campus should be created. Pedestrian activated crosswalks that connect the hospital campus to surrounding uses should be provided.

Any development on parcel 102-1((1))4 should also meet the following conditions:

- Limit the height of buildings on the periphery of parcel 102-1((1))4, to 75 feet in order to minimize visual impacts on the community;
- Provide for substantial, usable landscaped open space. Existing open spaces should be preserved and retrofitted to include features such as plazas, gazebos, gardens, and pedestrian walkways and paths in order to create focal points and gathering places for the hospital;
- Screen the hospital complex with a landscape buffer facing the residentially planned and developed area fronting on Holland Road using evergreen landscaping. Provide additional landscape screening on the west side of Holland Road to provide a more effective buffer for the residential neighborhood;
- For each phase of development, review the traffic impact study dated April 8, 2011 which was accepted by VDOT, in order to identify and implement those transportation capacity and operational improvements shown in the traffic impact study, or appropriate alternate improvements, which are proportional to the relative impact that phase of development will have on the roadway network.
- These reviews shall be coordinated with the Fairfax County Department of Transportation, Virginia Department of Transportation, Mount Vernon District Supervisor and surrounding residential communities.
- Implement a Travel Demand Management (TDM) program ensuring that employees have options other than the automobile for travelling to and from the hospital and ambulatory care centers. In addition, implementation of an Alternative Work Schedule (AWS) program that allows teleworking and staggered shifts to the greatest extent possible given the requirements of normal hospital operations is encouraged;
- Provide convenient access to public transportation by installing bus stop shelters and bus pullouts in order to reduce vehicular traffic;
- Provide improved bicycle/pedestrian connections between the hospital property and the county's existing and planned sidewalks, bicycle lanes and trails in this area;

- Provide stormwater quantity and quality control measures that are substantially more extensive than minimum requirements. The emphasis should be on low impact development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, or return water to the ground or reuse it. Recommendations in the Little Hunting Creek Watershed Management Plan pertaining to this area should be implemented;
- Encourage implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program or other comparable programs with third party certification) where applicable. Expansions of the hospital which utilize the hospital's existing infrastructure and systems are not subject to this provision.

Transportation

Transportation recommendations for this sector are shown on Figure 37. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

