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 ~~The~~ triangular land area bounded by Old Dominion Drive, Dolley Madison Boulevard, and Chain Bridge Road ~~is~~ 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.

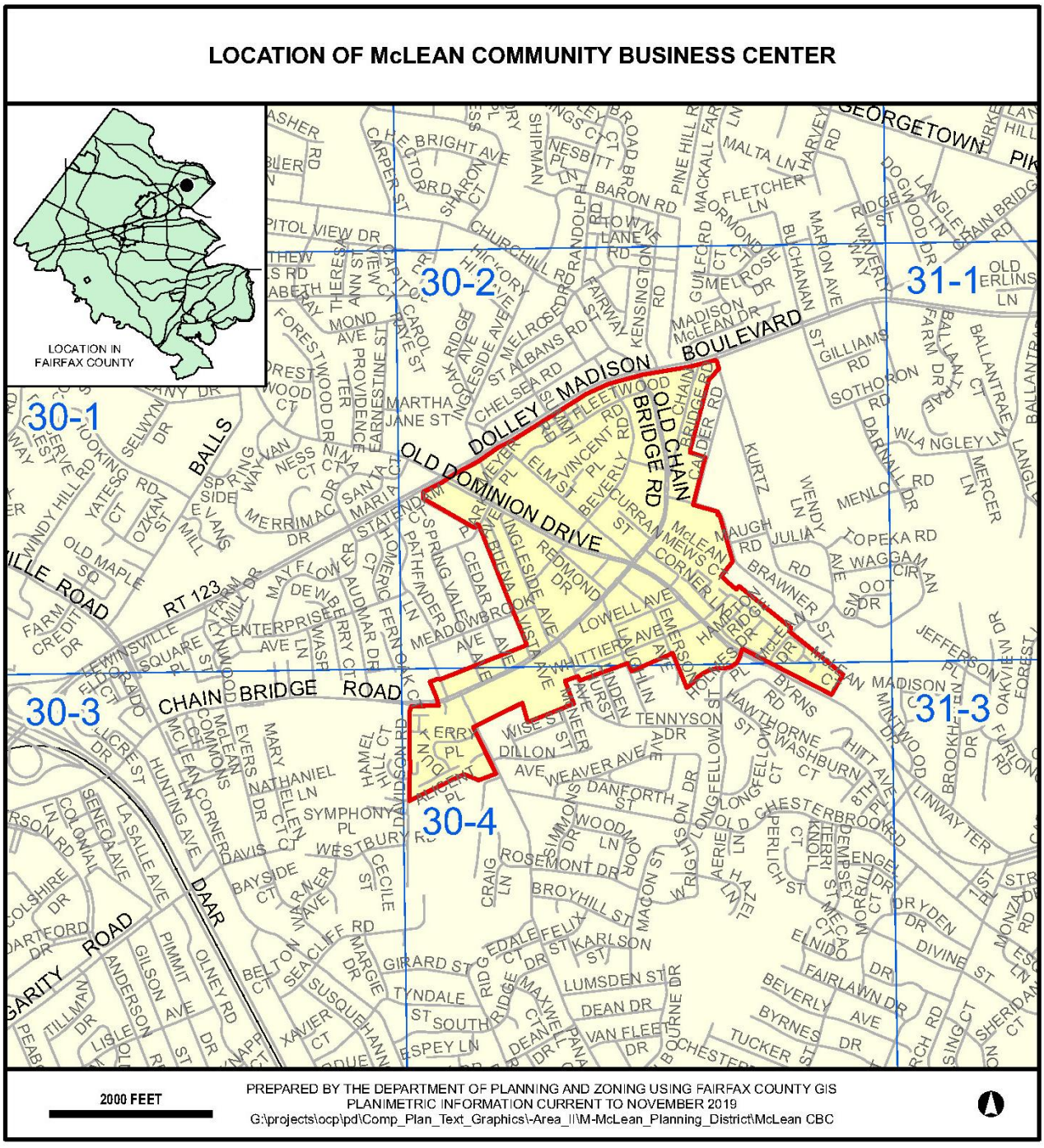
LOCATION OF McLEAN COMMUNITY BUSINESS CENTER
LOCATION IN FAIRFAX COUNTY
30-1
30-2
30-3
30-4
31-1
31-3
DOLLEY MADISON BOULEVARD
OLD DOMINION DRIVE
OLD CHAIN BRIDGE RD
CHAIN BRIDGE ROAD
RT 123
DAAR
2000 FEET
PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PLANIMETRIC INFORMATION CURRENT TO NOVEMBER 2019
G:\projects\ocp\pd\Comp_Plan_Text_Graphics\-Area_II\M-McLean_Planning_District\McLean CBC

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's~~ 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 ~~lacks~~ lacked a sense of ~~an~~ identity and attractiveness ~~which sets it apart as a community~~. 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 ~~Community Business Center (~~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 charettes 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 ~~plan~~ 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 ~~this portion~~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 should accommodate~~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~~, and streetscapes should have a unified theme and appearance~~.

- 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.

- ~~Encourage the retention of existing~~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.

- ~~Minimize adverse impacts to the natural environment and water and air quality by using best practices in stormwater management, natural resource conservation, and site design.~~

- Identify heritage resources through surveys and research and consider mitigation of impacts on resources during redevelopment.

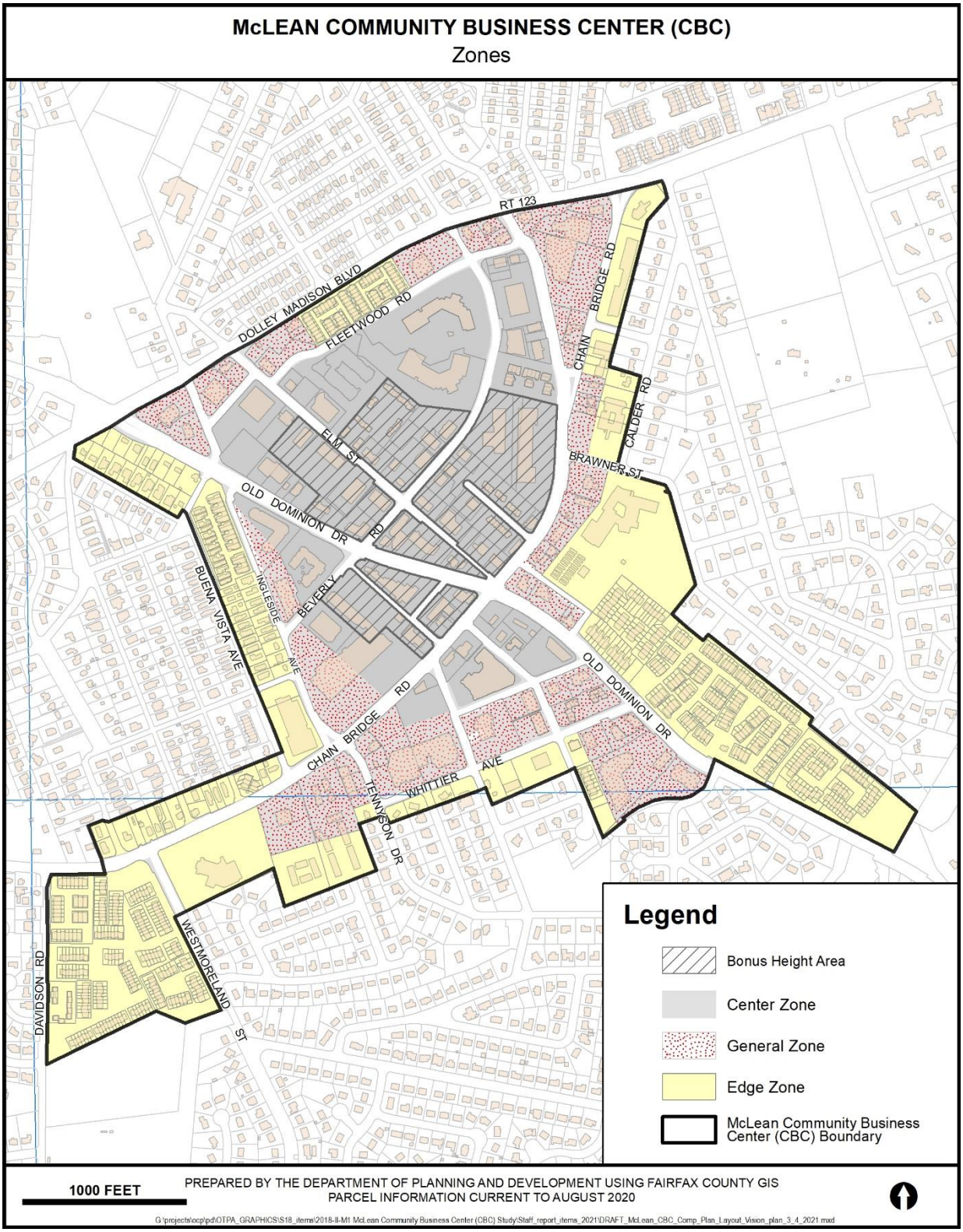
McLEAN COMMUNITY BUSINESS CENTER (CBC)
Zones
RT 123
DOLLEY MADISON BLVD
FLEETWOOD RD
CHAIN BRIDGE RD
CALDER RD
ELM ST
BRAWNER ST
OLD DOMINION DR RD
BUENA VISTA AVE
INGLESIDE AVE
BEVERLY RD
OLD DOMINION DR
CHAIN BRIDGE RD
WHITTIER AVE
TENNYSON DR
WESTMORELAND ST
DAVIDSON RD
Legend
Bonus Height Area
Center Zone
General Zone
Edge Zone
McLean Community Business Center (CBC) Boundary
1000 FEET
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO AUGUST 2020

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 ~~as well as for land uses and site design~~. 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. T~~t~~he preferred vision is recommended as an optional level of development above the base plan. The preferred vision ~~in~~ 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 ~~among the~~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 ~~for~~ 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 ~~consolidation~~ consolidated proposal of ~~four to~~up to six acres, ~~may be developed with~~a building heights ~~s~~ up to ~~at~~ 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. ~~The 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.~~ 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. ~~Active ground floor uses should surround the park. If a signature urban park exists at the time of the consolidated development is proposed, the development may provide an alternative urban park configuration such as a common green, a civic plaza, or a recreation-focused urban park. Contributions toward the purchase of a larger park and/or towards amenities in existing parks in the CBC may also be considered in this instance.~~ 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 ½ 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. ~~rather than by prescribing specific building heights in order to provide flexibility to respond to changing market conditions and the needs of different uses. However, specific ranges of floor-to-floor heights for different types of land uses are provided to inform potential building heights. All ground floors of buildings may have a floor-to- floor height from 16 to 20 feet, regardless of the land use. Above the ground floor, residential uses may have floor-to- floor heights of 10 to 12 feet and office or hotel uses may have floor-to- floor heights of 10 to 15 feet.~~ Height limits do not include mechanical penthouses, architectural elements, or features affixed to buildings which are part of energy technology such as solar panels, provided that these features do not exceed 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 ~~exclusive~~ inclusive of any additional ~~stories~~ 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 ~~certain~~ 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 ~~Step-backs~~ in height should be considered for properties that abut the boundary of the CBC, ~~and for properties that abut~~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.

