



## PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2018-II-M1  
April 7, 2021

**GENERAL LOCATION:** South of Dolley Madison Boulevard (Route 123) and centered around the intersection of Old Dominion Drive and Chain Bridge Road.

**SUPERVISOR DISTRICT:** Dranesville

**PLANNING AREA:** Area II

**PLANNING DISTRICT:** McLean Planning District

**SPECIAL PLANNING AREA:**  
McLean Community Business Center (CBC)

**PLANNING COMMISSION PUBLIC HEARING:**  
Wednesday, April 28, 2021 @ 7:30 PM

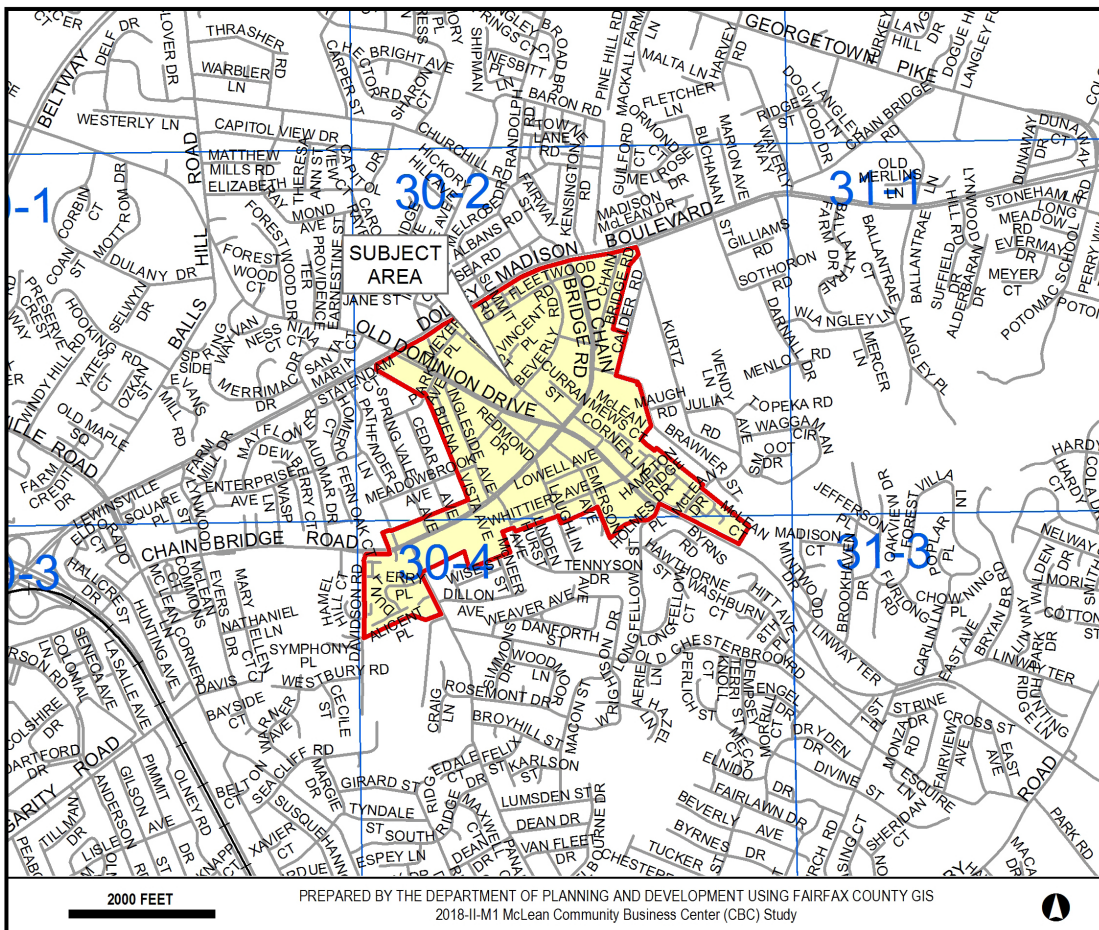
**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, May 18, 2021 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND  
THIS ITEM FOR PLAN AMENDMENT**



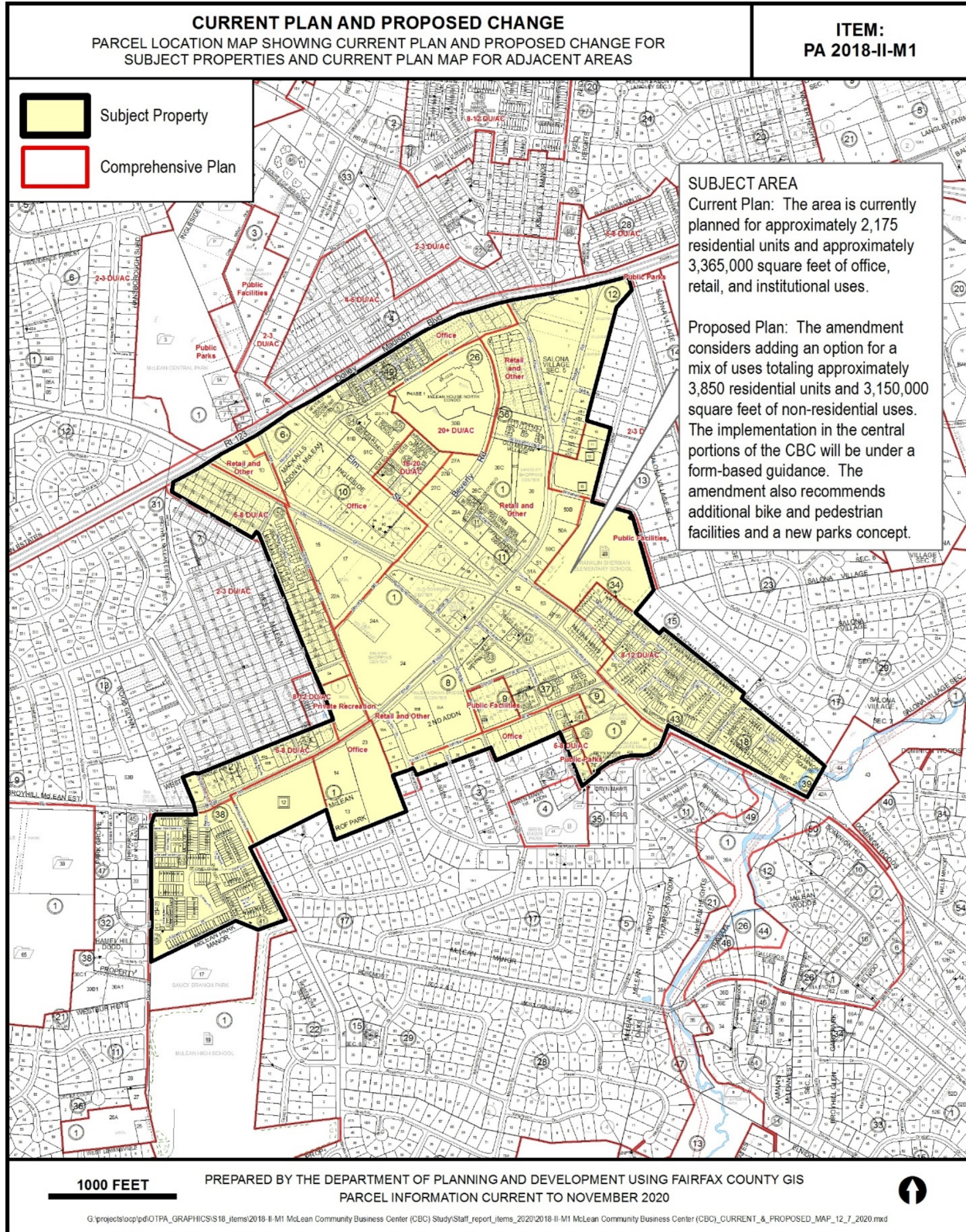
Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380.



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## **STAFF REPORT FOR PLAN AMENDMENT 2018-II-M1**

### **BACKGROUND**

On April 10, 2018, the Board of Supervisors (Board) authorized Plan Amendment (PA) 2018-II-M1 for the McLean Community Business Center (CBC) in the Dranesville District. The McLean CBC is an approximately 230-acre area centered around the intersection of Chain Bridge Road and Old Dominion Drive and is coterminous with the McLean Commercial Revitalization District (CRD) (Figure 1). The CBC is located in portions of Tax Map Grids 30-2 and 30-4. The last significant review of the Comprehensive Plan (Plan) recommendations for the entirety of the CBC was over 20 years ago, and there was a strong desire in the community to encourage revitalization efforts and to create a “sense of place” in the CBC through the consideration of updates to the Plan. In its authorization, the Board directed staff to include community outreach in the planning effort and to consider revisions to the planned land uses, density and mix of uses; transportation and other public facility needs; and the urban design guidance and Open Space Design standards.

### **CHARACTER OF THE SUBJECT AREA**

The McLean CBC serves as McLean’s “downtown” and is characterized by neighborhood-serving retail uses including shopping centers, automobile service stations, banks and restaurants, as well as office buildings and former residences converted to offices or retail establishments. In addition to commercial uses, the CBC is also developed with mid and high-rise multifamily buildings. Townhouses and single-family detached residences are located along the edges of the CBC.

### **CHARACTER OF THE SURROUNDING AREA**

The McLean CBC is primarily surrounded by single-family residential neighborhoods. The CBC is in close proximity to several parks: McLean Central Park, Saucy Branch Park, Bryn Mawr Park, and Salona Park. The McLean Central Park is located just outside of the CBC, across Dolley Madison Boulevard, and is adjacent to the Dolley Madison Library and the McLean Community Center. The concentration of these three public facilities creates a focal point for the McLean Planning District and serve as community gathering spaces and venues for events. The CBC is located within two miles of the Tysons Urban Center (Tysons).



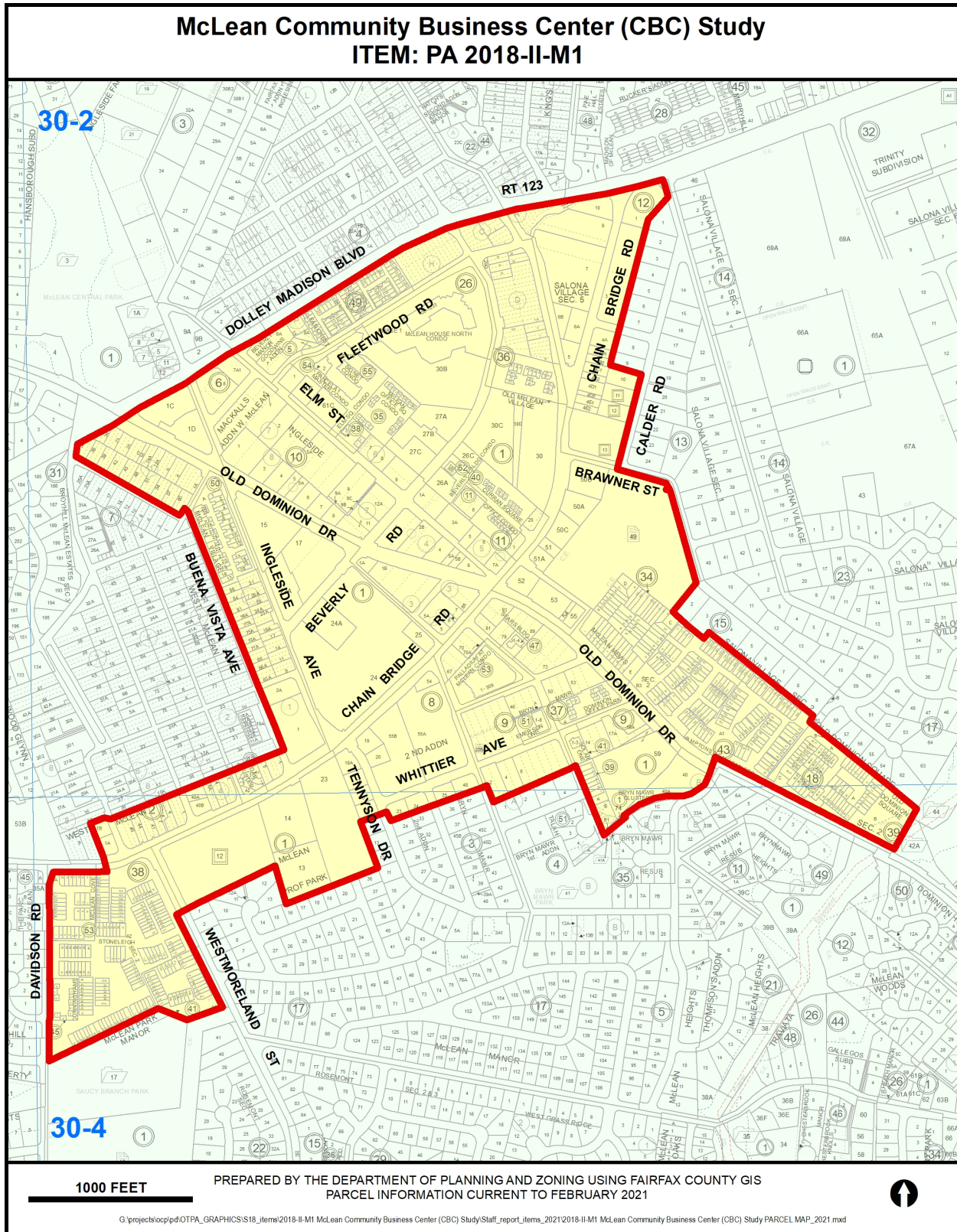


Figure 1: McLean CBC Boundary, Parcels, and Major Streets



## PLAN HISTORY

The McLean Central Plan was adopted in 1970. The intent of this Plan was to develop an action plan for public and private improvements to promote downtown McLean as a community shopping district while encouraging the stability of the surrounding residential neighborhoods. In 1991, new recommendations were adopted into the Plan as a result of the “McLean Central Business Study”. In 1997, a McLean CBC Special Study was conducted, and included public meetings and design charrettes, a vision plan, and the creation of the McLean Revitalization Corporation (MRC) to facilitate public, private, and volunteer efforts in the planning for and implementation of future redevelopment. The McLean CBC Special Study recommendations were adopted into the Plan on April 27, 1998.

On March 25, 2014, the Board adopted Plan amendment S13-II-M1 for mixed-use development at an intensity up to 1.94 FAR for properties along the north side of Elm Street and south side of Fleetwood Road. This was followed by the review and approval of a rezoning application (RZ 2019-DR-019) on July 1, 2014, approving the development of the Signet, a seven-story residential building with ground floor retail space and a publicly accessible park.

On July 1, 2016, the Proffer Reform Bill (VA Code Section 15.2-2303.4) went into effect, limiting the ability to negotiate proffers related to new residential development and new residential use in a mixed-use development in some areas of Fairfax County. Communities that meet certain criteria are exempt from this legislation. The McLean CBC met all of the criteria except for the inclusion of an area within the CBC recommended for an intensity of at least 3.0 FAR in the Plan. The Board adopted Plan Amendment 2016-II-M2 on November 1, 2016, for a 7.6-acre area located along the west side of Beverly Road, north of Elm Street, which included the Ashby Apartments, that recommends a mix of uses, including multifamily residential and office uses with ground floor retail up to 3.0 FAR.

On February 20, 2018, the Board adopted Plan amendment 2017-II-M1 for the property located at the northwest corner of Lowell Avenue and Old Dominion Drive to recommend mixed-use development up to 2.0 FAR. A subsequent rezoning application (RZ 2017-DR-026) was approved to allow for development of a 44-unit residential building with the retention of the existing office building.

The current land use planning effort focused on the review of the recommendations for the entirety of the McLean CBC. Staff worked with a consultant and a community task force to develop a new vision for the McLean CBC and to review and develop new land use, transportation, parks and open space, and urban design recommendations, among others. Additional detail on the Vision Plan, the task force effort, and community engagement follows. The recommendations as described in this staff report include the introduction of additional residential uses; a form-based approach to development in most of the CBC; guidance for an urban park network; and conceptual multimodal street cross-sections, among other new recommendations.

## VISIONING PROCESS AND VISION PLAN

A community visioning process and the development of a Vision Plan for the McLean CBC was a major effort that laid the groundwork for the community, the task force and county staff to develop new Plan recommendations. This effort was led by the design and planning firm Streetsense in partnership with staff from the Fairfax County Department of Planning and Development (DPD) and the Fairfax County Department of Transportation (FCDOT). The purpose of this effort was to gain a deeper understanding of the economic realities of development and the challenges associated with balancing the goals of the community and developers, and to measure community interest and obtain input about the goals and priorities for the redevelopment of the CBC. The goals also included establishing a clearly stated and commonly understood set of parameters for redevelopment in the CBC, reflecting the community's desired outcomes for new development and reasonable trade-offs for community benefits, including better pedestrian connections and the creation of public open space.

The visioning process began in June 2018, when ideas and preferences about the future of the McLean CBC were shared by members of the community during a series of three workshops conducted by Streetsense. The first two workshops provided the community an opportunity to learn about the market and economic conditions of the CBC and the basic components of planning and design. The final workshop provided the community the opportunity to participate in the visioning process through hands-on and immersive table exercises, and work alongside facilitators to create a model for the vision of the future CBC. A more walkable downtown with a central public gathering space, while maintaining neighborhood serving retail within the CBC was clearly stated as a community goal. Streetsense created a draft Vision Plan using the feedback from the workshops. Two community open houses were held to gather input on the draft Vision Plan. At the September 2018 open house, the initial framework and major elements of the Vision Plan were presented. At the November 2018 open house, a refined draft of the Vision Plan was presented, which included an illustrative conceptual plan for the McLean CBC. In December 2018, Streetsense presented the final Vision Plan to the community. The Vision Plan was then used as the starting point for the task force, the community, and county staff to consider new Comprehensive Plan recommendations.

The Vision Plan reflects the community's desire for a walkable town center or main street in the center of the McLean CBC to encourage a sense of place and enhance the identity of McLean, while also recognizing the community's desire to maintain neighborhood-serving uses. The Vision Plan also provides recommendations related to the character of the desired public open space, transportation recommendations related to new connections and enhanced streets, and a framework for the organization of new land use recommendations. The development levels included in the Vision Plan were based on a 10-year market assessment of the demand for residential, office, retail, and hospitality uses in the CBC. Since the Comprehensive Plan utilizes a longer planning horizon, typically 20-years, consideration was given to additional development potential beyond the 10-year market assessment, described in further detail later in this report.

The Vision Plan's zone concept as shown in Figure 2 is the primary organizing principle used to describe the anticipated character of future development in the CBC. A Zones Concept

was developed that includes three zones: Center, General, and Edge. The development pattern proposed by the zone concept reflects the community's preference to focus denser development in the center of the CBC around the intersection of Chain Bridge Road and Old Dominion Drive (in the Center Zone), and transition to less intense development through the General Zone and Edge Zone toward the periphery of the CBC and surrounding residential neighborhoods. The expectations for character of development, height and design in the zones will guide growth by utilizing a tiered approach to building height and by including recommendations for building placement, bulk and massing, parking, and building frontages.



Figure 2: Zones Concept from Vision Plan

## TASK FORCE

A 20-member community task force was appointed by the Dranesville District Supervisor in May 2018. The task force was comprised of residents representing neighborhood and community organizations, landowners, and representatives from business associations. The task force and county staff worked closely to discuss, evaluate, and refine proposed changes to the Comprehensive Plan using the Vision Plan as a primary guide. The task force held 29 public

meetings between May 2018 and December 2020. The task force meeting dates, meeting summaries, staff presentations, and other written materials discussed with the Task Force are available on the McLean CBC Study website (<https://www.fairfaxcounty.gov/planning-development/mclean-cbc-study/meetings>). On December 14, 2020, the Task Force finalized their recommendations for the proposed Plan Amendment. The few instances where task force and staff recommendations on the draft Plan recommendations differ are noted in the Analysis section of this report and in the draft Plan text.

## **COMMUNITY ENGAGEMENT**

A total of 38 public meetings were held by the county between May 2018 and February 2021. The meetings consisted of community workshops, task force meetings, community meetings and open houses, and a virtual question and answer session. During these meetings, the Vision Plan and draft Plan recommendations were developed and presented to the community. All meetings were advertised and open to the public and allotted time for questions and comments.

For the visioning process and Vision Plan, three visioning workshops, two Vision Plan open houses, and one meeting to present the final Vision Plan to the community were held. Four focus groups were conducted with representatives from the community, the McLean Citizens Association, the McLean Planning Committee, the MRC, the Greater McLean Chamber of Commerce, business owners, property owners, tenants, developers, land use attorneys, and commercial real estate brokerage firms.

Twenty-nine task force meetings were held, as well as two community open houses and a virtual question and answer session. Informational videos provided an overview of the draft Plan recommendation; transportation and streetscape recommendations were posted on the McLean CBC website; and flyers were mailed to approximately 2,300 property owners and renters within and proximate to the CBC in advance of the November 2020 virtual open house. Over 200 people attended the virtual open house. A lunchtime question and answer session was held a week after the open house providing the community an additional opportunity to ask staff questions about the study. A second open house was held in February of 2021 with approximately 180 people in attendance. Meeting information was published to the county public meetings calendar, the study webpage, the county's Land Use Planning Facebook page, the study listserv, NextDoor, and the Dranesville District Newsletter. Additional opportunities for community engagement included the opportunity to provide written questions and comments, and staff attendance by invitation to meetings of HOA groups and community organizations.

## **ADOPTED COMPREHENSIVE PLAN TEXT**

The adopted Comprehensive Land Use Plan Map designates the McLean CBC for a variety of uses including office, retail, public facilities, and residential uses. Residential uses in the center of the CBC are comprised of mid and high-rise buildings. The Plan guidance for the McLean CBC is located in the Area II Volume of the Comprehensive Plan, McLean Planning District, pages 20 – 76, and can be viewed online at (<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area2/mclean.pdf>).



## PROPOSED PLAN AMENDMENT AND ANALYSIS

This Plan amendment proposes new guidance for the McLean CBC that will provide the flexibility and incentive to foster opportunities to implement the vision that was described for the CBC (Appendix A). The amendment includes guidance intended to balance this vision by focusing redevelopment in the center of the CBC, while offering guidance to maintain the existing community-serving character and to provide transitions to surrounding residential neighborhoods. The following analysis examines the main components of the McLean CBC Plan amendment listed below and subsequent recommendations proposed.

- **Focus redevelopment in the center of the CBC:** This amendment proposes to bring forward the concept developed in the Vision Plan to organize the CBC into three zones; Center, General, and Edge. The tallest buildings and most dense development are envisioned in the Center Zone. The proposed additional development potential is applicable only to the Center and General Zones, while keeping the Comprehensive Plan recommendations for the Edge Zones as currently planned.
- **Add flexibility related to land use and intensity within defined parameters:** The form-based plan in the Center and General Zones uses maximum building height, urban design, and a maximum development potential to guide residential and non-residential development instead of a maximum floor area ratio (FAR) or dwelling units per acre (du/ac) limitation. The Edge Zone of the CBC will retain its current lower-density land use recommendations, enabling the CBC to retain community-serving businesses and provide a transition to adjacent residential neighborhoods outside of the CBC.
- **Introduce new opportunities for residential use:** Aside from the adoption of relatively recent site-specific recommendations for residential use and the existing development along the edges, the McLean CBC is not currently planned for residential use. The form-based Plan allows for flexibility to consider a variety of proposed uses rather than assigning a specific use to a specific parcel. In contrast to assigning specific uses and intensities to specific properties in the Center and General Zones, the plan allows for flexibility to consider a variety of proposed uses that respond to market demands.
- **Encourage a signature redevelopment that includes a public open space amenity:** This amendment includes guidance to incentivize the provision of a central open space in the Center Zone through the allowance of additional height above the height limit of seven stories. To this end, consideration, of a single consolidated development up to six acres in size may propose a height of up to 10-stories and 128 feet, with the provision of a minimum 2/3 acre publicly accessible park.
- **Create places for people:** This amendment proposes guidance intended to promote a more walkable mixed-use downtown for McLean. Recommendations for active first floor uses in the Center and General Zones, multimodal streets with facilities for pedestrians and bicyclists, and a network of park spaces with a centrally located publicly accessible park are included.

- **Create a more sustainable community:** This amendment proposes guidance intended to protect and enhance the built environment and ecological resources, and to enhance human health and well-being. Recommendations are included to create a connected network of environmental features throughout the CBC with attention to ecology, the urban forest, and stormwater management.

## **LAND USE**

The Plan's Concept for Future Development defines CBCs as historically older community-serving commercial areas that emerged along major roadways. The Plan recommends that redevelopment in CBCs should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street, in a pedestrian-oriented setting. The CBC guidance also recognizes that transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods.

The proposed Plan guidance for the McLean CBC directly supports these existing Plan recommendations by re-planning the CBC to allow for a greater mix of uses, by focusing the highest intensity in the center zone, by encouraging transitions to surrounding areas by establishing an Edge Zone, and by providing new guidance related to the pedestrian experience. The proposed Plan guidance focuses on a high-quality pedestrian experience by encouraging the inclusion of active ground floor uses and streetscapes that encourage a walkable environment.

The Concept for Future Development also notes that revitalization and redevelopment are appropriate to advance the economic vitality of older commercial centers, recognizing that those efforts should aim to seek reinvestment in these areas and foster a sense of place. In CRDs, the county's revitalization policies support programs and initiatives to improve the economic climate and encourage private and public investment. Policies and programs include additional flexibilities for development, urban design guidance for streetscapes and site design, and financial incentives such as the recently adopted Economic Incentive Program.

The Board's Economic Success Strategic Plan, adopted in 2015, includes a goal to Create Places Where People Want to Be (Goal 2) and recommends supporting higher density mixed use development in designated revitalization areas to attract new businesses and residential growth. The 'creating places' goal also includes a recommendation to focus planning and development activities around the creation of mixed-use communities. Finally, this goal includes a recommendation to develop complete street guidelines for activity centers; the new Plan guidance provides recommendations related to pedestrian, bicycle and roadways. The proposed Plan amendment directly supports this larger goal by including new Plan guidance, as noted above, related to focusing new mixed-use development in the McLean CBC, a designated revitalization district.

The proposed Plan amendment supports the development of additional residential units in the CBC, by increasing the residential development potential by 1,675 units from the current Plan recommendation of 2,175, for a total of 3,850 residential units. The development cap for non-residential uses was slightly decreased by 215,000 square feet, to 3,150,000 square feet. Increasing the development potential for residential units in the CBC will create the opportunity for additional housing in an activity center, areas that are recommended for growth by the

county's Concept for Future Development. Additional residential units will also improve the mix of uses in the CBC, providing more residents to support existing commercial uses.

### **Form-Based Guidance**

The draft Plan guidance for the Center and General Zones is expressed using form-based guidance instead of a maximum floor area ratio (FAR) or dwelling units per acre (du/ac) approach. The form-based guidance primarily uses maximum building heights, urban design, and a maximum development potential, as well as applicable CBC-wide recommendations, as the primary considerations upon which to evaluate whether a proposal is in conformance with the Plan. This provides flexibility for new developments to implement the vision desired by the community while being responsive to market conditions by not prescribing specific uses for specific properties. The maximum development potential proposed for the Center and General Zones recommends a total of 3,150 residential units and 2,705,000 square feet of non-residential uses. Flexibility for the types of non-residential uses is recommended, provided that the total amount of planned non-residential use is not exceeded. No changes are proposed for the Edge Zone, which is proposed to retain the adopted Plan recommendations utilizing an FAR and du/ac approach.

### **Zones**

As stated previously, the primary organizing principle for the character of development is the division of the CBC into three zones – Center, General and Edge. The proposed zones are shown in Figure 3. The zones establish a tiered scale of development with the highest intensity and tallest buildings focused to the Center Zone, transitioning to less intensity with mid-rise buildings in the General Zone, and retention of the existing character of primarily single-family residential uses, low intensity commercial uses, and institutional uses in the Edge Zone.

#### *Center Zone*

The Center Zone is approximately 75 acres in size and is developed with mid and high-rise residential buildings, office uses, and retail and restaurant establishments. The proposed Plan amendment recommends a mix of uses with the highest intensity development and tallest building heights of the three zones. Development in the Center Zone is recommended to provide a high-quality pedestrian oriented environment with continuous sidewalks and streetscapes, buildings located close to the sidewalk, and active ground floor uses. Residential uses in the Center Zone are generally recommended as multi-family; however, stacked townhomes may be appropriate as a transition along the periphery of the Center Zone. Building heights are recommended at a maximum of seven stories and 92 feet, although a single consolidated area up to six acres may be developed up to 10-stories and 128 feet with the provision of a signature public park space. During the Visioning process, the absence of a centrally located public park space was consistently mentioned by the community. The proposed Plan amendment provides an incentive for the creation of a centrally located public park space in exchange for additional height.

### *General Zone*

The General Zone is approximately 54 acres in size and surrounds the Center Zone. It is dominated by lower intensity office uses and professional office parks, as well as retail and restaurant uses. The General Zone is planned as a transition between the Center and Edge Zones with low and mid-rise development at a maximum height of five stories and 68 feet. A mix of uses is recommended for the General Zone and active ground floor uses may be appropriate where pedestrian activity is desired. Single-family attached or stacked townhomes may be considered along the periphery of the General Zone to serve as a transition to the lower density Edge Zone or residential neighborhoods outside of the CBC.

### *Edge Zone*

The Edge Zone is approximately 85 acres in size and is comprised of primarily residential development along the outer boundary of the CBC. It provides a buffer between the edge of the CBC and surrounding residential neighborhoods and is not envisioned for intensification of existing uses. Heights generally range from two to three stories. In addition to residential development, the Edge Zone also includes low intensity commercial and institutional uses, and the Franklin Sherman Elementary School.

### *Proposed versus Vision Plan Zone Boundaries*

Based on discussions with the task force, the proposed zone boundaries differ slightly from the original zones proposed by the Vision Plan. These modifications expanded the Center Zone into areas previously classified as General Zone to consolidate an entire block to facilitate redevelopment, extend the boundaries of the Zone to a more logical boundary such as a road, or to encourage redevelopment on both sides of a street. Two blocks developed with office and retail uses bounded by Dolley Maddison Boulevard, Old Dominion Drive, Ingleside Avenue, Moyer Place, and Elm Street were shifted from the Edge to the General Zone to facilitate redevelopment; and a portion of the McLean Professional Park was shifted from the Edge to the General Zone to align the General and Edge Zone boundary with the adjacent property to the east. Additionally, the portion of the McLean Baptist Church site along Calder Road, adjacent to residential neighborhoods outside of the CBC, was reclassified to Edge Zone to provide a transition to these residential uses.

The development potential proposed by the original zones concept from the Vision Plan initially applied exclusively to the Center Zone; however, the development potential for the proposed Plan amendment applies to both the Center and General Zones to allow for more flexibility for implementation. Appendix B describes in detail the proposed changes from the Vision Plan zones concept to the Task Force zones concept.



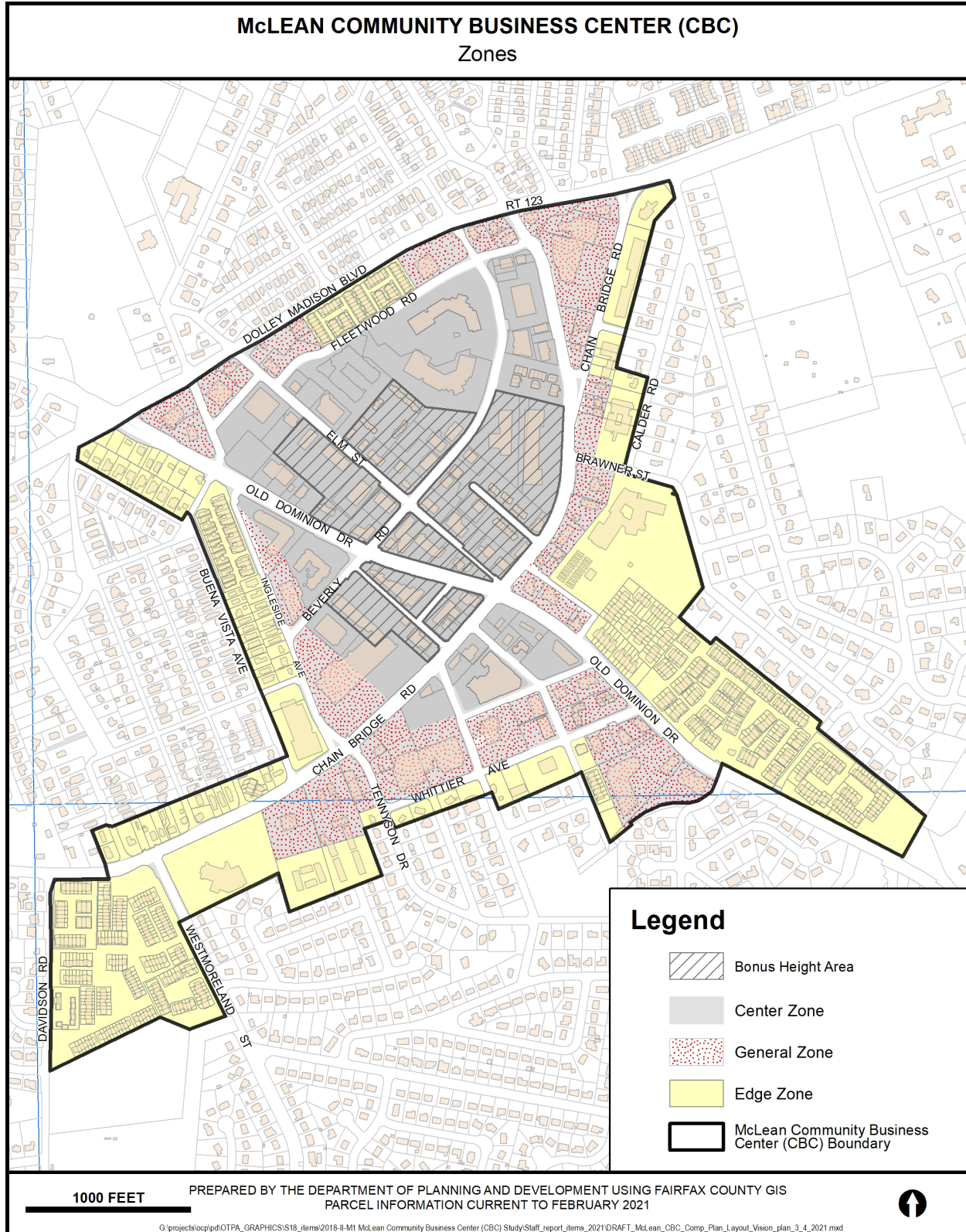


Figure 3: Zones

**Development Potential and New Opportunities for Residential Use**

The maximum development potential was determined through an iterative process and resulted in a recommendation of an additional 1,675 residential units above the current Plan recommendation of 2,175 residential units, resulting in a total of 3,850 residential units for the entire CBC. The new residential units are recommended for the Center and General Zones while no additional residential units are recommended for the Edge Zone. The recommended amount of non-residential square feet for the Center and General Zones is 215,000 square feet less than the current Plan recommendations of 3,365,000 square feet, for a new total of 3,150,000 square feet for the entire CBC. The Edge Zone will retain the intensities currently recommended by the adopted Plan.

During the Vision Plan process, a projected 10-year market assessment was developed by the consultant to gain an understanding of the economic realities of development and the nearer-term market demand for land uses in the CBC. The 10-year market assessment determined that there was demand for 960 residential units (1,100 units were shown conceptually on the final Vision Plan), 120,000 square feet of retail, 100,000 square feet of office, and 100 – 150 hotel rooms in the CBC.

Between June and August 2018, during the Visioning Process, the community was invited to submit suggestions for land use changes within the CBC. Ten submissions were received, including eight parcel-specific submissions and 2 area-wide submissions. The submissions were reviewed and discussed at the task force meetings with opportunity for the community to provide comment. While the development proposed with the submissions for the Center and General Zones would be possible under the form-based guidance, review of the residential and non-residential development potential proposed by the submissions informed the maximum development potential for the CBC. The two area wide submissions were also taken under advisement. One submission suggested integrating green space into the built environment and one submission recommended a pedestrian oriented community with a mix of uses, as well as recommendations for pocket parks, placement of retail, and the economics of construction types. Information about the submissions can be viewed on the [submissions page](#) of the McLean CBC Study website. Analysis of the site-specific submissions is in Appendix C.

Since the Plan provides guidance for a time horizon of approximately 20 years, consideration was given to additional development potential beyond the 10-year demand included in the market assessment using the information provided by the assessment as well as submissions received during the process for specific properties. As a result, a total of 945 residential units were added to the projected 10-year demand number to arrive at the maximum development potential of 3,850 residential units recommended in the draft Plan. This maximum residential development potential is inclusive of affordable and workforce dwelling units. The maximum total development potential is shown in Table 1 for the entire CBC and Table 2 for the Center and General Zones. For the purposes of the transportation and public facilities analyses, the amount of non-residential uses by land use category were estimated as shown in Appendix D.

Table 1: Development Potential for the McLean CBC

<b>Land Use Category</b>	<b>Existing Development (2020)</b>	<b>Adopted Comprehensive Plan</b>	<b>Proposed Plan</b>
Residential Units (dus)	1,280	2,175	3,850
Non-residential gross square feet (gsf)	2,790,000	3,365,000	3,150,000

Table 2: Development Potential for Center and General Zones

<b>Land Use Category</b>	<b>Existing Development (2020)</b>	<b>Adopted Comprehensive Plan</b>	<b>Proposed Plan</b>
Residential Units (dus)	700	1,470	3,150
Non-residential gross square feet (gsf)	2,300,000	2,920,000	2,705,000

### **Building Heights**

The maximum building height recommendations (Figure 4) are guided by the number of stories and feet and maximum building heights are recommended in feet to provide a level of certainty. For context, the proposed building heights are generally consistent with existing development in the Center Zone which includes the McLean House and Ashby, which are 12 stories and approximately 106 feet in height, and the Signet, which is seven stories and 73 feet in height. As stated previously, the proposed Plan guidance recommends a maximum height of seven stories and 92 feet for the Center Zone, five stories and 68 feet for the General Zone, and carries forward the maximum height recommendations from the adopted Plan for the Edge Zone, which generally recommends a maximum height of three stories. A maximum height of 10 stories and 128 feet is recommended for the one development up to six acres in size within the Center Zone that receives the bonus height in exchange for the provision of a publicly accessible park. One area of the General Zone in Land Unit G-2, adjacent to Franklin Sherman Elementary School and bounded by Old Dominion Drive, Chain Bridge Road, and Brawner Street, is planned for a maximum height of 40 feet. The maximum building heights are inclusive of bonuses associated with affordable and workforce dwelling units. Mechanical penthouses, architectural elements, or features affixed to buildings which are part of energy technology are not included in the proposed maximum height recommendations; however, these features should not exceed 20 feet or 25% of the overall building height, whichever is less. The proposed Plan guidance recommends the consideration of transitions in height between zones and for properties abutting the boundary of the CBC and adjacent single-family homes. Appropriate transitions may include building step-backs and setbacks, screening and buffering, and other techniques that achieve the recommendations of the proposed Plan guidance.