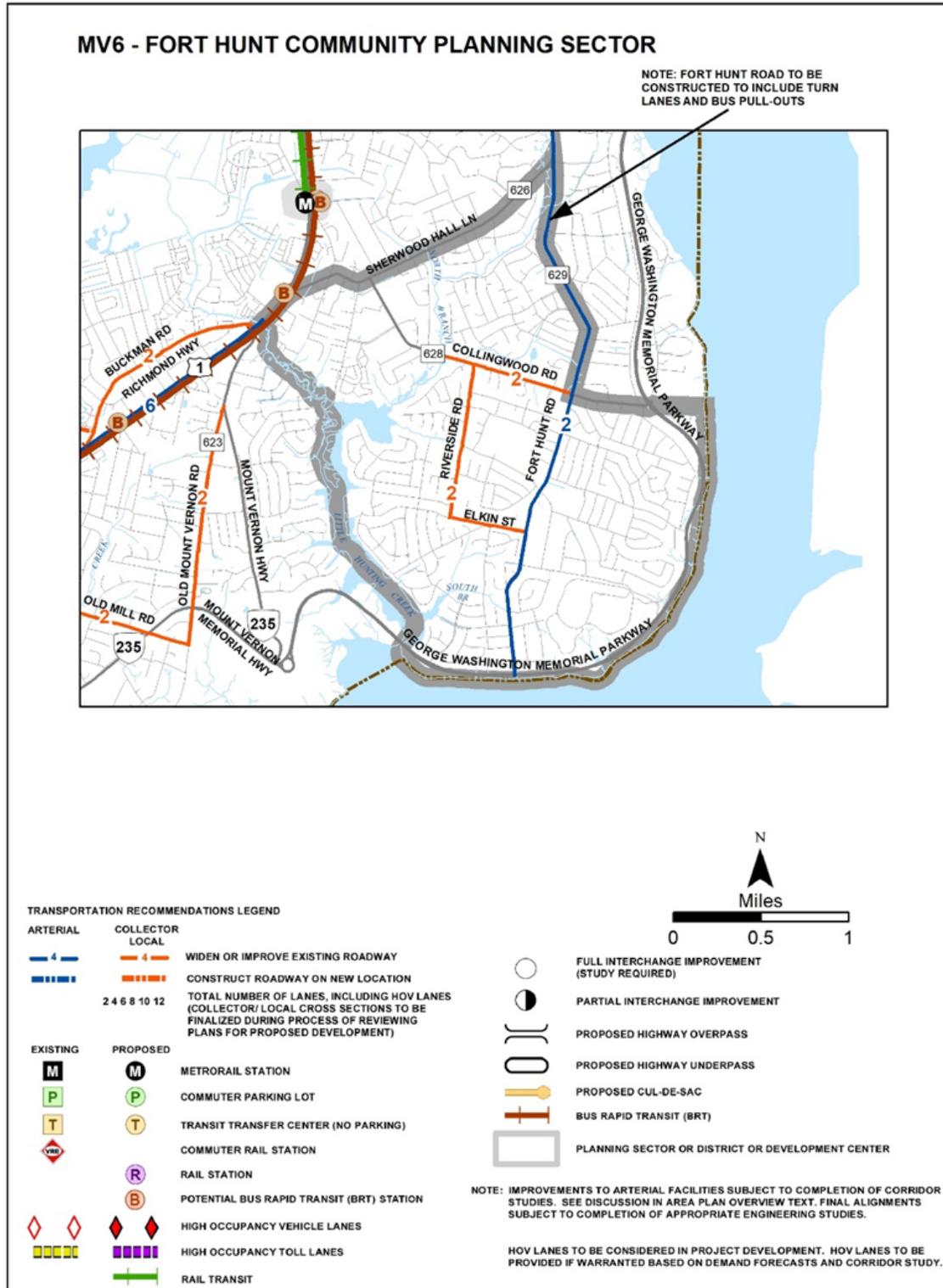
The older and more dispersed neighborhoods and open spaces in this sector may contain significant heritage resources. In particular, the Gum Springs Conservation Area could contain early 19th century archaeological resources representing Free Blacks. Such resources are of the highest level of significance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

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

- 1 The site of the Little Hunting Creek sewage pumping station is planned for community-serving public facilities that will be compatible with the surrounding existing residential uses.

The site is planned for public facilities use in the long term to accommodate future sewer service demands.
2. Expand the Mount Vernon Mental Health Center located on Holland Road in Sector MV6 to meet current and future needs.
3. Renovate and expand the Mount Vernon Police District Station and Governmental Center.



TRANSPORTATION RECOMMENDATIONS

FIGURE 37

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 38. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 38
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV6

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

MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

CHARACTER

The Mount Vernon Community Planning Sector is generally bordered by Richmond Highway (Route 1), Little Hunting Creek, the Potomac River, Dogue Creek and Fort Belvoir. Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the east side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Area IV Volume of the Plan. Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in this planning sector.

Single-family detached units predominate east of the Richmond Highway Corridor and many are oriented toward the natural amenities provided by the Potomac River and George Washington Parkway. Some garden apartments, townhouses, and two small mobile home parks also represent the residential segment of the Mount Vernon Community Planning Sector. A private country club with an 18-hole golf course occupies 42 acres.

Located within the planning sector are Mount Vernon, George Washington's historic home and estate, and George Washington's Grist Mill. Both of these sites are listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. Mount Vernon is also a National Historic Landmark. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 3 and 4. Additional historic sites in this planning sector are also included in the inventory. The Grist Mill is included in the Woodlawn Historic Overlay District, which lies partially in this planning sector. In addition to other notable historic sites such as Carlby, there are major areas of open space that potentially contain significant heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor Area section of the Area IV Plan, which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north

to south orientation and include the designated Community Business Centers and areas between these centers. The eastern portion of the Woodlawn Community Business Center is located in Sector MV7.