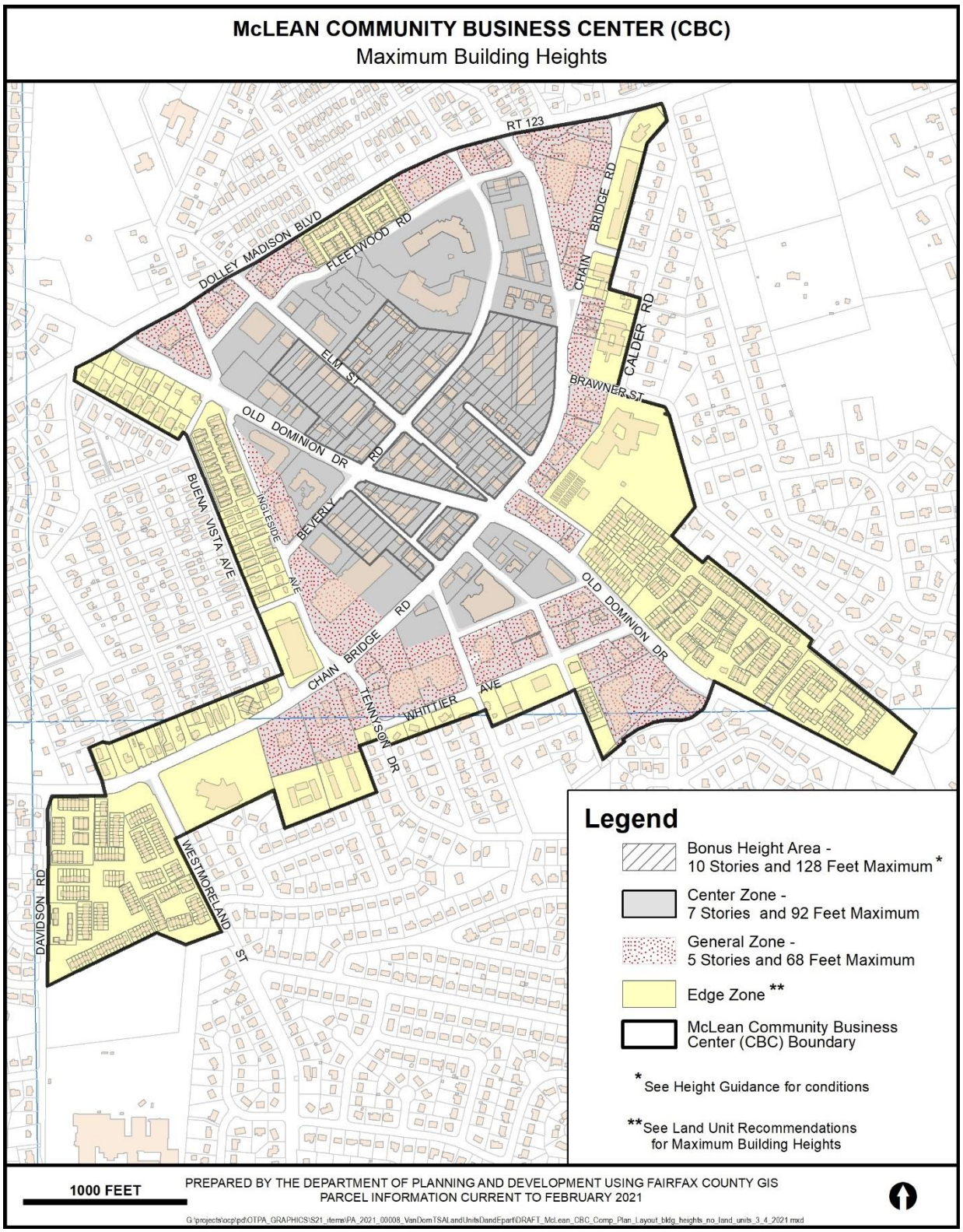
McLEAN COMMUNITY BUSINESS CENTER (CBC)
Maximum Building Heights
RT 123
DOLLEY MADISON BLVD
FLEETWOOD RD
CHAIN BRIDGE RD
CALDER RD
ELM ST
BRAWNER ST
OLD DOMINION DR
BUENA VISTA AVE
INGLESIDE AVE
BEVERLY RD
CHAIN BRIDGE RD
OLD DOMINION DR
WHITTIER AVE
TENNYSON DR
DAVIDSON RD
WESTMORELAND ST
Legend
Bonus Height Area - 10 Stories and 128 Feet Maximum *
Center Zone - 7 Stories and 92 Feet Maximum
General Zone - 5 Stories and 68 Feet Maximum
Edge Zone **
McLean Community Business Center (CBC) Boundary
* See Height Guidance for conditions
** See Land Unit Recommendations for Maximum Building Heights
1000 FEET
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO FEBRUARY 2021
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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 ~~does not include~~ 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.

~~A list of existing assisted housing in the McLean Planning District is contained in the McLean District Overview Section, District-Wide Recommendations, Housing, Area II Volume of the Comprehensive Plan.~~

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 ~~in the McLean CBC~~ 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 ~~Map~~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.

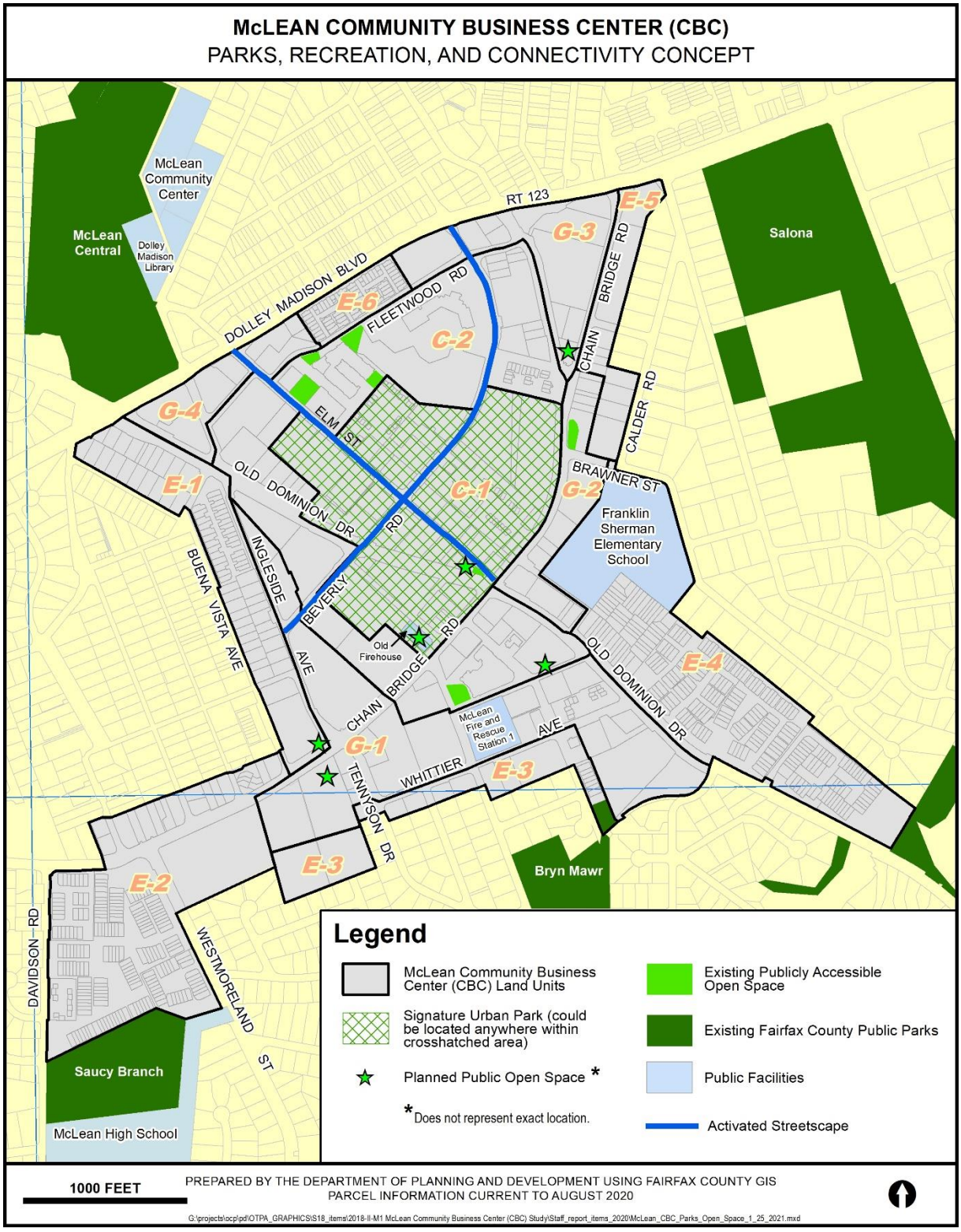

McLEAN COMMUNITY BUSINESS CENTER (CBC)
PARKS, RECREATION, AND CONNECTIVITY CONCEPT
McLean Community Center
McLean Central
Dolley Madison Library
Salona
RT 123
DOLLEY MADISON BLVD
FLEETWOOD RD
BRIDGE RD
CHAIN
CALDER RD
ELM ST
OLD DOMINION DR
BRAWNER ST
Franklin Sherman Elementary School
BUENA VISTA AVE
INGLESIDE AVE
BEVERLY RD
Old Firehouse
CHAIN BRIDGE RD
McLean Fire and Rescue Station 1
WHITTIER AVE
TENNYSON DR
DAVIDSON RD
WESTMORELAND ST
Saucy Branch
McLean High School
Bryn Mawr
E-1
E-2
E-3
E-4
E-5
E-6
G-1
G-2
G-3
G-4
C-1
C-2
Legend
McLean Community Business Center (CBC) Land Units
Signature Urban Park (could be located anywhere within crosshatched area)
Planned Public Open Space *
* Does not represent exact location.
Existing Publicly Accessible Open Space
Existing Fairfax County Public Parks
Public Facilities
Activated Streetscape
1000 FEET
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS PARCEL INFORMATION CURRENT TO AUGUST 2020
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Parks_Open_Space_1_25_2021.mxd

FIGURE 5

Center Zone Signature Urban Park

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 ~~four-to-six-acre~~ 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.

~~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.~~

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 is anticipated to be completed in early 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.

~~The McLean CBC is served by four public schools: Franklin Sherman Elementary School, Kent Gardens Elementary School, Longfellow Middle School, and McLean High School. Using attendance areas for School Year 2019 – 2020. 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 is planned for McLean High School to help mitigate its capacity deficit prior to School Year 2024-2025. Student membership projections and individual school capacity evaluations are based on five-year increments 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.~~

~~During the development review process, impacts generated by a development on public schools should be mitigated. A variety of measures to mitigate the impacts of a new development on school capacity should be considered, provided that the objectives and policies for public schools within the Public Facilities Element of the Policy Plan are followed. Property owners and developers in the McLean CBC should collaborate with Fairfax County Public Schools (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 new site or building that allows flexibility for school facility types may be needed to support additional residential development. School facilities may include a traditional school or a location for vocational training, academy programs, adult learning centers, and/or other support functions. Contributions to the provision of these facilities should be made by developers proposing new residential uses. 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, security, and meets play space requirements. If FCPS determines that a site or building for a school facility is required to support additional residential development, a fair share commitment should be identified in collaboration with FCPS preferably in advance of approval of any application for residential development. Alternatively, developers could make contributions toward land acquisition and school construction based on a contribution formula determined by FCPS and Fairfax County. FCPS also may evaluate other possible "in-kind" school impact mitigation strategies.~~

~~The FCPS' Capital Improvement Program (FCPS CIP) contains detailed information on student membership and facilities. The FCPS CIP is updated annually with data and contains strategies for addressing schools where capacity is needed through capital projects and other~~

~~proposed solutions to alleviate a capacity need. Examples include additions to existing facilities, interior facility modifications, uses of temporary classrooms to accommodate short-term capacity deficits, program changes, reassigning instructional spaces within a school, utilizing existing space on a school site used by non-school programs, repurposing existing inventory of school facilities not currently being used as schools, building a school facility, and/or potential boundary adjustments with schools having a capacity surplus can also be pursued by FCPS.~~

Libraries

There are currently no community or regional libraries within the boundaries of the McLean CBC; however, two Fairfax County public libraries are ~~within close proximity~~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. ~~Fairfax County Public Libraries (FCPL) does not anticipate the need for additional library facilities in or near the McLean CBC.~~

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. ~~A new District Police Station is planned for Tysons in response to projected growth in the area.~~ 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 ~~new~~ Scotts Run Fire and Rescue Station 44 is ~~planned to be constructed on a site along Old Meadow Lane in Tysons~~ 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. ~~to a larger facility on the site of the Tysons Transit site by 2025.~~ 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.