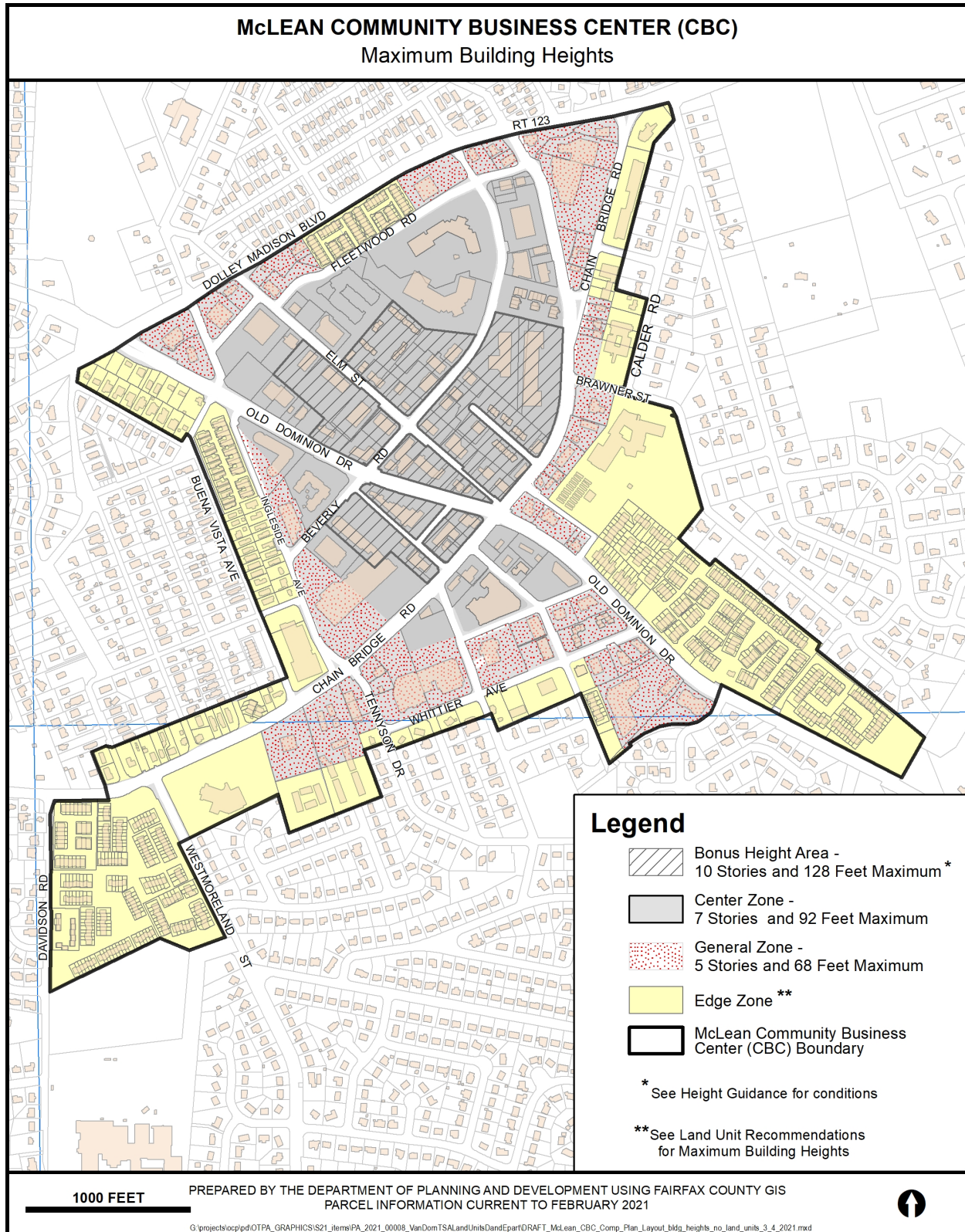


Figure 4: Maximum Building Heights



## **Urban Design**

Design recommendations for the McLean CBC are an important component of the plan as they are used to guide the desired scale and character of development. As such, recommendations related to site design, building articulation and facades, signage and wayfinding, public art, and parking are included in the proposed Plan. The McLean CBC is also subject to the Volume I: Urban Design Guidelines for Fairfax County Revitalization Districts and Areas. Volume 2 District Design Guidelines for McLean are anticipated to be developed after the adoption of the Plan amendment that will contain tailored urban design details and specifications for the McLean CBC.

### *Streetscapes and Cross-Sections*

Streetscapes include the elements of a street that combine to form a street's character, including the road, on street parking, sidewalks and bicycle paths, street furniture, trees and open spaces and the adjoining buildings. Collectively, these provide space for and amenities to serve pedestrians, bicyclists, and vehicles. Cross-sections include the components of a street and its dimensions and depict how streets should be designed to accommodate all travel modes including vehicles, transit, pedestrians, and bicyclists.

The cross-sections for the McLean CBC depict designs for Avenues Type 1 and 2 - Old Dominion Drive (Figure 5) and Chain Bridge Road (Figure 6), and for Local Streets Type 1 and 2 - Beverly Road and Elm Street (Figure 7), and other existing and new streets (Figure 8). The cross-section recommendations include detailed guidance for areas within the right-of-way, which includes the median, drive lanes, landscape panel, and pedestrian and bicycle pathways, and for the building zone (the area between the sidewalk and the face of the building) - the only area outside of the right-of-way depicted in the cross-sections. The provision of a building zone with each development is recommended to support a high-quality pedestrian realm and to accommodate building entrances, outdoor dining, and plantings and residential porches or stoops.

Staff recommends a minimum building zone dimension of four feet for commercial development to accommodate outdoor seating or to allow pedestrians to pass while others are browsing in front of store windows, and a minimum of eight feet for residential development to provide an effective transition between the public sidewalk and private residences. The task force does not recommend specifying minimum dimensions for a building zone, provided that no portion of the building, including door swings, impedes upon the public right-of-way. Both options are presented in the draft plan text.

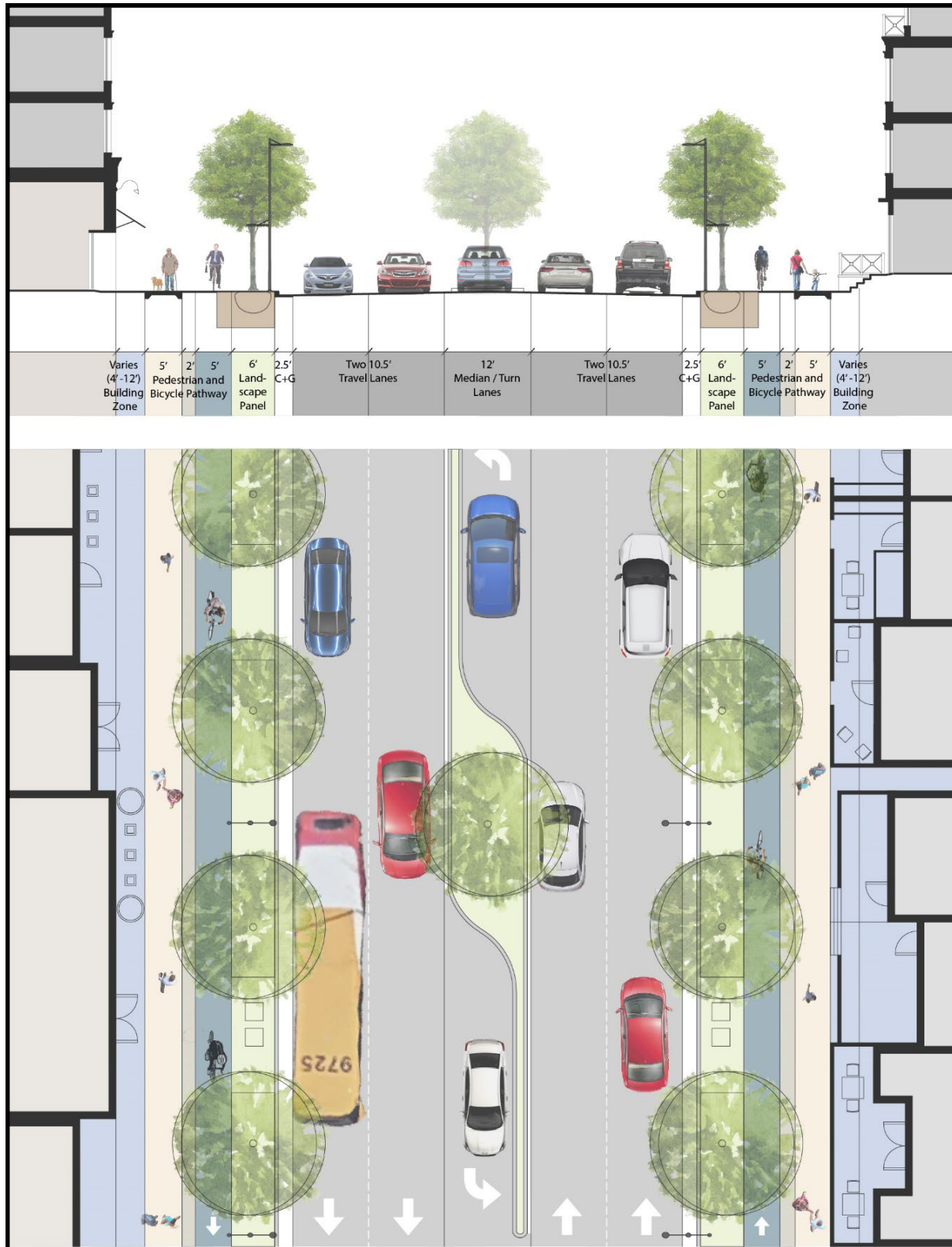


Figure 5: Old Dominion Drive (Avenue Type 1) cross section

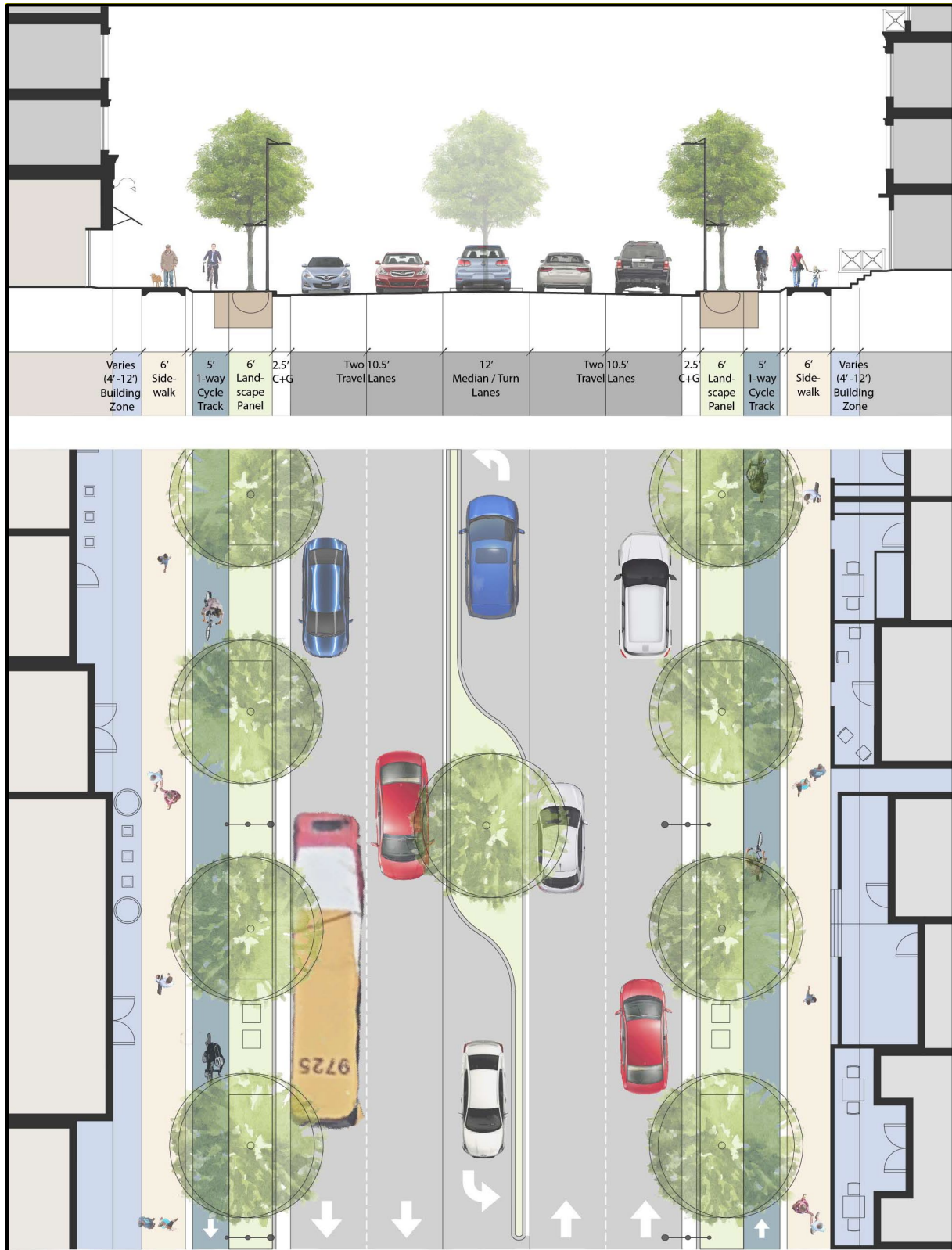


Figure 6: Chain Bridge Road (Avenue Type 2) cross-section

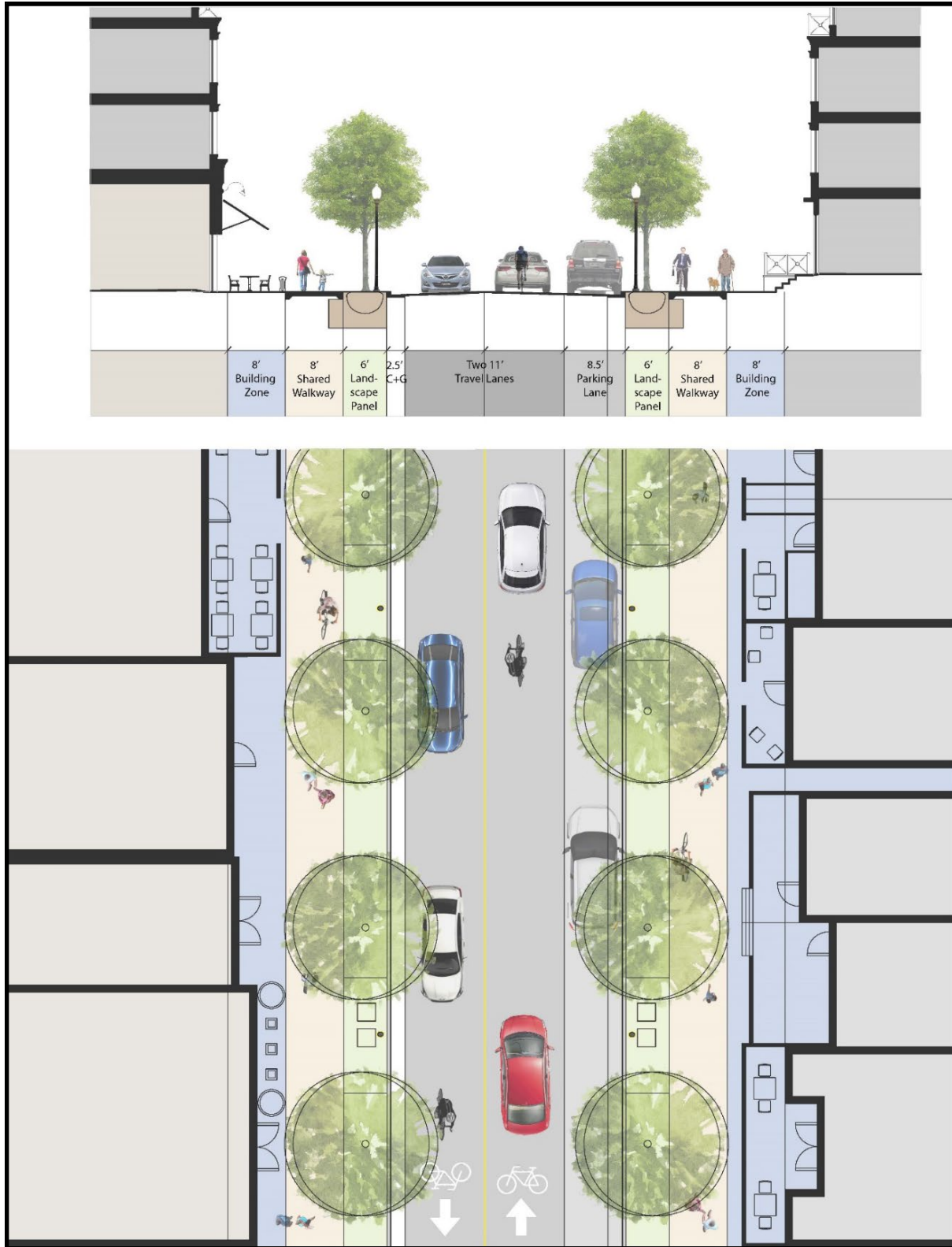


Figure 7: Beverly Road and Elm Street (Local Streets Type 1) cross-section



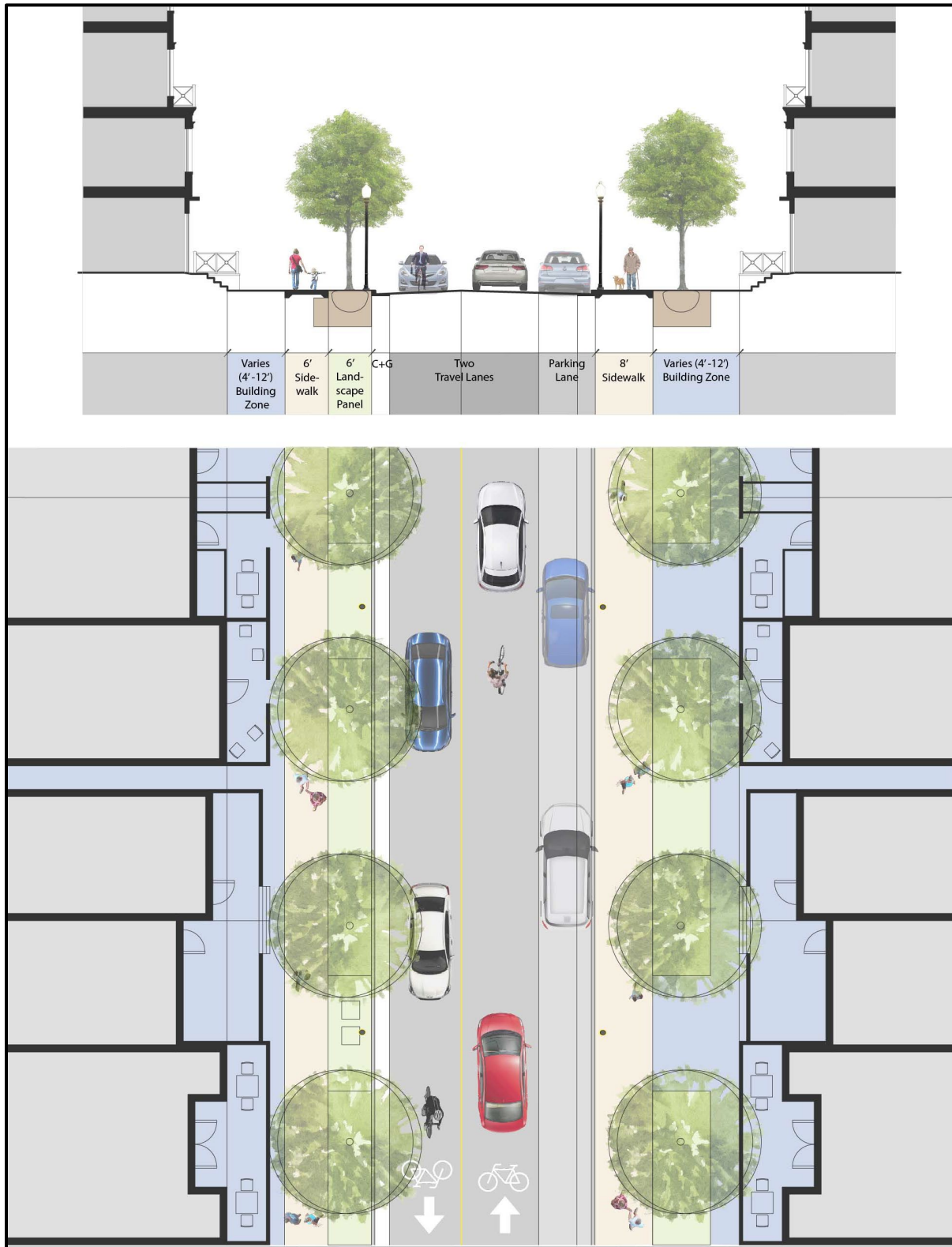


Figure 8: Other streets and new streets (Local Streets Type 2) cross-section

## **Land Units**

The McLean CBC is proposed to be organized into 12 land units (Figure 9). These land units would replace the 29 subareas in the adopted Plan. Land Units C-1 and C-2 are located in the Center Zone; Land Units G-1 through G-4 are located in the General Zone; and Land Unit E-1 through E-6 are located in the Edge Zone. The Center Zone was divided into two land units to depict the area recommended for the bonus height separately as Land Unit C-1.

The land unit designations organize the base plan and optional recommendations. For the McLean CBC, the base plan generally reflects existing uses and intensities and carries forward the existing base plan recommendations from the adopted Plan. In some cases, the average intensity or density was provided for a grouping of parcels and conformance with the Plan should be evaluated by calculating the average density. Additionally, if existing development is at a higher intensity than the base recommendations, it may still be considered in conformance with the base intensity recommendations.

The optional level of development described in the Land Unit sections for the Center and General Zones reflects the new proposed Plan recommendations and is the preferred level of development. The optional level of development provides guidance for additional uses and higher intensities than recommended by the base plan and often includes development conditions such as those related to streetscape improvements and public amenities. The proposed Edge Zone recommendations carry forward the existing recommendations from the adopted Plan without an optional level of development.

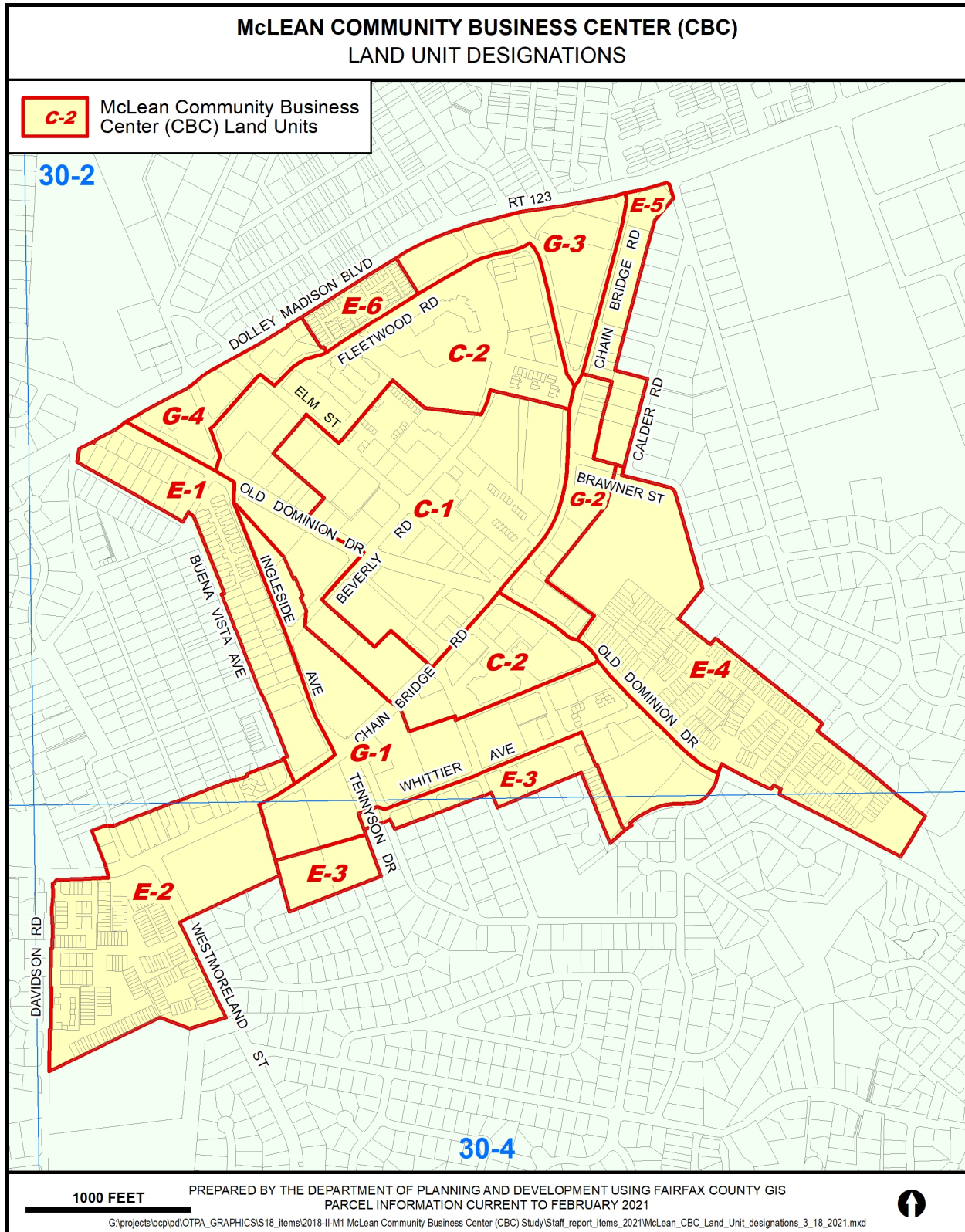


Figure 9: Land Unit Designations



**Parks, Recreation, and Open Space**

There is very little public park space located within the McLean CBC; the majority of public park spaces serving the community are located outside of the CBC and include the McLean Central Park, Lewinsville Park, Salona Park, and Bryn Mawr Park. Additionally, Franklin Sherman Elementary School contains a diamond field and a playground available for community use. As the McLean CBC redevelops, the need for publicly accessible parks and open space will increase, as the majority of new residential development planned within the CBC is multifamily and unlikely to have private yards.

The Urban Parks Framework contained in the Parks and Recreation Section of the Policy Plan provides urban parkland standards and guidance to ensure the county's higher density areas provide spaces that contribute to a vibrant and healthy community. It also recommends minimum park acreage standards for residents and employees to estimate park needs generated by development proposals that are evaluated during the development review process. The impact analysis for parks and recreation considered the maximum amount of residential and non-residential development potential proposed by this Plan amendment compared to the maximum development potential recommended by the adopted Plan recommendations.

The potential impacts to parks and recreation were evaluated by applying the population-based parks and recreation service level standards as detailed in the Parks and Recreation element of the Policy Plan and the guidance of the Urban Park Framework. The maximum development potential proposed by this Plan amendment would generate an additional need for new parkland and recreational facilities beyond the existing Comprehensive Plan recommendations. The parkland and facility service level standards found in the Policy Plan should be applied to development proposals. New developments in the CBC should provide new publicly accessible urban parks onsite, per the service level standards and programming guidance of the Urban Parks Framework to offset their impacts. Additional park and recreation needs could be offset by upgrading existing public park facilities, acquiring new land for parks, and/or building new park facilities on site or in the McLean area.

The proposed parks, recreation, and connectivity concept for the McLean CBC (Figure 10) recommends a comprehensive network of well-distributed and connected public park spaces throughout the CBC. The focal point of the concept plan is a new signature urban park in the Center Zone, which will be complemented by a well-distributed network of smaller urban park spaces along Elm Street with an activated streetscape and pedestrian and bicycle connections. These connections should ultimately link existing parks just outside the CBC with Franklin Sherman Elementary School. The parks, recreation, and connectivity concept plan also recommends an activated streetscape along Beverly Road linking surrounding residential neighborhoods with publicly accessible parks and open space within the CBC.

The signature urban park space is expected to be provided with a consolidated redevelopment area up to six acres. This park space should provide opportunities for active and passive activities, and include an area designed for community gatherings and events. Staff recommends that the signature urban park should be a minimum of 2/3 of an acre, consistent with the Vision Plan recommendations. The task force recommends the provision of a minimum

of ½ acre park for a single consolidated area between four and less than five acres, and the provision of a 2/3-acre signature urban park for a single consolidated five-to-six-acre area.

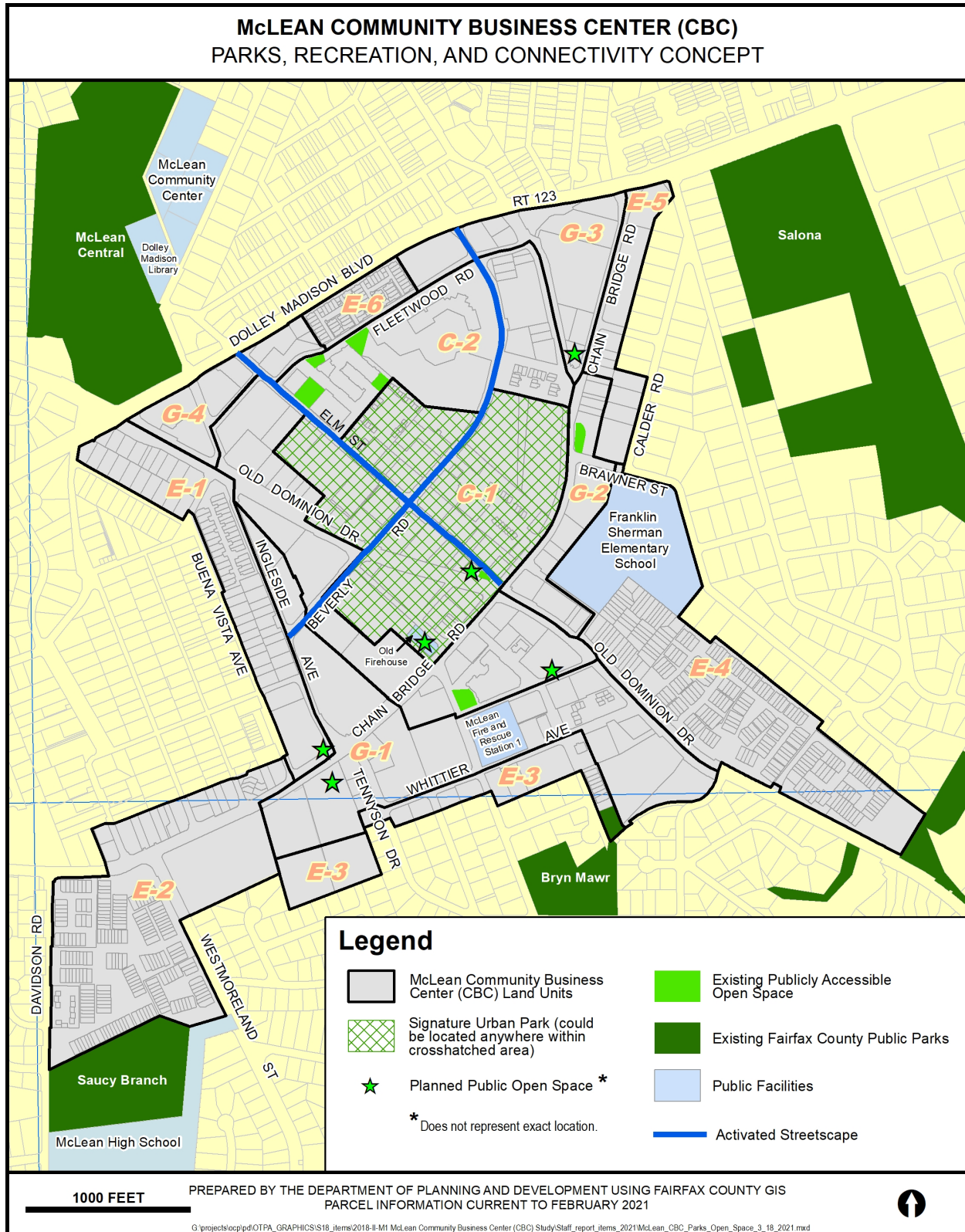


Figure 10: Parks, Recreation, and Connectivity Concept

## **Transportation**

The overall goal for transportation within the adopted Plan is to continue to accommodate vehicular needs, while encouraging improvements for pedestrians and bicyclists. The Vision Plan developed in collaboration with the community emphasizes the need for enhancements to pedestrian infrastructure to improve safety, connectivity, access, and wayfinding. Therefore, the transportation recommendations within the proposed Plan Amendment focus on multimodal improvements that seek to achieve the goals established in the visioning process, while mitigating impacts to vehicular traffic from the proposed land uses.

### *McLean CBC Transportation Analysis*

A McLean CBC Transportation Analysis was undertaken to assess the potential level of impact to the McLean CBC transportation network associated with the proposed land uses. One of the primary objectives of this analysis was to evaluate and develop multimodal transportation recommendations based on the assessment of transportation conditions within the CBC. The assessment of transportation conditions was guided by a set of multimodal goals, objectives, and measures of effectiveness (MOEs) deemed appropriate for the CBC, as shown in Table 3, below.

Table 3: Multimodal Goals, Objectives, and MOEs

Objectives	MOEs
Enhance traffic operations in the study area	<ul style="list-style-type: none"> <li>• Origin-destination patterns</li> <li>• Trip characteristics (e.g., travel time and pass-through trips) *</li> </ul>
	<ul style="list-style-type: none"> <li>• Vehicle Delay</li> <li>• Intersection volume to capacity (v/c) ratio</li> <li>• Queue length</li> </ul>
Provide low stress bike facilities for the entire study area	<ul style="list-style-type: none"> <li>• Percent of roadway miles within the study area by each Level of Traffic Stress (LTS)*</li> <li>• Number of connected and continuous low stress census blocks</li> </ul>
Enhance area pedestrian connectivity	<ul style="list-style-type: none"> <li>• Availability and continuity of sidewalks</li> <li>• Sidewalk width</li> </ul>
	<ul style="list-style-type: none"> <li>• Pedestrian delay</li> </ul>
Improve connections to regional/rail network	<ul style="list-style-type: none"> <li>• Quality of pedestrian facilities at and connecting to transit stops</li> </ul>
	<ul style="list-style-type: none"> <li>• Frequency of bus service to and from McLean Metrorail Station</li> <li>• Bus ridership in study area</li> <li>• Number of census blocks in the CBC that are connected to the McLean CBC</li> </ul>

\* LTS is a methodology developed at the Mineta Transportation Institute by Peter Furth et al. to evaluate the stress that bicyclists experience on roadway segments, intersection approaches, and unsignalized crossings. Using this approach, a street network can be classified into four stress levels, ranging from low stress to high stress.

The Fairfax County Department of Transportation (FCDOT) analyzed and evaluated four unique land use and transportation scenarios: (1) *Existing Conditions Assessment*; (2) *2045 Future Baseline Comprehensive Plan*; (3) *Proposed Land Use Alternative*; and (4) *Future Transportation Concepts and Conditions*.



These scenarios were tested for transportation outcomes and compared with one another in an iterative process, beginning with an Existing Conditions Assessment which provides the basis upon which to understand current conditions. The Existing Conditions Assessment was then compared to the 2045 Future Baseline Plan Conditions, which represents anticipated future conditions under currently approved land uses and recommended transportation improvements. This comparison provided an initial idea of how planned growth would affect future transportation conditions within the CBC.

The 2045 Future Baseline Plan Conditions was then compared against the Proposed Land Use Alternative, which represents the proposed land uses with currently recommended transportation improvements. This comparison provides insight into how the proposed land uses will affect and change future traffic patterns within the CBC.

Finally, the Future Transportation Concepts and Conditions, which includes the proposed land uses and a modified set of transportation improvement recommendations tailored to address the new impacts, was compared to the Proposed Land Use Alternative. This comparison allows the ability to gauge how well the modified set of transportation improvements address the impacts associated with future growth and the proposed land uses within the CBC.

Additional details are provided for the analysis of each of the land use and transportation scenarios later in the report.

*Existing Conditions Assessment:*

An existing conditions transportation analysis of the McLean CBC for the year 2018 was conducted, considering current multimodal transportation and access management conditions. The analysis involved the collection of quantitative and qualitative multimodal traffic and traveler data, including:

- Traffic counts for morning and evening peak period vehicular turning movements at 18 signalized and unsignalized study intersections (see Figure 11);
- Pedestrian and bicycle volume counts at signalized intersections to estimate delay;
- 48-hour tube count on Dolley Madison Boulevard, west of Beverly Road;
- Vehicle GPS data, aggregated into a trip pattern index by StreetLight Data;
- Fairfax County GIS data for pedestrian and bicycle facilities;
- Bus passenger count and location data, including all bus routes that provide service to the McLean CBC area; and
- Field observations.

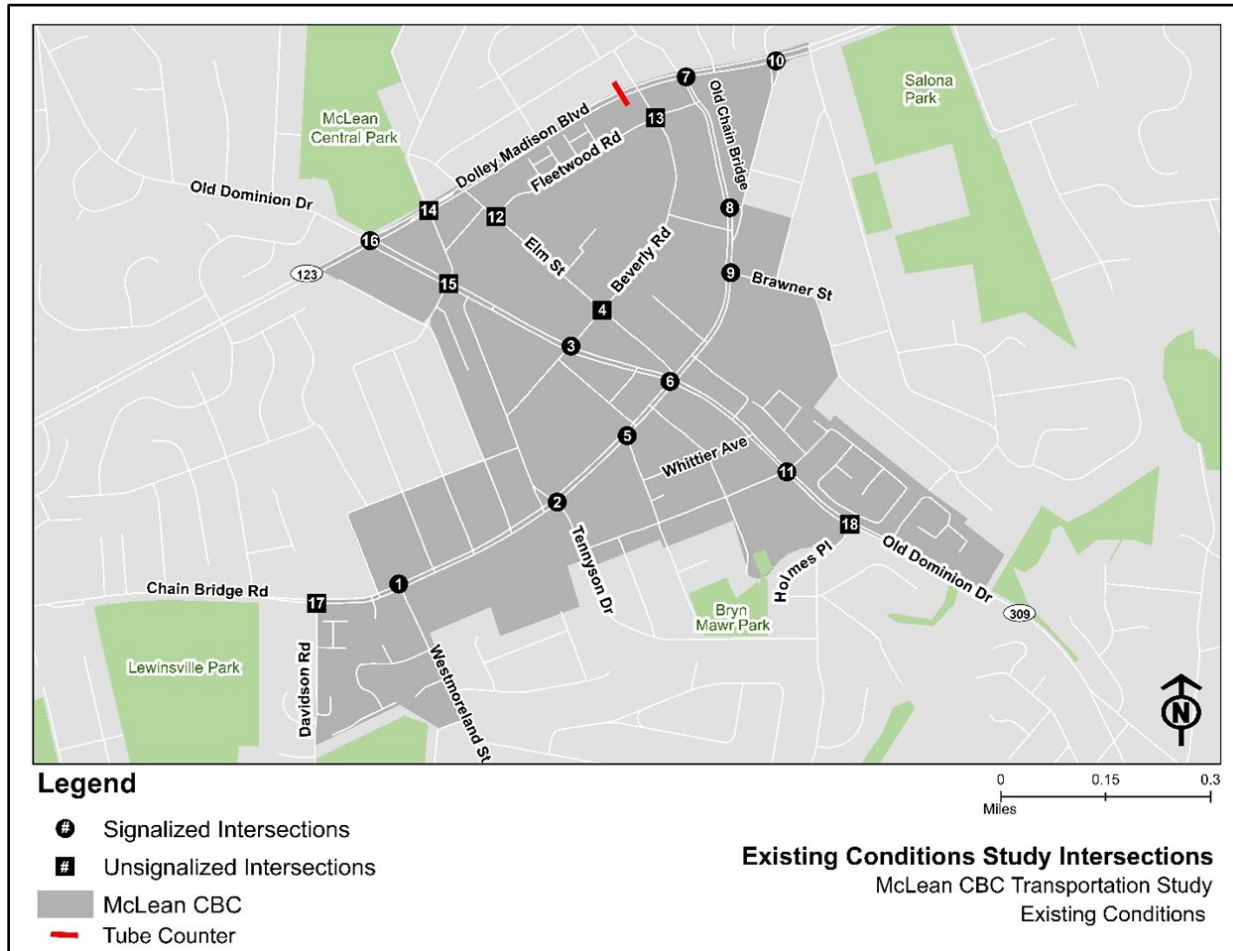


Figure 11: Traffic Count Locations

The following are the results of the existing conditions analysis:

**Pedestrian and Bicycle:** Pedestrian volumes were based on the number of observed crossings at the study intersections during the two AM and PM peak hours. Most intersections had low pedestrian crossing volumes (less than ten) and higher foot traffic generally occurred during the p.m. peak hour, which is in line with the vehicular results. Mapping using GIS data was used to provide an inventory of pedestrian facilities and conditions, including the presence of sidewalks, sidewalk widths, and crossing distances.