Outside the Richmond Highway Corridor

Figure 39 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential development at 2-3 dwelling units per acre is planned for parcels along both sides of Central Avenue, along Old Mount Vernon Road north of Riverside Elementary School and along the west side of Mount Vernon Highway between Parcel 101-4((1))18A and Parcel 101-2((1))29A. Only a short distance separates the properties from Richmond Highway. Consolidated access points and an interior street pattern which promotes clustering and buffers existing uses adjacent to the property should be provided. As an option, the property identified as Tax Map 101-4 ((6)) 8, 8B, 8C, 8D, 9A, 9B, 9C, 9D is planned for residential use at a density of 4 – 5 du/ac in accordance with the above conditions and in addition to the following:
 - Substantial and logical parcel consolidation should be achieved. If full parcel consolidation is not achieved, then the development should demonstrate how coordinated internal circulation is possible and how unconsolidated parcels will be able to developed at 4-5 du/ac;
 - Single-family detached dwelling units should be the exclusive unit type; and
 - To ensure a proper transition to existing uses to the east, west and south, redevelopment shall incorporate appropriate setbacks, landscaping, building scale, and streetscape amenities at the periphery.
2. Development of Ferry Landing Farm along the Potomac River shoreline south of Ferry Landing Road (Tax Map 110-3((1))18) is planned for 1-2 dwelling units per acre to be consistent with adjacent use, density and character.
3. Residential use at 2-3 units per acre is planned for the approximately 11 acres of land located at the north end of Route 235 North, between Mount Vernon Highway and Little Hunting Creek near its intersection with Richmond Highway. Units should be clustered at the southern end of the property with only one point of access onto Mount Vernon Highway and as little direct frontage as possible. Such development should be attractively designed and well-buffered; the floodplain, along the northeastern edge of the parcel, should be preserved as open space.
4. Any new development having a direct access to, or a visual impact upon Old Mount Vernon Road, Mount Vernon Memorial Highway and Mount Vernon Highway should be compatible with the historic and scenic character of these routes and should be low density detached single-family residences. [Not shown]
5. Any new development having visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway. New development within a quarter-mile of the Parkway should be low-density, detached single-family residential dwellings and no additional nonresidential uses should be permitted, nor any expansion to or intensification of existing nonresidential uses should be permitted, in order to preserve the unique scenic character of this parkway. Areas that are outside of the quarter-mile boundary, but still have a visual impact on the Parkway, should mitigate the visual impact to the extent possible through use of techniques such as vegetated buffering along the Parkway. [Not shown]