~~Undergrounding of~~ Utility Line~~s~~

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 ~~CBC and Surrounding Areas~~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~~/or~~ the Board ~~of Supervisors~~. 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 ~~among~~ 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 ~~under~~ 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 ~~of the CBC~~. 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. ~~Other uses~~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 ~~or~~ 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 ~~that~~ the proposed development.

Transportation Pilot Project

A pilot project to create a more bicycle and pedestrian friendly transportation network should be explored ~~by Fairfax County. Specifically, a pilot project is suggested~~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. ~~, including for areas that are part of a pilot project. Where implementation of the ultimate cross-sections as part of a pilot project would have significant impacts on existing land uses, a modified interim cross-section is acceptable as long as it provides continuous pedestrian and bicycle facilities. In these cases, the future~~

~~construction of the ultimate cross-section can be achieved through redevelopment rather than the pilot project.~~

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.

~~Development proposals may be considered interim development under the~~The following are examples of interim development conditions~~scenarios~~:

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 ~~associated with an interim state of redevelopment~~ 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:

1. 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;

2. 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;

3. Demonstrate how interim parking adheres to parking design and phasing goals;

4. Show how stormwater facilities will be incorporated and address the impacts of interim development conditions;

5. Provide landscaping improvements to enhance the aesthetics and functionality of spaces that are in transition; and

6. Demonstrate how the proposed development will not preclude future redevelopment of the site or adjacent sites in conformance with the Plan.

~~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.~~

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, larger-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 ~~the~~ 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 ~~these~~ 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 ~~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 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 ~~in order~~ 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 the 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.

~~The McLean CBC is located at the headwaters of the Dead Run and Pimmit Run watersheds. The county completed numerous stormwater improvement projects in these two watersheds in the McLean area between 2007-2017. Redevelopment presents opportunities for continued watershed improvement through the use of modern stormwater management controls. Development should also seek to restore and enhance other environmental elements, such as tree cover and landscaping, to promote environmental stewardship and encourage the incorporation of environmental features into the McLean CBC. Implementation of other county environmental policy objectives related to green building practices, transportation generated noise, and tree preservation should be incorporated into any redevelopment proposal.~~

Stormwater Management

Most of the existing development in the McLean CBC was constructed in the mid-1900s prior to the stormwater management requirements that are expected today. The CBC contains a significant number of impervious surfaces including parking lots, roads, sidewalks, and buildings, which has resulted in flooding and stream degradation issues, as the impervious surfaces do not allow for the infiltration of rainwater into the ground. This results in the flow of large volumes of runoff directly into streams with significant detrimental impacts to these receiving waters.

Receiving waters downstream of the McLean CBC should be protected by reducing runoff from impervious surfaces. The primary means to achieve this goal is through the inclusion of stormwater management measures that reduce the volume of stormwater runoff from sites and control the peak flows of stormwater that are not captured on-site. The following guidelines are recommended for development within McLean:

- 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). Examples of GSI include rain gardens, vegetated swales, permeable pavements, and green roofs. 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 total volume of runoff released from the site in the post-developed condition for the 10-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, 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 total volume of runoff released from the site in the post-developed condition for the 10-year, 24-hour storm should be at least 40 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, 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 in order to support these goals.~~

~~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, consistent with those policies should be taken.~~

~~Green Building Practices~~

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

HERITAGE RESOURCES

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. ~~It is important that multimodal transportation improvements not only promote mobility, but improve connectivity, enhance safety, complement placemaking, and support revitalization goals.~~

Transportation Improvements

The following sections provide transportation recommendations for the CBC.

Street Network

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

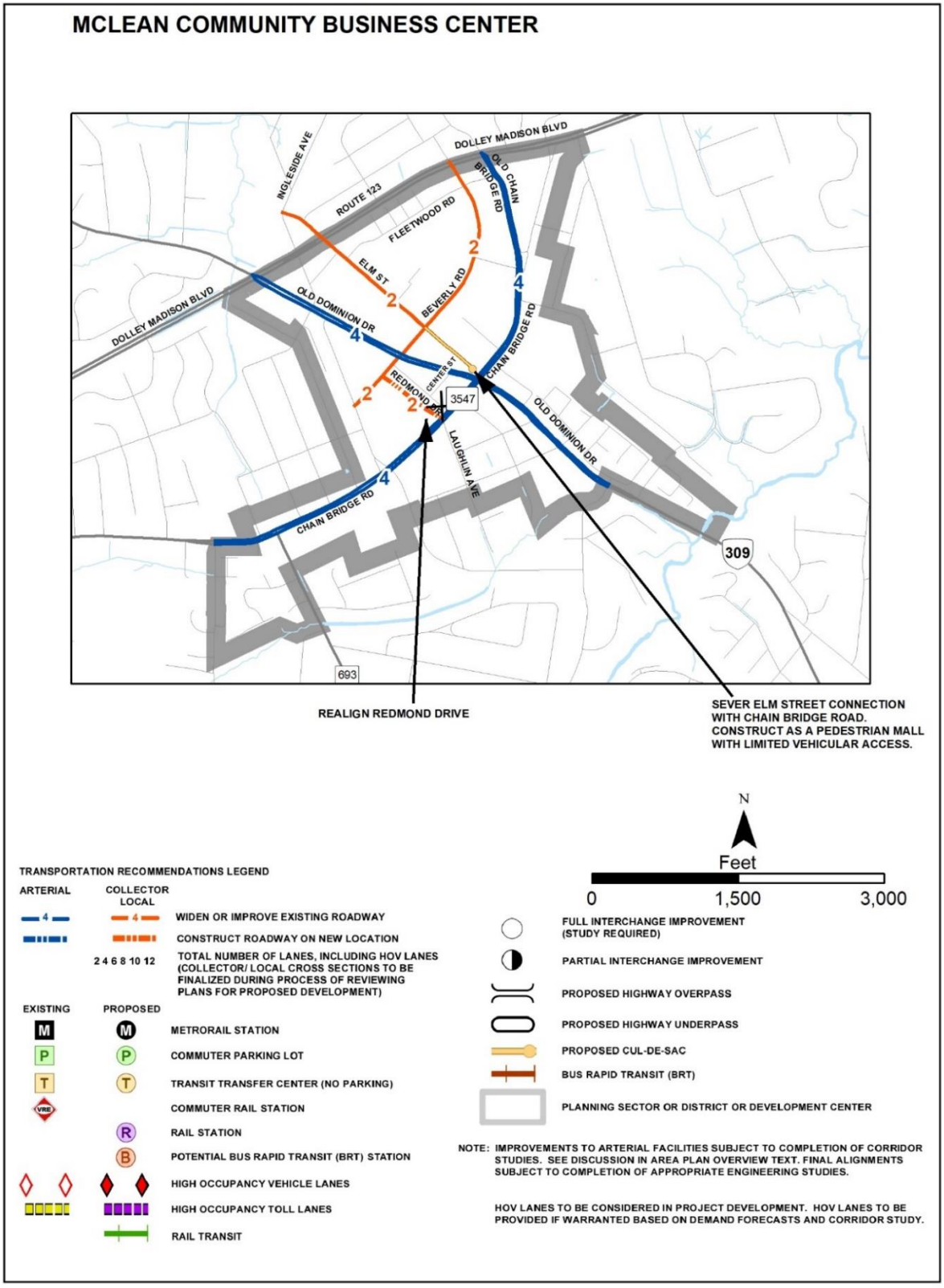
- Close the intersection of Elm Street at Chain Bridge Road to vehicles to improve safety and operations at the Old Dominion Drive and Chain Bridge Road intersection. However, access to the southern portion of Elm Street should be maintained for pedestrians and bicyclists. The remaining portion of Elm 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.



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This map will be updated to add recommendations for the Westmoreland Street and Chain Bridge Road intersection.

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 ~~and attract~~ 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 though 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.

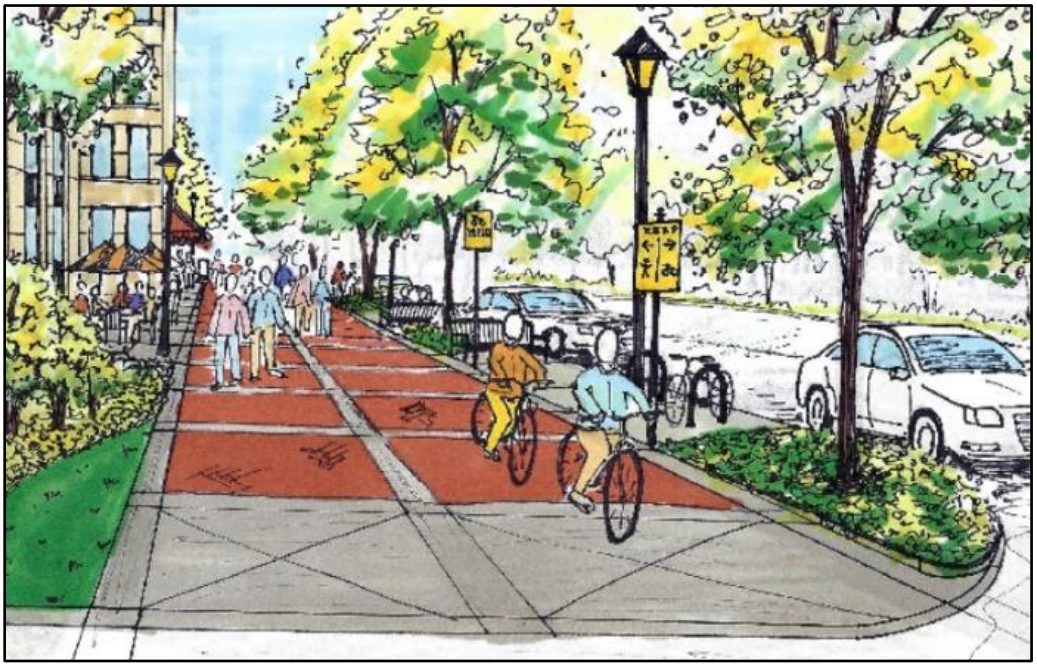
- Consider mid-block pedestrian crossings of collector and local streets that are part of large blocks, such as along Beverly Road, Elm Street, Fleetwood Road, and Ingleside Avenue, if they can be safely provided.