There were many gaps identified within the sidewalk network where segments of the pedestrian network are missing and, where sidewalks that do exist are less than five feet wide, even along the major roadways. Pedestrian conditions are further constrained by the frequency and width of vehicle access points along Chain Bridge Road and Old Dominion Drive. Details on this constraint are provided under Access Management.

Conditions for bicyclists were assessed based on the Bicycle Level of Traffic Stress (LTS) methodology, referencing data from the Bike Fairfax Interactive Map. This is the first

time that bicycle LTS has been used for area planning in Fairfax County, although the concept has been applied by FCDOT staff to other efforts.

Figure 12 below places bicycle users into four groups based on the stress level of the road. Most neighborhood roads within the CBC are comfortable for mainstream cyclists (LTS 1 and 2); however, the bicycle network is broken up by major roadways that have less comfortable conditions (LTS 3 and 4), such as Dolley Madison Boulevard, Old Dominion Drive, Chain Bridge Road, and Old Chain Bridge Road. Network connectivity was based on the low-stress connections (LTS 1 and 2) a bicyclist could make between different census blocks within the CBC. Overall connectivity is poor; less than five percent of census blocks within the CBC are connected by low-stress facilities.

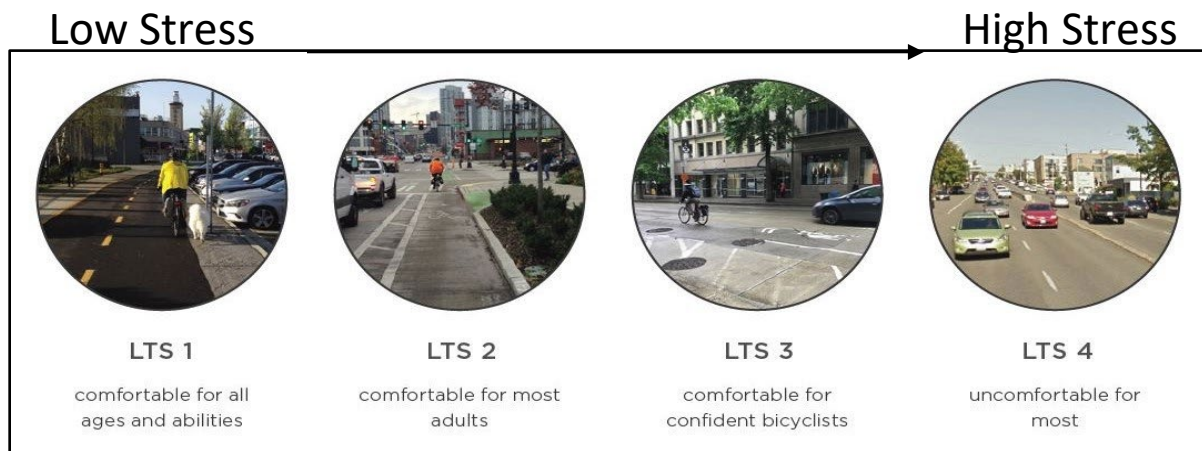


Figure 12: Bicycle Levels of Traffic Stress

**Transit:** The CBC is serviced by Fairfax Connector Route 721, which provides local circulation and access to Tysons and the McLean Metrorail Station, and Washington Metropolitan Area Transit Association (WMATA) Metrobus Routes 23A and T, and 15K, which connect riders to transit stations in Falls Church and Arlington. Fairfax Connector Route 721 is busiest along Old Dominion Drive, with approximately 130 daily riders, although, in general, transit ridership within the CBC is low. The condition of bus stop facilities varies across the CBC, with some lacking amenities such as benches or shelters.

**Vehicular:** Vehicular turning movement counts were collected at the study intersections and Level of Service (LOS) and vehicle delay were calculated using Synchro software for the weekday a.m. and p.m. peak hours. Regarding delay and LOS, all signalized intersections performed well, operating at LOS D or better, overall, in both the a.m. and p.m. peak hours.

The greatest delays, overall, occurred at two-way stop-controlled (unsignalized) intersections, where a side street meets either Old Dominion Drive or Chain Bridge Road; vehicles on the main roads at these intersections experience very little delay.

For an evaluation of travel patterns within and through the CBC, the County used a relatively new approach to measure and analyze these patterns. Data collected by the firm,

Streetlight Data, Inc., and available through VDOT, uses cell phone and GPS usage in an area to measure movement trends. By extrapolating this information, FCDOT was able to determine certain patterns.

The highest daily volume of traffic entering in the CBC arrives via southbound Old Dominion Drive, via Dolley Madison Boulevard, which is also a major road for through traffic. The analysis also confirmed higher traffic volumes in the p.m. peak versus the a.m. peak and noted a shift in higher traffic volumes using southbound Old Chain Bridge Road during the p.m. peak. StreetLight Data, Inc. also highlighted the major trip generators and attractors within the CBC, which are locations with major commercial uses.

**Access management:** The high frequency and width of curb-cuts along the major roads within the CBC presents challenges for pedestrians and bicyclists. The frequency of curb-cuts is, in part, due to limited inter-parcel access; most of the commercial properties along Old Dominion Drive, Chain Bridge Road, and Old Chain Bridge Road have one or more driveways for vehicle access. Many of the curb-cuts are wide (up to 50 feet), which introduces a greater risk to pedestrians as vehicles can enter and exit parcels at higher speeds.

2045 Future Baseline Comprehensive Plan Conditions:

Analysis for the 2045 Future Baseline Comprehensive Plan Conditions was developed by referencing the current Plan's land use potential for the McLean CBC, as well as currently planned transportation improvements, including recommendations from the Transportation Plan Map, the Countywide Trails Plan, and the Bicycle Master Plan. The currently planned transportation improvements included in this analysis are as follows:

- Improve streetscape on Elm Street and Beverly Road, and widen Beverly Road to four lanes;
- Realign Laughlin Drive by adding a two-lane roadway between Chain Bridge Road and Beverly Road, parallel to Redmond Drive, and close Redmond Drive south of Center Street;
- Develop Center Street as a pedestrian street;
- Include a cycle track along Old Dominion Drive and bicycle lanes along Chain Bridge Road;
- Implement shared roadways along Fleetwood Road, Elm Street, Ingleside Drive, and Beverly Road;
- Include paved trails along Dolley Madison Boulevard, Old Dominion Drive, Chain Bridge Road, Old Chain Bridge Road, Elm Street, Tennyson Drive, and Westmoreland Street and increase existing sidewalk widths; and
- Build a standard bike lane on Westmoreland Street.

The current Plan also recommends a roundabout at the intersection of Chain Bridge Road and Old Dominion Drive; however, this recommendation was not considered in the analysis due to the limited viability of a roundabout within the constraints of the existing right-of-way at this intersection.



The following are the results of the 2045 Future Baseline Comprehensive Plan analysis:

**Pedestrian and Bicycle:** Pedestrian and bicyclist conditions improved with the widening of sidewalks and the addition of bicycle and trail facilities listed above. According to the Existing Conditions Assessment, approximately 90% of the major roadways within the CBC have sidewalks that are less than five feet wide. Under the 2045 Future Baseline Comprehensive Plan conditions, sidewalk widths increase to five feet or greater for Dolley Madison Boulevard, Old Dominion Drive, Chain Bridge Road, and Old Chain Bridge Road.

Bicycle LTS was also shown to improve along these major roadways and overall connectivity within the CBC improved markedly; most locations could connect to at least 50% of the other census blocks.

**Transit:** Conditions for transit service were not analyzed under the 2045 Future Baseline Comprehensive Plan scenario since there were no significant planned changes over the Existing Conditions scenario.

**Vehicular:** The 2045 Future Baseline Comprehensive Plan conditions were developed by assuming the land uses proposed in the full build out of the adopted Plan and forecasting turning movement volumes through the FCDOT Travel Demand Model. In general, vehicular delay at signalized intersections increased over the Existing Conditions Assessment, as did vehicular delay at several unsignalized intersections.

**Access Management:** The current Plan includes guidance for improving access management, including:

- Consolidating parcels between Nolte Street and Brawner Street,
- Interconnecting and locating surface parking lots in the rear of properties, with Corner Lane serving as an access street,
- Providing vehicular inter-parcel access, wherever possible,
- Consolidating properties to improve the streetscape and traffic circulation, and
- Eliminating curb-cuts wherever possible on Chain Bridge Road to limit the places where turning movements are made.

These recommendations will improve the pedestrian and bicyclist realm by decreasing the number of potential conflicts with vehicles along the major roads within the McLean CBC and improve operations by reducing disruptions to traffic flow.

### *Proposed Plan Amendment*

The Proposed Land Use Alternative (Proposed Plan Amendment) assumed the same transportation improvement recommendations as outlined in the 2045 Future Baseline Comprehensive Plan Conditions, but with updated land uses to reflect the proposed land use alternative, including a higher quantity in residential units and a lower amount of non-residential square footage (see Appendix D, Tables 3 and 4 for more detail). The increase in population and decrease in non-residential use is anticipated to shift travel patterns to be more heavily focused

on the a.m. and p.m. peak hours as more McLean CBC residents commute to regional job centers.

The following are the results of the Proposed Land Use Alternative analysis:

**Pedestrian and Bicycle:** Pedestrian and bicycle trips are anticipated to increase very slightly over the 2045 Future Baseline Comprehensive Plan Conditions as there is a higher proportion of residential land use assumed in the Proposed Land Use Alternative. However, the increase in trips for both modes is not significant and bicycle LTS would remain the same since the physical transportation network is identical between the two analysis scenarios.

**Transit:** As with the previous scenario, transit conditions were not analyzed as there were minimal changes over the Existing Conditions Assessment.

**Vehicular:** Results for vehicle delay and LOS at signalized intersections were similar in nature to those of the 2045 Future Baseline Comprehensive Plan analysis. Delay typically increased for unsignalized intersections; those that were LOS F in the 2045 Future Baseline Comprehensive Plan Conditions remained so in the Proposed Land Use Alternative.

**Access Management:** There was no change to access management over the 2045 Future Baseline Comprehensive Plan; the same recommendations outlined in that scenario were noted.

#### *Recommended Transportation Mitigations*

As required by state law, based on the anticipated transportation impact associated with the proposed land use alternative, the detailed analysis was documented in a traffic impact analysis (TIA) report, which was submitted to Virginia Department of Transportation (VDOT) for its review. VDOT comments can be viewed on their website at <http://landtrx.vdot.virginia.gov/page/SubmissionRead.aspx?MastId=59037>.

The analysis and potential mitigations for the transportation network within the CBC were accepted by VDOT with its final review of the TIA on June 11, 2020. Recommended transportation mitigations include the following, as shown in Figure 13:

- Convert the inside westbound through lane on Chain Bridge Road at Westmoreland Street to a second westbound left turn lane to provide additional left turn capacity and reduce vehicular delays.
- Maintain Beverly Road as two lanes to better integrate pedestrian and bicycle facilities.
- Signalize current two-way stop-controlled (TWSC) intersections that experience large delays and operate with LOS F on the side streets, specifically:
  - Old Dominion Drive/Park Avenue/Ingleside Avenue
  - Old Dominion Drive/Holmes Place
  - Chain Bridge Road/Davidson Road
- Include protected left turns for any left turns conflicting with the pedestrian and bicycle pathway on Old Dominion Drive to eliminate vehicular and bicycle conflicts.

- Close the southern portion of Elm Street to vehicular traffic at Chain Bridge Road to improve safety and operations at the Old Dominion Drive and Chain Bridge Road intersection.
- Remove the following right turn lanes to reduce pedestrian crossing distances and create additional space for pedestrian and bicycle facilities along Old Dominion Drive and Chain Bridge Road:
  - Eastbound right on Old Dominion Drive at Beverly Road
  - Westbound right on Old Dominion Drive at Whittier Avenue
  - Westbound right on Old Dominion Drive at Hampton Hill Circle
  - Northbound right and southbound right on Tennyson Drive/Ingleside Avenue at Chain Bridge Road
  - Northbound right on Laughlin Avenue at Chain Bridge Road
- Reduce lane widths on Old Dominion Drive to create additional space for pedestrian and bicycle facilities.

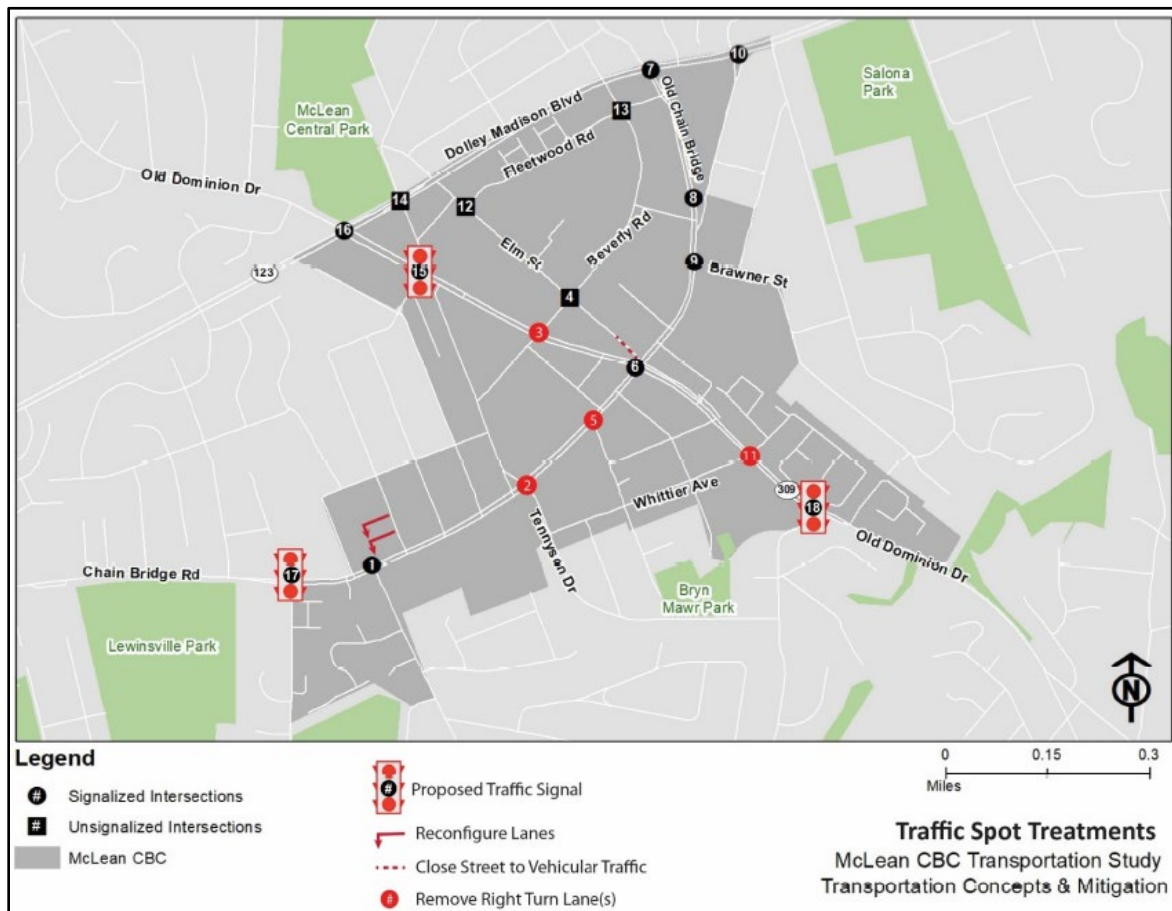


Figure 13: Recommended Transportation Mitigations

### *Functional Classification of Streets*

The Multimodal System Design Guidelines (MMDG) were developed by the Virginia Department of Rail and Public Transportation (DRPT) in collaboration with VDOT. These guidelines were developed for urban and urbanizing areas of Virginia, which have different characteristics and requirements than more suburban or rural areas. Major features of MMDG include alternative road classifications, reduced intersection spacing standards, wider pedestrian and bicycle standards, and designation of modal priorities other than vehicles for corridors, such as transit and pedestrian modes. The recommended design of streets based on MMDG classification includes consideration for roadway and the adjacent streetscape areas with the goal of achieving complete streets. Use of MMDG is consistent with the vision planned for the McLean CBC.

### *Transportation Pilot Project*

The proposed Plan text includes consideration of a pilot project in which FCDOT could demonstrate how the proposed cross-sections on Old Dominion Drive and Chain Bridge could be implemented as conceptually described in the plan text. The pilot project would further study, design, and potentially implement capital improvement projects and operational changes within the road right-of-way (ROW) as a cohesive public project rather than have the improvement occur incrementally in conjunction with redevelopment projects. The area of focus is Old Dominion Drive from Beverly Road to Corner Lane, and Chain Bridge Road from the intersection with Old Chain Bridge Road southwest to the Tennyson/Ingleside intersection. Ideas include potentially decreasing the roadway lane widths, replacing the center two-way left turn lane with a landscaped median, and reducing the posted speed limit on Old Dominion Drive to 25mph. Coordination would also be needed with Virginia Department of Transportation (VDOT), other County agencies, and comprehensive outreach with the McLean community.

### **Environment**

The Environment element of the Policy Plan provides goals, objectives, and policies with regard to environmental resources, air and water quality, and other environmental considerations. Redevelopment within the CBC will be guided by the Environment element of the Policy Plan regarding resource protection, green building, and minimizing human exposure to unhealthy levels of transportation generated noise. Redevelopment provides opportunities to restore ecosystem components in the McLean CBC and achieve broader goals that fulfill environmental and public health benefits, such as improving the condition of streams; mitigating impacts to the Dead Run and Pimmit Run watersheds; addressing energy and resource conservation; adding to the tree canopy; and minimizing adverse impacts of development on the environment.

The Policy Plan encourages new development projects to incorporate innovative strategies, construction methods, and technologies regarding energy systems, alternative energy sources, large-scale environmental systems, tree plantings, stormwater management, stream restorations, green buildings, parks, and open spaces. The proposed Plan guidance focuses on opportunities to preserve and enhance the ecology, urban forest, stormwater management, green building practices, and noise mitigation. It recommends the use of natural landscaping methods



to minimize the impacts of development, and native plant species to support native wildlife. Excess pavement should be removed where appropriate and pervious areas should be connected to a larger network of planted areas balanced with open spaces suitable for informal recreation opportunities. Transportation corridors should be designed to incorporate continuous planting areas where feasible, with healthy soils and trees to manage the quality and quantity of water entering the stormwater system and community waterways, regulate ambient temperatures and air quality, provide comfortable pathways for exercise, and serve as wildlife habitat. Additionally, the tree canopy in the CBC should be expanded through streetscapes, park lands, and within individual sites. Plantings should be expanded into linear corridors to expand environmental benefits and provide visual connections throughout the CBC.

Most of the land within the McLean CBC was developed prior to modern stormwater management controls. Storms that have resulted in flooding and other negative impacts to property within and in close proximity to the CBC underscore the importance of implementing environmental best practices with redevelopment that achieve the vision for the CBC. The proposed recommendations address the need to integrate environmentally-friendly stormwater design into development projects, with an emphasis on the use of LID practices and Green Stormwater Infrastructure (GSI), which is designed to protect, restore, or mimic nature. Stormwater and site designs should minimize the amount of impervious cover and incorporate runoff reduction strategies to improve downstream waters. The proposed stormwater management guidance recommends a reduction in the peak runoff rate from current conditions for the 10-year, 24-hour storm, which will improve the control of the stormwater runoff. The delay and slow release of runoff into the stream system will help to mitigate the degradation of Dead Run and Pimmit Run downstream from the CBC, where the county has completed several stream restoration projects in recent years.

## **Public Facilities**

### *Schools*

The schools serving the McLean CBC for School Year 2019 – 2020 are McLean High School, Longfellow Middle School, Franklin Sherman Elementary School, and Kent Gardens Elementary School. Other Fairfax County public schools such as Haycock Elementary School provide academic programming that serves students in the CBC. Table 4 shows the current and projected student membership and school capacity balances.

Table 4: School Capacity

School	Program Capacity (SY 2019 – 20)	Membership (9/30/19)	Capacity Utilization (SY 2019-20)	Projected Membership (SY 2024-25)	Capacity Utilization (SY 2024-25)
McLean HS	1,992	2,350	118%	2,425	122%
Longfellow MS	1,374	1,334	97%	1,390	101%
Franklin Sherman ES	440	366	83%	295	67%
Kent Gardens ES	848	1,047	123%	1,057	125%

Source: FCPS, FY 2021-25 Capital Improvement Program, January 2020

The school capacity table reflects a snapshot in time (as proposed in the Capital Improvements Plan as of January 2020) for student membership and school capacity balances. The five-year student projections and individual school capacity evaluations are updated annually by Fairfax County Public Schools (FCPS). McLean High School is considered to have a substantial capacity deficit, Longfellow Middle School is approaching a capacity deficit, Franklin Sherman Elementary School is considered to have sufficient capacity for current programs and future growth, and Kent Gardens Elementary School is considered to have a substantial capacity deficit. If development continues based on the current Plan, McLean High School is projected to have a substantial capacity deficit, Longfellow Middle School is projected to have a moderate capacity deficit, Franklin Sherman Elementary School is projected to have a capacity surplus, and Kent Gardens Elementary School is projected to have a substantial capacity deficit by the 2024-25 School Year. At McLean High School, a modular addition was completed in 2021, replacing 12 temporary classrooms and increasing design capacity from 1,992 to 2,343 students. School membership projections are not available beyond the five-year horizon. The impact of the proposed Plan amendment may occur beyond the five-year projection horizon and conditions of a school and/or school boundaries may change by the time residential density proposed by this plan amendment is realized.

Tables 5 and 6 show the anticipated students by school level calculated from the current countywide student yield ratio developed by FCPS for the adopted Comprehensive Plan and the proposed Plan amendment.

Table 5: Student Yield from Adopted Comprehensive Plan

School Level	Planned Dwelling Units	Student Yield
High	2,175	142
Middle	2,175	75
Elementary	2,175	272
Total Student Yield		489

Source: FCPS, 2015 Countywide Student Yield Ratios, November 2016

Table 6: Student Yield from Proposed Comprehensive Plan Amendment

School Level	Proposed Dwelling Units	Student Yield	Delta
High	3,850	195	53
Middle	3,850	108	33
Elementary	3,850	379	107
Total Student Yield		682	193

Source: FCPS, 2015 Countywide Student Yield Ratios, November 2016

Potential student yields were calculated for mid/high-rise multifamily (four stories or greater) housing units. The proposed Plan amendment if implemented would result in a student yield of 193 additional students above the student yield from the residential units currently recommended by the adopted Plan. The result by school level is the following:

- High School: 53 students
- Middle School: 33 students
- Elementary School: 107 students

During the development review process, FCPS will evaluate a residential development's impacts on schools and identify measures to mitigate these impacts. A variety of measures to alleviate school capacity deficits are included in the Plan guidance and FCPS CIP. The mitigation of school impacts should be considered in collaboration with FCPS, preferably in advance of approval of applications for new residential development.

A capacity assessment of the Fairfax County public schools serving the CBC is recommended in the proposed Plan at the point in which approximately 50% (1,575) of the residential units in the Center and General Zones are approved. The assessment will evaluate the effectiveness and sufficiency of school capacity mitigation measures and will include an evaluation of approved and constructed residential units, comparison of the estimated student yield at the time a development application was approved and most current available student yield for constructed residential projects, school capacity mitigation measures provided with an approved application, and potential solutions identified by FCPS.

Potential solutions to alleviate school capacity deficits, if needed, include reassigning space within a school to accommodate increases in student membership; utilizing existing space on a school site currently used by non-school programs; implementing program changes; utilizing temporary classrooms to accommodate short-term capacity deficits; enhancing capacity either through a modular or building addition; repurposing existing inventory of school facilities not currently used as schools or build a new facility; and potentially conducting a boundary adjustment with schools having a capacity surplus. If FCPS determines that a site or building for a school facility is required to mitigate impacts of additional residential development, a fair share commitment should be identified before approval of any application for residential development. FCPS may recommend an applicant contribute to the provision of new facilities, which may include the dedication of land or buildings. Alternatively, developers may mitigate impacts by making contributions toward land acquisition and school construction based on a contribution formula determined by FCPS and the county.

#### *Police and Fire and Rescue*

The McLean CBC is served by the McLean District Police Station, co-located with the Dranesville District Supervisor's Office at the McLean Governmental Center. It also provides service to the surrounding area, including Tysons, Pimmit Hills, West Falls Church, Dunn Loring and portions of Great Falls and Merrifield. The McLean District Police Station will continue to provide sufficient coverage to the McLean CBC as redevelopment occurs in the CBC.

Fire and rescue services are primarily provided by the McLean Fire and Rescue Station 1 located within the CBC. Tysons Fire and Rescue Station 29 and Dunn Loring Fire Station 13 also provide service to the CBC. The Scotts Run Fire and Rescue Station 44 is expected to provide service to the McLean CBC and will be occupied by Summer of 2021. Additionally, there are plans to relocate the Tysons Fire and Rescue Station 29. It is anticipated that the existing fire and rescue facilities will continue to provide sufficient coverage as redevelopment occurs in the CBC.

### *Libraries*

The McLean CBC is served by two libraries, Dolley Madison Library just outside of the CBC and the Tysons-Pimmit Regional Library, located in the southern portion of the McLean Planning District. These libraries have adequate capacity to serve additional residents from anticipated growth recommended by the proposed McLean CBC Plan amendment, and Fairfax County Public Libraries does not anticipate the need for additional library facilities.

### *Wastewater Management*

Wastewater generated within the McLean CBC is treated at the Blue Plains treatment plant in Washington DC. The service agreement that the county has with Blue Plains is not adequate to handle the projected sewage flow beyond 2040. To alleviate this capacity deficit, the county has purchased treatment capacity from Loudoun Water. The County is also rehabilitating the Difficult Run Pump station, which serves the McLean CBC, to allow the pumping of excess flow from the Blue Plains service area to the Norman M. Cole Jr. Pollution Control Plant. The McLean CBC is served by the Dead Run Sanitary Sewer Pump Station which will also require an upgrade along with the sewer lines serving the CBC to provide adequate capacity to accommodate the development potential recommended by the Plan. Applicants proposing new development will need to address wastewater planning needs during the development review process.

### *Fairfax Water*

The existing facilities are adequate to meet the increased demand from development proposed by this Plan amendment. Distribution water main sizing alignments, distribution network improvements, and fire flow requirements will be evaluated concurrently with review of development proposals.

### **Heritage Resources**

Few historic buildings in the McLean CBC have been formally documented. A reconnaissance level field survey of the CBC conducted in 2019 identified several potential heritage resources associated with the area's 20<sup>th</sup> century residential and commercial history. The following resources located in the CBC have been previously identified as having historic significance and are listed in the county's Inventory of Historic Sites:

- McLean Baptist Church – 1437 Emmerson Road
- Sears-Roebuck House – 1506 Chain Bridge Road
- Former McLean Volunteer Fire Department - 1440 Chain Bridge Road

Staff recommends maintaining the recommendation in the current Plan that designates the former McLean Volunteer Fire Department, known as the “Old Firehouse” as an historic structure. The building has been adaptively reused as a teen center operated by the McLean Community Center. The task force does not recommend retaining the language in the Plan. Both options are included in the draft Plan text.



Staff recommends new Plan language acknowledging potential heritage resources identified during a reconnaissance level field survey conducted in 2019, which included residences built between 1900 and 1940 that remain unaltered, pre-WWII commercial buildings, and post WWII buildings which potentially embody distinctive characteristics of a type, period, or method of construction. These resources should be further evaluated to determine the property's significance and if it qualifies as a heritage resource. The task force does not recommend including this language in the Plan. Both options are included in the draft Plan text.

## **CONCLUSION**

Plan Amendment 2018-II-M1 proposes recommendations for a walkable mixed-use place in “downtown” McLean that includes a signature park space to serve as a focal point and community gathering place, consistent with the Vision Plan developed in 2018 with input from the community. The proposed plan includes guidance focusing redevelopment in the center of the CBC, while maintaining the existing community-serving character along the periphery and providing a transition to surrounding residential neighborhoods.

The proposed Plan recommendations allow flexibility for new development within defined parameters. By utilizing a form-based approach, flexibility is provided to respond to market conditions. The form-based approach sets parameters through height limits, urban design, and a development cap.

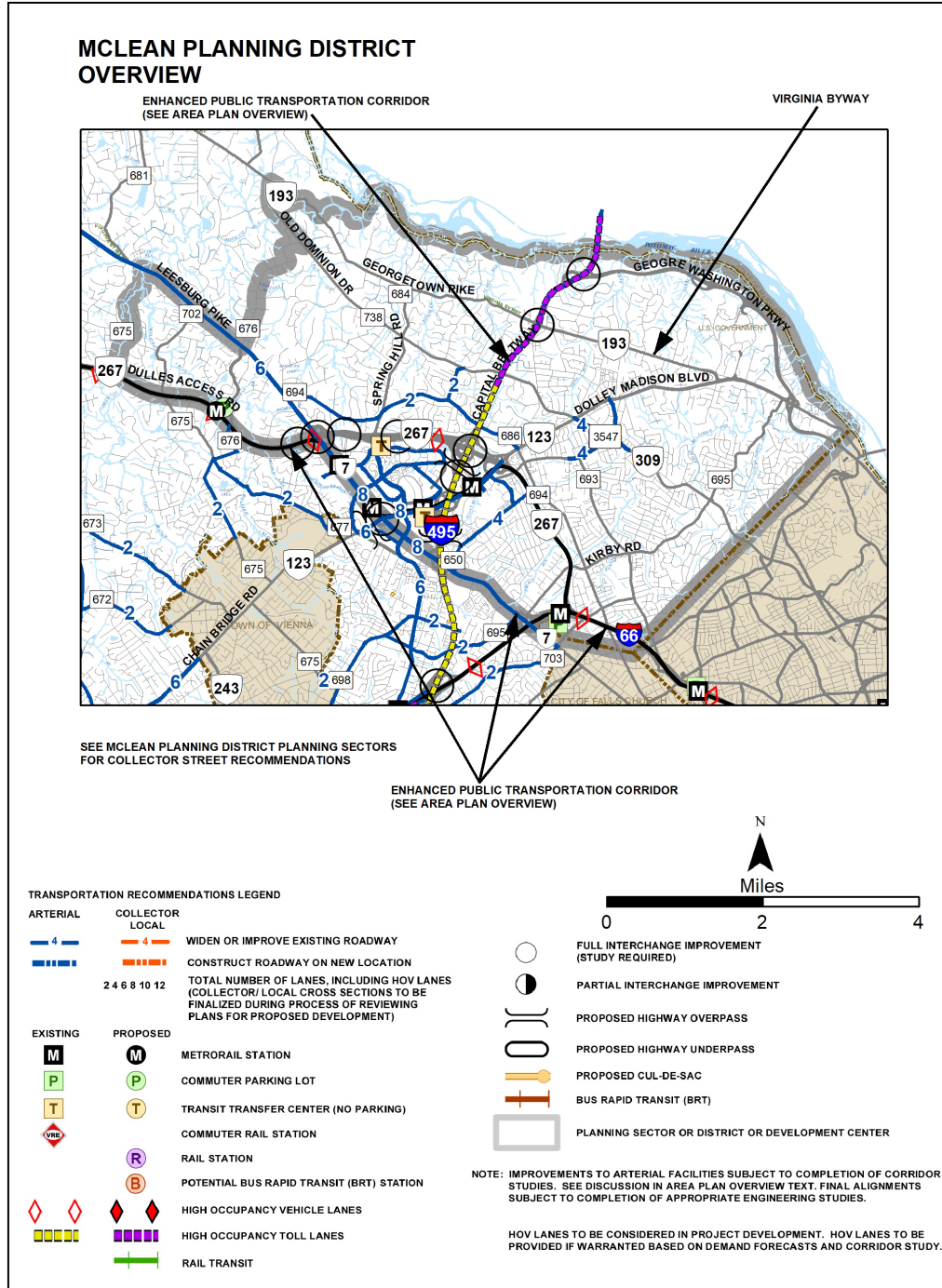
This Plan Amendment proposes the introduction of additional residential uses to areas of the CBC. The additional residential units will increase the diversity of housing inventory from what exists today and provide additional customers for existing local businesses. The proposed Plan Amendment also recommends a high-quality pedestrian experience with buildings close to the sidewalk, active ground floor retail uses, multimodal streets with facilities for pedestrians and bicyclists, and a network of well distributed and connected public park spaces throughout the CBC. These proposed recommendations will encourage a “downtown” live-work-shop environment identified by the community during the visioning process as a desired future for McLean. The proposed Plan Amendment balances the vision for redevelopment within the CBC with the community's desire to maintain the convenience of existing community-serving businesses and new development that is mindful of transitions to existing neighborhoods surrounding the CBC. When implemented, the proposed recommendations of this Plan Amendment will enhance the existing commercial and residential uses within the CBC with the creation of a vibrant and walkable mixed-use district with public open space.

## **RECOMMENDATION**

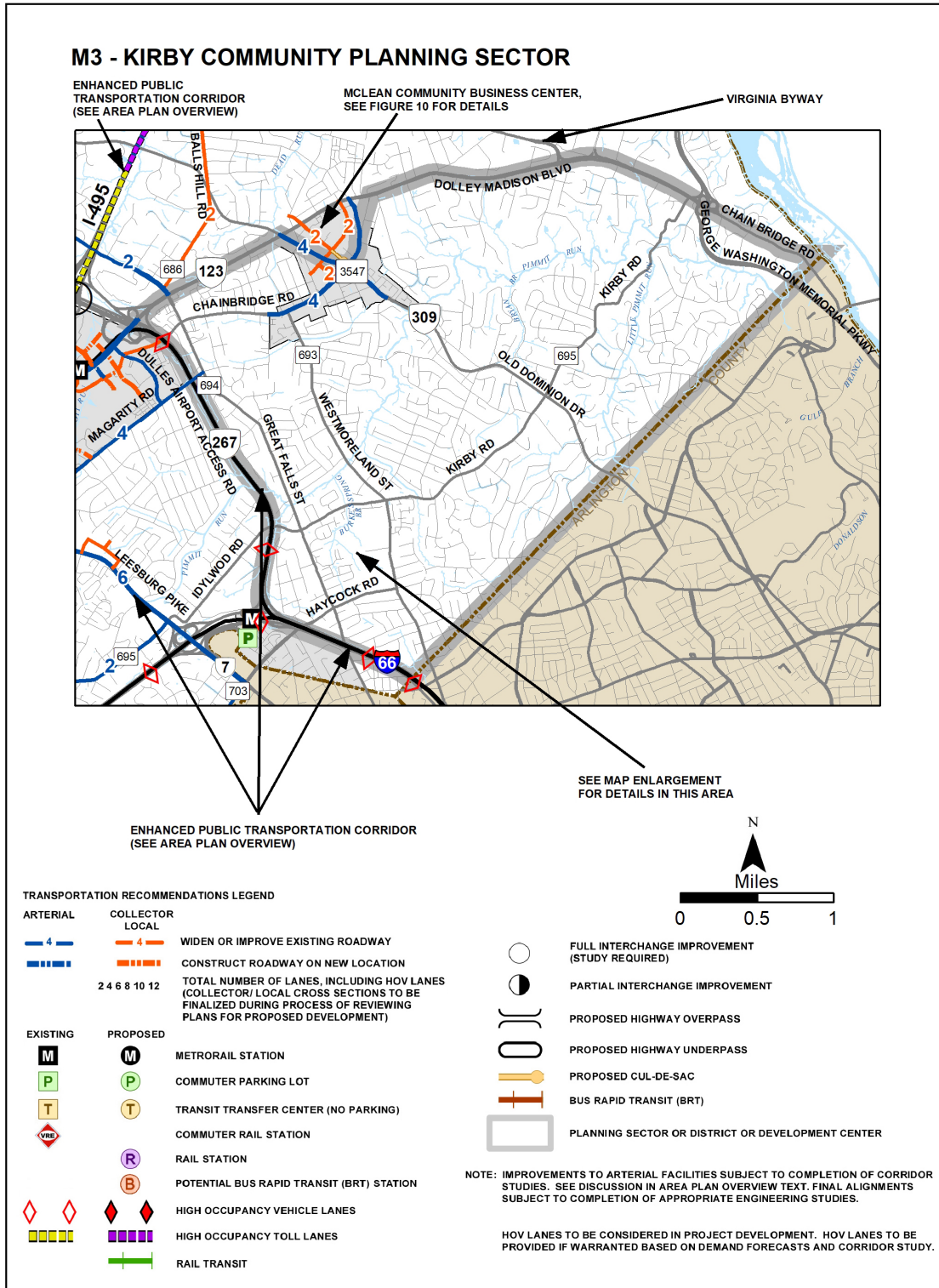
Staff recommends replacing the Comprehensive Plan guidance as shown in Appendix A and figures as indicated below.