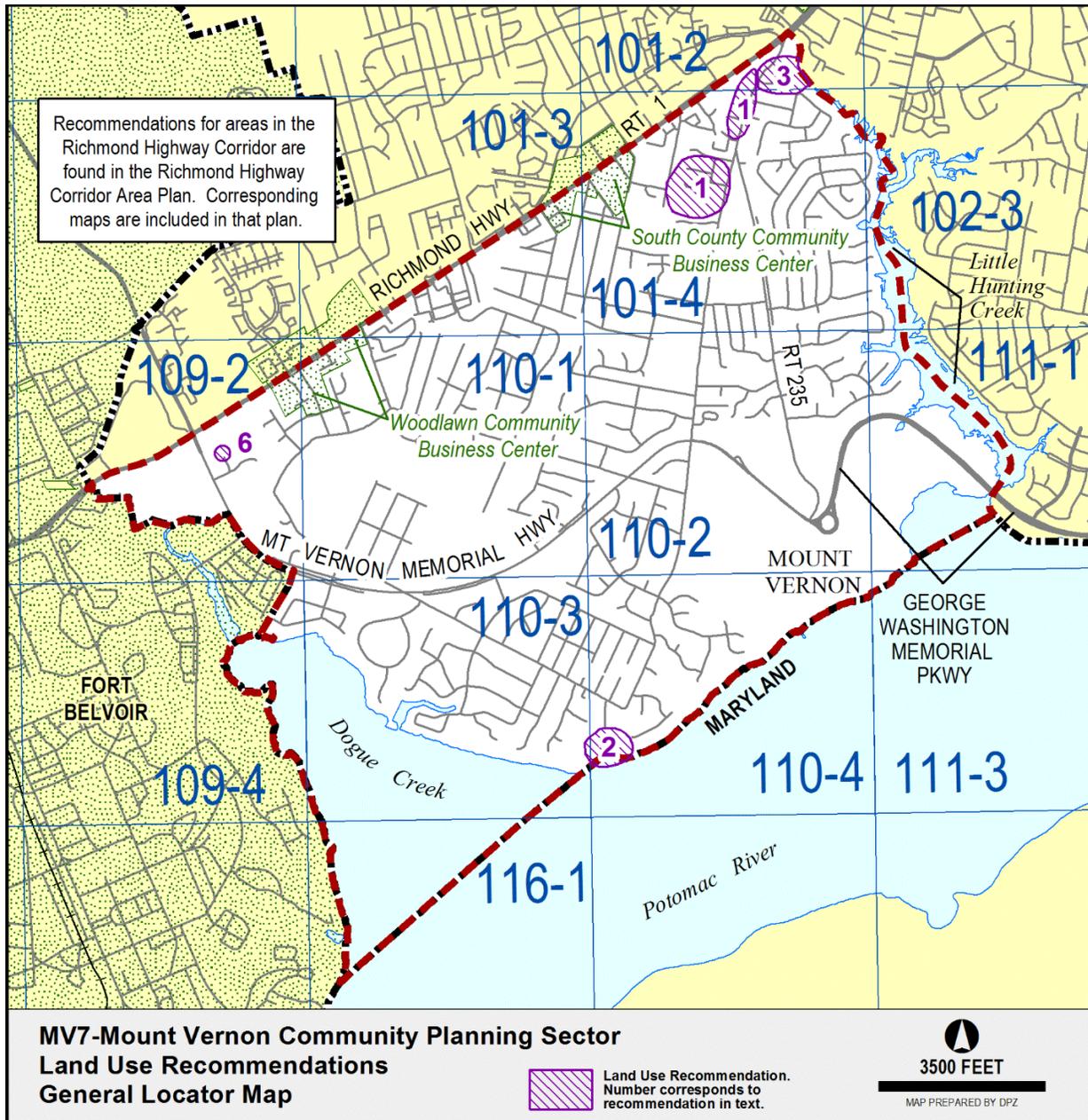


FIGURE 39

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

Transportation

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

Heritage Resources

Part of the Woodlawn Historic Overlay District lies within this sector. Regulations for this district are discussed in the Woodlawn Community Planning Sector of the Mount Vernon Planning District.

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

Single family dwellings built prior to 1940 should be evaluated for potential inclusion in the Inventory of Historic Sites if they are unaltered and embody the distinctive characteristics of a type, period or method of construction.

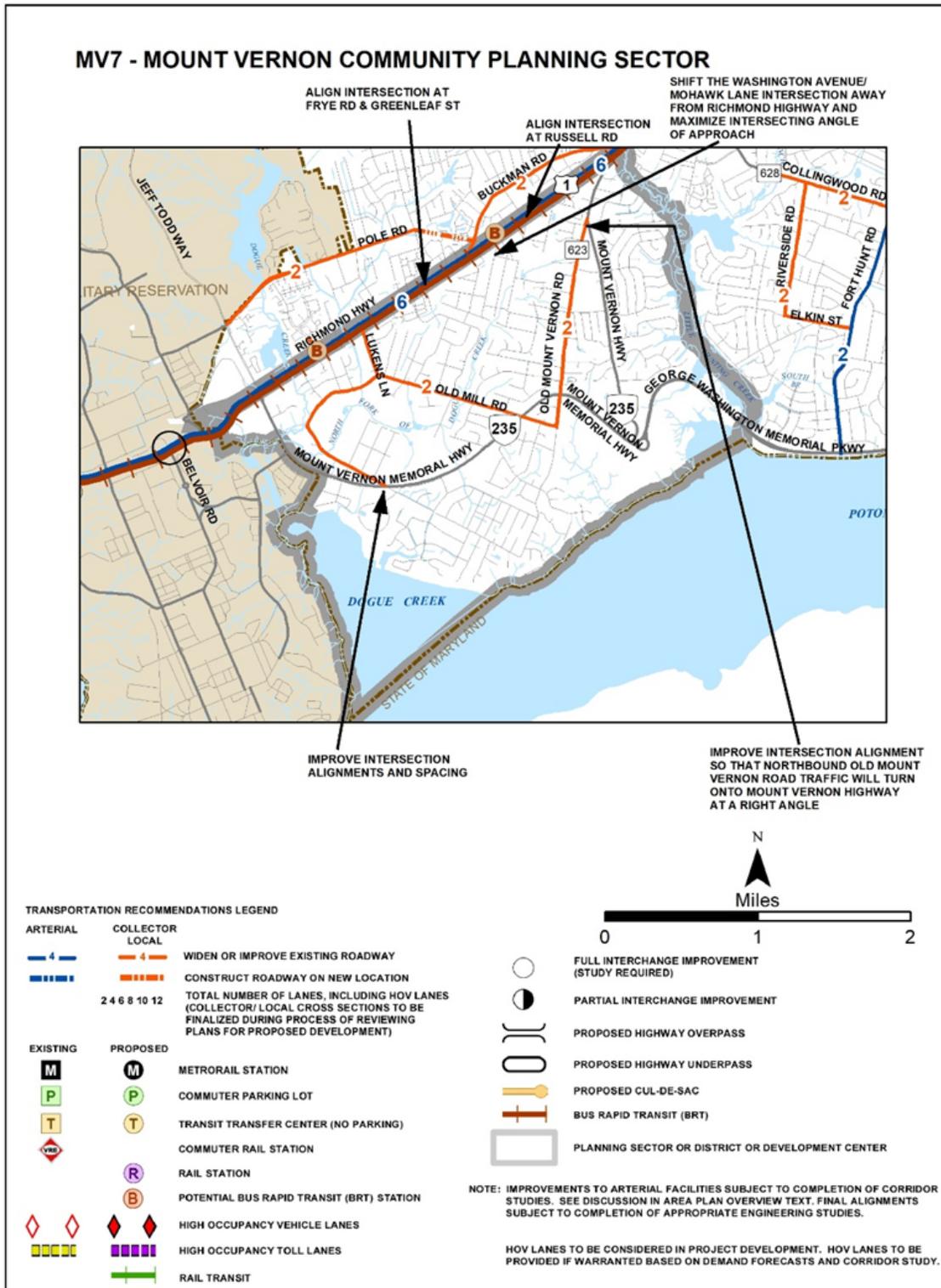
Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