- 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 though 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 ~~may~~ can reduce the cost of providing parking, encourage the use of active transportation modes like walking, ~~and~~ 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, ~~lesser~~ reduced intersection spacing standards, wider pedestrian and bicycle facility standards, and designation of modal priorities ~~for the corridor other than for vehicles, such as for transit and pedestrian modes, or placemaking elements like landscaping~~. 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

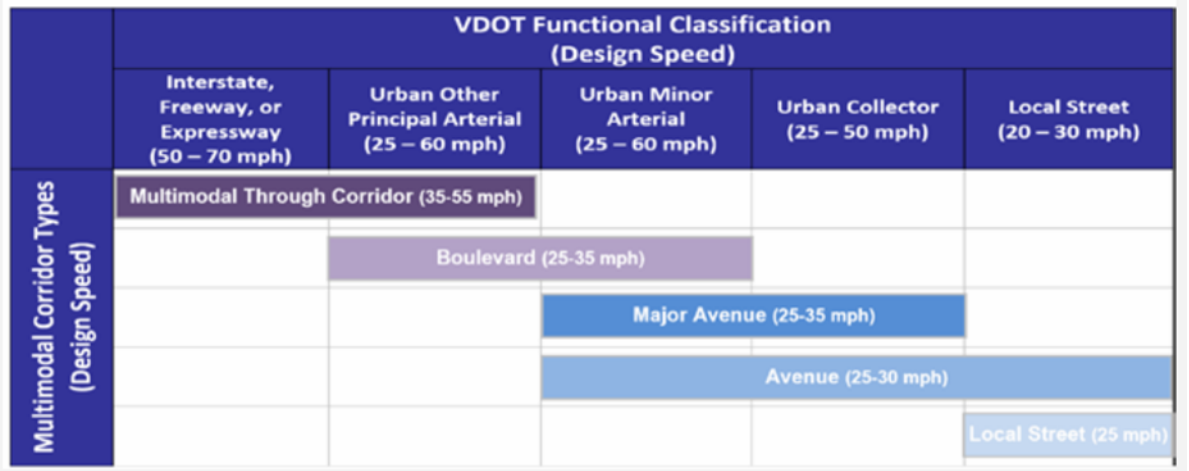


FIGURE 7

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, ~~Transit~~ Boulevards or Major Avenues proposed in the McLean CBC.*
Source: *Virginia Department of Rail and Public Transportation, Multimodal System Design Guidelines, Chapter 5 Multimodal Corridors, ~~October 2013~~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.

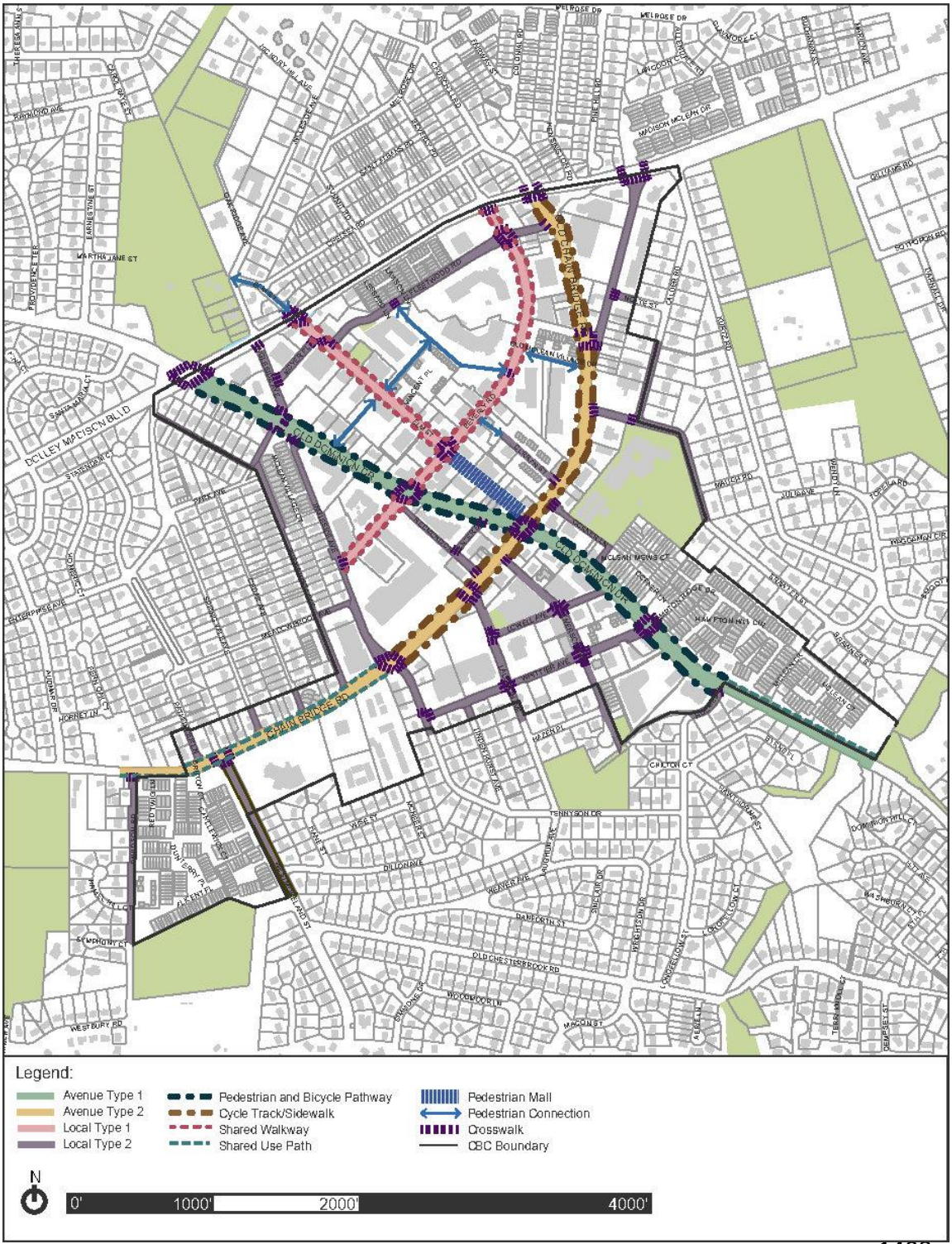
The cross-sections include areas both within and outside of the right-of-way. The building zone (the area between the sidewalk and the face of the building) is the only area outside of the right-of-way. The width of the building zone is shown as consistently applied to all street types; however, the 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, ~~landscape amenity panels~~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.

1361 **Multimodal Network Map**



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1409 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):

<u>Within the right-of-way (97-foot):</u>

- 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.