## Figure and Map Modifications:

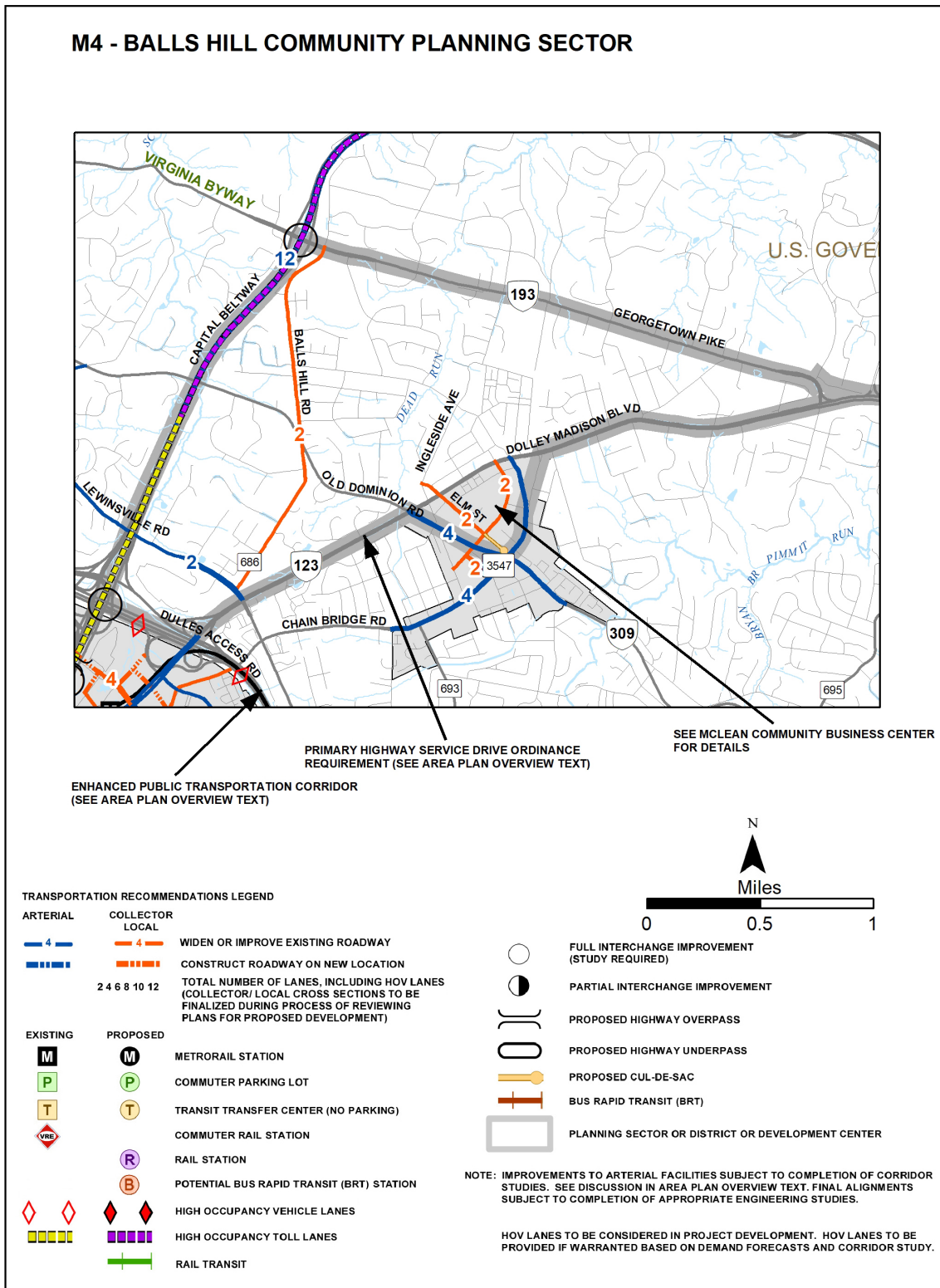
**REPLACE:** Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District Overview, amended through 7-31-2018, Page 4, Figure 2, Countywide Transportation Recommendations, with the following figure:



**REPLACE:** Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, amended through 7-31-2018, M3 – Kirby Community Planning Sector, Page 106, Figure 22, Transportation Recommendations, with the following figure:

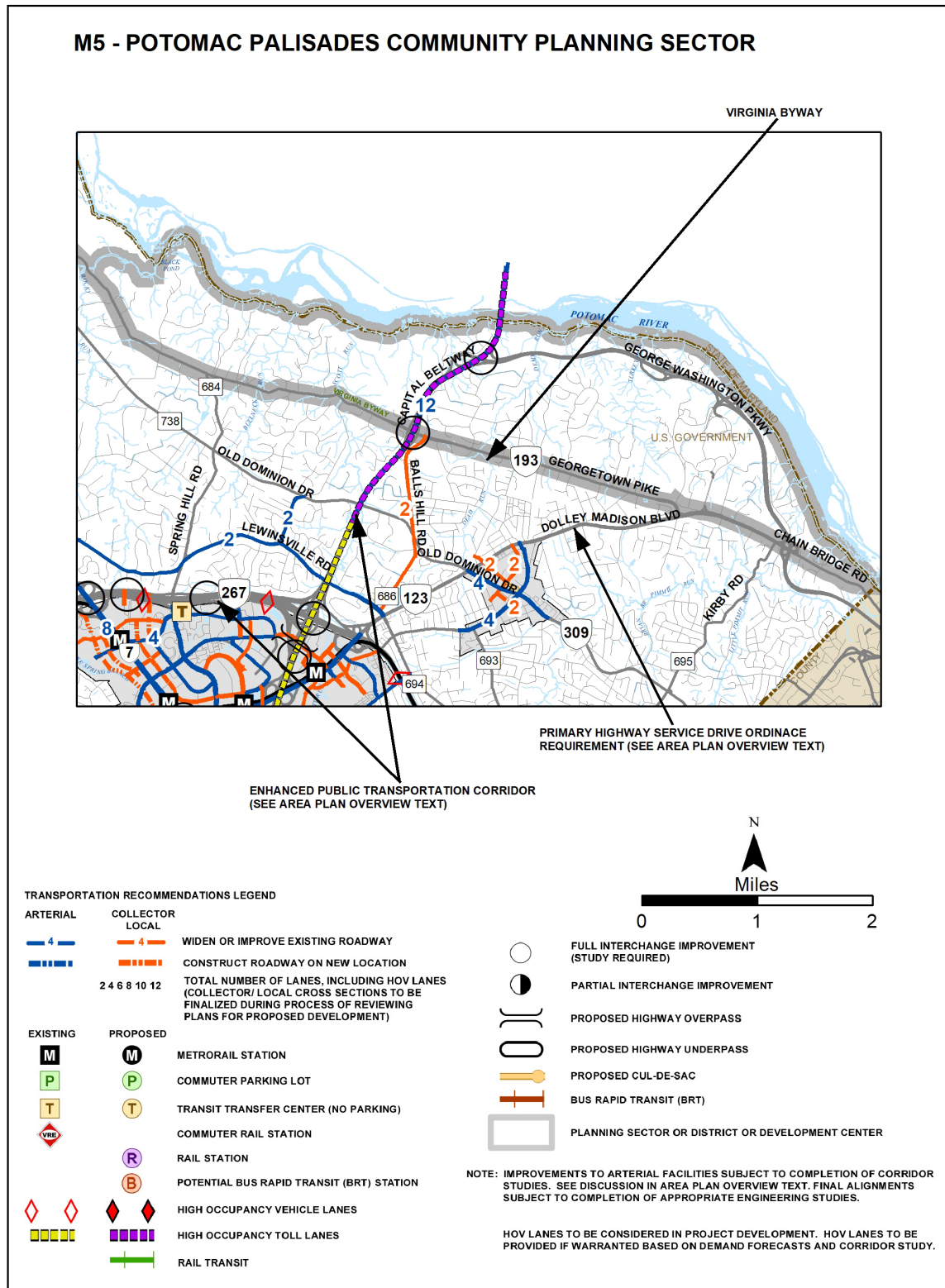


**REPLACE:** Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, amended through 7-31-2018, M4 – Balls Hill Community Planning Sector, Page 116, Figure 26, Transportation Recommendations, with the following figure:





**REPLACE:** Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, amended through 7-31-2018, M5 – Potomac Palisades Community Planning Sector, Page 119, Figure 29, Transportation Recommendations, with the following figure:



## **COMPREHENSIVE LAND USE PLAN MAP**

Modify: Fairfax County Comprehensive Plan Land Use Plan Map, amended through November 20, 2018:

Modify transportation symbology to match proposed Transportation Plan Map.

## **COUNTYWIDE TRANSPORTATION PLAN MAP**

Modify: Fairfax County Transportation Plan Map, amended through November 20, 2018:

- 1) Extend Beverly Road to Ingleside Drive and change the number of lanes from 4 to 2.
- 2) Include number of lanes (4) for Chain Bridge Road
- 3) Include number of lanes (4) for Old Dominion Drive
- 4) Include number of lanes (2) for Redmond Drive

## **BICYCLE MASTER PLAN**

No changes to the Bicycle Master Plan Map are proposed.

## **COUNTYWIDE TRAILS MAP**

No changes to the Countywide Trails Map are proposed.

## **Appendix A**

REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Area II Volume, McLean Planning District, amended through 7-31-2018, McLean Community Business Center, with the following:

### **MCLEAN COMMUNITY BUSINESS CENTER**

#### **LOCATION AND CHARACTER**

The McLean Community Business Center (CBC) is approximately 230 acres in size. The CBC is centered around the intersection of two major roadways, Chain Bridge Road and Old Dominion Drive, as shown on the Locator Map, Figure 1. Comprehensive Plan recommendations for the triangular land area bounded by Old Dominion Drive, Dolley Madison Boulevard, and Chain Bridge Road are in the M4 – Balls Hill Community Planning Sector, while the rest of the CBC is in the M3 – Kirby Community Planning Sector.

The CBC contains several neighborhood-serving shopping centers that are accessible from Chain Bridge Road or Old Dominion Drive. Dispersed between these centers are commercial uses that include automobile service stations, banks, restaurants, and former residences converted to professional offices or small retail establishments. The converted offices or retail uses are located in the west and southwest portions of the CBC, primarily along Ingleside Avenue, along the north side of Chain Bridge Road between Buena Vista Avenue and Pathfinder Lane, and along the south side of Whittier Avenue. A major concentration of professional offices is located along Elm Street and Beverly Road, and along Lowell and Whittier Avenues, between Laughlin Avenue and Old Dominion Drive. Professional office complexes are also located at Curran Street and Chain Bridge Road and Old McLean Village Drive and Chain Bridge Road. The McLean Professional Park is located in the southwestern portion of the CBC at Chain Bridge Road and Tennyson Drive.

Existing residential uses include mid- to high-rise multifamily, townhouses, and single-family detached residences. Multi-family residential developments are located along Fleetwood Road, Beverly Road, Laughlin Avenue, and Lowell Avenues. Residential townhome communities are generally located along the edges of the CBC. Single-family residential uses and parkland surround the CBC and include the McLean Central Park, Lewinsville Park, Bryn Mawr Park, and Salona Park.

The CBC is located within two miles of the Tysons Urban Center (Tysons). In order to preserve the McLean CBC's identity as a community-serving business district, it is planned to provide for the needs of the immediate surrounding community and not the regional needs at the scale found in Tysons. Community-serving uses such as retail, commercial, and medical and professional offices should continue to be accommodated under the CBC Plan. In addition, the CBC is expected to include a variety of housing types. Mixed-use development is envisioned towards the center of the CBC, with lower density development towards the edges that are of a compatible scale to existing neighborhoods and other low intensity uses.

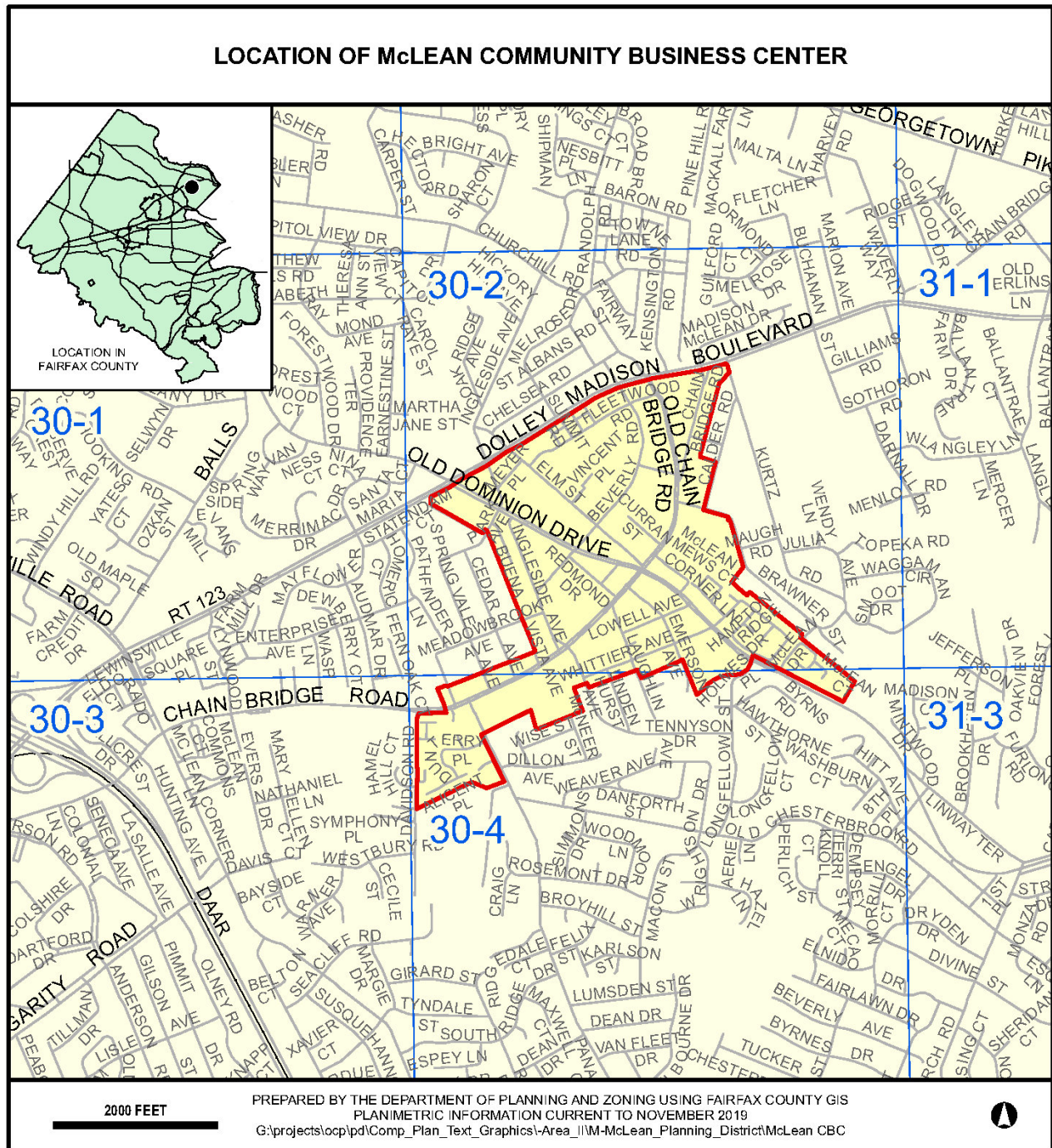


FIGURE 1



The proximity of Tysons to the CBC causes some spillover traffic in the CBC and in adjacent residential neighborhoods, particularly during peak hours. Access from the CBC to Dolley Madison Boulevard during peak hours is hindered. At present, most internal traffic within the CBC must use the central intersection of Old Dominion Drive, Chain Bridge Road, and Elm Street. The capacity of this intersection is limited. While some improvements can be made by providing alternative routes that reduce the number of cars that must use that intersection, no alternative exists for through- traffic. Additional anticipated growth in Tysons is likely to add to this traffic problem. A clear distinction between the character and scale of development in the CBC and Tysons is not only consistent with the vision of the CBC as a community center, but also recognizes the need to not overload the traffic circulation network.

## REVITALIZATION CONSIDERATIONS

The Board of Supervisors' (Board) revitalization policy supports programs and initiatives that seek to sustain the economic vitality and quality of life in older commercial centers and adjacent neighborhoods. The goal is to improve the economic climate and encourage private and public investment and reinvestment in these areas. On October 12, 1998, the Board designated the McLean CBC as a Commercial Revitalization District (CRD). The boundary of the CRD coincides with the boundary of the CBC. A CRD is a zoning overlay district that provides specific regulations that are designed to facilitate the continued viability and redevelopment of designated areas. The districts provide additional flexibilities for development while also providing for urban design measures such as streetscape and landscaping.

## PLAN HISTORY

The first McLean Central Area Plan was adopted in 1970 to provide an attractive shopping, working, and living environment. The objective of the Plan was to encourage the stability of surrounding residential neighborhoods while promoting the success of downtown McLean as a community shopping district.

In 1988, the McLean Central Business District Study was completed by consultants for Fairfax County and the McLean Planning Committee. The primary purpose of the study was to establish parameters for new development, to identify ways to continue the existing service functions of downtown McLean, and to address the perception that McLean lacked a sense of identity and attractiveness. The study's recommendations were incorporated into the Comprehensive Plan as part of the Fairfax Planning Horizons process in 1991 at which time the study area became known as the McLean CBC. The study's public space and building design guidance became part of the Plan by reference.

In 1997, a series of public meetings and design charrettes were sponsored by the county and the McLean Planning Committee to review the goals and objectives of the local residents, landowners, and business owners for the purpose of revitalizing the McLean CBC. This process culminated in a series of plans and recommendations identified in the document entitled "McLean, A Vision for the Future."

On October 27, 1997, the Board authorized a McLean CBC Special Study to consider changes to the Comprehensive Plan that would support community revitalization efforts. This effort resulted in the development of a vision plan. As part of the implementation of the Plan, the McLean Revitalization Corporation (MRC) was formed in 1998 to facilitate public, private, and volunteer efforts in the development and execution of the Plan. A Comprehensive Plan amendment was adopted in 1998 which resulted in the Concept for Future Development – Vision for McLean CBC and related Comprehensive Plan recommendations.



The most recent land use planning effort began in 2018, when the Board authorized a Comprehensive Plan amendment to review the recommendations of the McLean CBC and consider land use, transportation, and urban design alternatives. Staff worked with a consultant and a community task force to develop a vision for the McLean CBC and to review and develop new land use, transportation, parks and open space, and urban design recommendations. The recommendations include concentrating the most intensity in the center of McLean, the introduction of additional residential uses into the CBC, the use of a form-based approach to development in most of the CBC, the inclusion of guidance for an urban park network, and the development of conceptual multimodal street cross-sections.

## CONCEPT FOR FUTURE DEVELOPMENT

The countywide Concept for Future Development defines CBCs as older community-serving commercial areas that emerged along major roadways. Redevelopment in CBCs is recommended to include a higher intensity mix of uses focused in a defined core area such as a town center or a main street. Site design in CBCs should prioritize the pedestrian experience which includes the provision of active ground floor uses and achieving the recommended streetscape guidance that fosters a walkable environment.

Transitions in intensity and compatible land uses should protect surrounding stable single family residential neighborhoods. Redevelopment and revitalization efforts are recommended to sustain the economic vitality of these commercial centers. These efforts should also seek reinvestment and aim to foster a sense of place.

## VISION AND GUIDING PLANNING PRINCIPLES

The community's vision for the McLean CBC is to sustain and enhance its legacy function as a community-serving business area, while encouraging quality mixed-use redevelopment and other revitalization efforts that support vibrancy, walkability, public infrastructure, open space and public parks, and other improvements. The plan incentivizes redevelopment by offering flexibility in land uses and intensity guided by a form-based approach for the majority of the CBC. Planned non-residential intensities and residential densities along the edges of the CBC will provide transitions in scale, mass, and height to adjacent single-family residential neighborhoods. The vision contemplates vibrant places and a diversity of land uses with inviting street level facades primarily in the form of mid-to-high-rise buildings concentrated mostly towards the central portion of the CBC. Buildings particularly in the center of the CBC are envisioned to support a pedestrian-oriented environment by being located close to the sidewalk, with little to no surface parking between buildings and the street. In some circumstances, redevelopment may incorporate long-standing commercial uses, including some surface parking, especially to serve retail uses. A signature urban park is expected to be a major placemaking element in the center of the CBC.

### Planning Principles

In addition to the guidance provided above, the following planning principles are intended to guide future development in the McLean CBC.

- Encourage revitalization and redevelopment that creates attractive community-serving commercial and mixed-use areas.
- Incorporate common urban design elements for sites that have frontage along the same street to provide a sense of continuity and cohesion.

- Provide parking for neighborhood-serving retail uses, which may include surface parking. Structured and underground parking is primarily envisioned with the optional level of development.
- Design tree lined streets and streetscapes to provide safe, convenient, and attractive travel for pedestrians and bicyclists.
- Create a more sustainable community by applying best practices and sustainable technologies in site design, streetscapes, stormwater management, resource conservation, and construction to protect and enhance the built environment and ecological resources, to improve energy and natural resource conservation and management, and to enhance human health and well-being.
- Develop a connected network of green spaces and continuous green corridors, to include parks, open spaces, and streetscape areas with a unified theme and appearance that include street trees, multi-layered plantings, and seating areas to increase comfort throughout the CBC.
- Locate a signature urban park that can support community events in the center of the CBC and provide other urban parks throughout the CBC.
- Encourage public art in public spaces and as part of redevelopment efforts to help foster a sense of place and community identity.
- Create a sense of place throughout the CBC.
- Preserve the stability of adjacent single-family detached residential areas by establishing well-designed transitional areas at the edges of the CBC.
- Provide housing affordable to a range of income levels.
- Recognize the importance of local businesses by encouraging opportunities for relocation during construction and by exploring opportunities to provide new space for local businesses with redevelopment.
- Identify heritage resources through surveys and research and consider mitigation of impacts on resources during redevelopment.

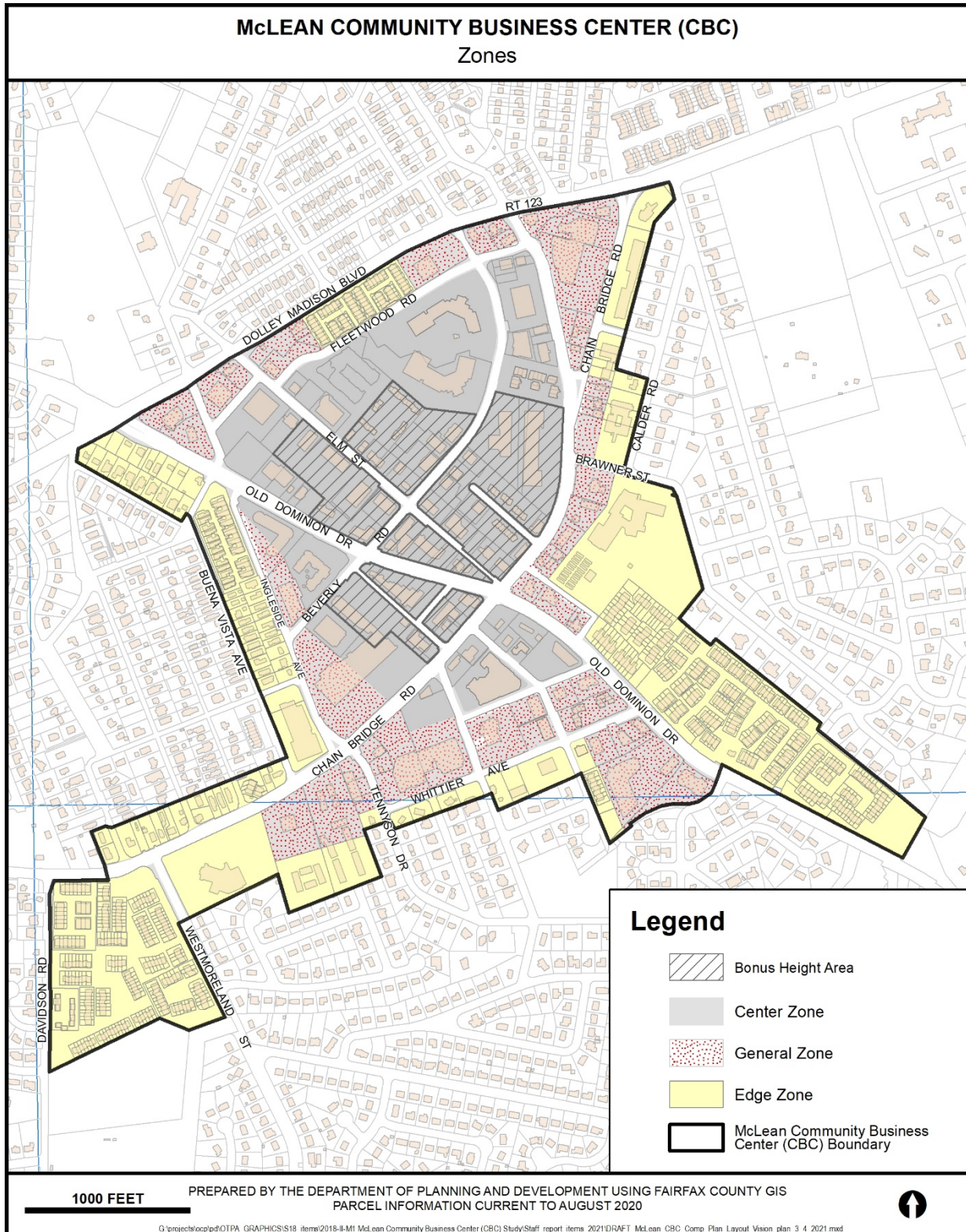


FIGURE 2

## Zones

The land use plan for the McLean CBC is organized into the three zones - Center, General, and Edge, as shown in Figure 2. The purpose of the zones is to establish a framework for development that identifies distinguishing characteristics for each zone in terms of land uses, site design, building intensity, form and character. The highest intensity and tallest buildings are expected in the Center Zone; development is expected to be primarily mid-rise buildings in the General Zone; and the lower intensity existing character and uses in the Edge Zone are expected to be retained.

Each zone is divided into land units, as described in the Land Units section. For each land unit, there is a base plan that generally reflects the existing and/or approved uses and intensities. The preferred vision is recommended as an optional level of development above the base plan. The preferred vision for the Center and General Zones employs a form-based approach that encourages flexibility in the mix of uses within a total amount of development potential for those zones, as shown in Figure 3. The preferred vision for the Edge Zone employs dwelling units per acre (du/ac) or floor area ratio (FAR) recommendations.

While the zones themselves establish a tiered development pattern, transitions between the zones should be considered, and special care taken to ensure that appropriate transitions are made when properties abut the boundary of the CBC, including single-family residential uses. Appropriate transitions may include the use of building setbacks and step-backs, screening and buffering, and other techniques that achieve appropriate transitions.

### *Center Zone and General Zone Form-Based Approach*

Implementation of the Plan options in the Center and General Zones follow a form-based approach that uses building form, building location, design, and height to inform the development potential of properties in lieu of a maximum FAR or du/ac. A maximum total development potential for these zones is recommended in terms of residential units and non-residential square feet as shown in Figure 3. The maximum building heights for the Center and General Zones are shown in Figure 4. The Plan allows for flexibility within the overall square footage for types of non-residential uses in the Center and General Zones, provided that the total amount of recommended non-residential use is not exceeded. The form-based recommendations provide flexibility for individual proposals so they may best achieve the vision of the community and respond to the market. A development at an intensity of 3.0 FAR may be achievable based on parcel size and building height as guided by this Plan. The maximum residential development potential shown in Figure 3 is inclusive of bonus density associated with the ADU Ordinance or with the WDU Policy, within the recommended maximum building heights.

Figure 3: Planned Development Potential for the Center and General Zones

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

*Center Zone*

The Center Zone is approximately 75 acres in size and is planned for the highest intensity development and the tallest building heights of the three zones. Building heights are recommended up to a maximum of seven stories and 92 feet; however, included within the Center Zone is a smaller Bonus Height Area in which taller building heights for residential purposes may be considered. For a single consolidated proposal of up to six acres, a building height up to a maximum of ten stories and 128 feet may be considered for a signature building, if the proposal creates a vibrant, mixed-use, pedestrian-oriented place and provides a signature urban park that is a minimum 2/3 acre in size. More than one building above seven stories and 92 feet in height may be appropriate as part of a consolidated proposal only if careful consideration is given to the mitigation of the potential additional visual impact within and adjacent to the project. Appropriate transitions, such as step-backs in height, both within the project and between project and adjacent properties should be considered to minimize visual impacts. The option for taller heights in the Bonus Height Area is limited to a project that provides the signature urban park as discussed above. Once the signature urban park is provided, the ability to achieve the heights recommended in the Bonus Height Area is no longer an option.

**The task force recommends the following as an alternative to the size of the park. The minimum consolidation requirement of four acres for a development in the Bonus Height Area was removed from staff consideration after the task force finalized their recommendations.**

The one, four-to-six-acre development in the Bonus Height Area may achieve the maximum ten story height if it provides a vibrant, mixed-use, pedestrian-oriented place with a signature urban park. If a consolidation between four and less than five acres is provided, a minimum 1/2 acre public park is recommended. If a consolidation between five and six acres is provided, a minimum 2/3-acre public park is recommended.

A mix of uses is recommended to optimize vibrancy and increase opportunities for activity throughout the day. Residential uses should be multi-family. Single-family detached and attached residential units are discouraged, as they are not consistent with the desired character in the Center Zone. A limited number of stacked townhomes (“two-over-two” townhomes) may be appropriate as a transition generally along the edge of this zone, so long as the site layout, height, and design reflect the desired character of the Center Zone. Development is expected to yield public benefits such as new public parks, and improved access and mobility.





Conceptual Rendering of Center Zone Along Elm Street

Buildings should be located close to the sidewalk in a manner that creates a pedestrian-oriented environment, unless there is an outdoor café, public plaza space or similar use located between the building and the sidewalk. A particular focus on providing a high-quality pedestrian experience is expected, including active ground floor uses such as retail, continuous sidewalks, and block sizes that create a walkable environment. Active ground floor uses should surround the park. Where a smaller block size cannot be achieved, mid-block crossings for pedestrians should be provided to help create a better scaled block and improved pedestrian network. Proposed streetscapes are expected to meet the guidance contained in this plan.

#### *General Zone*

The General Zone is approximately 54 acres in size. Planned low to mid-rise development in this zone is intended to provide a transition from the Center Zone to the Edge Zone, and in some cases to single-family neighborhoods outside of the CBC. Building heights are recommended up to five stories and 68 feet to effectuate appropriate transitions. A mix of uses is recommended in the General Zone. For mixed-use development where pedestrian activity is desired, active ground floor uses such as retail should be considered. Development is expected to yield public benefits such as new public parks, and improved access and mobility. Single-family attached or stacked townhomes (“two-over-two” townhomes) may be considered along the periphery of the General Zone as a transition between zones or to neighborhoods outside of the CBC.



Conceptual Rendering of General Zone along Chain Bridge

### *Edge Zone*

The Edge Zone is approximately 85 acres in size and is comprised of primarily residential uses along the outer boundary of the CBC. This zone is planned for the lowest density and intensity development within the CBC. The Edge Zone provides a buffer between the CBC and single family detached residential neighborhoods outside of the CBC and is generally not envisioned for intensification of existing uses, although redevelopment in conformance with the Plan is permitted. In addition to residential development, the Edge Zone includes some commercial and institutional uses, and the Franklin Sherman Elementary School. The preservation of small-scale commercial and community-serving retail uses is encouraged. Building heights are recommended to be consistent with the predominately lower intensity development. In some cases, land units have recommended building height maximums with development options. The form-based approach does not apply to the Edge Zone. Instead, recommendations are provided as a residential density range (du/ac) and/or square feet of non-residential use or FAR for each land unit in the Edge Zone.

### Building Heights

Maximum building heights shown in Figure 4 are guided by the number of stories and feet. Height limits do not include mechanical penthouses, architectural elements, or features affixed to buildings which are part of energy technology such as solar panels, provided that these features do not exceed 20 feet or 25 percent of the overall building height, whichever is less. Except for architectural elements, these features should be effectively screened from adjoining uses. Height maximums are inclusive of any additional units that could result from meeting the Affordable Dwelling Unit (ADU) Ordinance in the Zoning Ordinance or the Guidelines for the Provision of Workforce Housing (WDU) in the Policy Plan.

Parcels that are split by two zones should be evaluated on a case-by-case basis when development applications are reviewed, to allow for careful consideration of transitions. Figure 4 depicts the recommended maximum building heights. The following recommendations are also provided regarding building height within the McLean CBC:

- A building height of up to ten stories and 128 feet in the Bonus Height Area is achievable within one area of up to six acres in size, under the conditions outlined for the Center Zone.
- Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration planned uses in the immediate vicinity.
- Architectural treatments such as step-backs in height should be considered for properties that abut the boundary of the CBC, including single-family residential uses to provide appropriate transitions.
- If podium parking is part of a development, it is counted towards the total number of stories recommended in each respective zone.



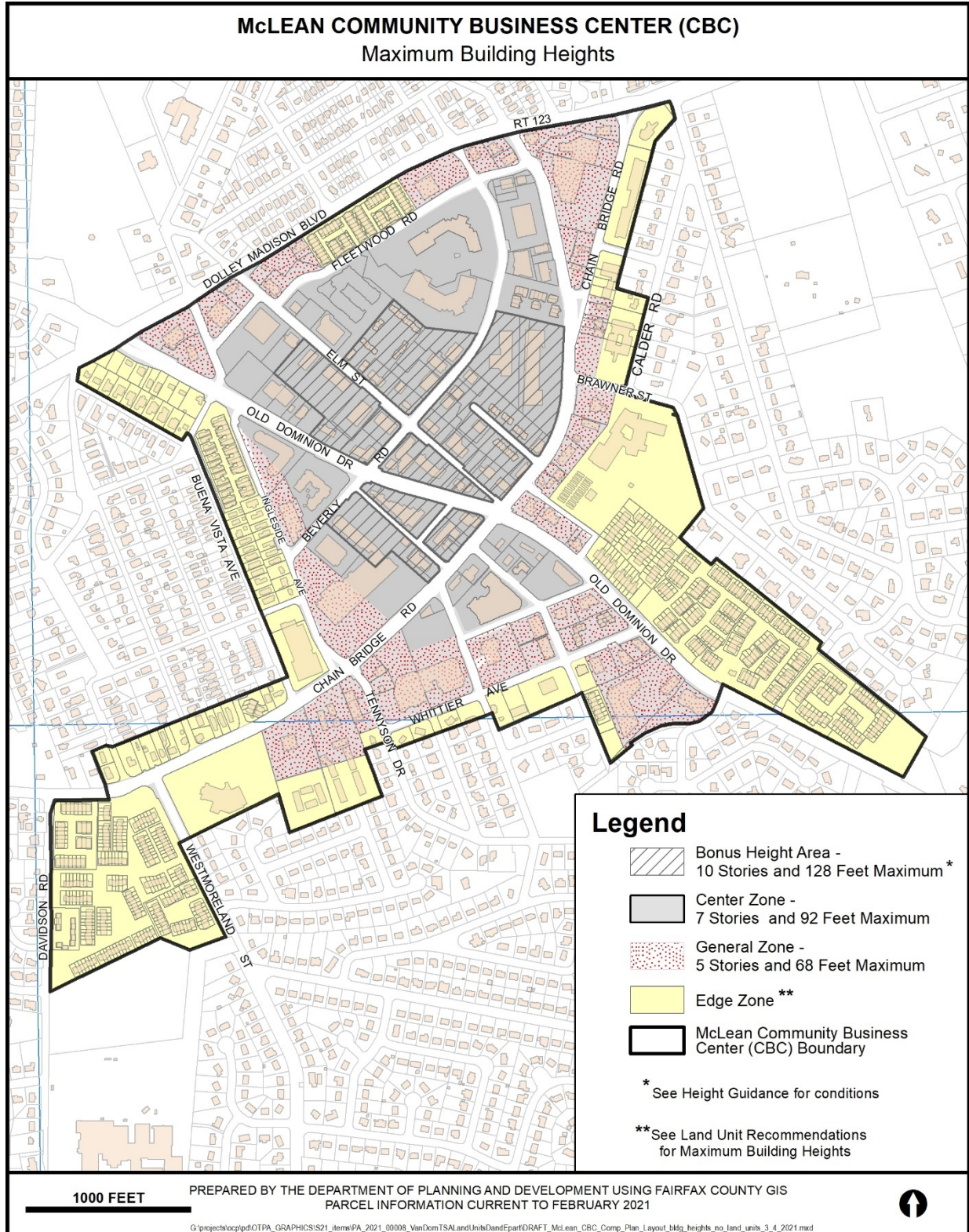


FIGURE 4

## HOUSING

Fairfax County's housing policies encourage the provision of housing affordable at a range of income levels located close to employment opportunities including mixed-use areas. The McLean CBC is well situated to provide a diversity of housing types to support households with a range of ages, income levels, and abilities.

In the McLean CBC, development projects with a residential component are expected to provide housing for a variety of income levels in accordance with the Affordable Dwelling Unit (ADU) Ordinance contained in the Zoning Ordinance, and the Guidelines for the Provision of Workforce Housing (WDUs) in the Policy Plan. The maximum development potential for the CBC is inclusive of bonus density associated with the ADU Ordinance or with the WDU Policy, within the recommended maximum building heights. ADUs or WDUs are expected to be provided on-site, or as an alternative, on another site within the McLean CBC. The units should accommodate households of a variety of sizes, ages, and abilities. Consideration may be given to deviations from the total number of ADUs or WDUs that should be provided if the units meet additional housing needs that have been identified. Examples may include a higher proportion of ADUs or WDUs for the lowest income tiers or units with more bedrooms than would otherwise be expected.

## PARKS AND RECREATION

As the McLean CBC redevelops, the need for publicly accessible parks and recreation facilities will increase. Much of the recommended redevelopment is for multifamily residential units which will not have private yards; as such, the provision of public park spaces is critical. Parks and recreational opportunities provide significant benefits: they promote health and fitness, social connections, and community building; support placemaking efforts that attract residents, businesses, employees, and customers; improve air quality; and capture stormwater runoff.

### Current Conditions

Much of the development in the Center and General Zones is dominated by retail and office uses. The long-standing commercial nature in these portions of the CBC has resulted in a lack of a community-serving and centrally located public park. A majority of the existing public parks that serve current residents are located outside of the CBC, including McLean Central Park, Lewinsville Park, Salona Park, and Bryn Mawr Park. The Franklin Sherman Elementary School in the Edge Zone contains a diamond field and a playground that are available for community use.

### Urban Parks Framework

The Urban Parks Framework found in the Parks and Recreation Element of the Policy Plan recommends minimum park acreage standards for residents and employees to estimate park needs generated by development proposals; these standards are applied to all redevelopment projects. The Urban Parks Framework describes five types of urban parks: pocket parks, common greens, civic plazas, recreation-focused parks, and linear parks. These park types span a continuum of purposes, uses, sizes, and features that can accommodate a broad spectrum of activities. Publicly accessible parks can be publicly owned, privately owned, or provided through public-private partnerships. Privately-owned public park spaces should remain open to the public at all times through public access easements. Publicly accessible urban parks should be integrated with development projects to provide for the diverse needs of the community. Active recreation needs should be provided through a combination of on-site improvements, providing new recreation facilities, or funding improvements at existing parks and at other sites within the service area.



Parks and recreation facilities should be located to best serve the overall needs of the residents, visitors, and employees in McLean. If a development is under consideration that is adjacent to a previously approved application, or if two or more applications are under review at the same time, the development(s) under consideration should demonstrate how their urban park spaces can connect to, expand, or enhance the previously approved or proposed urban park spaces.

Creative solutions to providing parks and recreation facilities in the McLean CBC may be pursued to meet a portion of recreational facility needs in non-traditional locations, including the use of rooftops for recreational uses such as sport courts or the provision of unique programming areas at nearby existing parks or schools. These types of approaches should be limited to situations where the provision of at-grade public park or recreation facilities is not feasible. The alternative approaches are not expected to be the primary means of providing public park and recreational facilities under the optional level of development. With any of these approaches, visual and physical accessibility to the public is essential.

#### Parks, Recreation, and Connectivity Concept

The concept for a park system is for a comprehensive network of well-distributed and connected publicly accessible park spaces throughout and near the CBC, consisting of a new signature urban park in the Center Zone, new well-distributed smaller urban park spaces and nearby existing parks.

The Conceptual Parks, Recreation, and Connectivity Concept, Figure 5, shows the general location of the signature urban park space and potential general locations of a series of smaller urban parks. These locations should not preclude alternative or additional park spaces. Pedestrian connectivity between the McLean Central Park and the Franklin Sherman Elementary School is envisioned; this can be achieved by as a series of urban park spaces with pedestrian and bicycle facilities along the length of roadway(s) that connect these destinations. The concept plan also indicates other connections to link future parks in the CBC. As applicable, developments should include connections between the urban parks and the public realm, and safe pedestrian and bicycle-friendly pathways throughout the CBC and to the surrounding residential neighborhoods. Opportunities to protect, connect to, and enhance existing park facilities in and near the McLean area are also encouraged as part of the overall park network serving the CBC.