The site of the Dogue Creek Sewage Pumping Station is planned for community-serving public facilities that will be compatible with the surrounding existing residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 41. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.



TRANSPORTATION RECOMMENDATIONS

FIGURE 40

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

A large network of multi-use pathways should form a cultural corridor within the planning sector that allows visitors to engage more fully with the area's natural and heritage resources. The network should consist of a series a multi-use paths within green spaces or along roadways that link the Woodlawn CBC to key destinations including parks, recreational amenities, historic and cultural sites. Additional guidance regarding the cultural corridor can be found in the Woodlawn Community Business Center in the Richmond Highway Corridor Area recommendations in the Area IV Plan.

FIGURE 41
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV7

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

MV8 WOODLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Woodlawn Community Planning Sector is located in the southwestern portion of the Mount Vernon Planning District. The planning sector is bordered by Huntley Meadows Park, Little Hunting Creek, Fort Belvoir and Richmond Highway (Route 1). Portions of the South County Center and Woodlawn Community Business Center (CBC) are located within the planning sector on the west side of Richmond Highway. Plan recommendations for these CBCs can be found in the Richmond Highway Corridor Area section of the Area IV Volume of the Plan.

A diverse mix of housing types is found in this planning sector and includes single-family detached homes, garden apartments, townhouses, and condominiums.

This planning sector is best known for Woodlawn, an early 19th century estate, which is part of the Woodlawn Historic Overlay District, located in its southwestern corner. Woodlawn, built on a prominent hill adjacent to Fort Belvoir overlooking Richmond Highway and the Potomac River, dates to between 1800 and 1805. It was built on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelly Custis Lewis. Woodlawn is a National Historic Landmark and is listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Mount Vernon Planning District Overview section, Figures 3 and 4. Additional historic sites in this sector, including Grand View and Pope-Leighey House, are also included in the inventory.

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

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

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

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

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor Area section of the Area IV Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and areas

between these centers. The western portion of the Woodlawn Community Business Center and adjacent Suburban Neighborhoods are located in Sector MV8.

Outside of Richmond Highway Corridor

Figure 42 indicates the geographic location of land use recommendations for this sector.