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

- 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

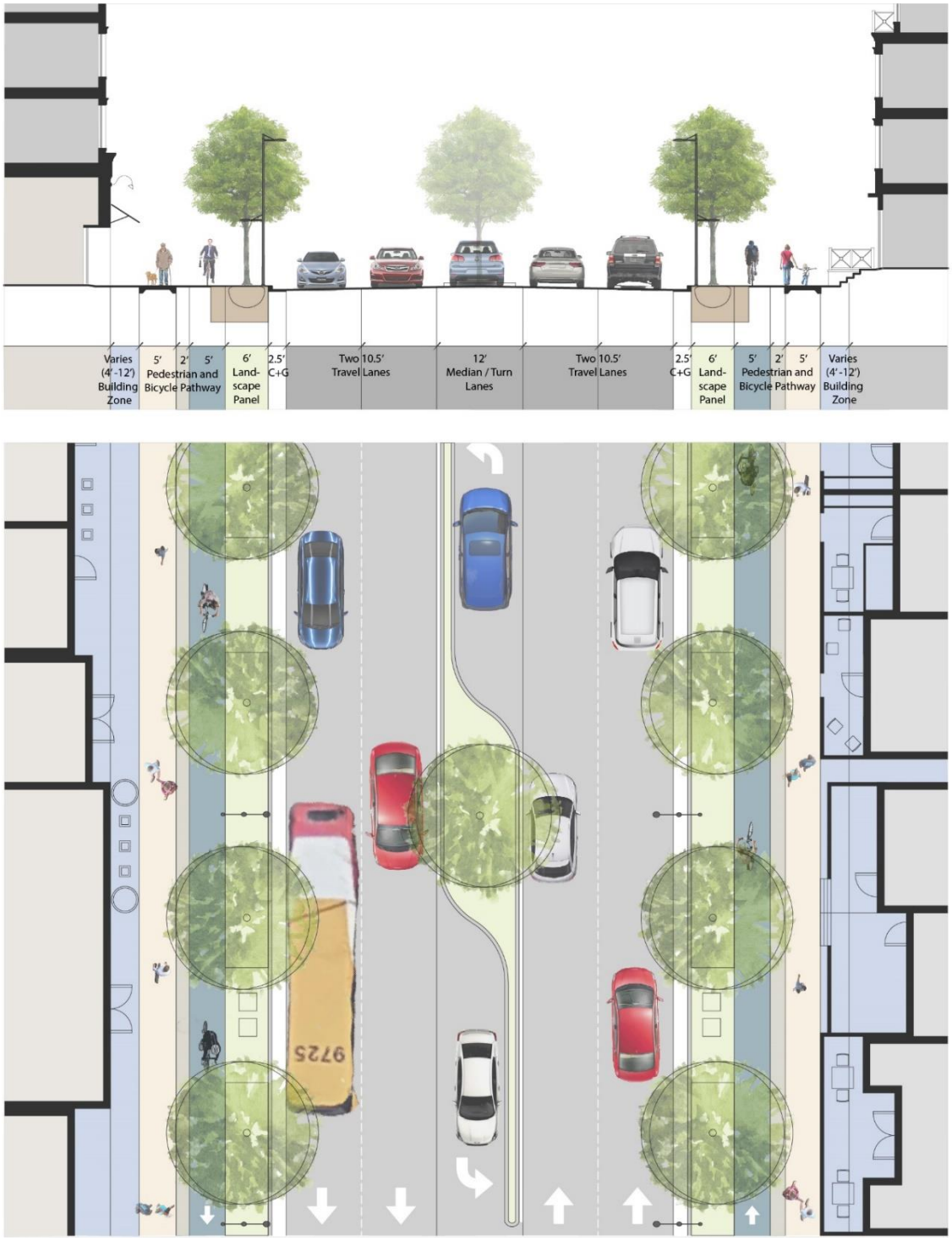


FIGURE 9

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

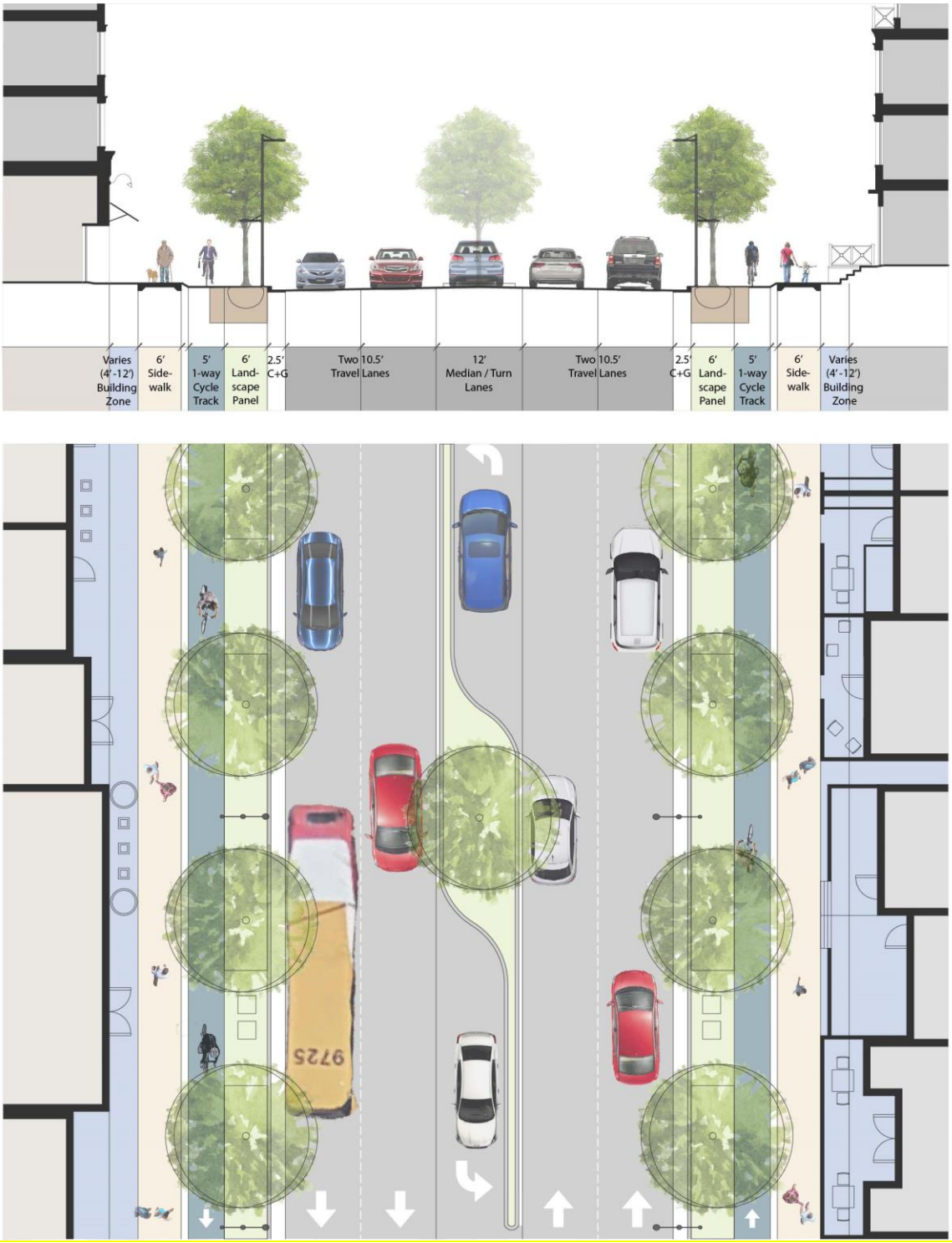


FIGURE 10

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

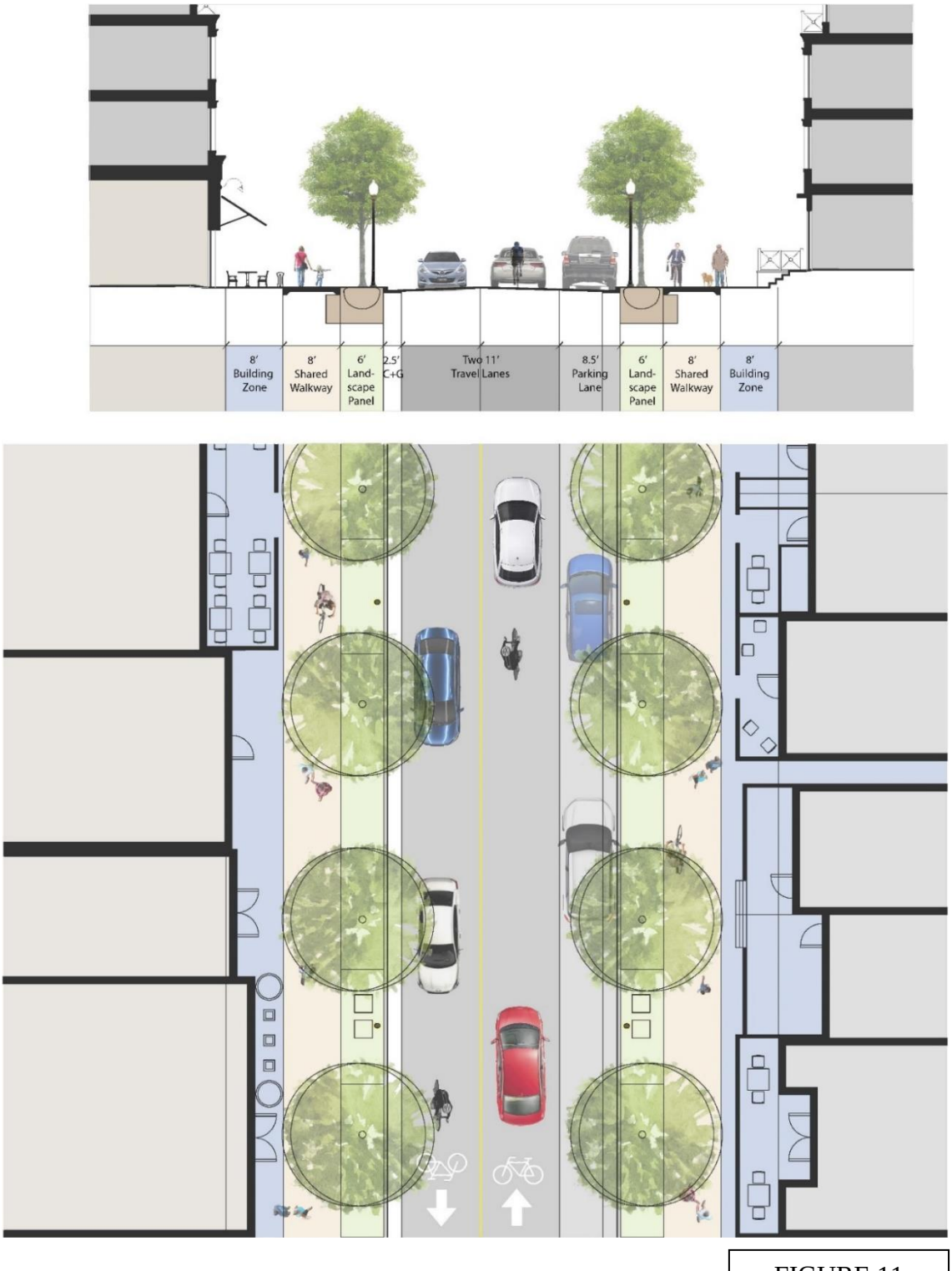


FIGURE 11

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:

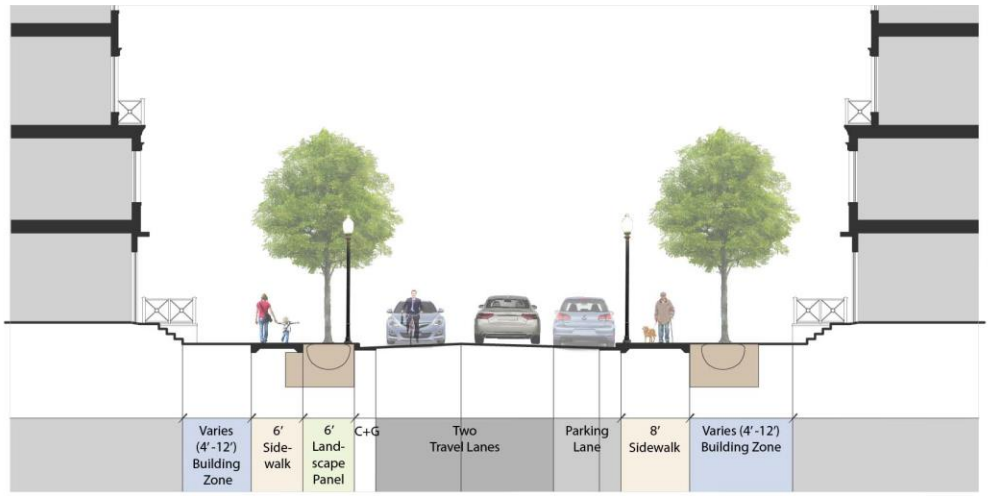
Within the right-of-way (57-foot minimum):

- 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



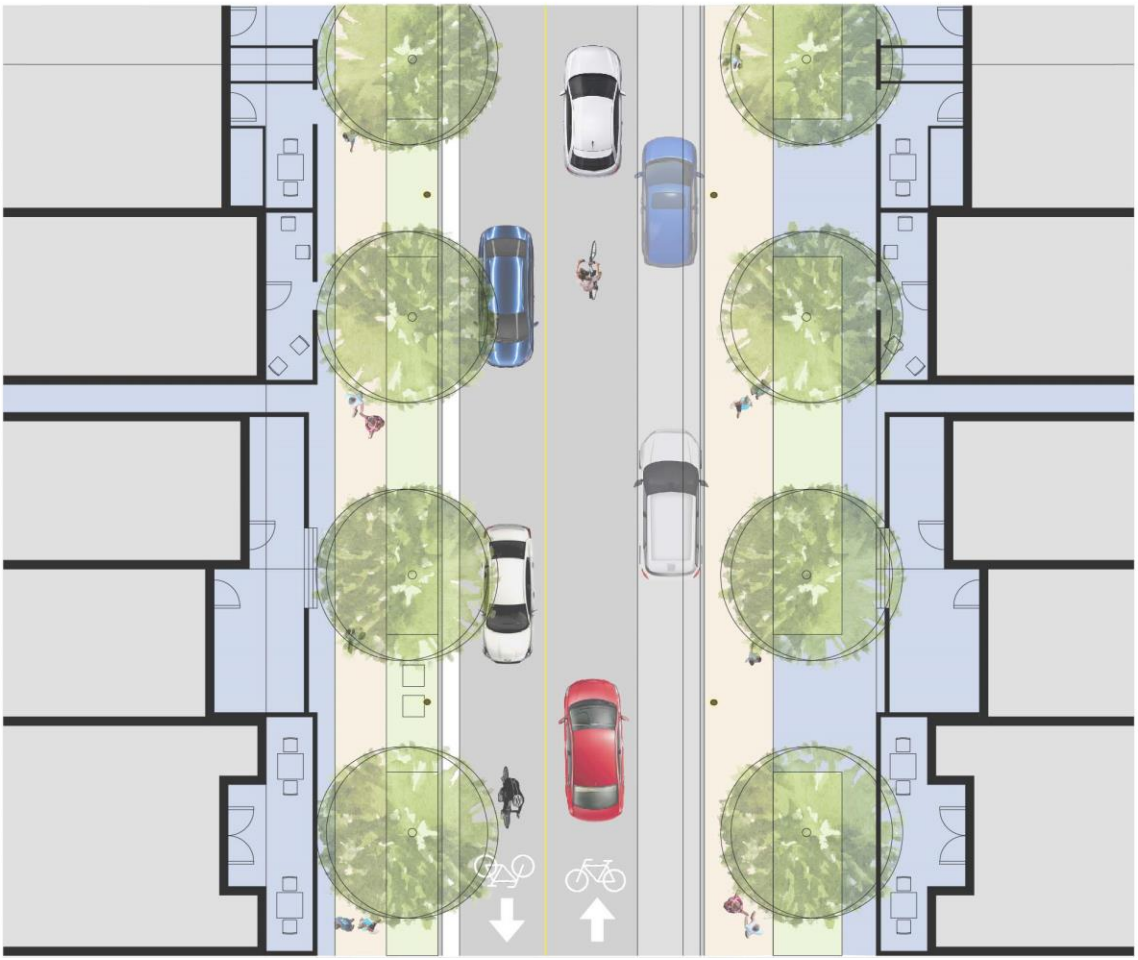


FIGURE 12

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~~s~~ 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 envir~~i~~onmental 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 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 ~~should be~~are strongly encouraged to be integrated into buildings ~~and freestanding parking structures discouraged~~. 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. ~~Exposed parking structure facades are strongly discouraged adjacent to parks and plazas.~~

On-Street Parking

On-street parking provides convenient and accessible parking for residential and retail uses. ~~On-street parking~~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. ~~On-street parking~~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.