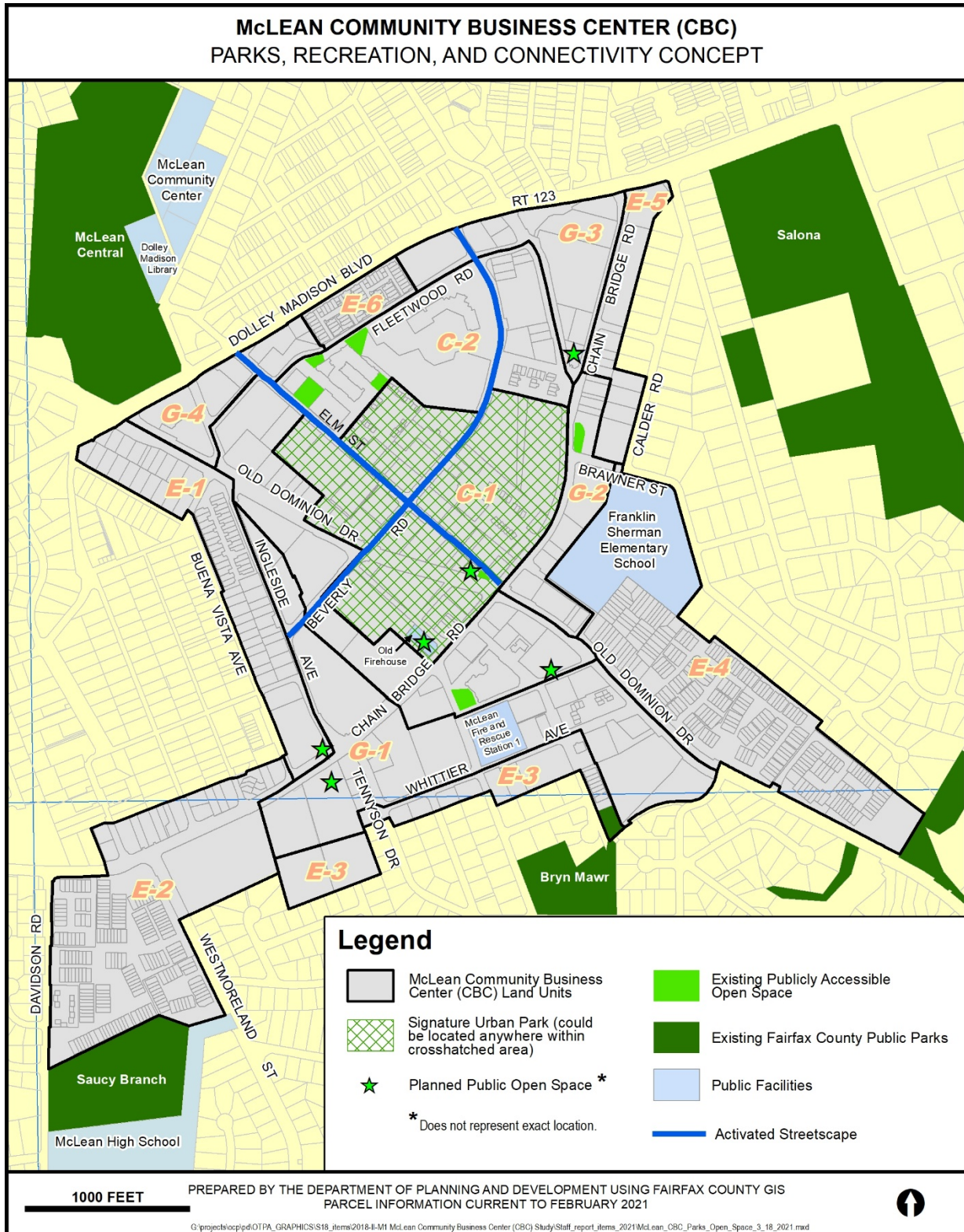


FIGURE 5

A signature urban park space in the Center Zone is a major feature of the parks, recreation, and connectivity concept for the McLean CBC. **A single consolidated redevelopment area up to six acres within the Bonus Height Area of the Center Zone is expected provide the signature urban park. The signature urban park space should be a minimum of 2/3 of an acre in size.** If the development is phased, at a minimum, a substantial portion of the park should be delivered with the initial phase of development. The option for taller heights in the Bonus Height Area is limited to a project that provides the signature urban park as discussed above. Once the signature urban park is provided, the ability to achieve the heights recommended in the Bonus Height Area is no longer an option.

***The task force recommends an alternative to the above sentence shown in red, as follows:*** A single consolidated area between four and less than five acres within the Bonus Height Area of the Center Zone is expected to provide a minimum ½-acre signature urban park. A single five- to six-acre consolidated development within the bonus height area of the Center Zone is expected to provide a minimum 2/3-acre signature urban park.



Conceptual Rendering of Signature Urban Park Area

The signature urban park should provide opportunities for both active and passive activities. The design of the surrounding land uses and streetscape should ensure the public space is inviting for park users of a variety of ages and abilities, such as the inclusion of active ground floor uses in buildings that surround the park. Publicly accessible parking should be available for visitors of the park. The park space should:

- Be visible from the public realm, and accessible for users of a variety of ages and abilities;
- Provide connections to surrounding pedestrian and bicycle infrastructure, with access supported by wayfinding signage as needed;
- Contain a variety of seating options and shade elements;
- Include an area designed for community gatherings such as farmer's markets, art exhibitions, festivals, concerts, fitness classes, and other events;



- Designate space(s) for unscheduled uses such as unstructured play;
- Incorporate a focal point which may include but is not limited to water features or public art; and
- Include interactive elements to engage park users. Examples of these types of elements include climbing/interactive art, an interactive musical element, a splash pad, or a bocce court.

## PUBLIC FACILITIES

The existing public facilities and those anticipated to be needed to accommodate the future growth of the McLean CBC are described in the following section. Since implementation of the Plan will vary over time, development approvals should be monitored so that infrastructure capacity is phased with new development. Regardless of the rate of growth, commitments of the land needed for public facilities and/or identification of additional resources to support the provision of public facilities should be completed in advance of the estimated need. Each development proposal or phase of a development proposal will be evaluated for its public facility impacts and is expected to construct and/or commit to the provision of public facilities appropriate for the phase of development so that infrastructure and public facilities are balanced with growth. Tables listing existing public facilities for the Planning District are provided in the Overview section of the McLean Planning District in the Area II volume of the Comprehensive Plan.

### Schools

The McLean CBC is served by four Fairfax County public schools for School Year 2020 - 2021: Franklin Sherman Elementary School, Kent Gardens Elementary School, Longfellow Middle School, and McLean High School. Other Fairfax County public schools may provide specific programs, such as Haycock Elementary School and Churchill Road Elementary School providing Advanced Academic Program, for students in the McLean CBC for School Year 2020 - 2021. As identified in the Fairfax County Public Schools (FCPS) Capital Improvement Program (CIP) for Fiscal Year 2021 – 2025, Kent Gardens Elementary School, Longfellow Middle School, and McLean High School had capacity deficits which may continue to exist through School Year 2024 - 2025. A modular addition for McLean High School was completed in 2021 to mitigate the capacity deficit at McLean High School. Student membership projections and individual school capacity evaluations are based on a five-year projection and updated annually, while the Comprehensive Plan considers a 20-year horizon. To address the shorter-term student and school capacity projections while also considering student needs over the longer-term planning horizon, numerous strategies may be considered to ensure appropriate improvements are phased with new development.

The FCPS CIP contains detailed information on student membership and facilities. The FCPS CIP is updated annually with data and contains potential solutions to alleviate school capacity deficits through capital projects and other potential solutions. Examples of potential solutions include increasing efficiency by reassigning instructional spaces within a school to accommodate increase in membership; implementing program changes; undertaking minor interior modifications to create additional instructional space and help to accommodate capacity deficits; adding temporary classrooms to accommodate short-term deficit; repurposing existing inventory of school facilities not currently being used as schools or build a new school facility; enhancing capacity through either a modular or building addition; utilizing existing space on a school site currently used by non-school programs; and potentially conducting a boundary adjustment with schools having a capacity surplus.

FCPS evaluates a development application's impact to schools as part of the development review process. To mitigate the impacts of a new development on school capacity, measures that are consistent with the objectives and policies for public schools within the Public Facilities Element of the Policy Plan should be considered. Property owners and developers in the McLean CBC should collaborate with FCPS to identify appropriate strategies to address school impacts, preferably in advance of approval of applications for new residential developments, to maintain and improve the county's standards for educational facilities and levels of service.

A capacity assessment of Fairfax County public schools that serve the McLean CBC is recommended to be undertaken by the county in collaboration with FCPS at the point in which approximately 50 percent of the Center and General Zone residential development potential, or approximately 1,575 dwelling units, is approved or constructed. The assessment should evaluate the effectiveness and sufficiency of school mitigation measures. The assessment should include approved and constructed projects with a residential component, a comparison of estimated potential student yield at the time the application was reviewed with the most currently available actual and projected student yield for constructed projects, any school mitigation measures that were provided with each approved application, and potential solutions FCPS has identified as appropriate.

If FCPS determines that a site or building for a school facility is required to mitigate impacts of additional residential development, a fair share commitment should be identified in collaboration with FCPS before approval of any application for residential development. If a new site or building is needed to support additional residential development, it should allow for flexibility in school facility types. School facilities may include a traditional school or a location for vocational training, academy programs, adult learning centers, and/or other support functions. Depending on the potential impact of development with a residential component, FCPS may recommend that an applicant contribute to the provision of these facilities. Contributions might include dedicated land or buildings; or innovative solutions such as repurposing buildings, locating school facilities with parks, or collocating within commercial or residential buildings. For reuse of a building(s), the applicant in coordination with FCPS may select a building(s) that provides access, safety, and security and meets play space requirements. Alternatively, developers may mitigate impacts by making contributions toward land acquisition and school construction based on a contribution formula determined by FCPS and Fairfax County. FCPS may also consider other possible "in-kind" school impact mitigation strategies.

### Libraries

There are currently no community or regional libraries within the boundaries of the McLean CBC; however, two Fairfax County public libraries are proximate to the CBC: Dolley Madison Library just outside of the CBC, and Tysons-Pimmit Regional Library, in the southern part of the McLean Planning District. These libraries will be able to serve additional residents that could result from the growth recommended by the Comprehensive Plan.



### Police and Fire and Rescue

The McLean CBC is served by the McLean District Police Station, co-located with the Dranesville District Supervisor's Office at the McLean Governmental Center. The McLean District Police Station also provides service to Tysons, Pimmit Hills, West Falls Church, Dunn Loring, and portions of Great Falls and Merrifield. The McLean District Police Station will continue to provide sufficient coverage to the McLean CBC as redevelopment occurs in the CBC.

Emergency and other fire and rescue services are primarily provided by the McLean Fire and Rescue Station 1 located within the McLean CBC. Several other fire and rescue stations provide service to the McLean CBC, including the Tysons Fire and Rescue Station 29 and Dunn Loring Fire and Rescue Station 13. The Scotts Run Fire and Rescue Station 44 is expected to provide service to McLean CBC and will be occupied by Spring of 2021. There are plans to relocate the existing Tysons Fire and Rescue Station 29. The existing and planned facilities will continue to provide sufficient coverage as redevelopment occurs in the CBC.

### Wastewater Management

Wastewater generated in the McLean CBC is treated at the Blue Plains treatment plant, a regional facility located in Washington, DC. The service agreement that Fairfax County has with Blue Plains is not adequate to handle the projected sewage flow beyond 2040. To alleviate the future treatment deficit for the Blue Plains service area, the county has purchased treatment capacity from Loudoun Water. The county is also rehabilitating the Difficult Run Pump station to allow the pumping of excess flow from the Blue Plain service area to the Norman M. Cole Jr. Pollution Control Plant. The McLean CBC is served by the Dead Run Sanitary Sewer Pump Station which will require an upgrade along with the sewer lines serving the CBC for adequate capacity to accommodate the development potential recommended by the Comprehensive Plan. Coordination with county staff by applicants proposing new developments is recommended to address wastewater planning needs.

### Fairfax Water

The McLean CBC is served by transmission water mains ranging in size from 4 to 30 inches in diameter. The existing facilities are sized appropriately to meet the proposed increase in demand that could result from new development. Distribution water main sizing and alignments, distribution network improvements, and fire flow requirements will be evaluated concurrently with the review of development proposals.

### Utility Lines

Utility lines are expected to be placed underground and coordinated with future roadway and sidewalk improvements to promote a pedestrian-friendly and visually pleasing environment.

## IMPLEMENTATION

Successful implementation of the Plan for the Mclean CBC will require a commitment to the overall vision set forth in the Plan. Key components for the vision include a multimodal street network that is responsive to the needs of pedestrians and bicyclists as well as automobiles, an appropriate mix of uses, activated streetscapes, building height maximums, compatible transitions, and a network of public parks. New buildings, streets, infrastructure, and public spaces will be completed over time, some of which may warrant public investment. Implementation will occur primarily through the rezoning process, where reviews are conducted to evaluate the extent to

which a development proposal achieves the Plan recommendations and whether a development's impacts are adequately addressed. As part of the development review process, the provisions of the McLean Commercial Revitalization Overlay District contained in the Zoning Ordinance and design guidelines are expected to be implemented.



Conceptual Transition between General and Edge Zones

Mechanisms to address development impacts include commitments to high quality design and other Plan objectives, and contributions towards transportation and/or public facility improvements that are needed to support new development. The initial projects that seek redevelopment should establish a sound framework that sets the stage for future developments.

### Community Involvement

The continued involvement of community groups is necessary to implement the McLean CBC Plan. Organizations such as the McLean Planning Committee, composed of representatives from the McLean Citizens Association, the McLean Chamber of Commerce, the McLean Landowners Association, and the surrounding citizens' associations have long been involved in planning activities within the CBC. The McLean Planning Committee reviews development proposals prior to public hearings and issues recommendations for consideration by the Dranesville District Supervisor. Other community groups in McLean also provide feedback on development proposals for consideration by the Planning Commission and the Board. Efforts of community groups to encourage redevelopment and implementation of the Plan may include facilitating community-enhancing development through innovative partnerships among the private, public, and volunteer sectors; and leveraging available funds and generating new funding sources through grants and fund raising from the business and government communities.

### Flexibility for Non-Residential Uses

The Plan recommends a maximum development potential for both residential and non-residential uses in the Center and General Zones. The Plan allows for flexibility within the square

footage for types of non-residential uses, provided that the total amount of recommended non-residential use is not exceeded and that development proposals achieve the recommendations for multimodal connectivity, publicly accessible parks or open space, building heights and transitions, mix of uses, and pedestrian-oriented and active streets at the ground-floor level. Monitoring approved rezonings and building permits is expected to track the amount of development that is implemented within the overall maximum development potential.

### Discouraged Uses

New auto-oriented uses and drive-through lanes are generally not preferred as part of the long-term vision for the Center Zone. These uses are appropriate in the Center Zone only if they are consistent with the desired building form and character of the area. The location and design of such uses in the Center Zone and any associated drive-through lanes should not impede the flow of pedestrian or vehicular traffic, compromise safety, disrupt the existing and planned interior circulation system of the site, or impede the achievement of the long-term vision of the Comprehensive Plan. Throughout the CBC, uses that may not be consistent with revitalization goals and the envisioned character for the CBC such as standalone industrial and self-storage facilities are strongly discouraged.

### Phasing with Public Facilities and Infrastructure

Development in the McLean CBC will occur incrementally. Each development proposal or phase of a development proposal will be evaluated for its public facility impacts and is expected to construct and/or commit to the provision of public facilities appropriate for the phase of development so that infrastructure and public facilities are balanced with growth.

### Transportation Infrastructure

All development proposals should include the planned road improvements as described in the Transportation and Urban Street Network sections. For new streets not built to their ultimate cross-section, right-of-way should be provided to allow for the future construction of the ultimate cross-section as identified in the Plan. Additional street segments identified through future analysis that are necessary to maintain acceptable traffic circulation should be provided by the proposed development.

### Transportation Pilot Project

A pilot project to create a more bicycle and pedestrian friendly transportation network should be explored for an area along Old Dominion Drive from Beverly Road to Corner Lane, and Chain Bridge Road from the intersection with Old Chain Bridge Road southwest to the Tennyson/Ingleside intersection. Cross-sections should be designed and constructed as described in this Plan.

### Interim Development Conditions

Achieving the Plan's long-term vision can take many years and can occur incrementally. In the meantime, reinvestment or development may occur that does not achieve the ultimate Plan vision. Furthermore, in some instances, development that will ultimately achieve the vision may take place in phases resulting in interim site conditions during those phases. For a phased project, interim conditions that enhance the urban character and contribute to placemaking are encouraged for portions that will not be built until later phases. Examples include pop-up parks, interim

recreational facilities, or low intensity temporary uses. It may also be acceptable to maintain existing uses in lieu of an interim use as long as they do not preclude the achievement of other priorities and Plan goals.

The following are examples of interim development conditions:

1. Temporary conditions that are created when a project is constructed in phases and the development plan is not fully realized;
2. Developments, generally those smaller in scale and potentially for a limited duration, that do not strictly conform to the ultimate vision in the Plan;
3. Minor improvements to existing uses that do not strictly conform to the vision in the Plan; and
4. Temporary placemaking efforts that can contribute to the vitality of the area on a short-term basis such as public art or pop-up commercial uses.

**The task force recommends removing scenarios 3 and 4 shown above.**

Interim development conditions should mitigate any adverse impacts to a degree that is reasonable and appropriate to the extent of the redevelopment or improvement. Additional guidance on interim conditions can be found in the Guidelines for Interim Improvement of Commercial Establishments, Appendix 6 of the Land Use Element of the Policy Plan and in Chapter 7 of *Volume I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas*. Interim proposals, as applicable, may be expected to:

- Design buildings for the ultimate street cross-sections by siting them to be compatible with the alignment of the street network. As appropriate, provide façade articulation to each building face and treatments to ensure compatible transitions, and incorporate appropriately scaled entrances;
- Include a pedestrian plan that provides interim or permanent pedestrian connections and streetscape improvements to facilities such as retail uses, parks within the site and on adjacent sites;
- Demonstrate how interim parking adheres to parking design and phasing goals;
- Show how stormwater facilities will be incorporated and address the impacts of interim development conditions;
- Provide landscaping improvements to enhance the aesthetics and functionality of spaces that are in transition; and
- Demonstrate how the proposed development will not preclude future redevelopment of the site or adjacent sites in conformance with the Plan.

### Parcel Consolidation

Parcel consolidation is encouraged to achieve the vision of the McLean CBC plan, and should be in conformance with any areawide and site-specific recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, then any proposed parcel consolidation should further the integration of the development with adjacent parcels. Parcel consolidation is expected to be logical and of sufficient size to allow projects to function in a well-designed, efficient manner, and should not preclude nearby properties from developing as recommended by the Comprehensive Plan.

## ENVIRONMENT

Redevelopment will provide opportunities to enhance and improve environmental and public health benefits, and to protect and restore ecosystem components in the McLean CBC. Improved human health and well-being, improved air quality, energy conservation, stream restoration and protection, water conservation and reuse, green architecture, and restored and enhanced natural environments can all be achieved. Development should promote environmental stewardship and the creation of a connected network of environmental features throughout the McLean CBC. Development projects are encouraged to incorporate innovative strategies, construction methods, and technologies regarding energy systems, alternative energy sources, large-scale environmental systems, tree plantings, stormwater management, stream restorations, green building, parks, and open spaces. Implementation of other county environmental policy objectives related to green building, minimizing human exposure to transportation-generated noise, and tree preservation should be incorporated into any development proposal in accordance with the Policy Plan.

### Ecology

Natural landscaping methods should be applied to minimize resource consumption, reduce stormwater runoff, decrease life-cycle maintenance requirements, increase the habitat value of each site, and increase soil and plant health. Urban designs should support native plant communities in the landscape and improve conditions for urban trees. A diversity of native plant species should be used wherever possible to support native wildlife, including pollinators. The use of non-native, non-invasive species should be limited to situations in which there are no suitable native plant alternatives and where these species have demonstrated adaptability to urban conditions. Where appropriate, pervious areas should be connected to create a larger network of planted areas. These planted areas should be balanced with open spaces suitable for informal recreational opportunities. Native trees, shrubs, and perennials should be incorporated into planting areas to increase the habitat value of each site. Excess pavement should be removed where appropriate. Structural cell technology may be incorporated to support sidewalks while allowing water and air to reach tree roots in the uncompacted soils below.

Transportation corridors are important spaces which can fulfill critical ecological functions in addition to providing vehicular, bicycle, and pedestrian connectivity. These corridors should be designed to incorporate continuous planting areas, where feasible, with healthy soils and trees planted at regular intervals, helping to manage the quantity and quality of water entering the stormwater system and community waterways, regulate ambient temperatures and air quality, provide comfortable pathways for exercise, and serve as wildlife habitat.

### Urban Forest

Urban forestry is focused on the planting, maintenance, care, and protection of tree populations in urban settings. These tree populations provide benefits to the community, including



physiological, social, economic, aesthetic, and environmental benefits. Environmental and human health benefits include stormwater management, energy conservation, and the mitigation of air pollution. From a design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise.

The urban forest should be protected and expanded within the McLean CBC. Additions to the tree canopy should be achieved through streetscapes, park lands, and within individual sites. Tree plantings as part of intensive green roofs should be explored where feasible. Plantings should extend into linear corridors to expand environmental benefits and to provide visual connections throughout the community. Trees and other vegetation should be located to reduce energy consumption, increase rainwater infiltration, moderate temperatures, and provide human health and social benefits.

### Stormwater Management

The McLean CBC is located at the headwaters of the Dead Run and Pimmit Run watersheds. As a headwater for these watersheds, rainwater flows from the area can impact the entirety of each watershed. Well-vegetated areas allow the capture, infiltration, and cleaning of rainwater flows before they reach receiving streams. However, the McLean CBC contains a significant number of impervious surfaces, including parking lots, roads, sidewalks, and buildings, which do not allow the infiltration of rainwater into the ground and which result in large volumes of runoff. Stormwater runoff may flow directly into streams with significant detrimental impacts on receiving waters and flooding.

To help address these conditions, the county completed numerous stormwater improvement projects in the Dead Run and Pimmit Run watersheds between 2007-2017. While these projects addressed some stormwater management challenges, redevelopment offers opportunities for continued watershed improvement through the use of modern stormwater management controls and reductions in impervious cover. The benefits of modern stormwater controls are significant, given that much of the existing development in the McLean CBC was constructed in the mid-1900s prior to the stormwater management requirements that are expected today.

Modern stormwater requirements address both water quality and water quantity. Water quality measures anticipate the capture and retention of portions of small more frequent storms, like the one-inch rain, on-site through Green Stormwater Infrastructure (GSI), such as bioretention planters, green roofs, amended soils, and rainwater harvesting cisterns. Large lots with good rainwater soil infiltration allow enhanced flexibility to incorporate these practices and achieve enhanced water quality standards through infiltration, reuse, or evapotranspiration. While the feasibility of such practices becomes more challenging for smaller sites or areas with poor infiltration, which includes much of the McLean CBC, environmentally friendly GSI practices should be incorporated into each project wherever practicable. These measures should be designed as prominent features that provide multiple benefits, including environmental, habitat creation, species diversification, educational, and aesthetic.

As conduits that direct much of our urban runoff into the stormwater system and that can fulfill an important stormwater management function, transportation corridors are recommended to be designed to incorporate GSI facilities that capture, filter, and collect rainwater before it outfalls into the local stormwater system and connecting streams. When designed with attention to plantings, GSI facilities can improve pedestrian safety, comfort, and overall walking experience by buffering pedestrians from passing vehicles and mitigating heat island effects along a street. GSI features can enhance a street's overall visual character and sense of place by contributing color and texture to the streetscape, defining zones within the streetscape, and creating a park-like

setting. Porous pavements that allow water to drain into the ground, especially for parking areas, are also encouraged.

Water quantity controls within the McLean CBC should address the most critical issues of flooding and stream degradation through the detention of larger storm events, like the 2-year and 10-year design storms, rather than the smaller, more frequent storms like the one-inch rain, and through the controlled release of water into receiving channels. Water quality controls will help to protect properties and receiving waters downstream of the CBC by reducing the volume of stormwater runoff from sites and controlling the peak flows of stormwater that are not captured on-site.

The following guidelines are recommended for development within the McLean CBC:

- Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Green Stormwater Infrastructure (GSI). GSI is designed to protect, restore, and/or mimic nature and to evapotranspire water, filter water through vegetation and/or soil, return water into the ground, and/or reuse water.
- For sites of less than one acre, the peak runoff rate for the 10-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.
- For sites of one acre and larger, the peak runoff rate for the 10-year, 24-hour storm in the post-developed condition should be at least 40 percent less than the existing condition peak runoff rate for the same storm.
- Phosphorus load reductions should be provided on-site and should meet the most current regulatory requirements.
- The identification of partnership opportunities with Fairfax County is encouraged to provide additional stormwater volume and water quality controls for proposed stormwater management facilities.
- For wooded sites with good forested conditions or for other pervious sites in good hydrologic condition, water quantity controls should meet the most current regulatory requirements.
- If, on a given site, stormwater quantity and quality goals are demonstrated not to be fully achievable, all available measures should be implemented to the extent practicable to support these goals.

### Green Building Practices

Fairfax County encourages new buildings in mixed use centers to have Leadership in Energy and Environmental Design (LEED) certification, or an equivalent. The concept of green buildings recognizes that certain design and construction practices can increase the efficiency of resource use, protect occupants' health and productivity, and reduce waste and pollution. LEED, developed by the U.S. Green Building Council, is just one rating system used to measure a building's effectiveness of these measures. Additional steps in building and site design should be implemented to achieve countywide and regional long-term environmental sustainability goals, such as regional greenhouse gas emission reduction goals. Development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices and meet applicable green building standards in accordance with the Policy Plan.

### Residential and Other Noise-Sensitive Uses

The Environment Element of the Policy Plan provides guidance on minimizing human exposure to unhealthful levels of transportation generated noise. For residential or other noise sensitive uses proposed near Chain Bridge Road, Dolley Madison Boulevard, and Old Dominion Drive, adequate measures to prevent negative impacts on noise sensitive uses within interior and exterior spaces, consistent with those policies, should be taken.

### HERITAGE RESOURCES

The Overview section of the McLean Planning District includes a figure and map of historically significant resources that are included in the Fairfax County Inventory of Historic Sites, as well as countywide heritage resources policies. The heritage resources in the McLean CBC included in the Inventory of Historic Sites are the McLean Baptist Church at 1437 Emerson Avenue, the Sears-Roebuck House at 1506 Chain Bridge Road, and the former McLean Volunteer Fire Department/Fairfax County Fire Station Number 1 at 4440 Chain Bridge Road, known as the “Old Firehouse.” **The “Old Firehouse” has been adaptively reused and should be maintained as a historic structure. The area around it is planned for public gathering space. All development should respect the historic integrity of the resource.**

***The task force recommends striking the above sentences shown in red.***

Few historic buildings in the McLean CBC have been formally documented. A reconnaissance level field survey conducted in 2019 identified several potential heritage resources associated with the area’s 20th century residential and commercial history. **The potential resources include residences built between 1900 and 1940 that remain unaltered; pre-WWII commercial buildings; and post-WWII buildings which potentially embody distinctive characteristics of a type, period, or method of construction. The potential resources identified by the reconnaissance level survey should be evaluated in further detail to determine the property’s significance and whether it qualifies as a heritage resource.** Heritage resources staff in the Department of Planning and Development should be contacted for information regarding resource identification and ongoing survey efforts as directed by the Heritage Resource Management Plan and the Comprehensive Plan Policy on Heritage Resources.

***The task force recommends striking the above sentences shown in red.***

### TRANSPORTATION

#### Multimodal Vision

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

## Transportation Improvements

The following sections provide transportation recommendations for the CBC.

### *Street Network*

The street network should provide access to, through and within the McLean CBC. Several modifications to the existing street network are recommended to achieve these goals. These modifications are reflected on Figure 6, Transportation Recommendations and are stated below:

- Improve Old Dominion Drive, Chain Bridge Road, and Old Chain Bridge Road, while maintaining them as four-lane roads. Improvements may include but are not limited to narrowing of vehicle lane widths and the addition of sidewalk or curb and gutter enhancements. Pending further study, it may be appropriate to designate two travel lanes and two parking lanes on portions of Old Dominion Drive and Chain Bridge Road during off-peak hours.
- Improve Elm Street and Beverly Road, while maintaining them as two-lane roads. Improvements may include but are not limited to narrowing of vehicle travel lane widths and providing sidewalk or curb and gutter enhancements.
- Prioritize pedestrians and bicyclists on Beverly Road and Elm Street. Treatments that reduce vehicle operating speeds, minimize crossing distances, and shorten block lengths should be implemented.
- Close the intersection of Elm Street at Chain Bridge Road to vehicles to improve safety and operations at the Old Dominion Drive and Chain Bridge Road intersection. However, access to the southern portion of Elm Street should be maintained for pedestrians and bicyclists. The remaining portion of Elm Street from Beverly Road to Chain Bridge Road may be repurposed as a pedestrian mall with redevelopment on both sides of the street, permitting limited vehicular access. Closing this road segment should be coordinated with the property owners when redevelopment is proposed adjacent to this street segment.
- Realign Redmond Drive to Laughlin Avenue at Chain Bridge Road to improve intersection spacing and connectivity. Coordinate this improvement with adjacent property owners to ensure that access is maintained as redevelopment occurs.
- Close the intersection of Center Street and Old Dominion Drive or relocate Center Street further from Chain Bridge Road to improve intersection spacing. Direct public pedestrian and bicycle access between Redmond Drive and Old Dominion Drive should be maintained. Coordinate this improvement with adjacent property owners to maintain access as redevelopment occurs.
- Improve the intersection of Chain Bridge Road and Westmoreland Street to increase vehicular capacity, and to provide safe crossings for all road users.

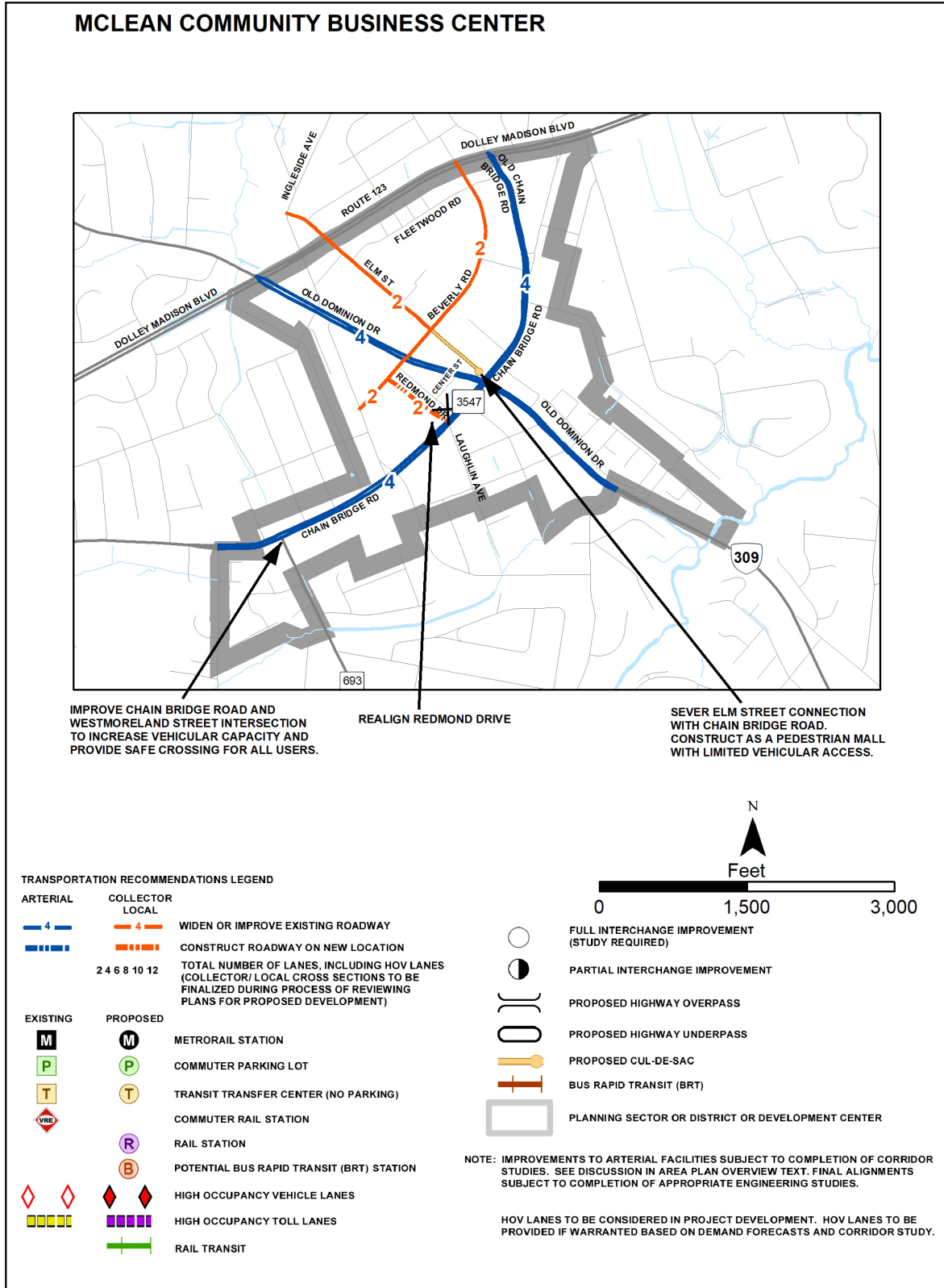


FIGURE 6



### *Transit Service*

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

- Refer to the Fairfax County Department of Transportation Transit Development Plan (TDP) for recommended transit improvements in the area.

### *Pedestrian Facilities*

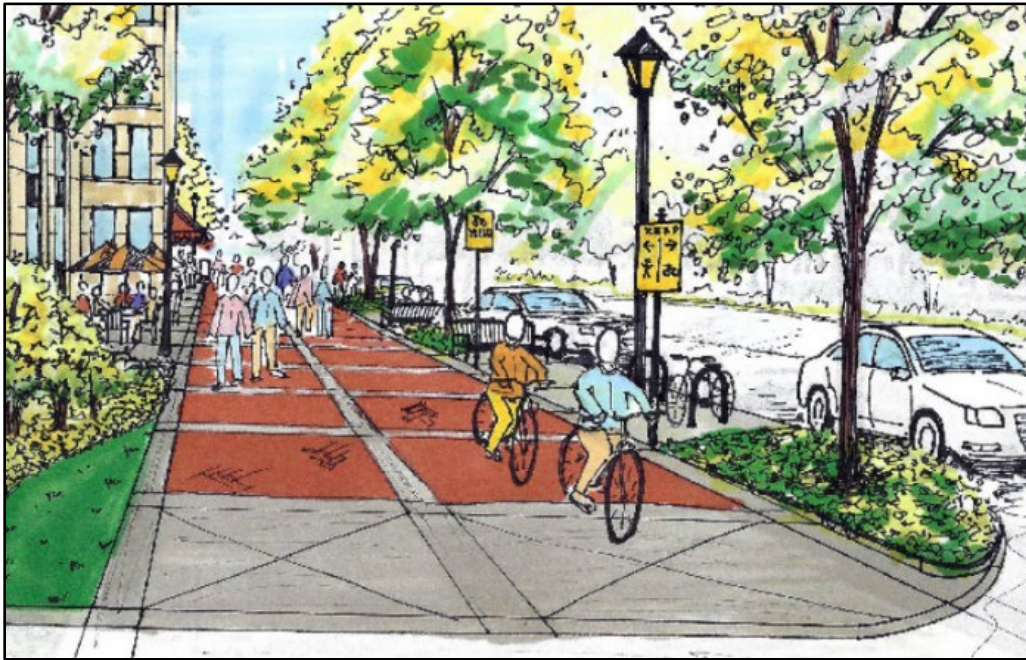
Pedestrian facilities within the McLean CBC should accommodate users while also contributing to placemaking. Sidewalks should be constructed on both sides of all roadways to provide a complete pedestrian network. The recommended network of pedestrian facilities is shown in Figure 8, Multimodal Network Map.

The following recommendations apply:

- Build and maintain pedestrian facilities with high levels of convenience, accessibility, and comfort. This includes, but is not limited to, the provision of wayfinding signage, minimized delay at intersections, minimized crossing distance at intersections, pedestrian refuge areas (where crossing distances cannot be minimized), and appropriate treatments where driveways cross sidewalks.
- Provide transitions between pedestrian facility types, such as from sidewalk to shared use path, at intersections and not mid-block.
- Provide clearly marked crosswalks, along with pedestrian signals for all legs of signalized intersections. Crosswalks should be provided at other intersection locations, such as at all-way stops, as appropriate.
- Implement where feasible pedestrian walkway connections through and between developments, including those that allow pedestrians to connect from one roadway to another where there are large development blocks, especially those east and west of Old Dominion Drive, north of Chain Bridge Road.
- Consider mid-block pedestrian crossings of collector and local streets that are part of large blocks, such as along Beverly Road, Elm Street, Fleetwood Road, and Ingleside Avenue, if they can be safely provided.
- Evaluate crossings of Dolley Madison Boulevard and Chain Bridge Road, including grade-separated options, for improved pedestrian access to the McLean Community Center, the Dolley Madison Library, the McLean Central Park and Franklin Sherman Elementary.

### *Bicycle/Trail Network*

A comfortable, well-marked, and well-connected bicycle and trail facility network should be provided in the McLean CBC. Bicycle and trail facilities will provide important connections through, to and from the CBC. The facilities should be designed, maintained, and operated to a standard that accommodates and attract users and contribute to place making. Recommendations for bicycle facilities are shown on the Multimodal Network Map, Figure 8.



Conceptual Rendering of Shared Use Path

The following recommendations apply:

- Build and maintain convenient and comfortable facilities for bicyclists, including, but not limited to, wayfinding, continuous and connected facilities, and minimized crossing delays at intersections.
- Implement safety measures to increase separation of bicyclists and pedestrians from vehicles and reduce conflicts at intersections.
- Locate transitions between bicycle facility types, such as from a cycle track to a shared use path, only at intersections and not mid-block.
- Provide convenient access to secure bicycle parking facilities.
- Accommodate and/or install stations for bikeshare programs.

### *Access Management*

Consolidation of access points is encouraged to enhance the walkability and bikability of the CBC. The number of curb cuts and other driveway access points should be minimized, while also taking into consideration the need to accommodate development. Reducing the number of access points enhances safety and traffic flow and lessens conflicts among motorists, pedestrians, and bicyclists. Curb cuts and driveway access points for the CBC should also be designed for pedestrian and bicyclist safety and comfort.

The following recommendations apply:

- Reduce the number of curb cuts and other driveway access points, where feasible, throughout the CBC, to minimize interruptions and safety conflicts where they cross pedestrian facilities.
- Encourage coordinated access points and provide vehicular inter-parcel access wherever possible.
- Locate off-street service and loading areas behind buildings and away from arterial roadways to avoid conflicts with motorists, pedestrians, and bicyclists.

### *Transportation Demand Management*

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

The following recommendations apply:

- Development proposals should commit to reduce vehicle trips during peak travel times through the use of TDM strategies per the Fairfax County Comprehensive Plan, Transportation Policy Element and Fairfax County TDM Guidelines.
- Residential and commercial property owners are strongly encouraged to coordinate TDM strategies with one another.