1. With the exception of those properties fronting on Richmond Highway, remaining vacant lots in the area between Sacramento Drive and Old Mill Road are planned for residential use at 16-20 dwelling units per acre. Substantial consolidation of parcels within this area is encouraged and should include properties fronting on Richmond Highway to achieve a planned development. Such residential development should exhibit outstanding architectural and site plan design quality. Liberal use of open space, recreational and landscaped areas should be integrated into the overall development concept. The Dogue Creek floodplain area should exist in a natural state. No channelization of this floodplain is recommended. Efforts to protect downstream areas from flooding should be made in conjunction with development on this site. A comprehensive pedestrian network serving on and off-site activity areas should be provided.
2. The two vacant parcels to the northwest of Woodlawn Manor Apartments (Tax Map 101-3((1))6 and 7) are planned for residential use at 8-12 dwelling units per acre. Development of the site should take into consideration the character of the surrounding detached single-family residences to the north and west and apartments to the south.
3. The eighty-nine acre parcel lying between Pole Road, Timothy Park subdivision, and Fort Belvoir is planned for public open space to be added to the Huntley Meadows Park.
4. The property which is currently the site of the Gum Springs WPIK radio mast, adjacent to the northwest section of the Sequoia Development, Huntley Meadows Park and Mount Vernon Woods Park, is planned for residential use at 8-12 dwelling units per acre. Design of the project should take special care to consider adjacent uses, traffic levels along Buckman Road and Seven Woods Drive, the adjacent Mount Vernon Elementary School and the Mount Vernon Woods and Huntley Meadows Parks.
5. Lots along Osman Road are planned for residential use at 5-8 dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners along Osman Road petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.
6. Residential lots bounded by Manor Drive on the south, Frye Road on the east, Pole Road on the northwest and Woodlawn Park on the west are planned for residential use at 5-8 dwelling units per acre provided that all lots are consolidated and a well-integrated design is proposed. Development at this level should only be considered if the owners in this area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation contained in the Policy Plan.