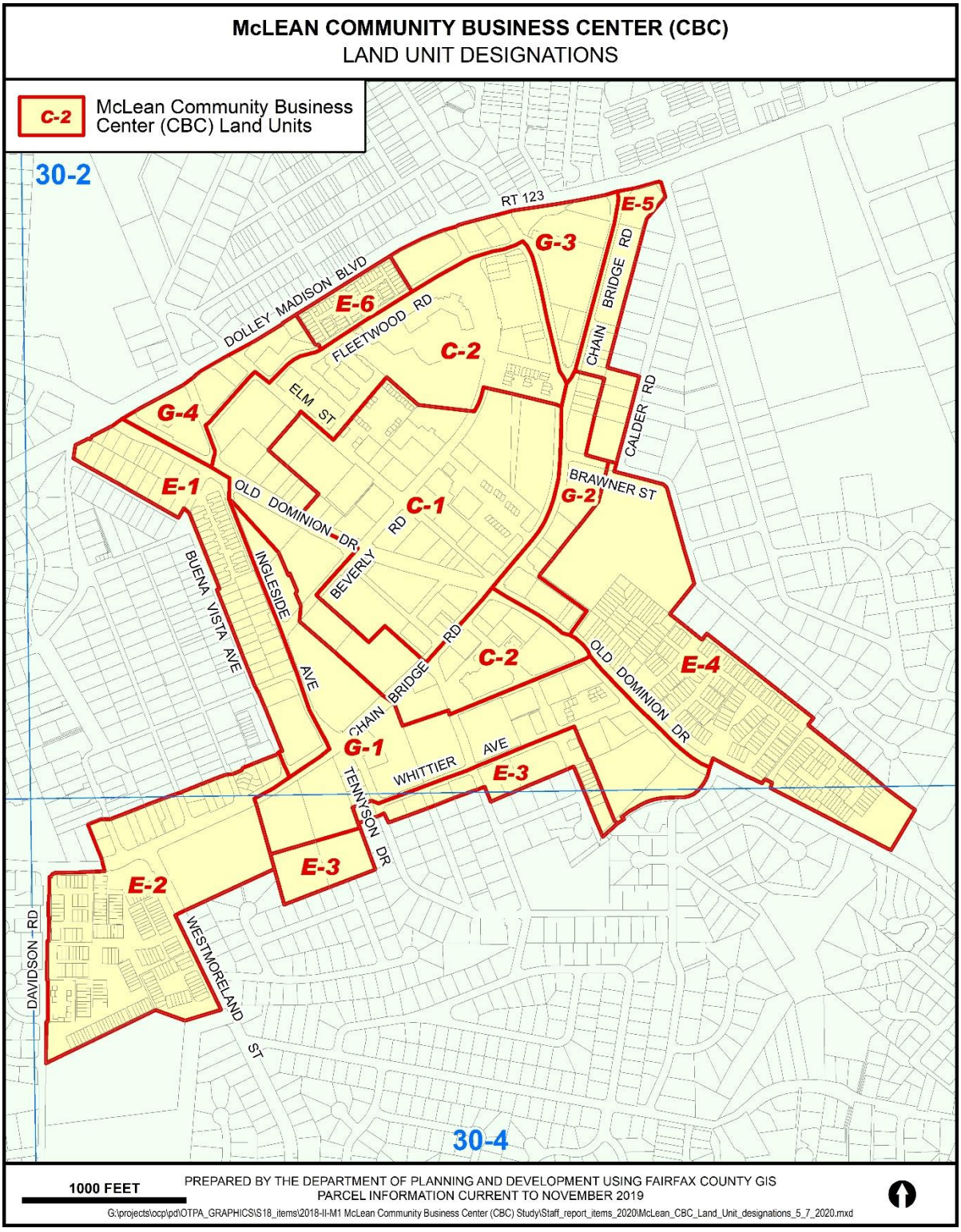
There may be instances where parking is proposed to support neighborhood-serving retail in the form of surface parking in the General and Edge Zones. In these cases, it is generally preferable to locate surface parking to the side or rear of a building, with clearly delineated pedestrian connections 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 ~~correspond to~~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. ~~In some instances, existing development may be greater than the planned baseline intensity.~~ 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.



1780

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, ~~individually~~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 ~~does not include~~is inclusive of housing bonuses allowed under the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce ~~Housing~~Dwelling Units.

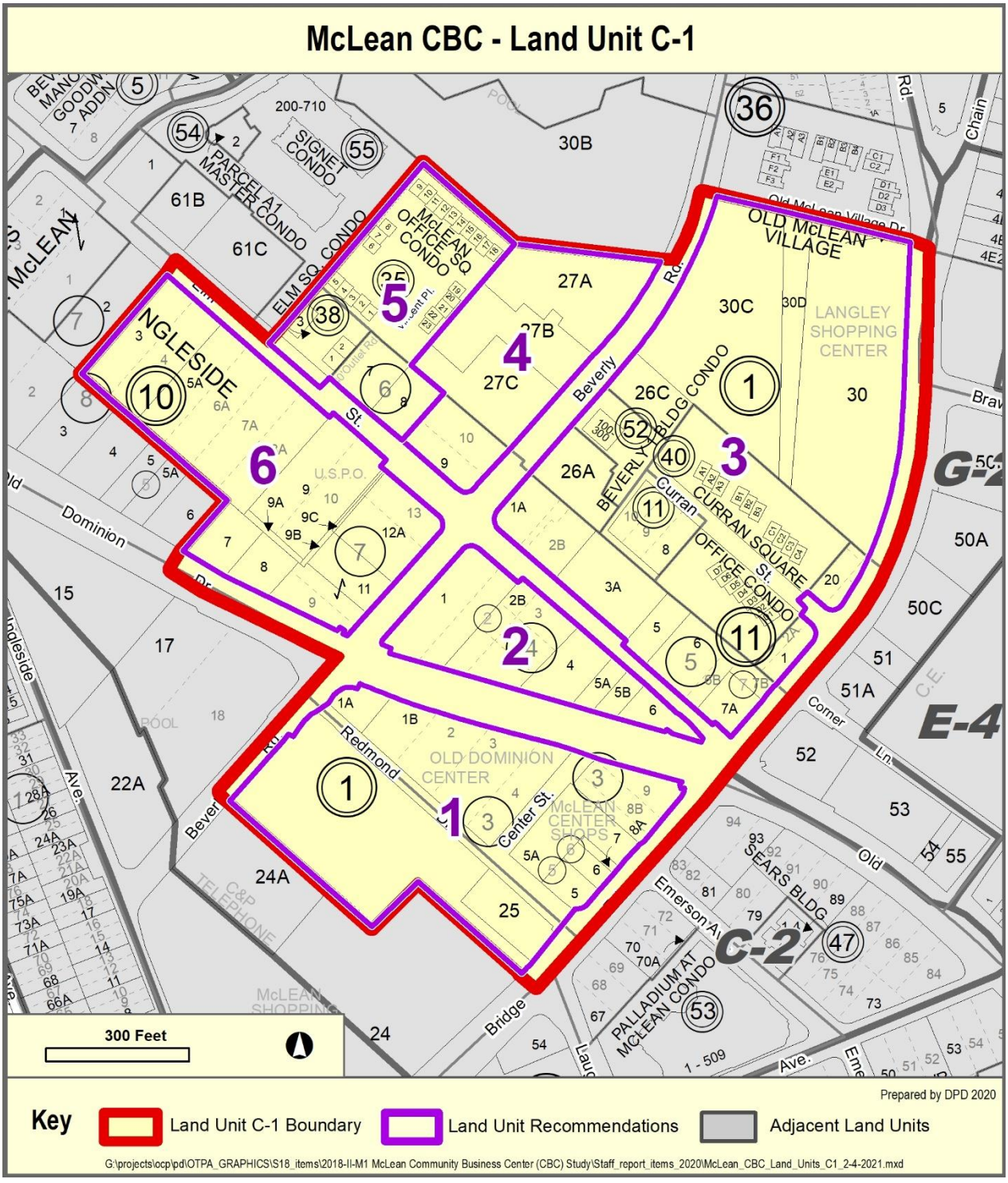

McLean CBC - Land Unit C-1
1
2
3
4
5
6
C-2
E-4
G-2
OLD McLEAN VILLAGE
LANGLEY SHOPPING CENTER
CURRAN SQUARE OFFICE CONDO
OLD DOMINION CENTER
McLEAN CENTER SHOPS
SEARS BLDG
PALLADIUM AT McLEAN CONDO
McLEAN OFFICE SQ CONDO
ELM SQ. CONDO
SIGNET CONDO
PARCEL A1 MASTER CONDO
BEVERLY BLDG CONDO
NGLESIDE
U.S.P.O.
McLEAN SHOPPING
C&P TELEPHONE
Redmond
Center St.
Beverly
Dominion
Curran
Bridge
Emerson Ave.
300 Feet
Prepared by DPD 2020
Key
Land Unit C-1 Boundary
Land Unit Recommendations
Adjacent Land Units
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_C1_2-4-2021.mxd

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 ~~the map of~~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.

The task force recommends striking the above sentence shown in red

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 ~~of four~~up to six acres may be developed with building heights ~~up to ten~~at a maximum of ten stories and 128 feet ~~provided on~~ 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.

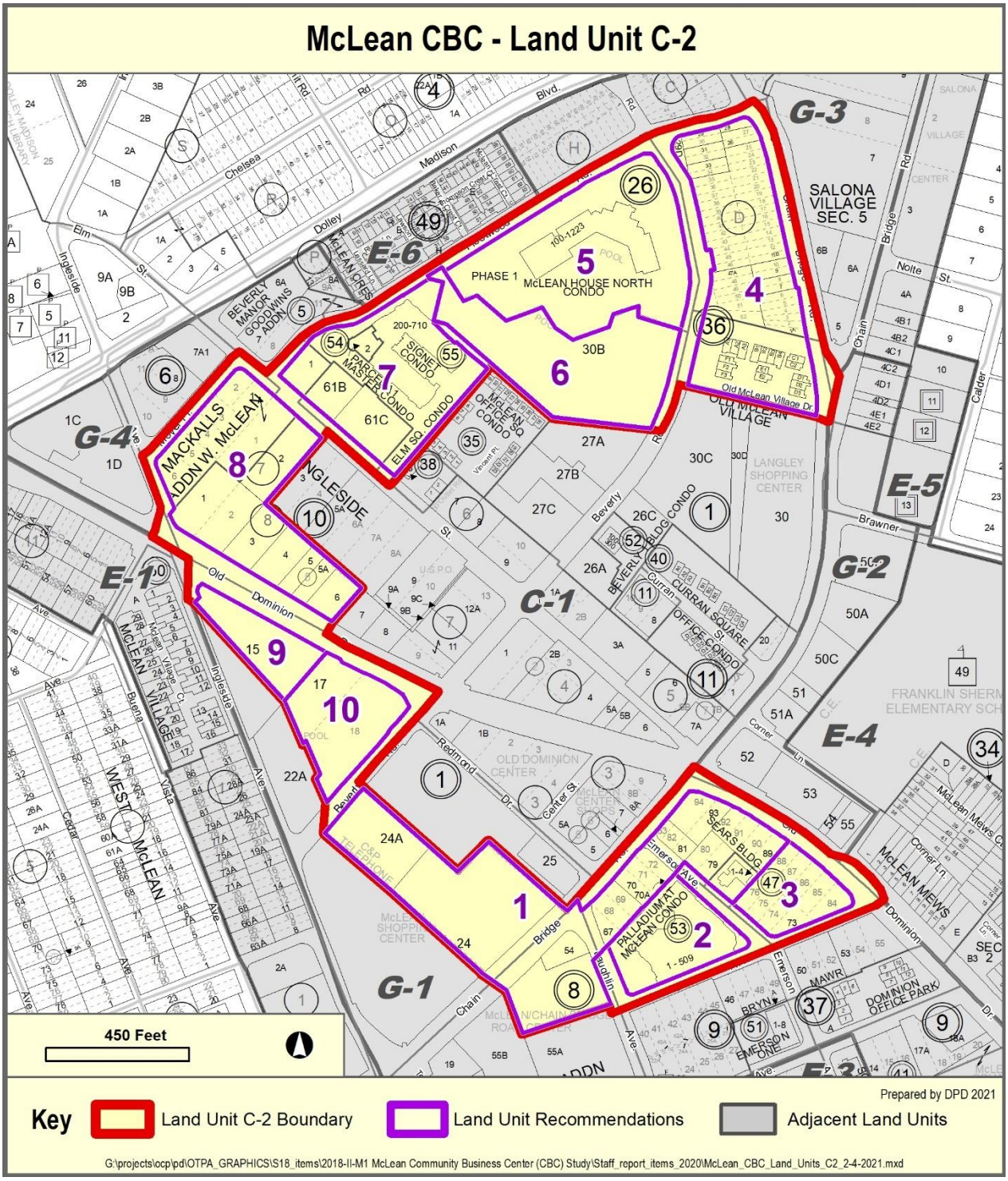

McLean CBC - Land Unit C-2
450 Feet
Prepared by DPD 2021
Key
Land Unit C-2 Boundary
Land Unit Recommendations
Adjacent Land Units
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_C2_2-4-2021.mxd

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 ~~the map~~Figure 17~~, of~~ 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 ~~are~~ 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.