### *Parking Management*

Parking strategies should be considered to avoid over-parking and maximize use of parking spaces. These strategies, which may include shared and timed parking can reduce the cost of providing parking, encourage the use of active transportation modes like walking, biking and transit, and increase the turnover of available parking. Parking management strategies should consider potential impacts to adjacent neighborhoods and avoid overflow parking in those areas. The following recommendations apply:

- Explore opportunities for consolidated or shared parking.
- Explore the potential to designate areas for off-peak, on-street parking (e.g., rush hour restricted parking) along Old Dominion Drive and Chain Bridge Road, in coordination with the Virginia Department of Transportation (VDOT).
- Designate on-street loading zones to facilitate deliveries and drop-offs on blocks where on-street parking is present and where loading and delivery areas cannot be accommodated on-site.

### Functional Classification of Streets

The Commonwealth of Virginia supports the goal of providing communities with a multimodal transportation system. To advance this goal, the Virginia Department of Rail and Public Transportation (DRPT), in collaboration with FCDOT and other entities developed the Multimodal System Design Guidelines (MMDG). In urban or urbanizing areas those guidelines can be used as an alternative to VDOT's functional classification system, which is more applicable to suburban and rural environments. Major features of the MMDG are alternative road classifications, reduced intersection spacing standards, wider pedestrian and bicycle facility standards, and designation of modal priorities. Use of the MMDG's context sensitive and multimodal approach is consistent with the vision planned for the McLean CBC. Figure 7 provides a cross-reference between VDOT's and MMDG's classification methods.

The recommended design of streets based on the MMDG classification includes consideration for the roadway and the adjacent streetscape areas with the goal of achieving "complete streets" and connected networks. Complete streets provide safe access and movement for pedestrians, bicyclists, and transit riders of all ages and abilities, while networks ensure that those users can travel and make connections throughout the area. As shown in Figure 8, the Multimodal Network Map, Avenues and Local Streets are proposed within the McLean CBC. Additional or alternative connections that are not depicted on the Multimodal Network Map may be necessary to improve or maintain pedestrian or bicycle connectivity and acceptable vehicular and transit operations.

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

	VDOT Functional Classification (Design Speed)				
	Interstate, Freeway, or Expressway (50 – 70 mph)	Urban Other Principal Arterial (25 – 60 mph)	Urban Minor Arterial (25 – 60 mph)	Urban Collector (25 – 50 mph)	Local Street (20 – 30 mph)
Multimodal Corridor Types (Design Speed)	Multimodal Through Corridor (35-55 mph)				
		Boulevard (25-35 mph)			
			Major Avenue (25-35 mph)		
			Avenue (25-30 mph)		
					Local Street (25 mph)

FIGURE 7

Note: The cross-references shown in the table above are general in nature and some variations may occur. Design speeds are depicted. There are no Multimodal Through Corridors, Boulevards or Major Avenues proposed in the McLean CBC.

Source: Virginia Department of Rail and Public Transportation, *Multimodal System Design Guidelines, Chapter 5 Multimodal Corridors*, March 2020.

### Cross-Sections and Streetscape Design

The typical cross-sections are depicted below with the understanding that flexibility will need to be applied in identifying the dimensions of some of the elements to respond to the

particular circumstances of a location. The general right-of-way widths depicted do not include any additional turn lanes that may be needed to support new development, although creating new right turn lanes should be avoided, except where needed for safety or where other traffic impact mitigation strategies are not feasible.

The cross-sections include areas both within and outside of the right-of-way. The building zone (the area between the sidewalk and the face of the building) is the only area outside of the right-of-way. The width of the building zone is shown as consistently applied to all street types; however, the width is dependent upon the function of the adjacent land use. **A building zone is expected to be provided with each development to support a high-quality pedestrian realm and to accommodate elements such as building entrances, outdoor dining, plantings and residential porches or stoops. No portion of the zone including door swings should impede upon the public right-of-way.**

***The task force recommends an alternative to the above sentence shown in red, as follows:*** There is no required minimum building zone, provided that no portion of the building impedes upon the public right-of-way, including door swings.

In general, commercial development is recommended to provide a building zone 4 to 8 feet in width. When the ground level use is retail, the building zone may be used for retail browsing or outdoor dining; a minimum of 8 feet is recommended to accommodate outdoor dining. Residential development is recommended to provide a building zone 8 to 12 feet in width to provide an effective transition and privacy between the public sidewalk and residences. When adjacent uses are residential, supplemental plantings (e.g. shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may also be located in the building zone. Ground-floor residences with individual entrances should be grade-separated from the public sidewalk to provide some privacy. When grade separation cannot be achieved, a landscaped building zone should be provided between the residence and the public sidewalk. Typically, the building zone should not exceed 12 feet in width. Exceptions to the building zone width may occur where plazas, urban parks, or spaces for public art are located. Upper levels of a building may be set back further than the ground floor to allow light and air to reach the street.

Detailed guidance on other elements of the cross-sections, including street trees, the width and design of landscape amenity areas to ensure adequate soil volume for shade trees, and building zone designs found in the *Volume I: Urban Design Guidelines for Commercial Revitalization Districts and Areas* should be consulted in the consideration of development proposals.



## Multimodal Network Map

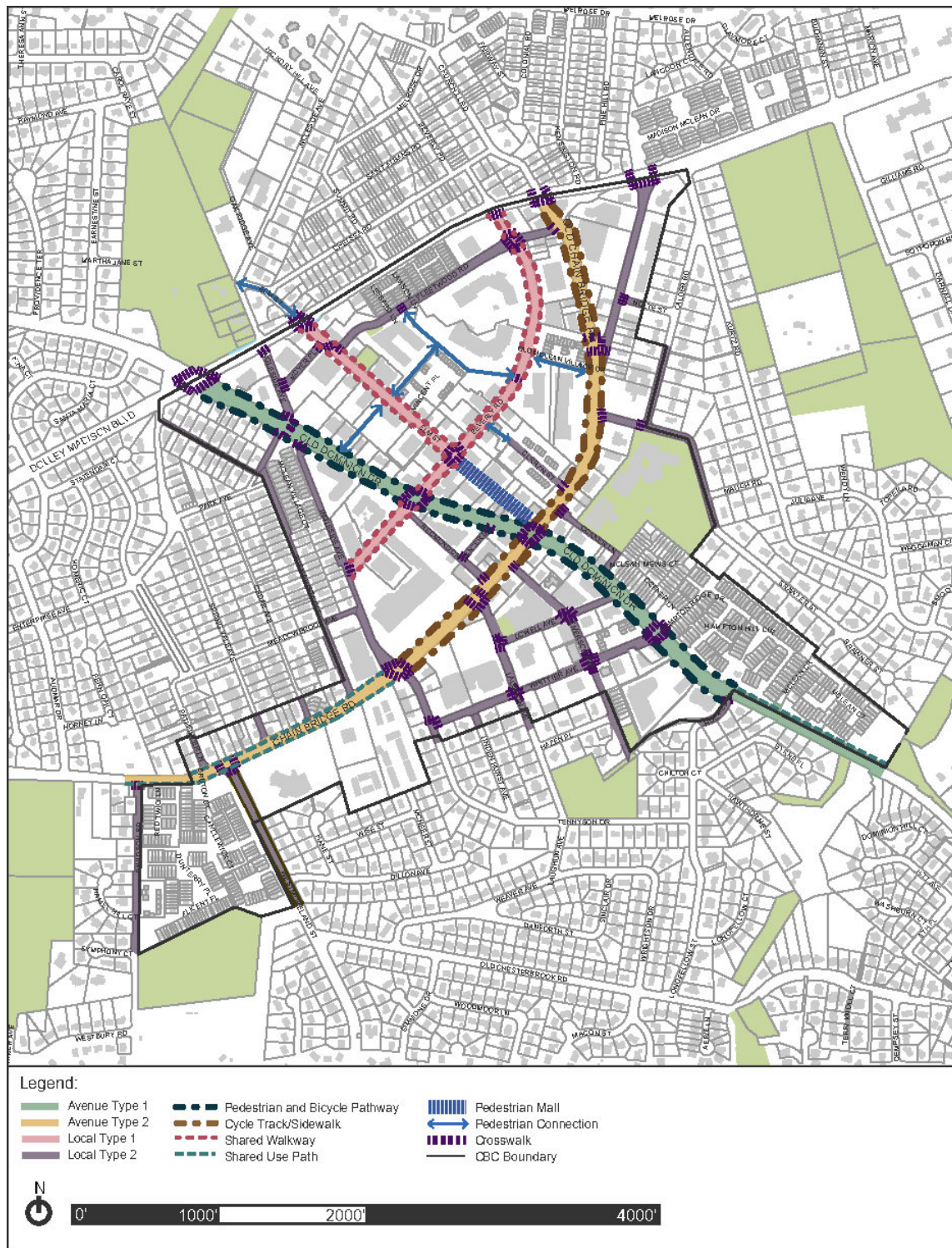


FIGURE 8

*Old Dominion Drive (Avenue Type 1) between Dolley Madison Boulevard and Southeastern CBC Boundary*

Old Dominion Drive is an arterial road (Figure 9) that connects local streets to higher-speed, higher-volume facilities, like Dolley Madison Boulevard. The existing and planned roadway condition is four lanes from Dolley Madison to Corner Lane, transitioning to three lanes at Lowell Avenue, then two lanes at Whittier Avenue to the southeastern boundary of the CBC. Continuous bicycle facilities and sidewalks are recommended to accommodate bicycle and pedestrian travel for the entire length of the CBC. A median area may be necessary to provide a pedestrian refuge and/or allow for the provision of turn lane(s).

For the section of roadway south of Holmes Place, where the cross-section does not apply, the streetscape elements should transition to connect to existing trails and sidewalks as shown in Figure 8 Multimodal Network Map.

*Cross-section elements and dimensions for Old Dominion Drive between Dolley Madison Boulevard and Holmes Place (Arterial):*Within the right-of-way (97-foot):

- Median – A 12-foot typical median to accommodate vehicular turning movements, landscaping, or pedestrian refuge (the width may vary based on anticipated traffic volumes).
- Drive Lanes – Two travel lanes per direction (10.5-foot width can be considered for some lane locations, but not wider than 11-feet). Pending further study, travel lanes near curb may be designated as parking lanes during off-peak hours.
- Landscape Panel – A 6-foot-wide panel for landscaping and amenity areas on both sides of the street.
- Pedestrian and Bicycle Pathway – A 12-foot, off-road, flush facility delineated as 5-foot for cyclists, a 2-foot transition area, and a 5-foot sidewalk, inclusive of the VDOT-required 1-foot maintenance buffer, on both sides of the street, to accommodate varying pedestrian, bicycle and scooter traffic.

Outside of the right-of-way:

- Building Zone – See building zone guidance under Cross-sections and Streetscape Design.

*Pedestrian and bicyclist facilities and dimensions for Old Dominion Drive between Holmes Place and the southeastern boundary of the CBC (Arterial):*

- 8-10-foot Shared Use Path on both sides of the road.

Old Dominion Drive (Avenue Type 1) cross-section graphic between Dolley Madison Boulevard and Holmes Place

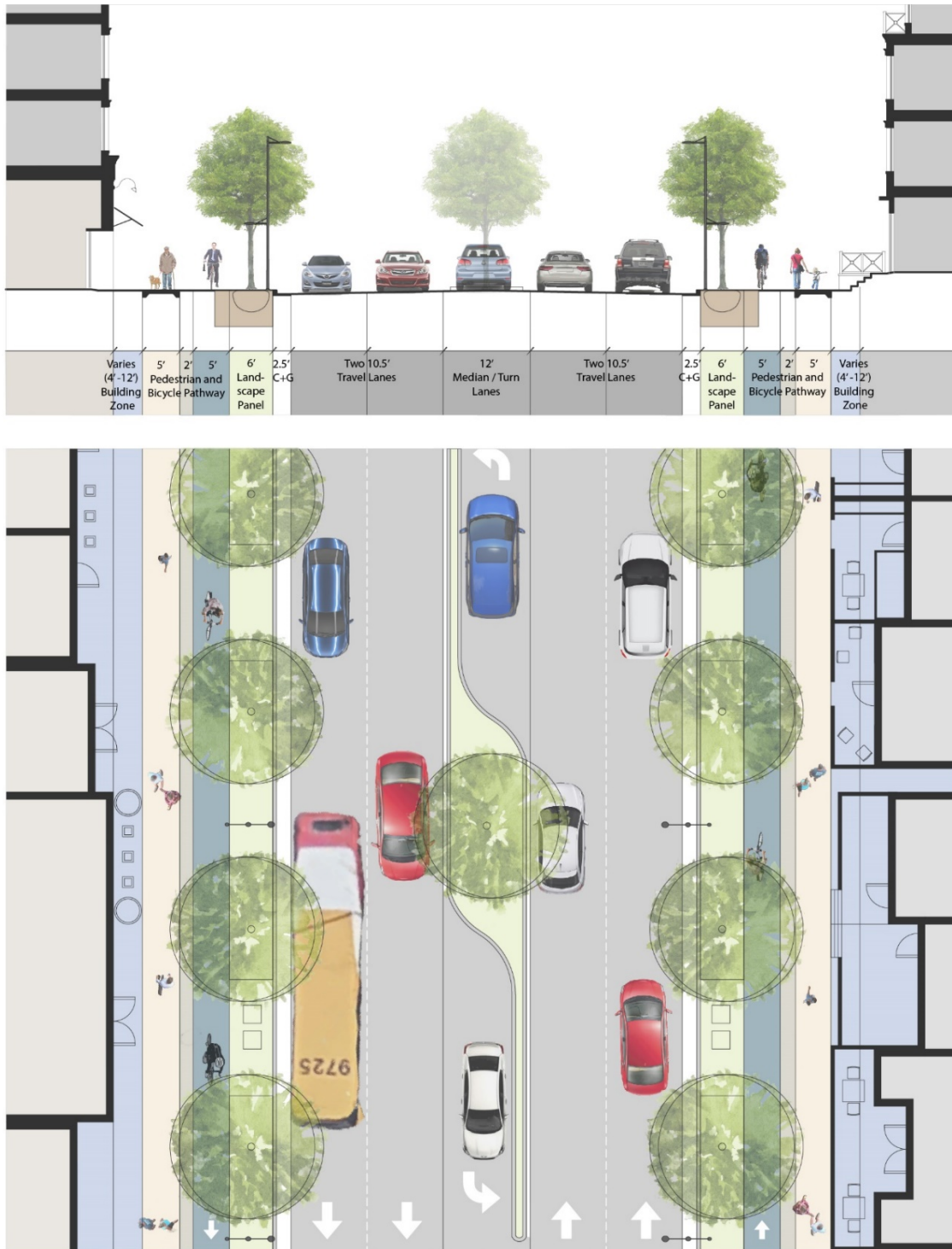


FIGURE 9

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

Chain Bridge Road is a minor arterial (**Figure 10**) within the McLean CBC while Old Chain Bridge Road is a collector. Like Old Dominion Drive, Chain Bridge Road and Old Chain Bridge Road connects local streets to higher-speed, higher-volume facilities or other major streets. The existing and planned roadway condition is four lanes for Chain Bridge Road from Pathfinder Lane to Chain Bridge Road and for Old Chain Bridge Road from Chain Bridge Road to Dolley Madison Boulevard. Continuous bicycle facilities and sidewalks are recommended to accommodate bicycle and pedestrian travel. Medians may be necessary to provide a pedestrian refuge and/or turn lane(s).

West of the intersection of Chain Bridge Road, Ingleside Avenue and Tennyson Drive, where the cross-section does not apply, the streetscape elements should transition to Urban Shared Use Paths and connect to existing trails and sidewalk as shown in Figure 8, Multimodal Network Map.

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

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

- Median – A 12-foot typical median to accommodate vehicular turning movements or landscaping (the width may vary based on anticipated traffic volumes).
- Drive Lanes – Two travel lanes per direction (10.5-foot width can be considered for some lane locations, but not wider than 11-feet). Pending further study, travel lanes adjacent to the curb may be designated as parking lanes during off-peak hours.
- Landscape Panel – A 6-foot-wide panel for landscaping and amenity areas on both sides of the street.
- Cycle Track – A minimum 5-foot, off-road, one-way cycle track on each side of the road (a 1-foot buffer should be provided to separate the cycle track from the sidewalk).
- Sidewalk – A minimum 6-foot sidewalk, inclusive of the VDOT-required 1 -foot maintenance buffer, on both sides of the street.

Outside of the right-of-way:

- Building Zone – See building zone guidance under Cross-sections and Streetscape Design.

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

- 8-10-foot Shared Use Path on both sides of the road.



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

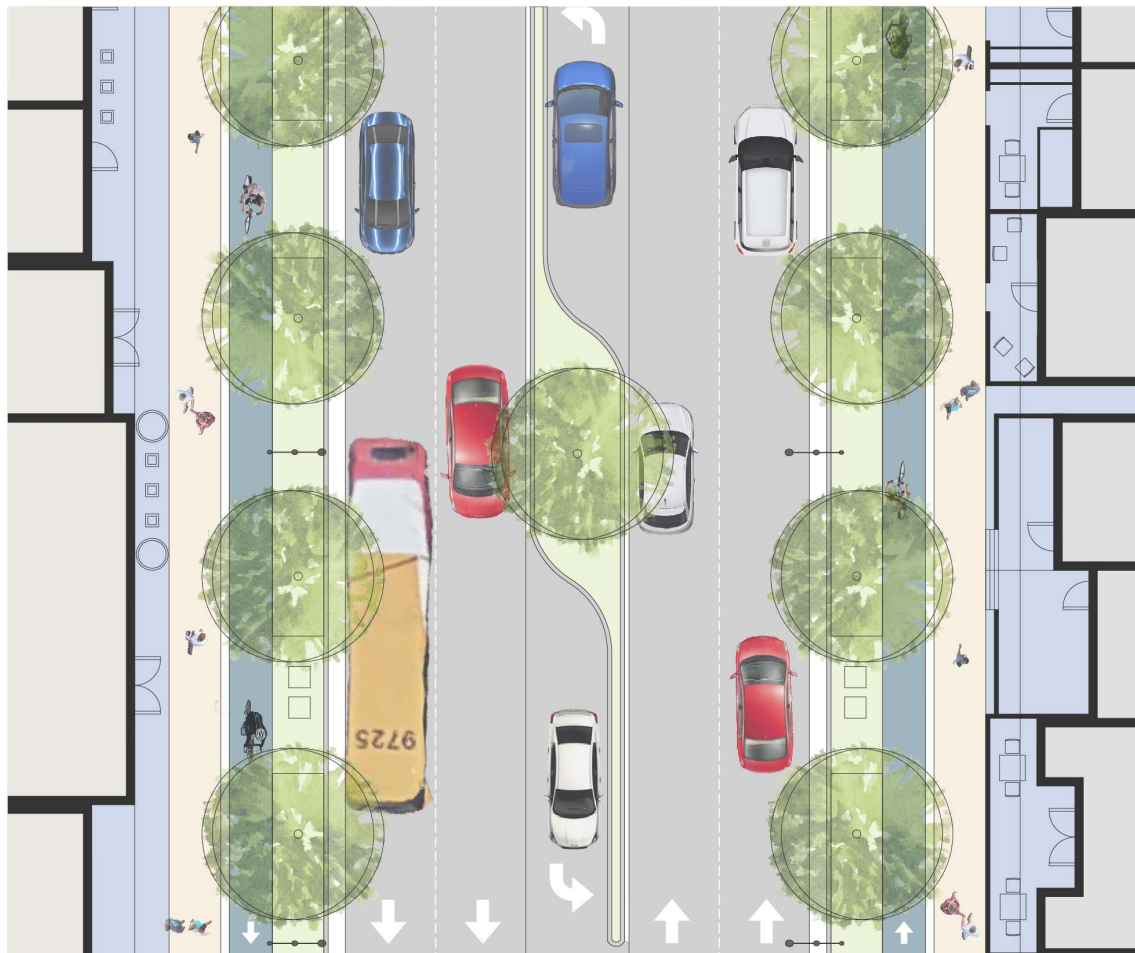
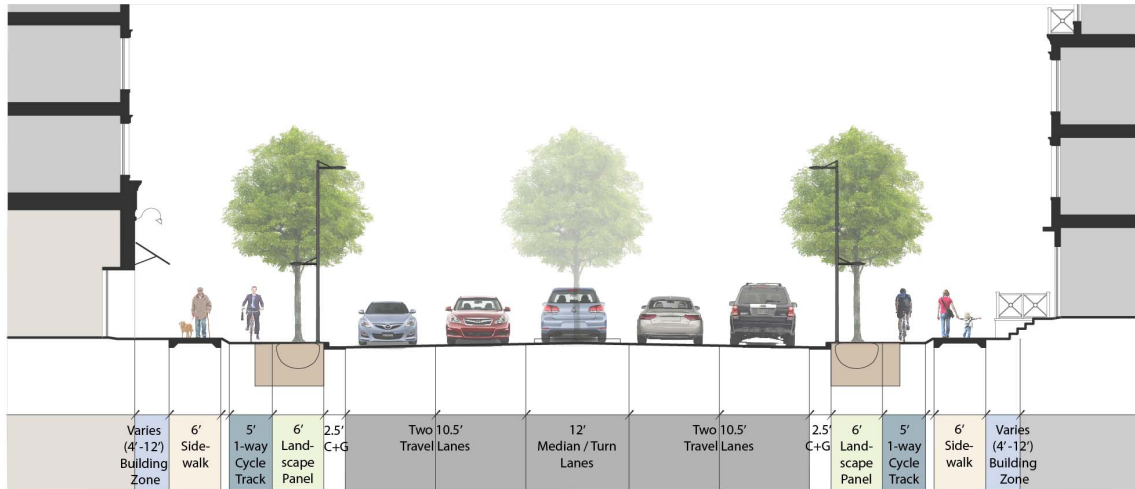


FIGURE 10



*Local Street Type 1*

Beverly Road and Elm Street are recommended to be classified as Local Streets, Type 1 (Figure 11) within the McLean CBC. These streets will generally have lower traffic volumes and slower moving traffic, compared to Chain Bridge Road and Old Dominion Drive. The cross-sections are narrow, with one drive lane in either direction. They are recommended to have parallel, on-street parking on one side of the road, at a minimum, with parallel parking on both sides of the road wherever feasible and appropriate. Measures to slow traffic such as raised mid-block pedestrian crossings, pedestrian-activated flashing lights, and sidewalk bulb-outs at intersections may be appropriate pending further study and coordination with VDOT.

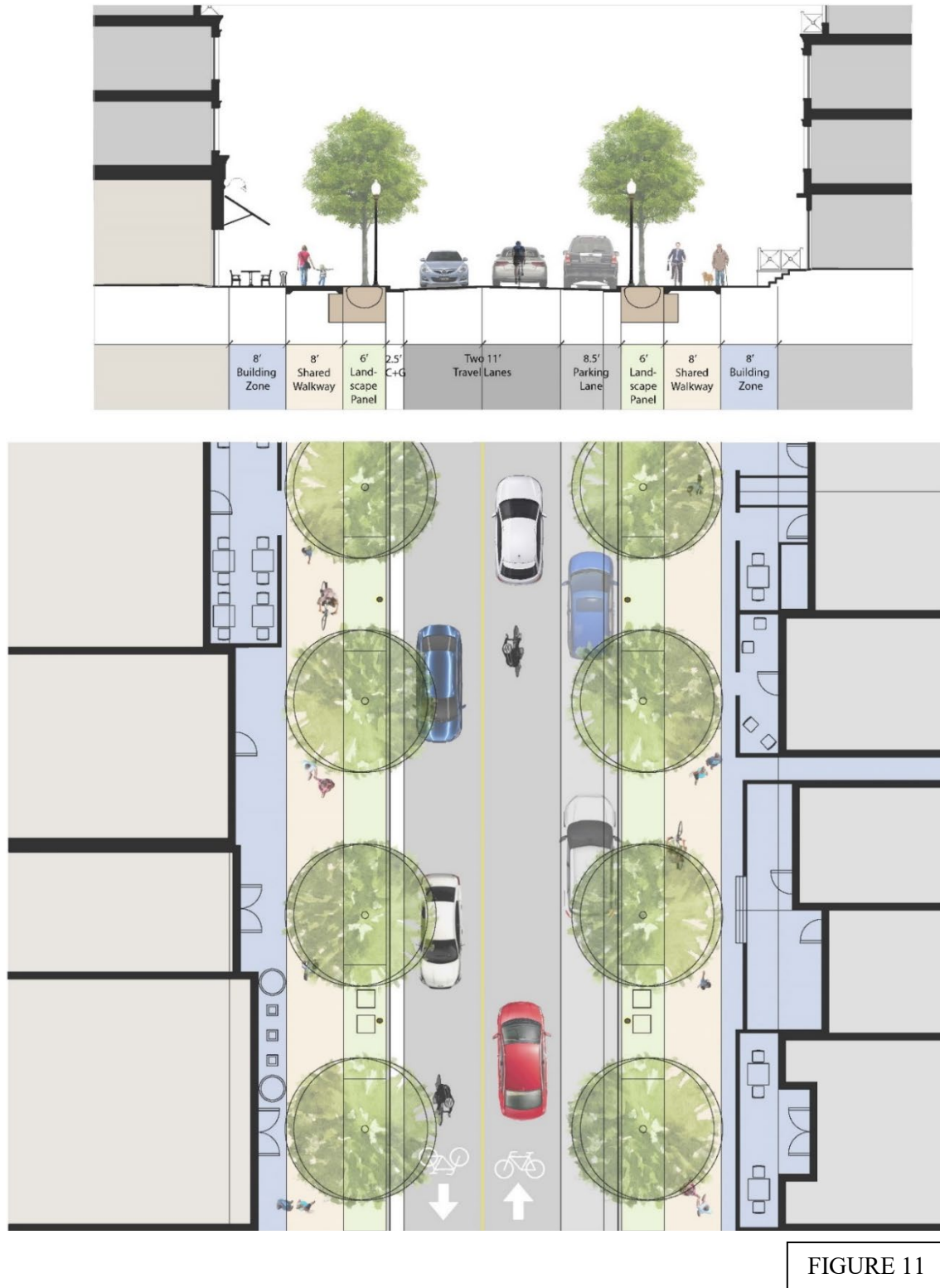
*Local Street Type 1 Cross-section dimensions:*Within the right-of-way (61-foot minimum):

- Drive Lane – One 11-foot travel lane per direction (typical for each lane). Sign as a bicycle route to indicate that bicyclists can use the travel lane.
- On-Street Parking – On-street parallel parking lane on one side of the street. If desired and right-of-way is available, an additional on-street parking lane can be added on the other side of the road.
- Landscape Panel – A minimum 6-foot-wide panel for landscaping and amenity areas on both sides of the street.
- Shared Walkway – 8-foot shared walkways, inclusive of the VDOT – required 1-foot maintenance buffer, on both sides of the street to accommodate pedestrians and bicyclists who do not feel comfortable riding in the street.

Outside of the right-of-way:

- Building Zone – See building zone guidance under Cross-sections and Streetscape Design.

Beverly Road and Elm Street (Local Streets Type 1) cross-section



*Local Street Type 2 – Other Streets and New Streets*

Like Beverly Road and Elm Street, the other local streets within the McLean CBC (Figure 12) will generally have low traffic volumes and slow-moving traffic. The cross-sections are narrow, with one lane in either direction, and are recommended to have parallel, on-street parking on one side of the road, with parallel parking on both sides of the road, wherever feasible. Measures to slow traffic, such as raised mid-block pedestrian crossings and sidewalk bulb-outs at intersections, may be appropriate pending further study and coordination with VDOT. The character of the streetscape, including dimensions of elements, should generally be determined by the type of pedestrian activity generated by the adjacent land uses.

Due to low vehicle speeds, bicycles may be accommodated in the travel lane, rather than in a dedicated bicycle lane, unless otherwise noted on the Multimodal Network Map, Figure 8.

*Local Street Type 2 Cross-section dimensions:*Within the right-of-way (57-foot minimum):

- Drive Lane – one travel lane per direction (11-foot typical for each lane).
- On-Street Parking – On-street parallel parking lane on one side of the street. If desired and right-of-way is available, an additional on-street parking lane can be added on the other side of the road, where appropriate.
- Landscape Panel – A minimum 6-foot-wide panel for landscaping and amenity areas on both sides of the street.
- Sidewalk – A minimum 6-foot sidewalk, inclusive of the VDOT-required 1-foot maintenance buffer, on both sides of the street. If the sidewalk is provided adjacent to the curb, additional space is needed to accommodate streetlights, signs and other elements while maintaining a 6-foot clear zone.

Outside of the right-of-way:

- Building Zone – See building zone guidance under Cross-sections and Streetscape Design. Where street trees cannot be accommodated within the right-of-way, they should be provided within the building zone. Single family residential uses should use the Zoning Ordinance setback rather than providing a building zone.

Other streets and new streets (Local Streets Type 2) cross-section

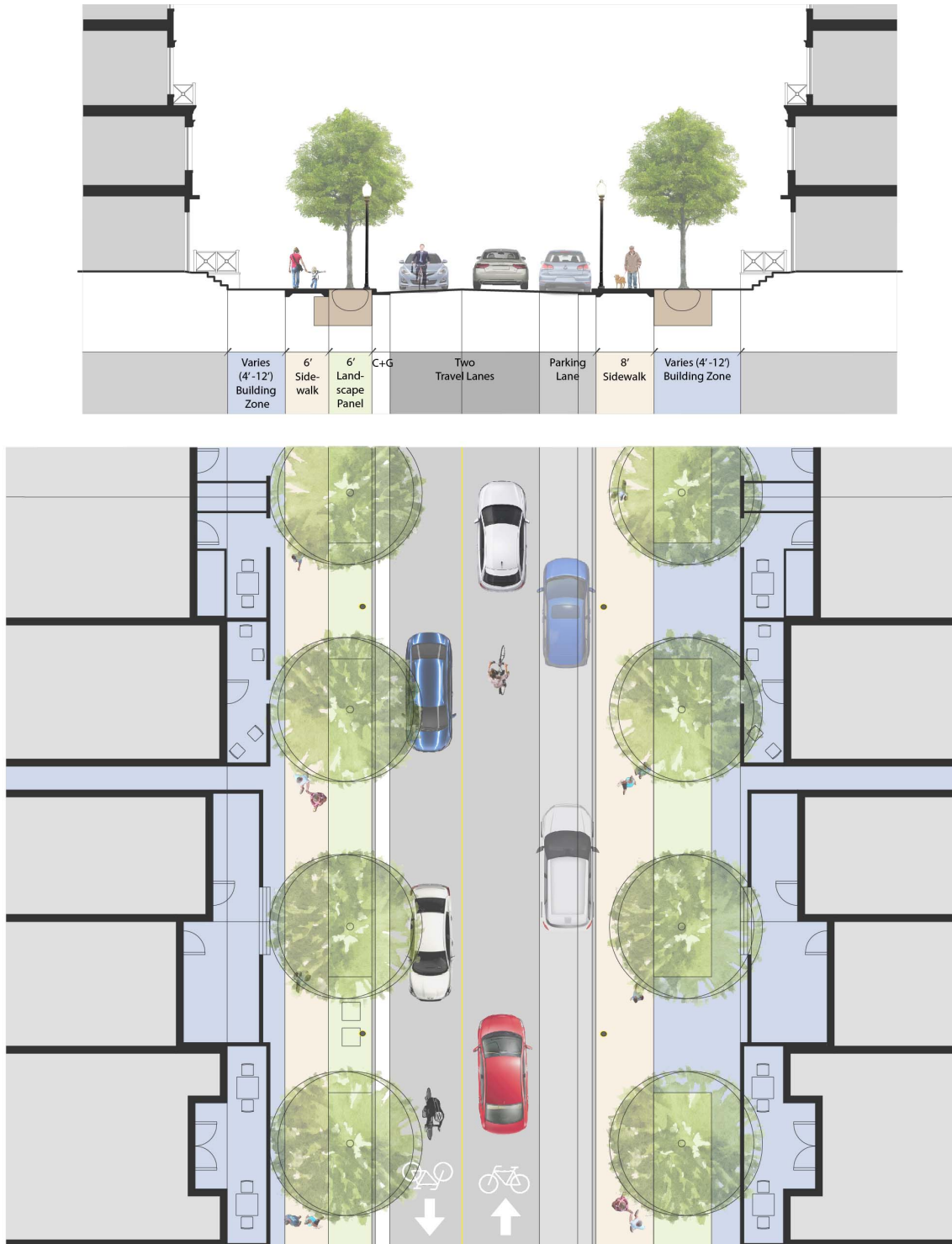


FIGURE 12

## URBAN DESIGN

The Center Zone is recommended to have the highest intensity mix of uses and a public park that can accommodate community activities to create a town center character. Development in this zone should foster a walkable, vibrant environment and opportunities for activity throughout the day. Residential uses should be multi-family. Within the General Zone, low to mid-rise development is intended to provide a transition from the Center Zone to the Edge Zone, and in some cases to single-family neighborhoods outside of the CBC. The Edge Zone is primarily low-density residential development and is planned to retain the low density and intensity character, as it provides a buffer between the CBC and single-family detached residential neighborhoods.

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

### Site Design and Street Network

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

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

### Building Articulation and Facades

Building articulation, or changes in the façade, should be used to visually reduce the scale of a building and avoid monotonous building elevations. The façades of ground floor uses such as residential lobbies and common areas should be primarily transparent. Windows should provide building detail and visual interest and not contain opaque, mirrored, or translucent glass. 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.

In residential buildings, the degree of transparency on the ground floor should consider private uses, such as living areas. Residential lobbies and other common spaces should demonstrate higher transparency and provide a visual connection to the outside. Ground-floor



residences with individual entrances should be grade-separated from the public sidewalk to provide some privacy. Stoops, bays, porches or entries that establish a distinct transition between private residential use and the public realm are encouraged. When grade separation cannot be achieved, a landscaped building zone should be provided between the residence and the public sidewalk. Stairs or porches should not encroach on the sidewalk so as to not impact pedestrian movement.

Sites should be designed to achieve the desired building height and/or intensity goals while remaining sensitive to the impact on the surrounding context. Building massing should allow for light at the street level and minimize long periods of shadow on the street, on adjacent buildings, and on open spaces.

### Signage and Wayfinding

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

Wayfinding includes tools to orient people within their surroundings and to enhance their understanding of places. Wayfinding measures should be incorporated as appropriate to help people navigate the physical environment and to contribute to the overall identity of McLean through use of consistent themes. A coordinated program of public art, signage, historic markers, and/or other way-finding elements throughout the CBC should be considered to facilitate placemaking and navigation as well as to provide information about McLean.

### Public Art

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

### Parking Types and Design

The proper location and amount of parking is essential to sustaining commercial uses in the McLean CBC. Parking should be designed to minimize conflicts between vehicles and pedestrians. Vehicular access to parking lots and garages should be limited to local streets, shared lanes, or alleys when feasible.

#### *Underground and Structured Parking*

Parking is expected to be accommodated in structures or placed underground under the optional level of development within the Center and General Zones. Of these two parking types, underground parking is the preferred approach, as it is the least intrusive form of parking. However, the provision of underground parking may not always be feasible, particularly in the General Zone, in which case above-grade structured parking, or podium parking, may be appropriate.

Throughout the CBC, parking structures are strongly encouraged to be integrated into buildings. The facades of parking structures should not be visible on streets where higher volumes of pedestrian activity are anticipated, but rather should be lined with more active uses. In all cases,

efforts should be made to limit the visual impacts of structured parking on the community. Exposed parking structure facades are strongly discouraged adjacent to parks and plazas.

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

### *On-Street Parking*

On-street parking provides convenient and accessible parking for residential and retail uses. This form of parking also enhances the pedestrian experience by increasing safety and the level of comfort by providing space between the travel lanes and the sidewalk. On-street parking is recommended as part of the Local Street cross-sections and may also be feasible on other streets in the CBC after further study and analysis. The parking spaces should be parallel to the street. Angled and perpendicular on-street parking is discouraged on public streets. Landscaped bulb-outs within on-street parking areas at intersections may be used to reduce crosswalk distances for pedestrians.

### *Surface Parking*

New surface parking lots are not envisioned under the optional level of development in the Center and General Zones. However, adequate and convenient parking is essential for the economic vitality of retail uses. Therefore, a limited number of teaser surface parking spaces in front of a building may be appropriate.

There may be instances where parking is proposed to support neighborhood-serving retail in the form of surface parking in the General and Edge Zones. In these cases, it is generally preferable to locate surface parking to the side or rear of a building, with clearly delineated pedestrian connections to the associated building. Such lots should be well-landscaped and well-lit. They also should be designed to contribute to onsite stormwater management by using elements such as planter areas and permeable paving in the parking stall area. The redesign and consolidation of existing private surface parking lots is encouraged.

## LAND USE

### Land Units and Development Potential

The McLean CBC is divided into twelve land units that comprise the Center, General, and Edge Zones as shown in Figure 13, Land Units Map. Land Units C-1 and C-2 comprise the Center Zone; Land Units G-1 through G-4 comprise the General Zone; and Land Units E-1 through E-6 comprise the Edge Zone. Recommendations for a baseline and optional level of development are described below. Plan recommendations regarding park spaces, the character of development, urban design, transportation, implementation, building heights, and other guidance found in this Plan should be used in the evaluation of development proposals.

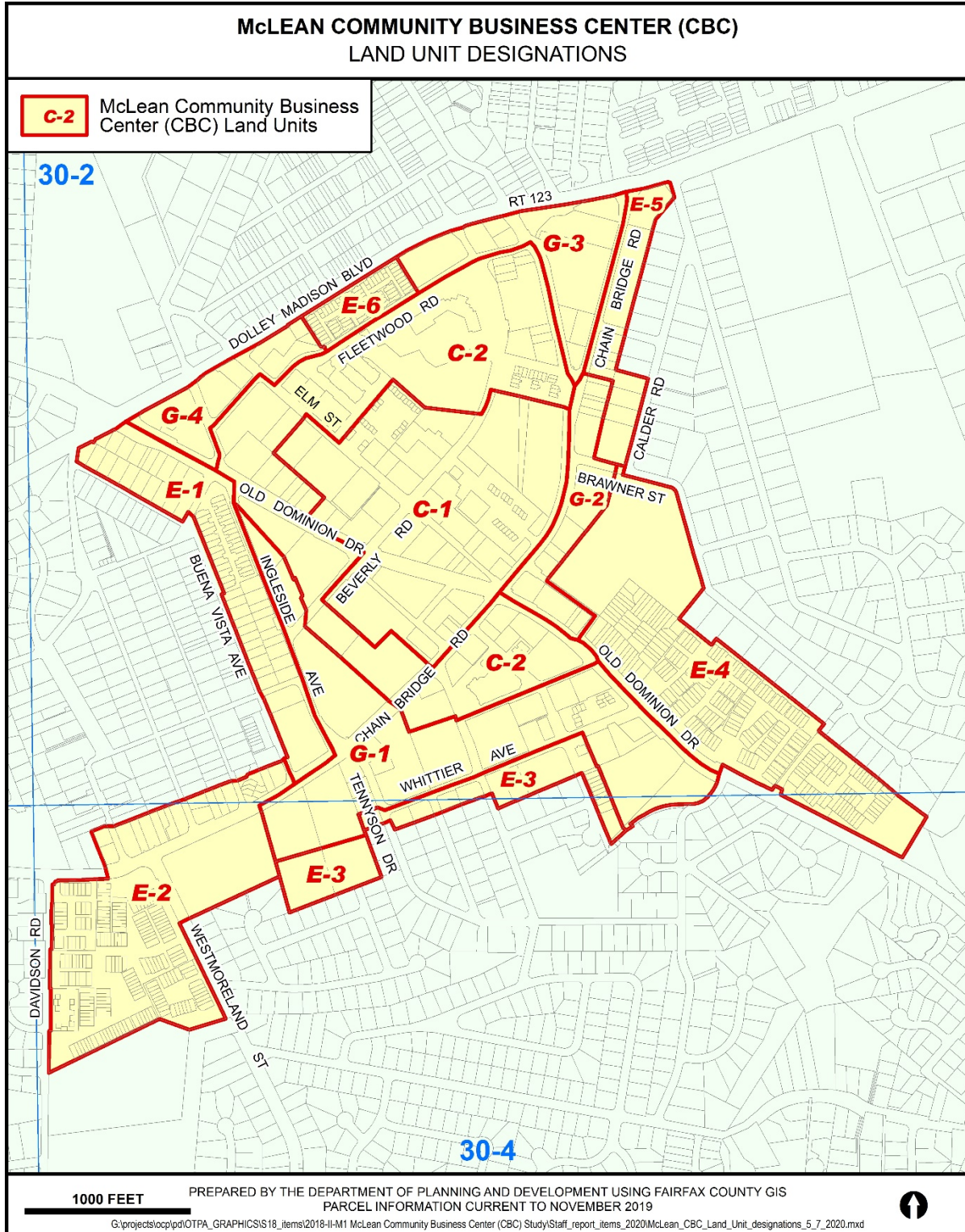


FIGURE 13

### *Base Plan*

The base plan generally reflects the existing and/or approved uses and intensities for each land unit. In some cases, an average intensity or density is provided for a parcel grouping and conformance with the Comprehensive Plan should be evaluated by calculating the average intensity across the group of parcels. The specific base plan recommendations below are for groups of parcels corresponding to the following maps. If an individual parcel seeks a special exception or special permit, or other type of application that includes a review of the adopted Comprehensive Plan recommendations, then the existing intensity or density should be used for those reviews. In some instances, existing development may be greater than the planned baseline intensity. If a parcel is developed at a higher intensity or density than its base recommendation, then it may still be considered in conformance with the base intensity recommendations of the Comprehensive Plan.