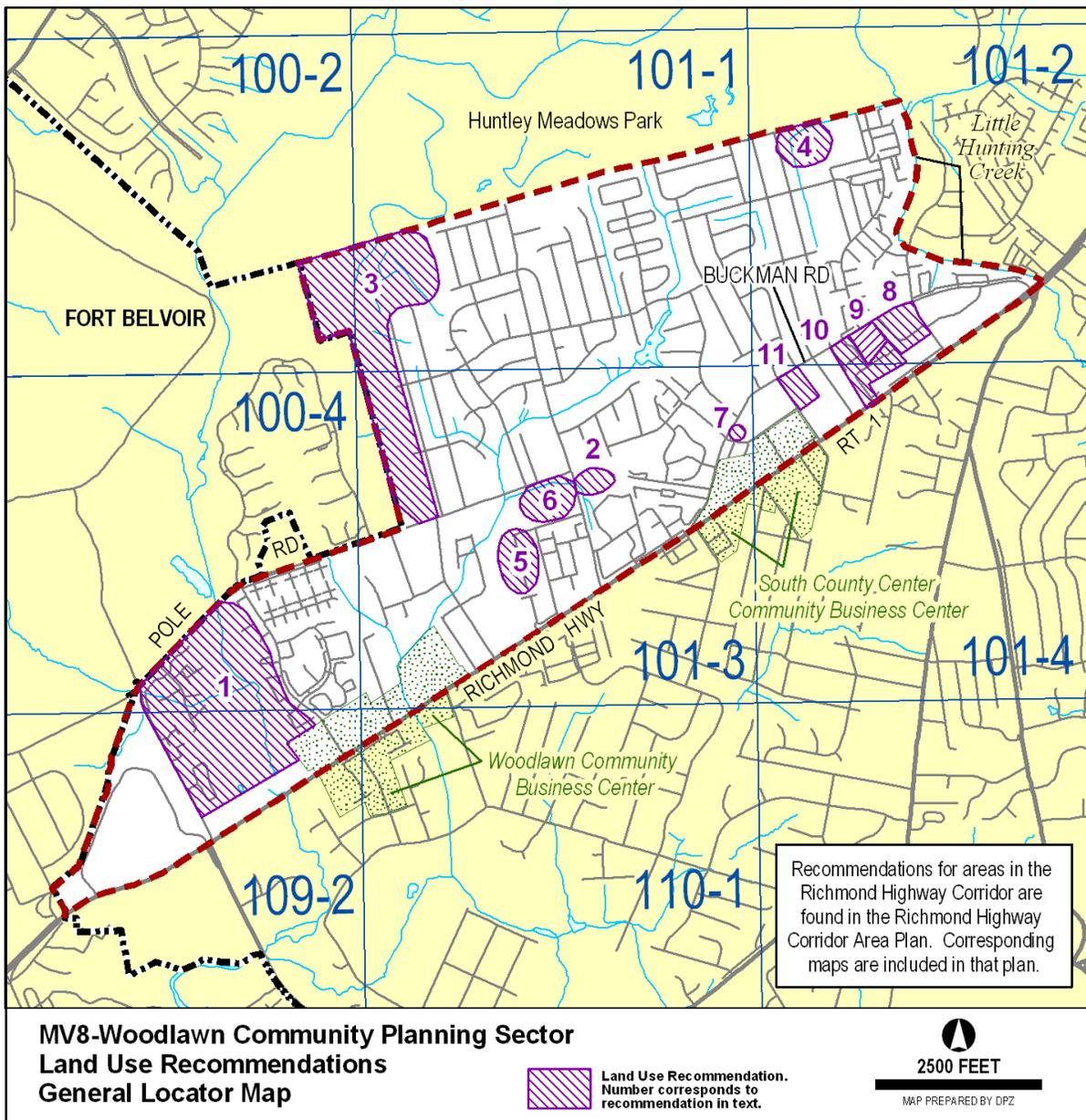


FIGURE 42

7. Tax Map 101-3((1))15B is planned for the existing development and uses on the property, which are two structures containing five units. No further expansion to the existing structures and no additional rental units within the structures should occur. In the event that the property is redeveloped, the appropriate density is 2-3 dwelling units per acre, consistent with the adjacent single-family detached subdivision and the Comprehensive Land Use Plan Map. As an option, residential use at a density of 8-12 dwelling units per acre may be appropriate.
8. Parcels 101-2((1))8, 8B, 101-2((5))(1)6A, 7A, 8, west of Janna Lee Avenue are planned for residential use at a density of 16-20 dwelling units per acre.
9. Parcel 101-2((1))6A, on which the Emanuel Baptist Church is located, is planned for residential use at 2-3 dwelling units per acre.
10. Parcels 101-2((14)) inclusive and 101-4((24))A, B, 1, 2A-10A, 11, 12A-15A, 16, 17A-22A, 23-30, 54A-56A, 57, 58, 59A-62A, 63-67 are developed as the Roxbury of Mt. Vernon Townhomes and are planned for residential use at 12-16 dwelling units per acre.
11. Parcel 101-4((1))9 is approximately 8 acres and is developed with multifamily dwelling units. This parcel is planned for residential use at 16-20 du/ac.

Transportation

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

Heritage Resources

Part of the Woodlawn Historic Overlay District lies within this sector. The provisions of the Woodlawn Historic Overlay District are found in Appendix 1, A1-200 of the Zoning Ordinance. The district was created to protect against destruction of Woodlawn and the George Washington Grist Mill and encourage uses which will lead to their continuance, conservation and improvement, among other purposes. The Woodlawn Historic Overlay District limits commercial uses to offices and tourist-oriented uses, including but not limited to antique shops, craft shops, eating establishments, hotels and motels. No additional service stations, fast food restaurants, quick service food stores, except those approved as part of an existing service station and subject to limitations on the sale of groceries and alcohol, etc., and industrial uses should be allowed in the Woodlawn Historic Overlay District. Site design on all development should be aimed at preserving the maximum amount of existing tree cover. All improvements should be designed and installed to be compatible with the scale and appearance of Woodlawn and the George Washington Grist Mill. All development within the historic overlay district must be reviewed by the Architectural Review Board- as specified in Part 7-200 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Woodlawn Historic Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve