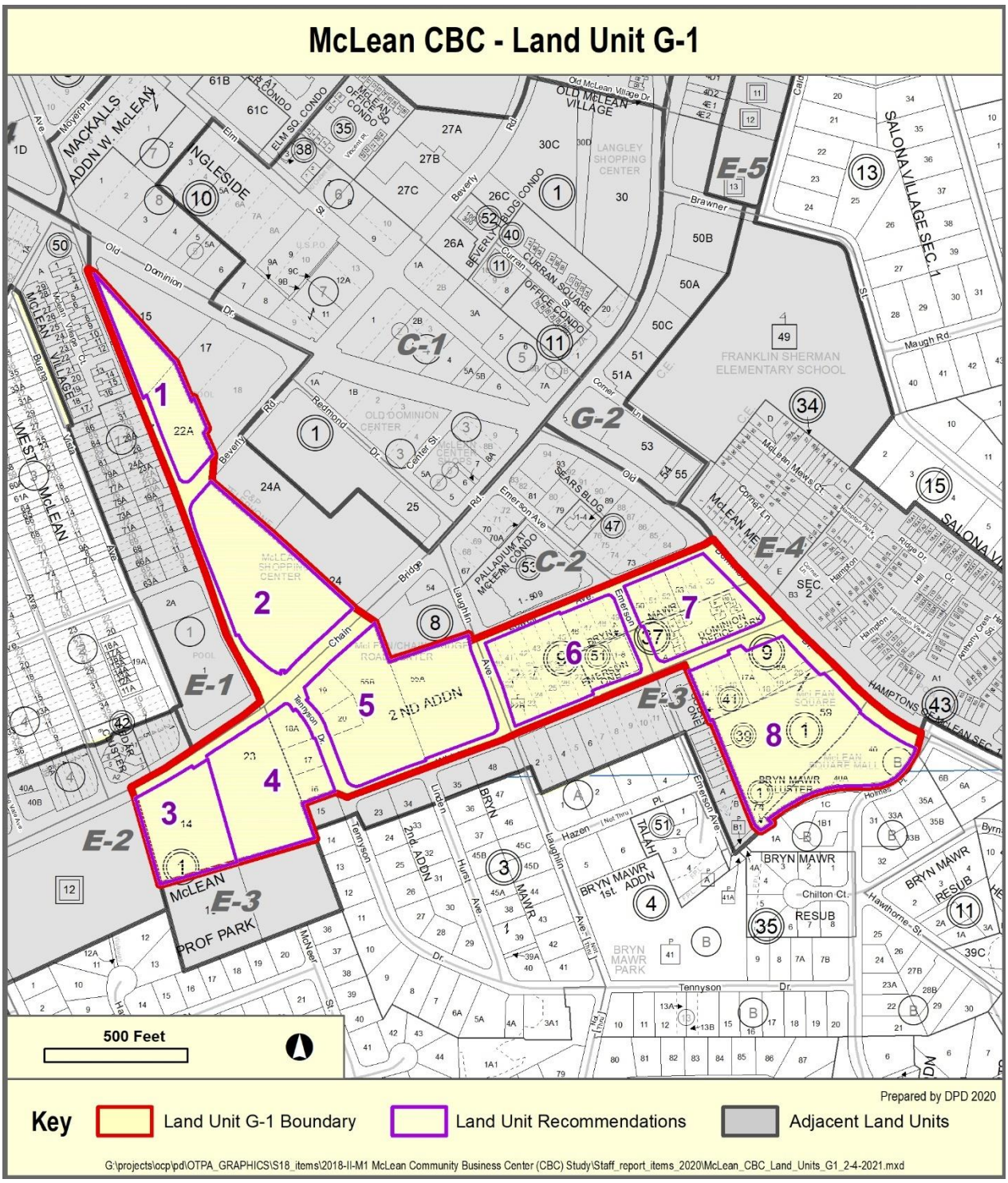

McLean CBC - Land Unit G-1
500 Feet
Prepared by DPD 2020
Key
Land Unit G-1 Boundary
Land Unit Recommendations
Adjacent Land Units
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_G1_2-4-2021.mxd

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 this area~~ 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.~~, and vehicular access from Holmes Place is not recommended to serve retail or office uses.~~ Redevelopment of the McLean Square site should include pedestrian access to Bryn Mawr Park.

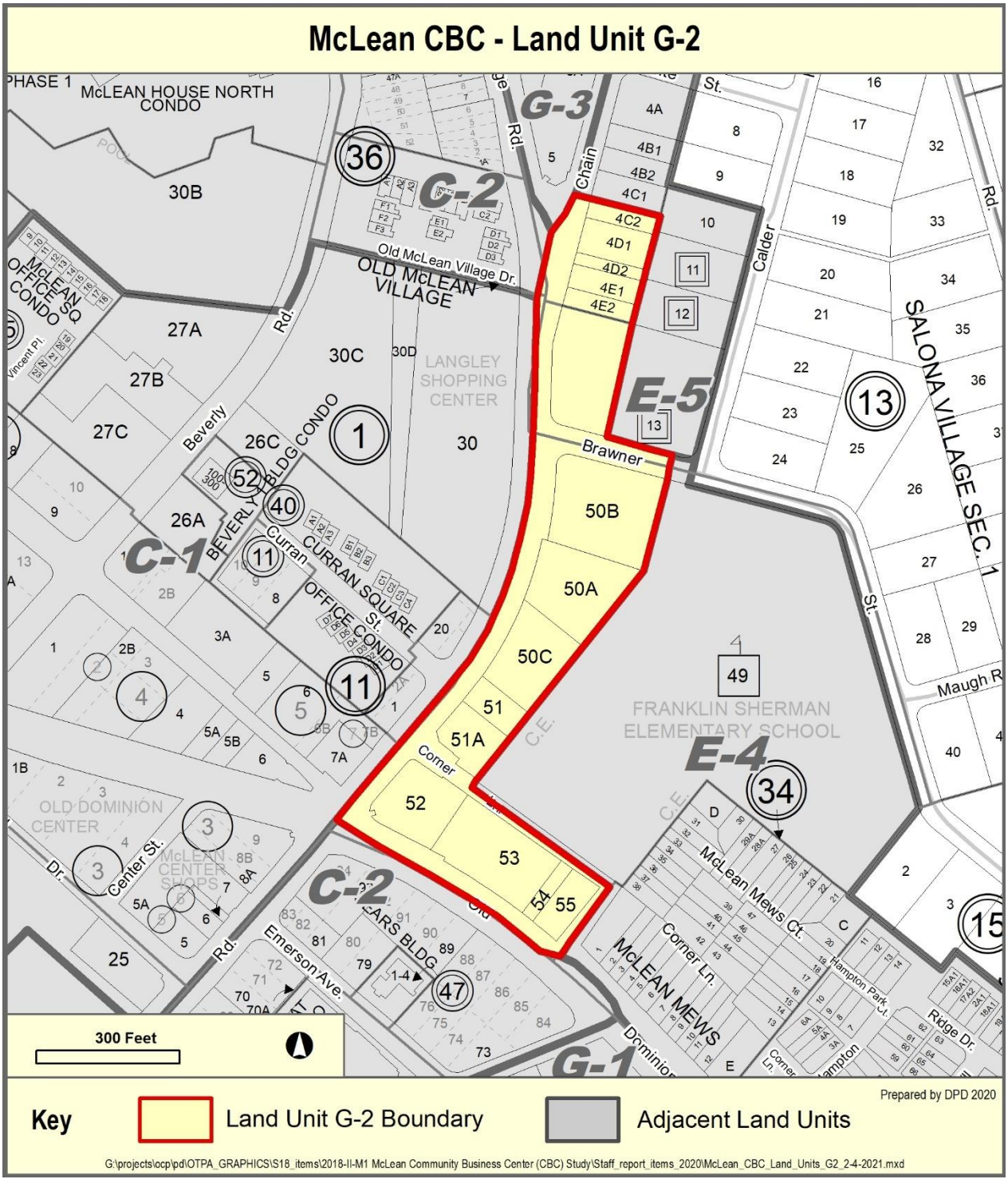

McLean CBC - Land Unit G-2
PHASE 1
McLEAN HOUSE NORTH CONDO
G-3
C-2
C-1
E-5
E-4
G-1
Old McLean Village Dr.
OLD McLEAN VILLAGE
McLEAN OFFICE SQ CONDO
LANGLEY SHOPPING CENTER
BEVERLY BLDG CONDO
CURRAN SQUARE OFFICE CONDO
FRANKLIN SHERMAN ELEMENTARY SCHOOL
OLD DOMINION CENTER
McLEAN CENTER SHOPS
SEARS BLDG
McLEAN MEWS
SALONA VILLAGE SEC. 1
Brawner
Beverly
Curran
Calder
Chain
Rd.
St.
Dr.
Ct.
Ln.
Center St.
Emerson Ave.
Maugh R
Ridge Dr.
Hampton Park Ct.
McLean Mews Ct.
Corner Ln.
Dominion
30B
27A
27B
27C
26A
26C
30C
30D
30
50B
50A
50C
51
51A
52
53
54
55
300 Feet
Key
Land Unit G-2 Boundary
Adjacent Land Units
Prepared by DPD 2020
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_G2_2-4-2021.mxd

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

~~This land unit~~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, t~~T~~ransitions between new development and the school should be carefully designed, particularly as related to height.