### *Optional Level of Development in Center and General Zones – Form Based Approach*

The preferred vision for the Center and General Zones is guided by the descriptions for each zone found in the Vision and Guiding Planning Principles section, as well as by the height map and design recommendations. The preferred vision is articulated as an optional level of development above the base plan. It is envisioned to be implemented through a form-based approach that includes an overall total amount of development potential within the Center and General Zones. This approach encourages flexibility in the mix and types of non-residential uses, provided that the total amount of non-residential uses is not exceeded, and that the development achieves the overall vision for the CBC.

Figures 14 and 15 include the maximum planned development potential for the entire McLean CBC and individually for the Center and General Zones, respectively. The Plan potential is expressed in terms of a total amount of residential dwelling units and as a total amount of square feet of nonresidential use. The Plan potential for the Edge Zone is described in the individual land units that comprise that zone.

Figure 14: Planned Development Potential for the McLean CBC

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

Figure 15: Planned Development Potential for the Center and General Zones

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

*Note: In Figures 14 and 15, the residential development potential is inclusive of housing bonuses allowed under the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Dwelling Units.*



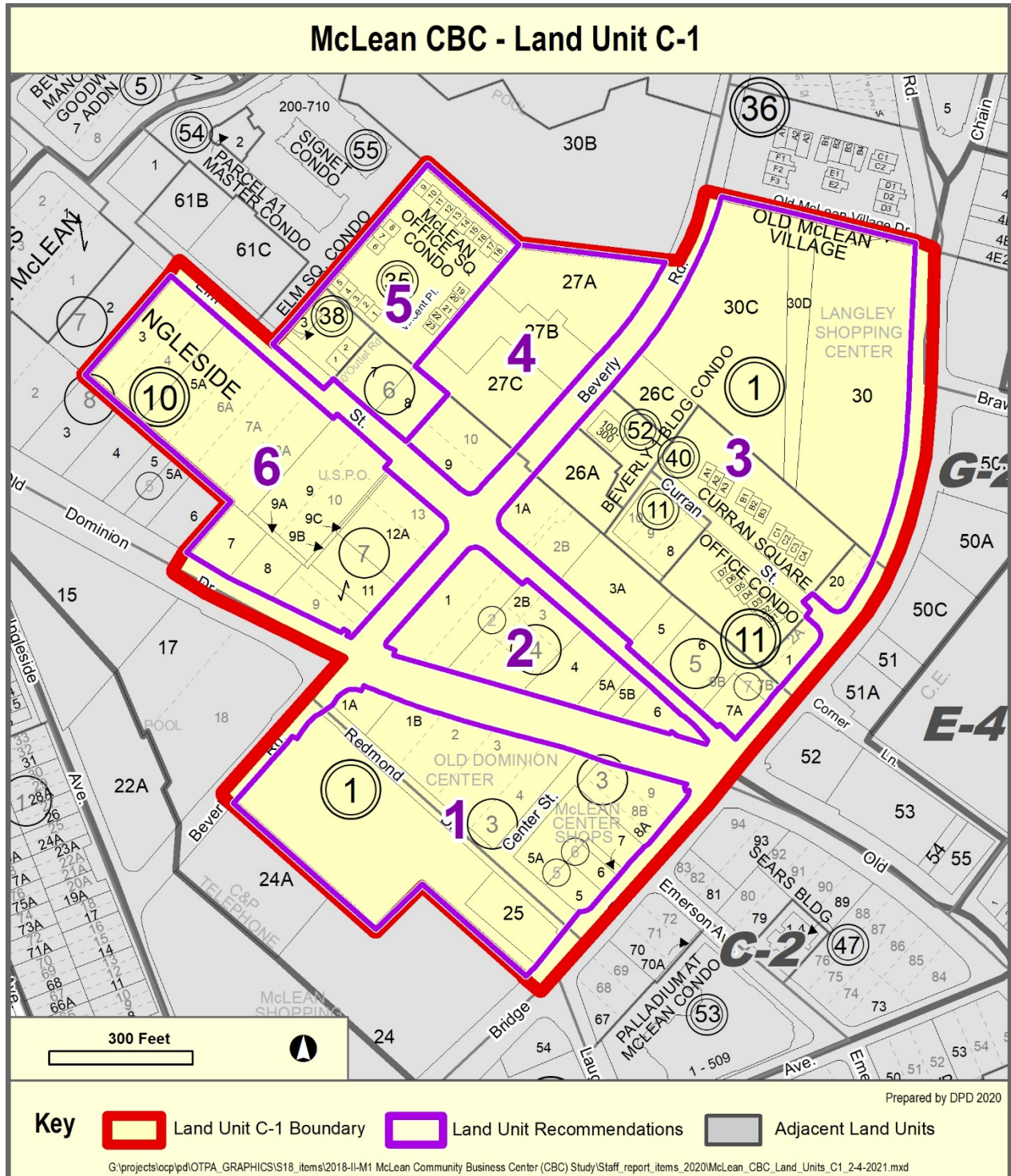


FIGURE 16



### Center Zone: Land Unit C-1

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

#### *Base Plan*

The specific base plan recommendations below are for groups of parcels corresponding to Figure 14, Land Units C-1.

- 1) The area bounded by Chain Bridge Road, Old Dominion Drive, Beverly Road, and Land Unit C-2 is planned for neighborhood serving retail and office uses at an intensity up to 0.35 FAR. **The “Old Firehouse” has been adaptively reused and should be maintained as an historic structure. The areas around it are planned for a public gathering space.**

<p><b><u>The task force recommends striking the above sentence shown in red.</u></b></p>
--

- 2) The triangular area bounded by Old Dominion Drive, Beverly Road, and Elm Street is planned for office and retail uses at an average intensity of approximately 0.45 FAR.
- 3) The area is bounded by Elm Street, Chain Bridge Road, Land Unit C-2, and Beverly Road is planned for retail and office uses at an intensity of 0.35 FAR.
- 4) The parcels along the northside of Beverly Road (Tax Map 30-2 ((1)) 27A, 27B, and 27C; and 30-2 ((10)) (6) 9 are planned for office at an intensity up to 0.35 FAR.
- 5) The parcels along the north side of Elm Street (Tax Map Parcels 30-2 ((10)) (6) 7, and 8; Tax Map Parcels 30-2 ((38)) 1, 2, and 3; and Tax Map Parcels 30-2 ((35)) 1-23) are planned for office and ground-floor retail uses at an average intensity up to 0.45 FAR.
- 6) The parcels along Old Dominion Drive, Beverly Road, and the south side of Elm Street (Tax Map Parcels 30-2((10)) (7) 3, 5A, 9, 11, and 12A; Tax Map Parcels 30-2 ((10)) (8) 7, and 8), are planned for office and retail uses at an average intensity of 0.75 FAR.

#### *Optional Level of Development – Special Considerations*

Land Unit C-1 includes the “Bonus Height Area” identified on the Height Map. Within Land Unit C-1, a proposal that includes a consolidation up to six acres may be developed with building heights at a maximum of ten stories and 128 feet with the condition that the development provides a vibrant, mixed-use, pedestrian-oriented place with a central urban park, and other conditions outlined for the Center Zone. Additional public park spaces are envisioned in Land Unit C-1 as described by the Public Parks and Open Space Concept.

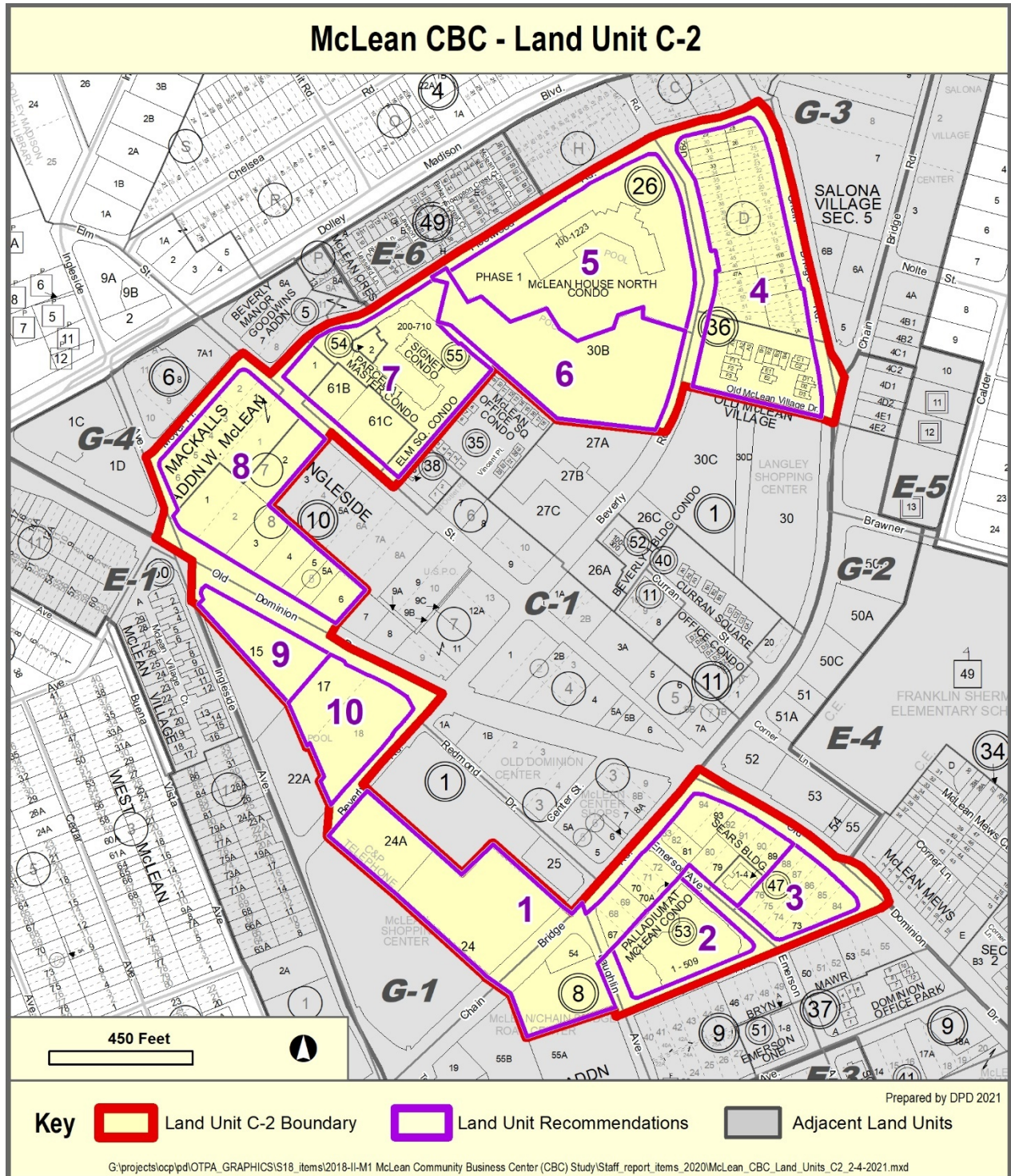


FIGURE 17

Center Zone: Land Unit C-2

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

*Base Plan*

The specific base plan recommendations below are for groups of parcels corresponding to Figure 17, Land Unit C-2.

- 1) The area bounded by Chain Bridge Road, Land Unit C-1, Beverly Road and Land Unit G-1 and the parcels located along the south side of Chain Bridge Road and Old Dominion Drive are planned for neighborhood serving retail and office uses up to 0.35 FAR.
- 2) The Palladium is planned for and developed with approximately 70 residential units, with ground floor commercial uses and publicly accessible open space.
- 3) Tax Map 30-2 ((9)) 73 is planned for office uses with ground floor retail and multifamily residential use at an intensity up to 2.0 FAR. Intensities above 0.50 FAR should be comprised of predominantly residential use; the number of residential units should be limited to a maximum of 50; the height of any new residential building should not exceed 90 feet; building facades should be articulated with upper floors stepped back to promote compatibility with adjacent nearby buildings; structured parking should be integrated into building design and architectural treatments should be used to minimize visual impacts; access to garages should be internal to the site and garages should not front onto streets; and adequate, useable on-site open space should be provided to serve the residents and provide amenities for the community.
- 4) The northeast portion of Land Unit C-2 located between Beverly Road and Old Chain Bridge Road, south of Fleetwood Drive is planned for office and retail uses at an intensity up to 0.35 FAR. Tax Map 30-2 ((4)) D-11B and D-47A is planned for office and self-storage at an intensity up to 1.25 FAR.
- 5) The McLean House is planned for and developed with residential use at a density of approximately 40 du/ac.
- 6) The Ashby at McLean is planned for and developed with residential use at a density of approximately 60 du/ac with limited ground floor retail use.
- 7) The Signet and Tax Map 30-2 ((1)) 61C are planned for and developed with office and residential uses with ground floor retail at an intensity of 1.95 FAR. Tax Map 30-2 ((10)) (6) 1 is planned for office and ground floor retail at an intensity of 0.70 FAR.
- 8) The area bounded by Old Dominion Drive, Moyer Place, Elm Street, and Land Unit C-1 is planned for office use with ground floor retail use at an average intensity up to 0.50 FAR.

- 9) Tax Map Parcel 30-2 ((1)) 15 is located in both Land Units C-2 and G-1, and is planned for office use at an intensity of approximately 0.80 FAR.
- 10) Tax Map Parcel 30-2 ((1)) 17 located at the southwest corner of Old Dominion Drive and Beverly Road is planned for hotel use at an intensity of approximately 1.0 FAR.



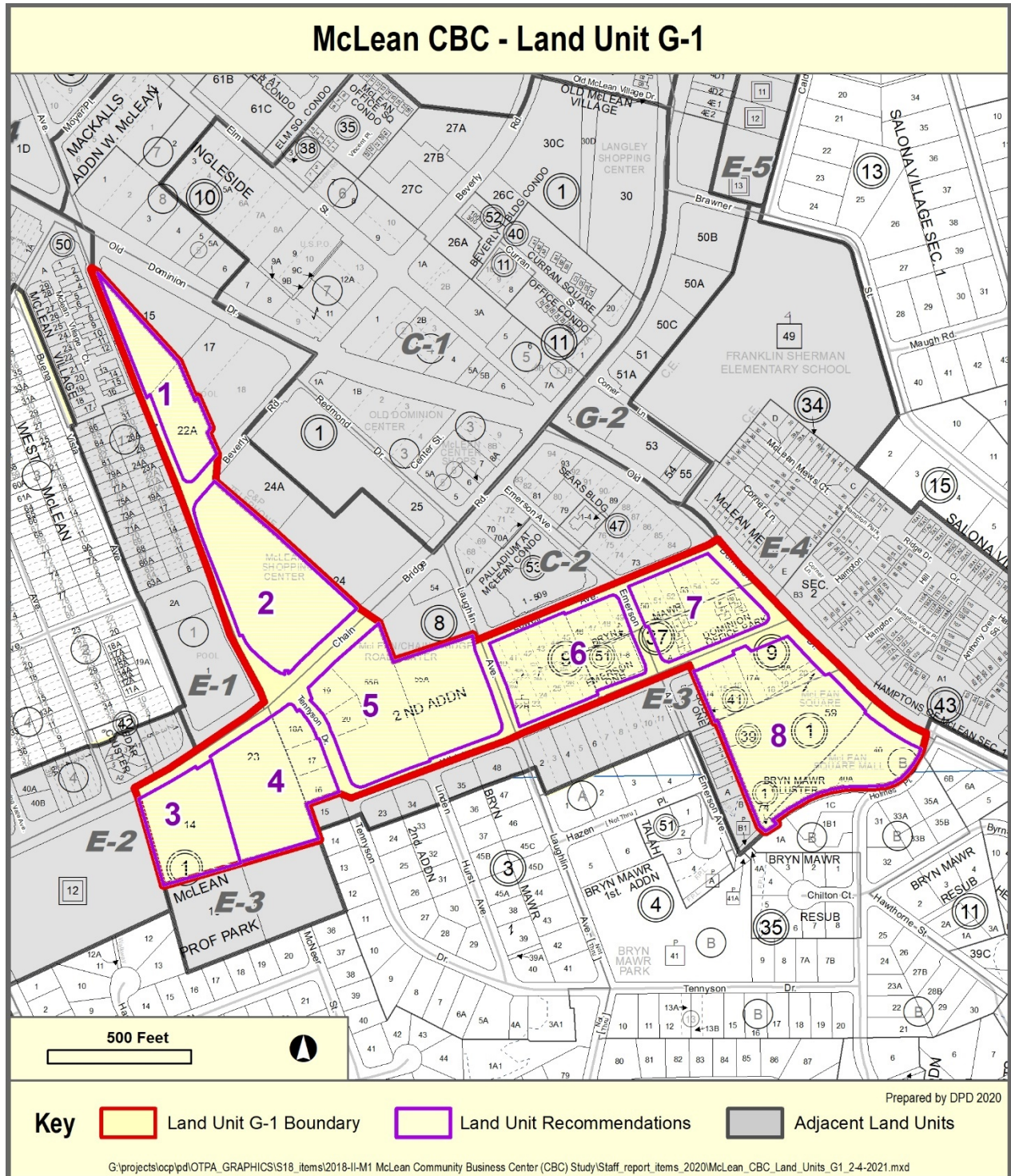


FIGURE 18



General Zone: Land Unit G-1

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

The specific base plan recommendations below are for groups of parcels corresponding to Figure 18, Land Unit G-1.

*Base Plan*

- 1) The portion of the block bounded by Ingleside Avenue, Beverly Road, and Land Unit C-2 is planned for office and ground floor retail. Tax Map 30-2 ((1)) 15 is planned for an intensity up to .80 FAR and Tax Map 30-2 ((1)) 22 A is planned for an intensity up to 1.0 FAR.
- 2) The area bounded by Beverly Road, Ingleside Avenue, Chain Bridge Road and Land Unit C-2 is planned for neighborhood-serving retail uses and low-density office uses up to an intensity of 0.35 FAR.
- 3) Tax Map Parcel 30-4 ((1)) 14 is planned for and developed with low/medium intensity commercial office at an intensity of approximately 0.35 FAR.
- 4) The portion of the McLean Professional Park in Land Unit G-1 is planned for low/medium intensity commercial office at an intensity of approximately 0.55 FAR and the McLean Commerce Center is planned for retail at an intensity of approximately 0.50 FAR.
- 5) The area bounded by Tennyson Drive, Whittier Avenue, Laughlin Avenue, ~~and~~ Chain Bridge Road, and Land Unit C-2 is planned for neighborhood-serving retail uses and low-density office uses up to an intensity of 0.35 FAR.
- 6) The block bounded by Laughlin Avenue, Lowell Avenue, Emerson Avenue, and Whittier Avenue is planned for office and retail use at an average intensity of 0.40 FAR. Tax Map 30-2 ((9)) 22B is planned for public facilities use and developed with the McLean Fire Station # 1.
- 7) The area bounded by Emerson Drive, Lowell Avenue, Old Dominion Drive, and Whittier Avenue is planned for retail and townhouse-style office at an intensity up to 0.35 FAR.
- 8) The block bounded by Whittier Avenue, Old Dominion Drive, Holmes Place and edge of the CBC, and Land Unit E-3 is planned for office and retail use at an intensity up to 0.50 FAR.

*Optional Level of Development – Special Considerations*

The southeastern portion of Land Unit G-1 abuts the edge of the CBC and is immediately adjacent to residential uses both within and outside of the CBC, without an Edge Zone to provide a transition. Transitions between any new development and these existing residential uses should be carefully designed, particularly as related to height. Portions of Tax Map Parcels 30-2 ((1)) 59, 30-4 ((1)) 74, and 30-4 ((4)) (B) 40 and 40A, developed with McLean Square, abut single-family residential uses. Development of the portions of these parcels adjacent to the residential uses should be designed as a transition area, with compatible building heights and high-quality landscaping. Within a buffer area of approximately 75 feet, measured from the western and southern property boundaries closest to the residential uses, height should be limited to a maximum of three stories. A landscaped buffer of a minimum of 25 feet along the edge of Holmes Place and the southern property boundary should be provided. A landscaped buffer that is a minimum of 50 feet along the western property boundary should be provided; noise impacts to the residential uses should also be mitigated.

Buildings along Holmes Place should be architecturally compatible with the single-family residential neighborhood outside of the CBC along Holmes Place. The location of retail and office uses should be sensitive to the surrounding residential uses. Redevelopment of the McLean Square site should include pedestrian access to Bryn Mawr Park.

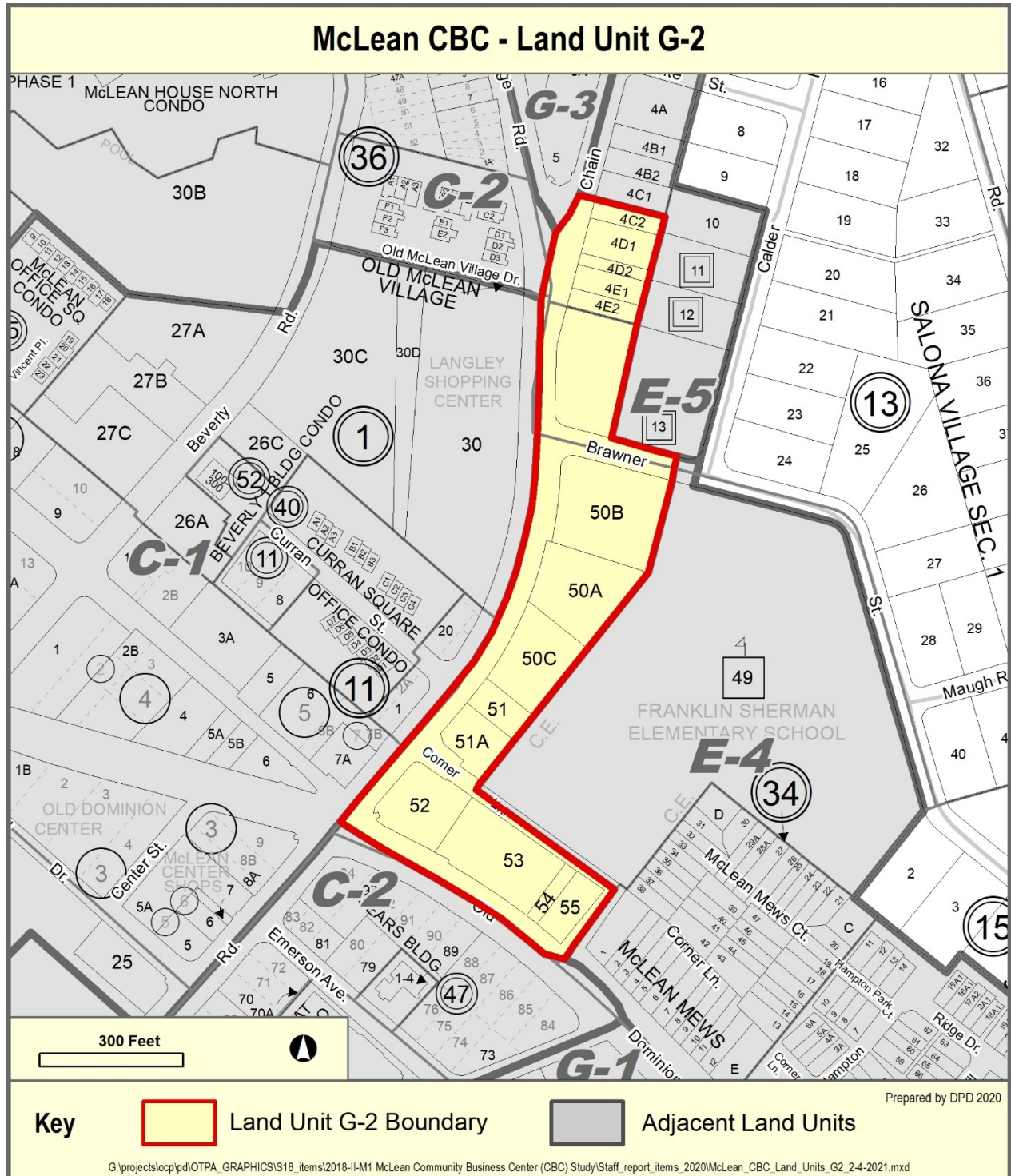


FIGURE 19

General Zone: Land Unit G-2

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

*Base Plan*

The baseline recommendation is for non-residential uses, including community-serving retail and office uses at an intensity up to 0.35 FAR. The mini-park on Chain Bridge Road should be retained.

*Optional Level of Development – Special Considerations*

Land Unit G-2 is bounded by Franklin Sherman Elementary School along the eastern and northern edge. A maximum height of 40 feet is recommended for parcels adjacent to the school, bounded by Old Dominion Drive, Chain Bridge Road, and Brawner Street (Tax Map Parcels 30-2 ((34)) 50A, 50B, 50C, 51, 51A, 52, 53, 54, and 55). Additionally, transitions between new development and the school should be carefully designed, particularly as related to height.



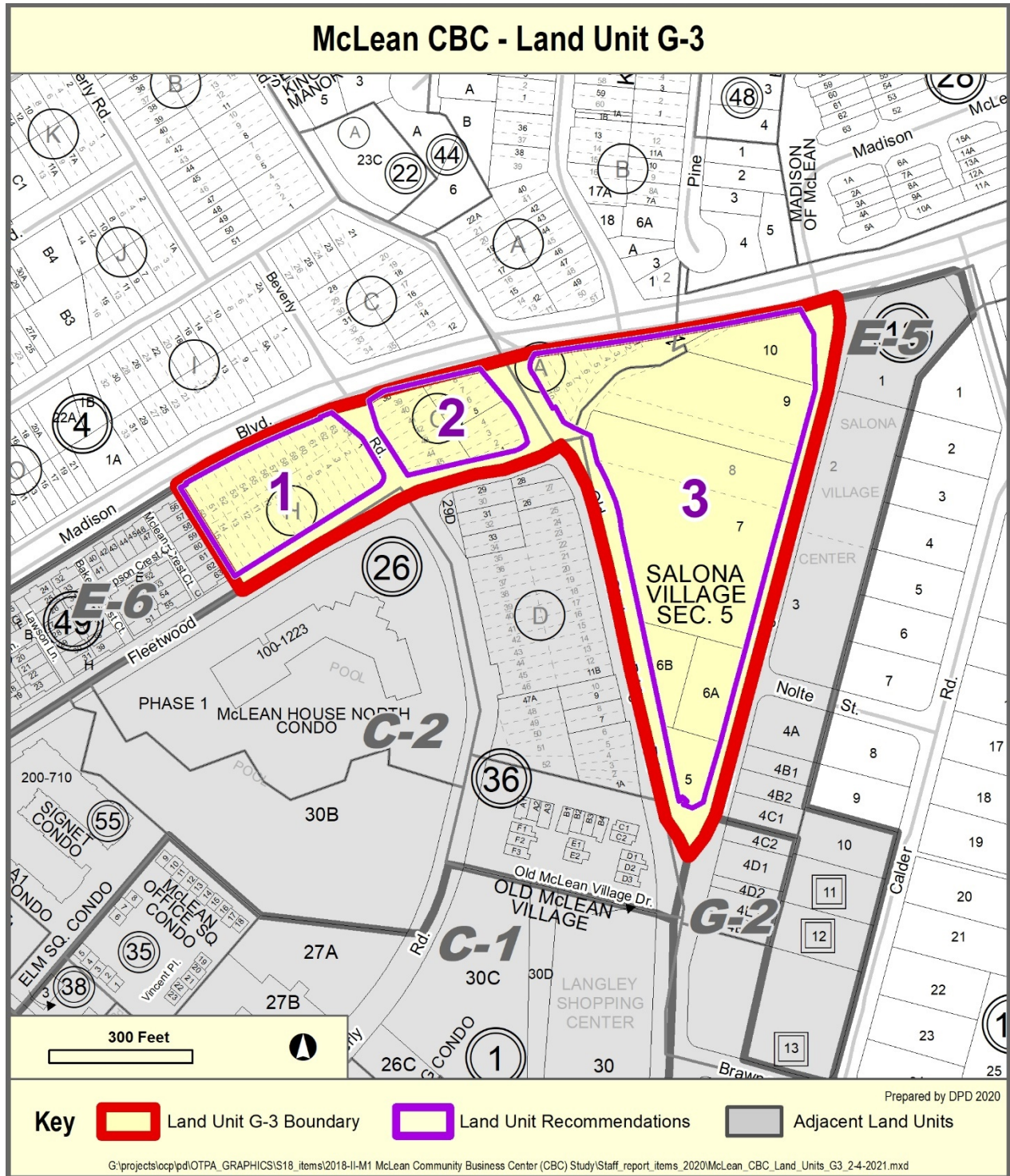


FIGURE 20



General Zone: Land Unit G-3

Land Unit G-3 is developed with retail and office uses.

*Base Plan*

The specific base plan recommendations below are for groups of parcels corresponding to Figure 20, of Land Unit G-3.

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

- 1) The portion of the block bounded by Dolley Madison Boulevard, Beverly Road, Fleetwood Road and Land Unit E-6 is planned for and developed with office use at an intensity of approximately 0.75 FAR.
- 2) The block bounded by Dolley Madison Boulevard, Beverly Road, Fleetwood Road, and Old Chain Bridge Road is planned for office use at an intensity up to 0.35 FAR.
- 3) The triangular area bounded by Dolley Madison Boulevard, Old Chain Bridge Road, and Chain Bridge Road is planned for predominately community-serving retail use, with options for office and entertainment uses, at an intensity up to 0.35 FAR.

*Optional Level of Development – Special Considerations*

A portion of this land unit is bounded by Dolley Madison Boulevard, with residential uses located outside the CBC further north. Although Dolley Madison Boulevard provides separation from the CBC, this particular area transitions from the General Zone immediately to residential uses outside of the CBC, without an Edge Zone as a transition area. Transitions between any new development and the existing uses outside of the CBC should be carefully designed, particularly as related to height. An urban park should be located in Land Unit G-3.

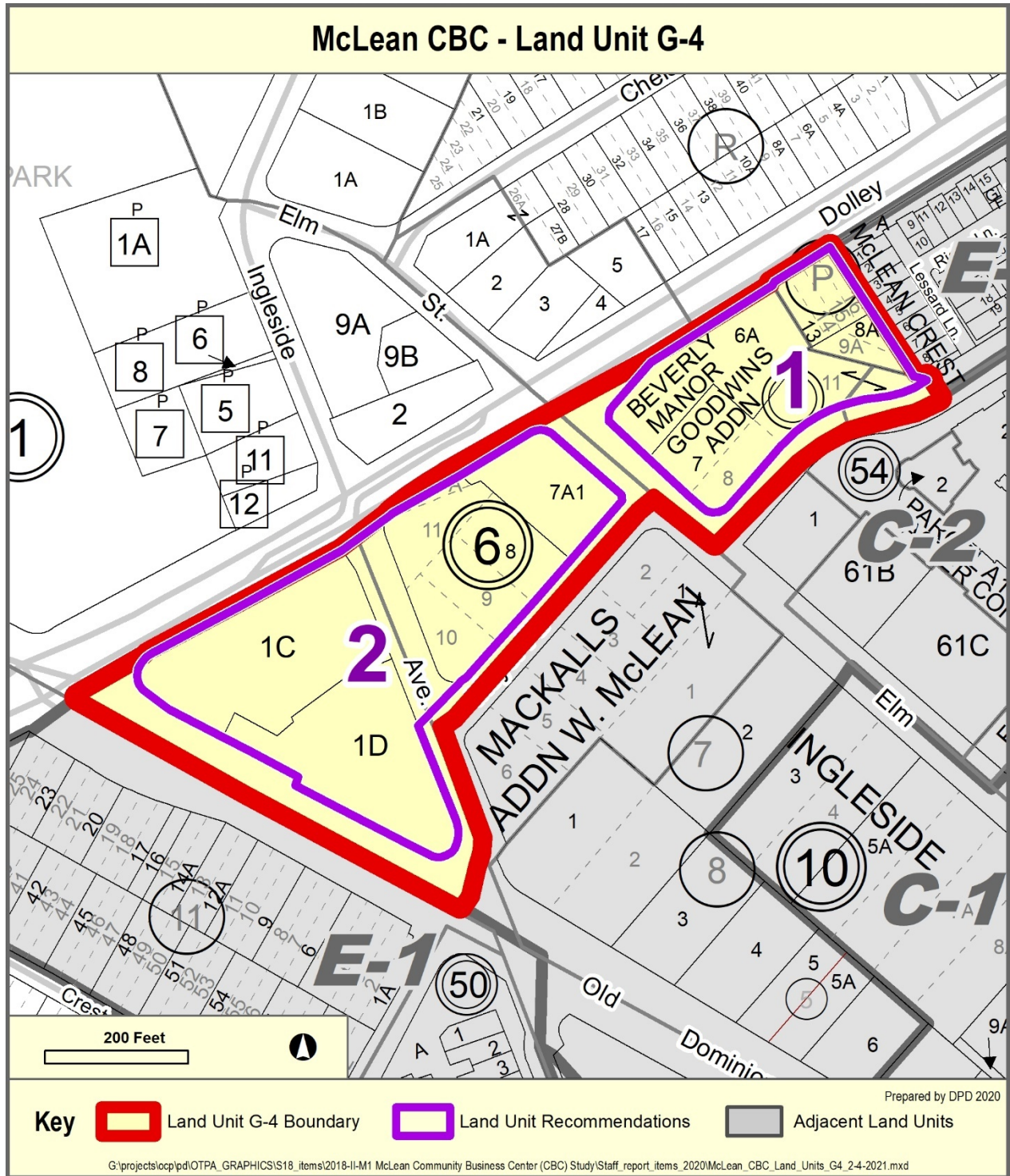


FIGURE 21

General Zone: Land Unit G-4

Land Unit G-4 is developed with office and retail uses.

*Base Plan*

The specific base plan recommendations below are groups of parcels corresponding to the Figure 21, Land Unit G-4.

The baseline recommendation for Land Unit G-4 are as follows:

- 1) The block bounded by Dolley Madison Boulevard, Elm Street, Fleetwood Road, and Land Unit E-6 is planned for office use at an average intensity of approximately 0.35 FAR.
- 2) This area is planned for office and retail use at an average intensity of 0.40 FAR.

*Optional Level of Development – Special Considerations*

A portion of this land unit is bounded by Dolley Madison Boulevard, with residential uses located outside the CBC further north. Although Dolley Madison Boulevard provides separation from the CBC, this particular area transitions from the General Zone immediately to residential uses outside of the CBC, without an Edge Zone as a transition area. Transitions between any new development and the existing uses outside of the CBC should be carefully designed, particularly as related to height.