them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

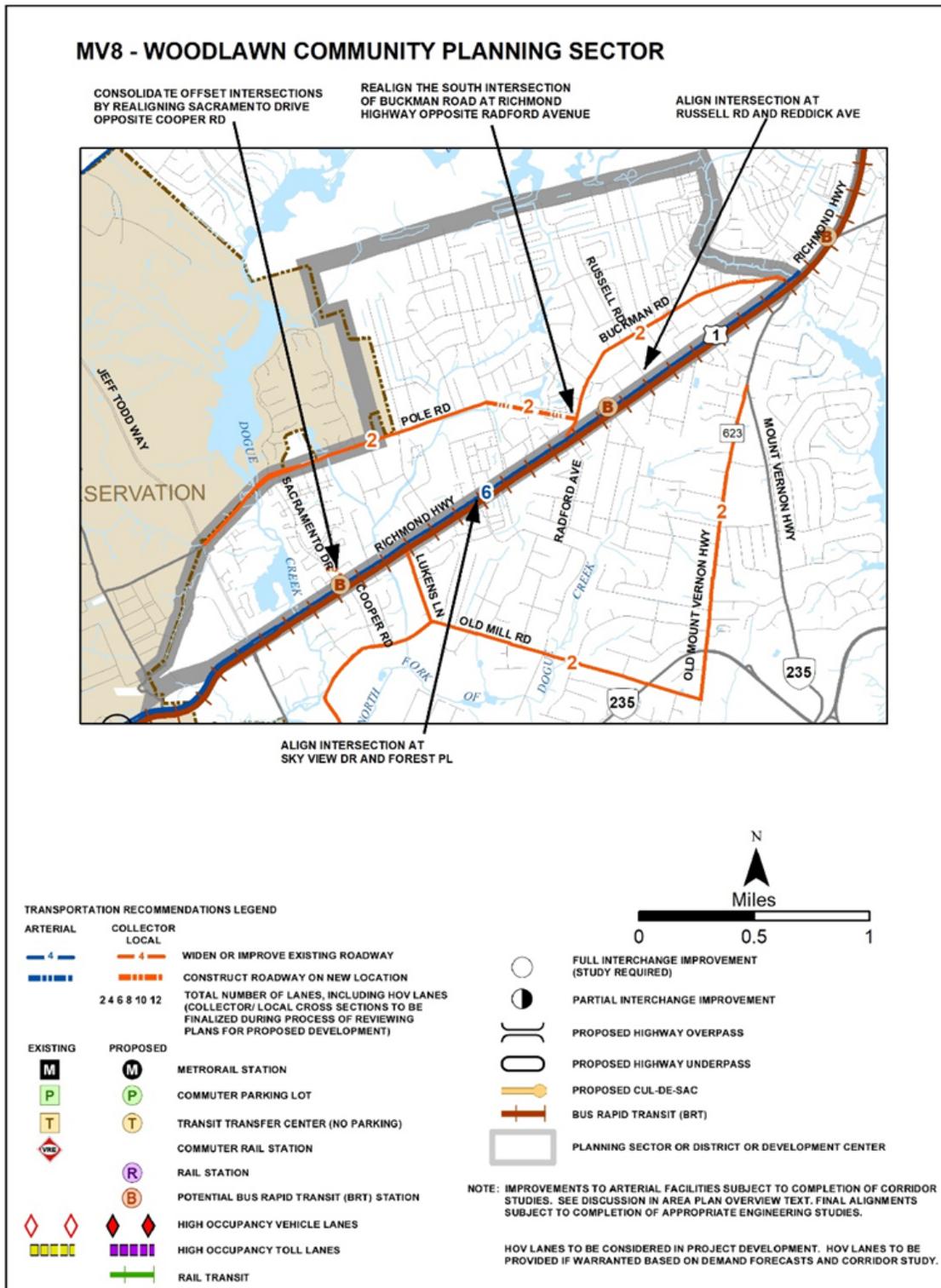
Park and recreation recommendations for this sector are shown on Figure 44. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Fairfax County Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

A large network of multi-use pathways should form a cultural corridor within the planning sector that allows visitors to engage more fully with the area's natural and heritage resources. The network should consist of a series a multi-use paths within green spaces or along roadways that link the Woodlawn CBC to key destinations including parks, recreational amenities, historic and cultural sites. Additional guidance regarding the cultural corridor can be found in the Woodlawn Community Business Center in the Richmond Highway Corridor Area recommendations in the Area IV Plan.



TRANSPORTATION RECOMMENDATIONS

FIGURE 43

FIGURE 44
PARKS AND RECREATION RECOMMENDATIONS
SECTOR MV8

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