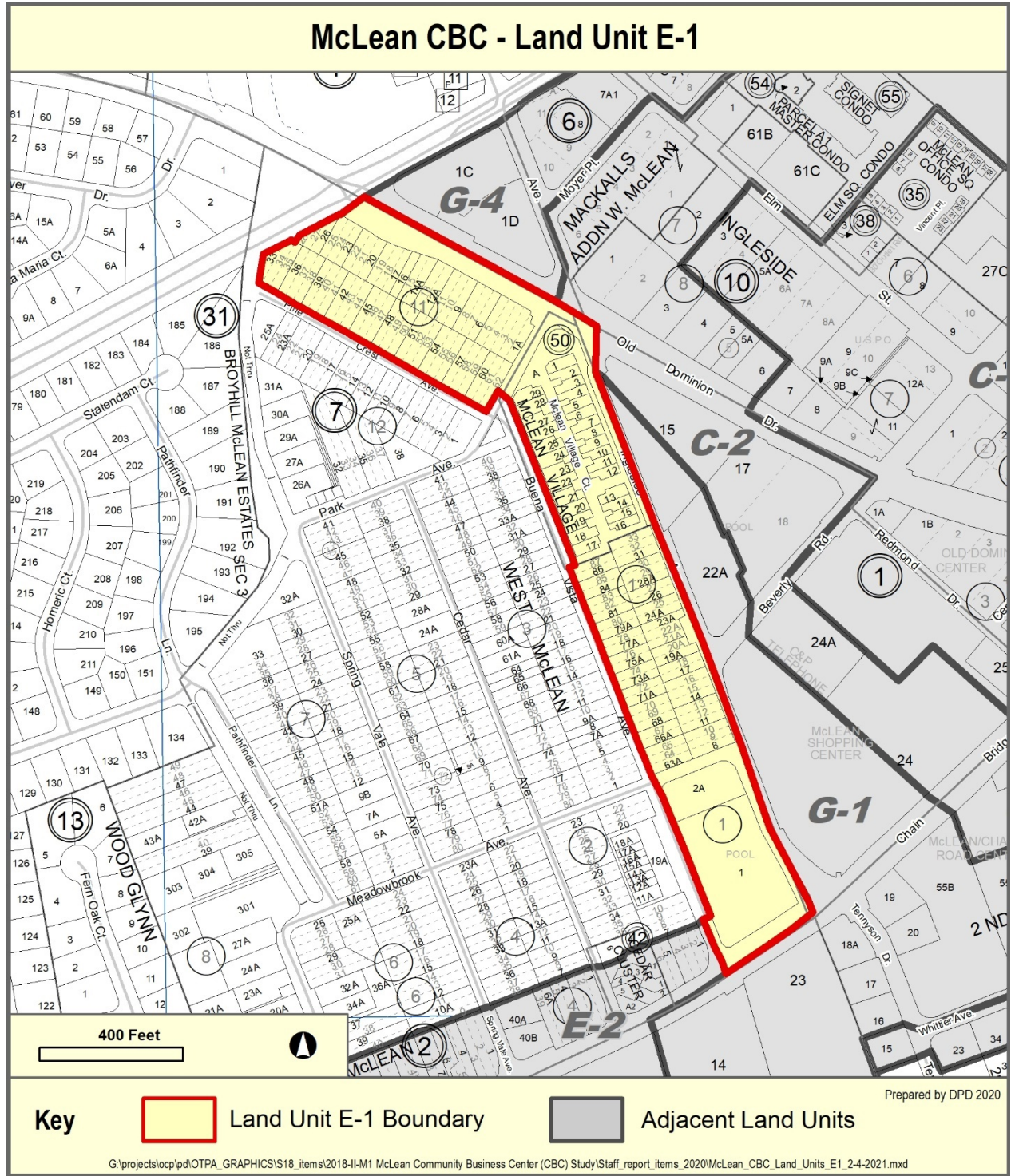


FIGURE 22

Edge Zone: Land Unit E-1

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

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



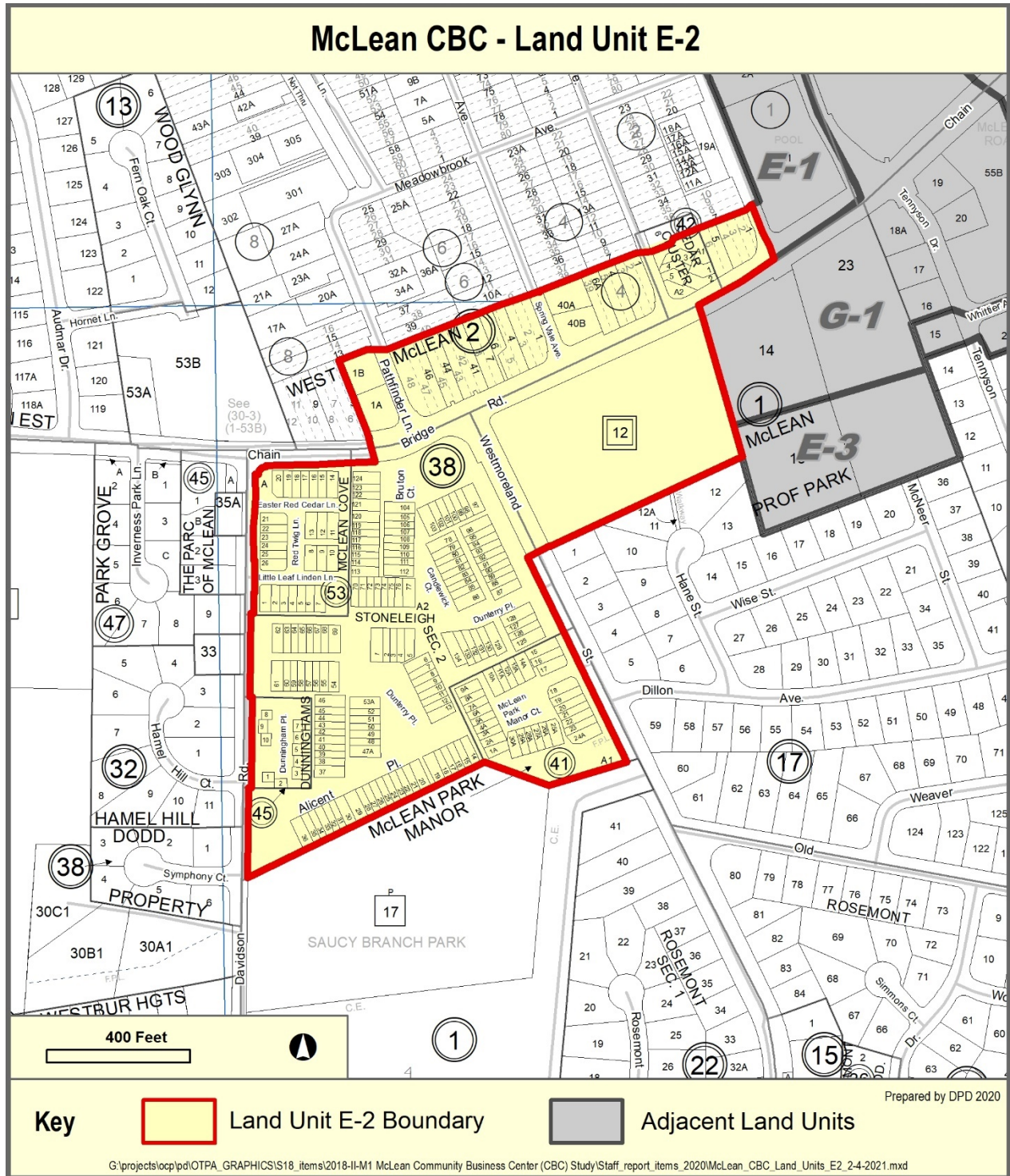


FIGURE 23

Edge Zone: Land Unit E-2

Land unit E-2 is developed with single-family detached and attached residential uses and institutional use. The western edge of the land unit on the west side of Westmoreland Street is planned for residential use at 8-12 du/ac.

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

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

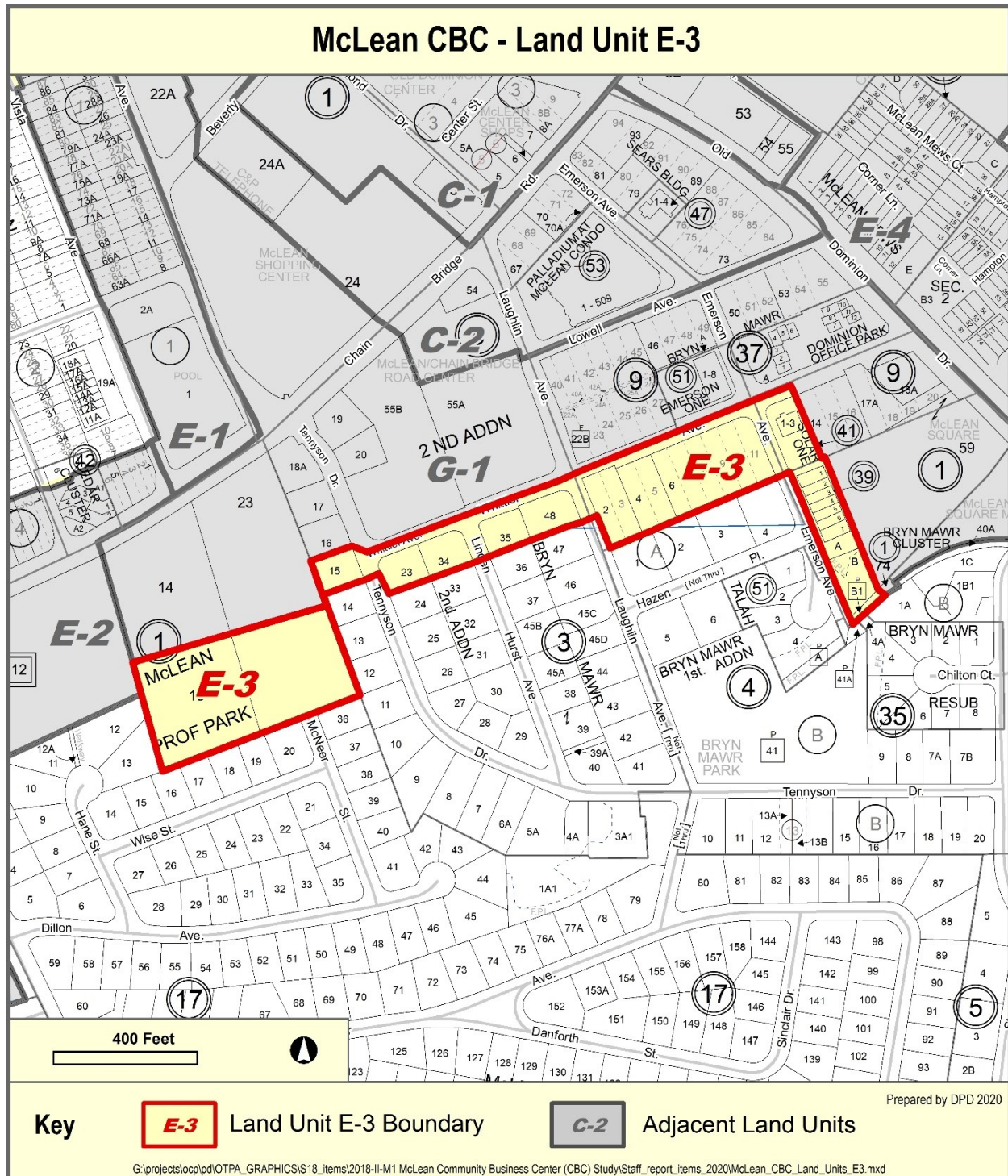


FIGURE 24



Edge Zone: Land Unit E-3

Land Unit E-3 is primarily planned for townhouse-style commercial use. The parcels located between Land Unit G-1 and Laughlin Avenue are planned for office use at an intensity up to 0.35 FAR. The parcels located between Laughlin Avenue and Emerson Avenue are planned for commercial row houses at an intensity up to 0.50 FAR. The area located between Tennyson Drive and Emerson Avenue would be appropriate for residential development but is zoned for commercial use. Since commercial development already exists on adjacent blocks, context sensitive commercial development, such as low-density townhouse office, would be appropriate in this area, provided that new development is carefully screened from surrounding residential properties.

The parcels located on the east side of Emerson Avenue are planned for community-serving retail and office use at an intensity up to 0.50 FAR. The parcel located at the southeast corner of Whittier Avenue and Emerson Avenue (Tax Map 30-2 ((41)) 1, 2, and 3) are planned for retail and office use at an intensity up to 0.50 FAR. The parcels located on the east side of Emerson Avenue (Tax Map 30-2 ((39)) 1 - 8) are planned for residential use at 8-12 du/ac.

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

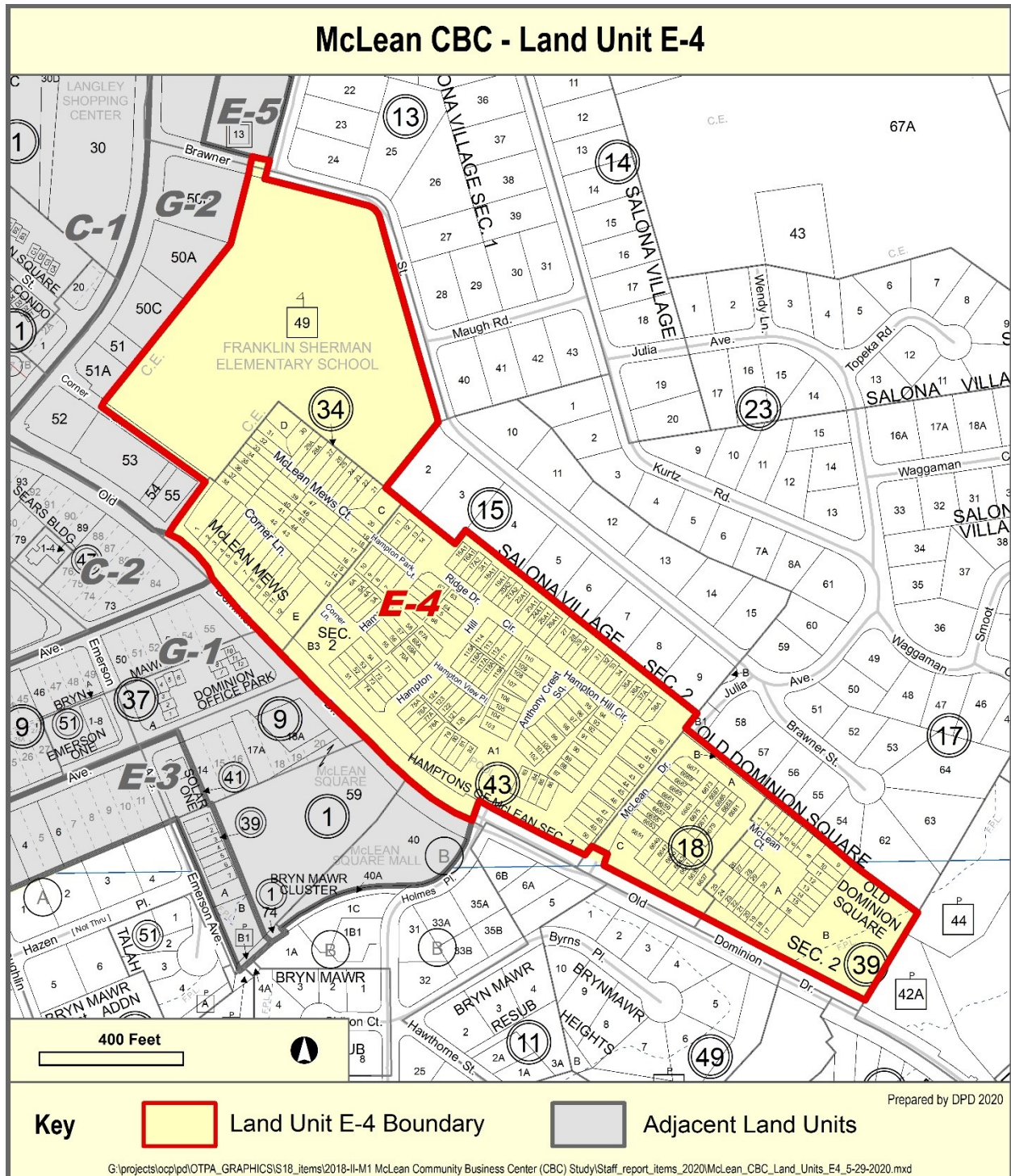


FIGURE 25



Edge Zone: Land Unit E-4

Land Unit E-4 is planned for and developed with single-family attached residential uses at 8-12 du/ac and institutional use at a base intensity up to 0.35 FAR (maximum intensity of 0.50 FAR). The Franklin Sherman Elementary School is recommended to be retained. If the school redevelops, it may be appropriate for a mix of uses at an intensity up to 0.50 FAR with a civic green-type park.

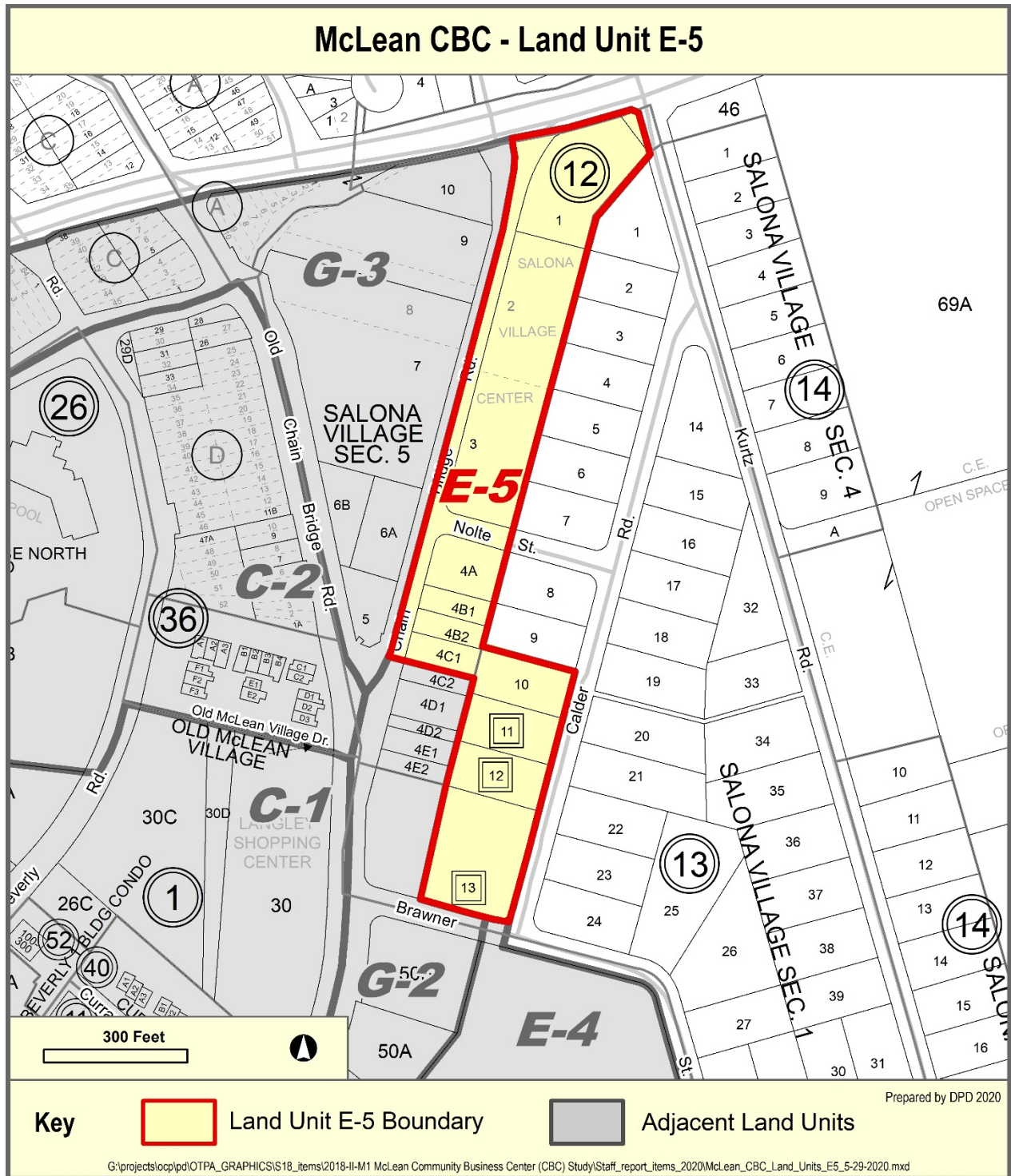


FIGURE 26

Edge Zone: Land Unit E-5

The majority of Land Unit E-5 is planned for predominately community-serving retail use (Salona Village Shopping Center) with limited office at an average intensity up to 0.40 FAR. Land Unit E-5 is also developed with a place of worship (McLean Baptist Church). If the church site redevelops, there is an option for development of community-serving retail use with limited office use at an intensity up to 0.35 FAR, with single-family detached residential or a 50-foot landscaped buffer and a 7-foot-high brick wall facing Calder Road. Vehicular access is not recommended on Brawner Street or Calder Road.

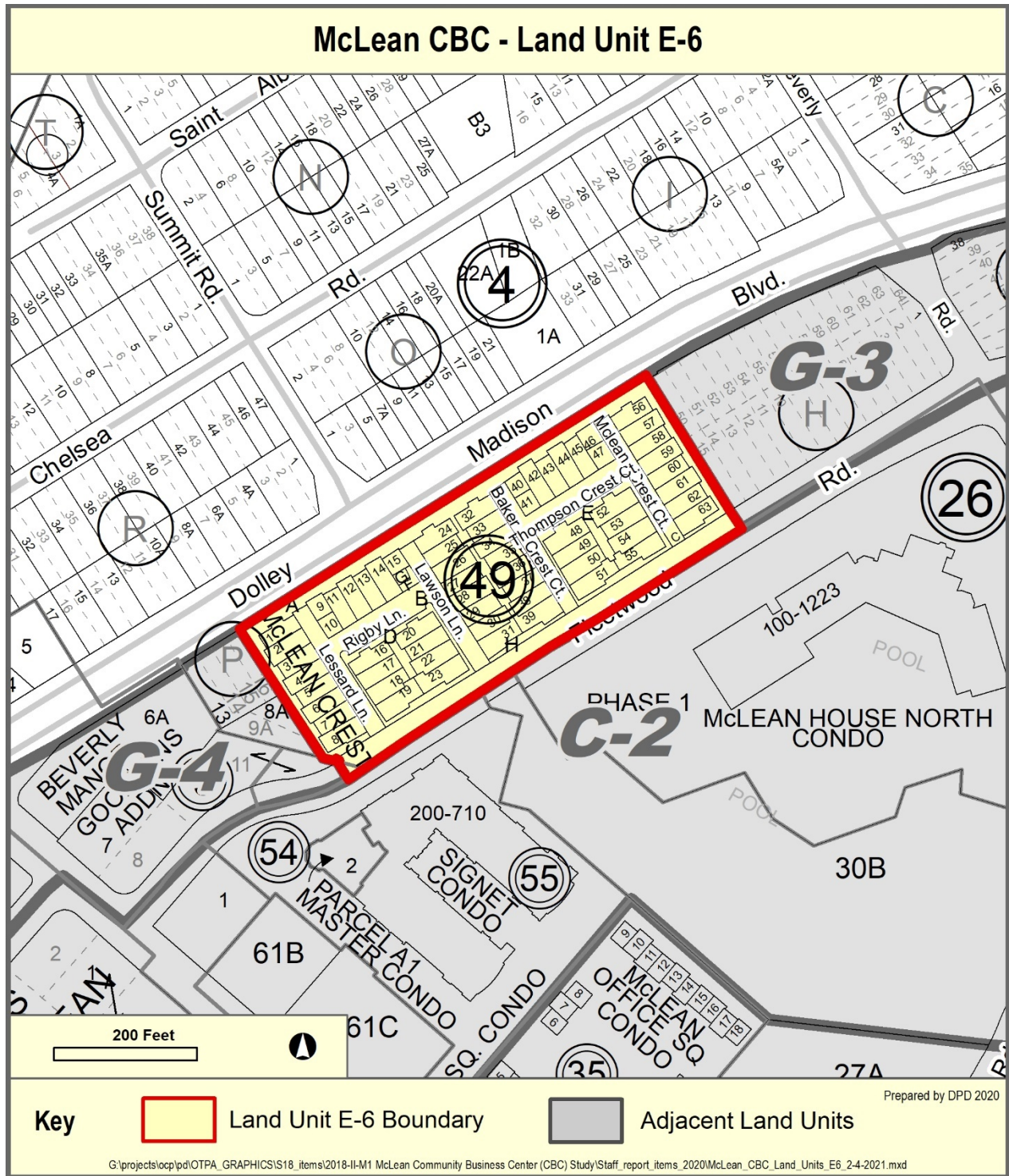


FIGURE 27

Edge Zone: Land Unit E-6

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



## Appendix B

### Zones

The zone boundaries proposed by the McLean CBC Plan amendment differ slightly from the original zones proposed by the Vision Plan. These changes were based on discussions with the task force. The majority of the changes to the zones expanded the Center Zone into areas previously classified as General Zone. Additionally, five parcels were shifted from the Edge Zone to the General Zone, and three parcels were shifted from the General Zone to the Edge Zone. The zones concept from the Vision Plan is shown in Figure 1 and the zones concept proposed by this Plan amendment is shown in Figure 2.

Details of the modifications to the zones by the task force:

1. The McLean Baptist Church parcels along Calder Road (Tax Map 30-2 ((13)) 10, 11, and 12 and a portion of 30-2 ((13)) 13) were reclassified from the General Zone to Edge Zone to provide a buffer to adjacent single family detached residential neighborhoods outside of the CBC. These parcels are developed with the church facility and parsonage house and more compatible with Edge Zone.
2. The area between Beverly Road, Fleetwood Road, and Old Chain Bridge Road (Tax Map 30-2 ((36)) A1, A2, A3, B1, B2, B3, B4, C1, C2, D1, D2, D3, E1, E2, F1, F2, and F3; 30-2 ((4)) (D) 26 1A, 7, 9, 11B, 26, 28, 29, 29D, 31, 33, 47) shifted from the General Zone to the Center Zone. These parcels are located across Beverly Road from the Ashby and McLean House in the Center Zone. Moving these parcels to the Center Zone, which recommends the greatest intensities and heights, is appropriate considering the existing and surrounding uses.
3. The block bounded by Elm Street, Dolley Madison Boulevard, Ingleside Avenue, and Moyer Place (Tax Map 30-2 ((6)) 7A1, and 8) shifted from the Edge Zone to the General Zone. This block is developed with and planned for office use and located across Moyer Place from the Center Zone. Changing the designation of this block to the General Zone is appropriate considering the existing and surrounding uses.
4. The block bounded by Dolley Madison Boulevard, Ingleside Avenue, and Old Dominion Drive (Tax Map 30-2 ((1)) 1C and 1D) shifted from the Edge Zone to the General Zone. This block is developed with restaurant uses and planned for office and retail. This block is located at the corner of Old Dominion Drive and Dolley Madison Boulevard and is across Ingleside Avenue from parcels in the Center Zone.
5. The parcels along the northside of Old Dominion Drive (Tax Map 30-2 ((10)) (8) 1, 3, 4, 5, 5A, 6) shifted from the General Zone to the Center Zone. These parcels are developed with office and retail uses and are adjacent to parcels in the Center Zone. Changing the designation of these parcels to the Center Zone is appropriate.

6. A portion of Tax Map 30-2 ((1)) 15 along Old Dominion Drive shifted from the General to the Center Zone. The portion of this parcel shifting to the Center Zone fronts Old Dominion Drive and is adjacent to a parcel in the Center Zone.
7. A portion of the McLean Professional Park (Tax Map 30-2 ((1)) 23) was shifted from the Edge Zone to the General Zone. Changing the designation of a portion of the parcel to the General Zone will align the General and Edge Zone boundary with the adjacent property to the east. It will also facilitate the redevelopment of the portion of the McLean Professional Park fronting Chain Bridge Road. The rear portion of the McLean Professional Park remaining in the edge zone will retain its existing use, which will provide a buffer between the General Zone and the single-family residential neighborhoods outside of the CBC.
8. The parcels located at the corner of Chain Bridge Road and Laughlin Avenue, Tax Map 30-2 ((8)) 54 and a portion of Tax Map 30-2 ((8)) 55A were shifted from the General Zone to the Center Zone. These parcels are located across Chain Bridge Road and Laughlin Avenue from the Center Zone. Changing the designation of these parcels to the Center Zone will facilitate placemaking along Chain Bridge Road. The parcels to the south are in the General Zone which will provide an adequate buffer between the Edge Zone and the surrounding residential neighborhoods outside of the CBC.



Figure 1: Vision Plan Concept



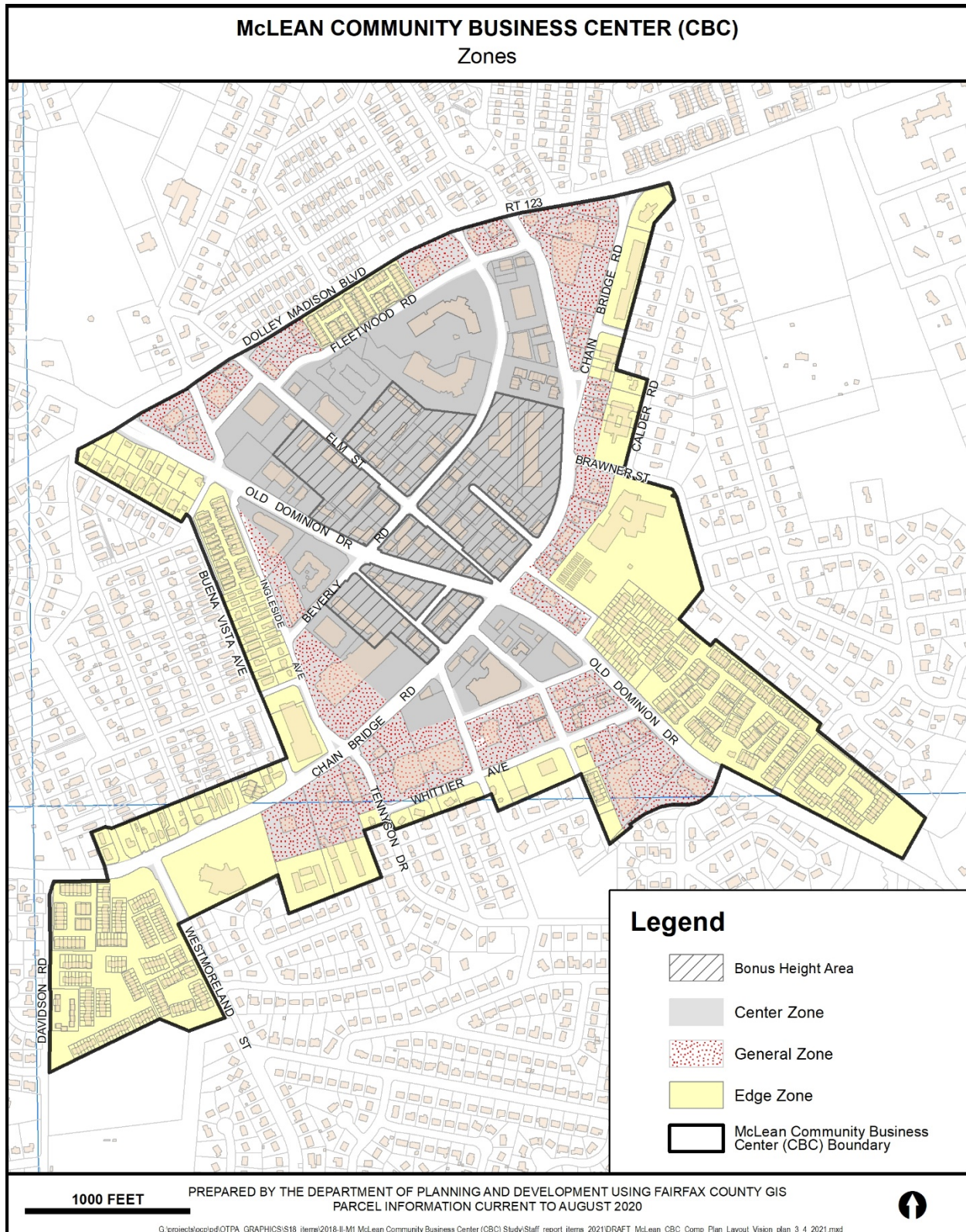


Figure 2: Proposed Zones Concept

## Appendix C

### Submissions

During the Visioning Process, there was an open period for the public to nominate suggestions for land use changes within the CBC. During this period, ten submissions were received, including eight parcel specific submissions and two area wide submissions. The submissions were reviewed and discussed at the task force meetings and the community had the opportunity to provide comment. The task force voted not to include specific recommendations for the submissions in the Comprehensive Plan text, as the submissions proposed for the Center and General Zones would be possible under the form-based guidance. However, the amount of residential units and non-residential square feet proposed by the submissions was used to inform the maximum development potential for the CBC. Information about the submissions can be viewed on the [submissions page](#) of the McLean CBC Study website.

#### MCBC-1 – McLean Medical Building

Location	Current Comprehensive Plan	New Land Use Scenario Tested
Land Unit G-1, 1515 Chain Bridge Road, Tax Map 30-4 ((1)) 14	Low to medium intensity office with a maximum height of 40 feet and 30% open space.	95,000 square foot medical care facility.

This submission is located in the General Zone, on the south side of Chain Bridge Road, between Westmoreland Street and Tennyson Drive. The site is currently developed with a 32,000 square foot office building. The proposal for a 95,000 square foot medical care facility was approved by the Board by Special Exception on October 15, 2019.

#### MCBC-2 – McLean Baptist Church

Location	Current Comprehensive Plan	New Land Use Scenario Tested
Land Unit G-2 and E-5; 1367 Chain Bridge Road and 1318, 1320, and 1322 Calder Road; Tax Map 30-2 ((13)) 10, 11, 12, and 13.	Retail with limited office at an intensity up to 0.35 FAR.	40 multifamily residential units, 15 single-family attached residential units, 8,000 square feet of retail, and 50,000 square foot church facility.

This submission is located in the General and Edge Zones between Chain Bridge Road, Brawner Street, and Calder Road and developed with a house of worship and parsonage house. Staff did not recommend this submission for further consideration, as it is incompatible with the single-family dwelling units along Calder Road outside of the CBC. The task force agreed with staff's assessment and did not recommend this submission as well. A portion of the property fronting Chain Bridge Road (Tax Map 30-2 ((13)) 13) is in the General Zone and could redevelop under the proposed Comprehensive Plan guidance.

MCBC – 3 - Bank of America

Location	Current Comprehensive Plan	New Land Use Scenario Tested
Land Unit G-2, 1369 Chain Bridge Road, Tax Map 30-2 ((1)) 50B	Community serving retail and office at an intensity up to 0.5 FAR.	50 multifamily dwelling units and 6,000 square feet of retail.

This submission is located in the General Zone on a .97-acre parcel at the corner of Chain Bridge Road and Brawner Street and developed with a bank. Staff did not recommend this submission for further consideration because of concerns over consolidation and transitions to the Edge Zone and the task force agreed with staff. This parcel is in the General Zone and could redevelop under the proposed Plan guidance with attention to the maximum height limit of 40 feet and height transitions to Franklin Sherman Elementary School. Parcel consolidation is also encouraged under the proposed Comprehensive Plan guidance.

MCBC – 4 – Raehn Office Building

Location	Current Comprehensive Plan	New Land Use Scenario Tested
Land Unit C-1, 6861 Elm Street, Tax Map 30-2 ((10)) (7) 0003	Office and retail use up to 0.50 FAR.	55 multifamily residential units and 12,000 square feet of retail.

This submission is located in the Center Zone on a .93-acre parcel along Elm Street and is developed with a four-story office building. This submission is supported by the proposed Comprehensive Plan guidance and Staff and the task force supported this submission. Parcel consolidation is encouraged under the proposed Comprehensive Plan guidance.

MCBC – 5 – Exxon and 7-11

Location	Current Comprehensive Plan	New Land Use Scenario Tested
Land Unit G-2, 6720 and 6724 Old Dominion Drive, Tax Map 30-2 ((1)) 52 and 53	Retail and Office use up to .50 FAR.	55 multifamily residential units and 17,000 square feet of retail.

This submission is located in the General Zone on a 1.28-acre parcel and developed with a gas station and carwash. Staff did not recommend this submission for further consideration because of concerns over proposed intensities and height transitions to parcels in the adjacent Edge Zone. The task force did not support this submission as well. The parcels of the proposed development could redevelop under the proposed Plan guidance with attention to the maximum height limit of 40 feet and height transitions to Franklin Sherman Elementary School. Consolidation of the entire block is encouraged under the proposed Comprehensive Plan guidance.



MCBC – 6 – McLean Commercial Center

Location	Current Comprehensive Plan	New Land Use Scenario Tested
C-2 and G-1, 6849 Old Dominion Drive and 1420 Beverly Road, Tax Map 30-2 ((1)) 15 and 22A.	Mixed-use with ground floor retail.	155 multifamily dwelling units, 95,000 square feet of office, and 20,000 square feet of retail.

This submission is located in the Center and General Zones on a 3.24-acre site developed with a three-story office building. This submission is supported by the proposed Comprehensive Plan guidance and Staff and the task force supported this submission. This submission is across the street from single-family attached and detached homes in the Edge Zone and careful consideration should be given to height transitions.

MCBC – 7 – McLean Professional Park

Location	Current Comprehensive Plan	New Land Use Scenario Tested
G-1 and E-3, 1477 and 1489 Chain Bridge Road, 30-4 ((1)) 13 and 30-4 ((1)) 23	Low to medium intensity office with a maximum height of 40 feet.	40 multifamily housing units, 12,000 square feet of retail, and 100,000 square feet of exiting commercial use to remain.

This submission is located in the General and Edge Zones on a 6.37-acre site developed with townhouse style office buildings. Staff did not recommend this submission for further consideration because of concerns over inter-parcel access and compatibility with adjacent parcels. The portion of these parcels in the General Zone could redevelop under the proposed Comprehensive Plan guidance with consideration of compatibility with adjacent parcels.

MCBC – 8 – Langley Shopping Center

Location	Current Comprehensive Plan	New Land Use Scenario Tested
C-1, 1362 Chain Bridge Road, 30-2 ((1)) 30	Retail and office use, a minimum of 30% retail, half as community serving, Maximum intensity up to 0.70 FAR.	255 multifamily residential units and 45,000 square feet of retail.

This submission is located in the Center Zone on a 3-acre parcel developed with a shopping center. Staff and the task force supported this submission, as it is located in the Center Zone and supported by the proposed Comprehensive Plan guidance.

MCBC – 9 – Area Wide

This submission proposes the integration of green space into the built environment and the inclusion of the following statement as an urban design goal for the McLean Planning District. “The natural world (existing and created) should be fully integrated into the built environment for the McLean CBC. Trees and other plants contribute significantly to how a community is structured, functions, and how it’s perceived.”

#### MCBC – 10 – Area Wide

This submission proposes the following area wide recommendations:

- Create an environment that is comfortable for pedestrians, avoiding wide streets.
- Create mixed-use project in the triangle of Old Dominion, Old Chain Bridge Road, and Chain Bridge Road.
- Residential uses proposed will not generate daytime traffic and will create a challenging retail environment. Retail should be accommodated; however, the amount and locations should not be prescribed by the Comprehensive Plan. Retail should only be located on main streets, not on side streets or alleys that are only accessible by foot.
- Street widths are critical for retail success and should be narrow, allowing for approximately 70 feet from the building face to face, with on street parking in front of stores.
- The Comprehensive Plan should recommend a flexible mix of residential, office, and hotel uses. The particular sites of these uses should not be prescribed by the Comprehensive Plan but should be determined by developers.
- Lower the recommended building heights, as economic conditions support stick-built structures.
- Consider a series of smaller “pocket parks” throughout the McLean CBC, as opposed to fewer large park spaces, which lose the benefits of proximity and may be more difficult to develop.
- Fairfax County should participate in the installation of public infrastructure.

#### **Appendix D**

The maximum development potential is shown in Table 1 for the entire CBC and Table 2 for the Center and General Zones. For the purposes of the transportation and public facilities analysis, the amount of non-residential land use categories was estimated as shown in Tables 3 and 4. For the Center and General Zones, a maximum development potential is expressed in total amount of dwelling units and square feet of non-residential use, as a form-based approach is recommended for these zones.

Table 1: Development Potential for the McLean CBC

Land Use Category	Existing Development (2020)	Adopted Comprehensive Plan	Proposed Plan
Residential Units (dus)	1,280	2,175	3,850
Non-residential gross square feet (gsf)	2,790,000	3,365,000	3,150,000

Table 2: Development Potential for Center and General Zones

Land Use Category	Existing Development (2020)	Adopted Comprehensive Plan	Proposed Plan
Residential Units (dus)	700	1,470	3,150
Non-residential gross square feet (gsf)	2,300,000	2,920,000	2,705,000

The following types of residential units and non-residential uses were evaluated for transportation and public facilities analysis:

Table 3: Development Potential for the McLean CBC

Land Use Category	Existing Development (2020)	Proposed Plan
Multi-family	697 dus	3,134 dus
Single-family Attached	517 dus	717 gsf dus
Single-family Detached	63 dus	1 dus
<i>Total Residential Units</i>	<i>1,280* dus</i>	<i>3,850*dus</i>
Office	1,745,451 gsf	1,624,637 gsf
Retail	625,346 gsf	1,000,861 gsf
Institutional	167,935 gsf	295,013 gsf
Industrial	167,261 gsf	0 gsf
Hotel	103,646 gsf	178,846 gsf
Recreation	46,646 gsf	46,399 gsf
<i>Total Non-Residential</i>	<i>2,790,000** gsf</i>	<i>3,150,000** gsf</i>

\*Rounded to the nearest ten.

\*\* Rounded to the nearest ten thousand.

Table 4: Development Potential for the Center and General Zones

Land Use Category	Existing Development (2020)	Proposed Plan
<b>Residential (Dwelling Units)</b>		
Multi-family	697	3,134
Single-family Attached	0	15
Single-family Detached	0	0
Total Residential Units	700*	3,150*
<b>Non-Residential (gross square feet)</b>		
Office	1,474,663	1,423,951
Retail	554,268	912,307
Institutional	62,738	189,816
Industrial	103,261	0
Hotel	103,646	178,846
Recreation	46,399	0
Total Non-Residential	2,300,000**	2,705,000**

\*Rounded to the nearest ten.

\*\* Rounded to the nearest ten thousand.