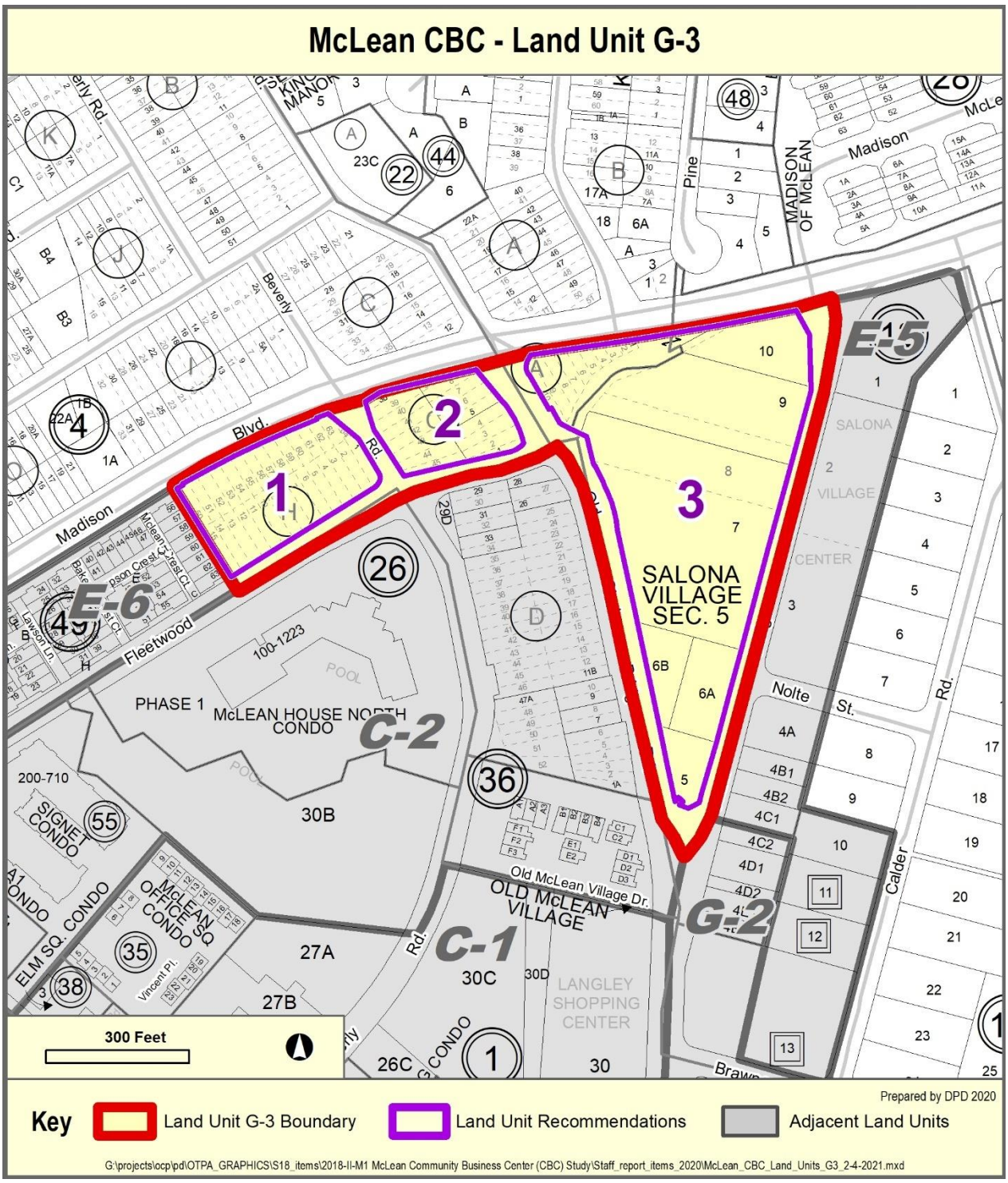

McLean CBC - Land Unit G-3
1
2
3
SALONA VILLAGE SEC. 5
E-6
E-5
C-2
C-1
G-2
PHASE 1 McLEAN HOUSE NORTH CONDO
100-1223
200-710
SIGNET CONDO
ELM SQ. CONDO
McLEAN SQ OFFICE CONDO
LANGLEY SHOPPING CENTER
OLD McLEAN VILLAGE
Old McLean Village Dr.
Fleetwood
Madison
Beverly
Nolte St.
Calder Rd.
300 Feet
Key
Land Unit G-3 Boundary
Land Unit Recommendations
Adjacent Land Units
Prepared by DPD 2020
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_G3_2-4-2021.mxd

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 ~~the map~~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.

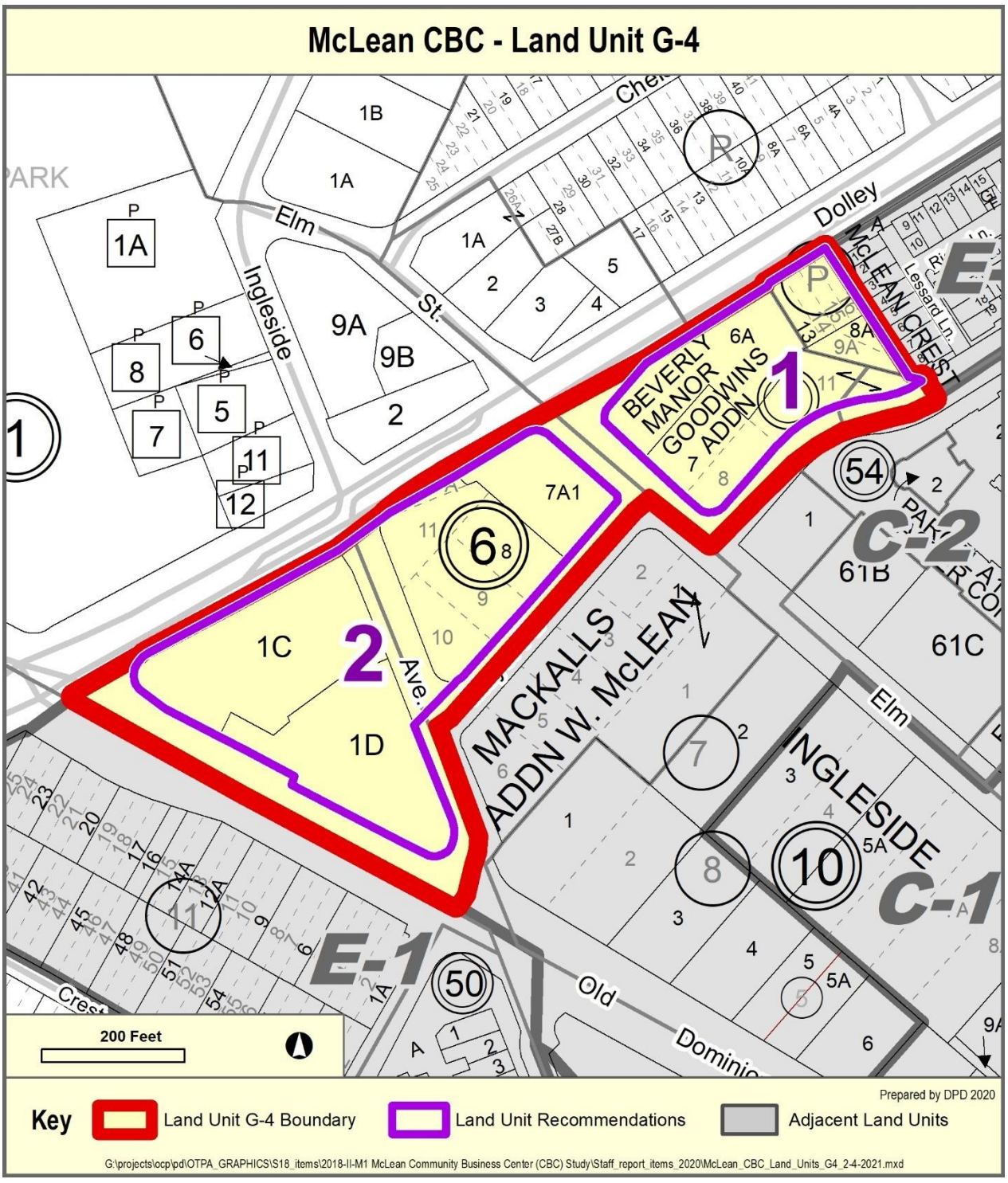

McLean CBC - Land Unit G-4
Elm
Inglesside
St.
Dolley
Ave.
Old
Dominion
Crest
Lessard Ln.
MCLEAN CREST
BEVERLY MANOR
GOODWINS ADDN
MACKALLS ADDN W. McLEAN
INGLESIDE
1
2
1A
1B
1C
1D
5A
6A
7A1
9A
9B
61B
61C
C-1
C-2
E-1
200 Feet
Key
Land Unit G-4 Boundary
Land Unit Recommendations
Adjacent Land Units
Prepared by DPD 2020
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_G4_2-4-2021.mxd

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 ~~map of~~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.

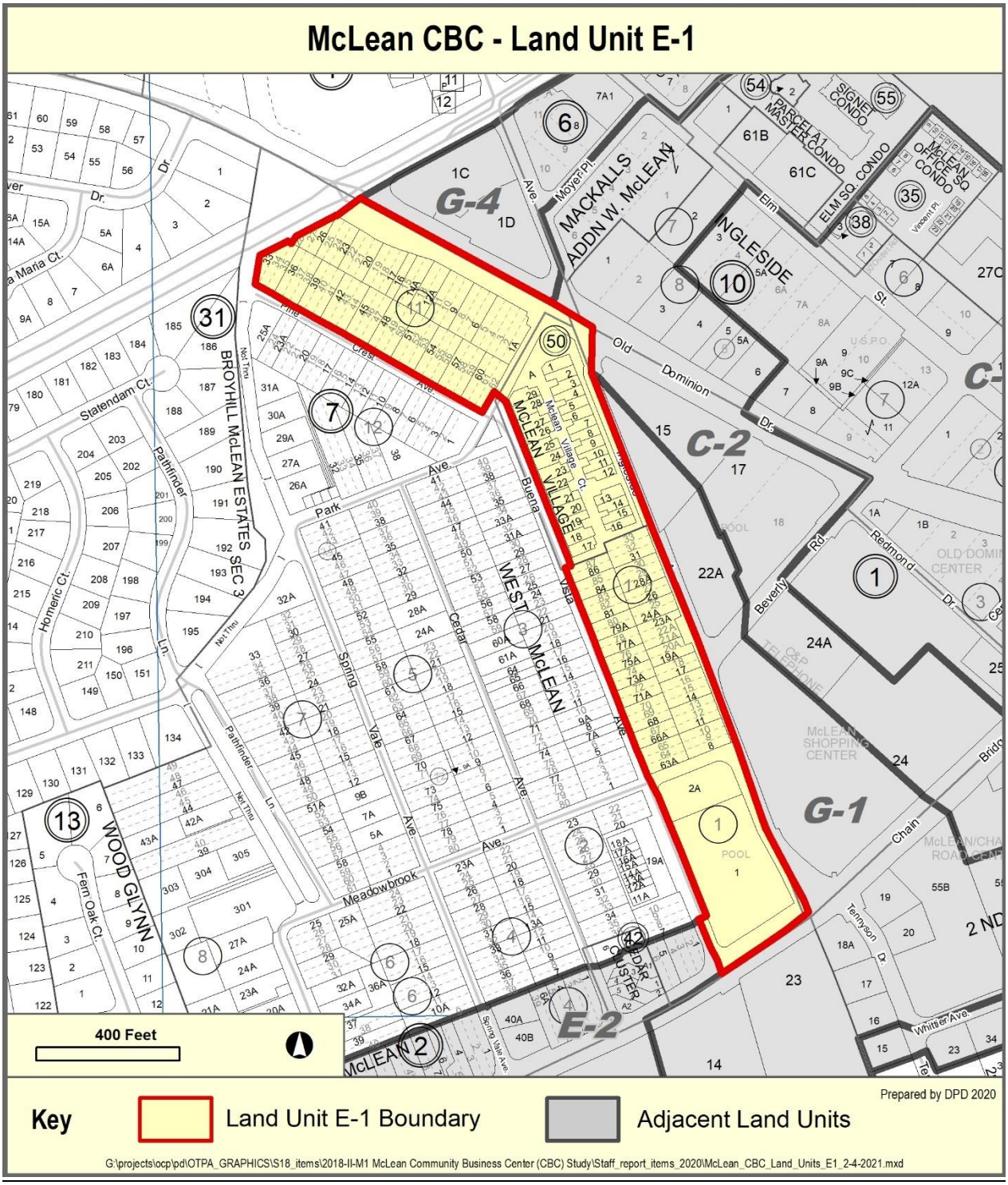

McLean CBC - Land Unit E-1
G-4
G-1
C-2
E-2
400 Feet
Key
Land Unit E-1 Boundary
Adjacent Land Units
Prepared by DPD 2020
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_E1_2-4-2021.mxd

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 ~~, provision of affordable dwelling units,~~ and all design elements listed above. Development along Pine Crest Avenue and Buena Vista Avenue is encouraged to be residential detached single-family housing.

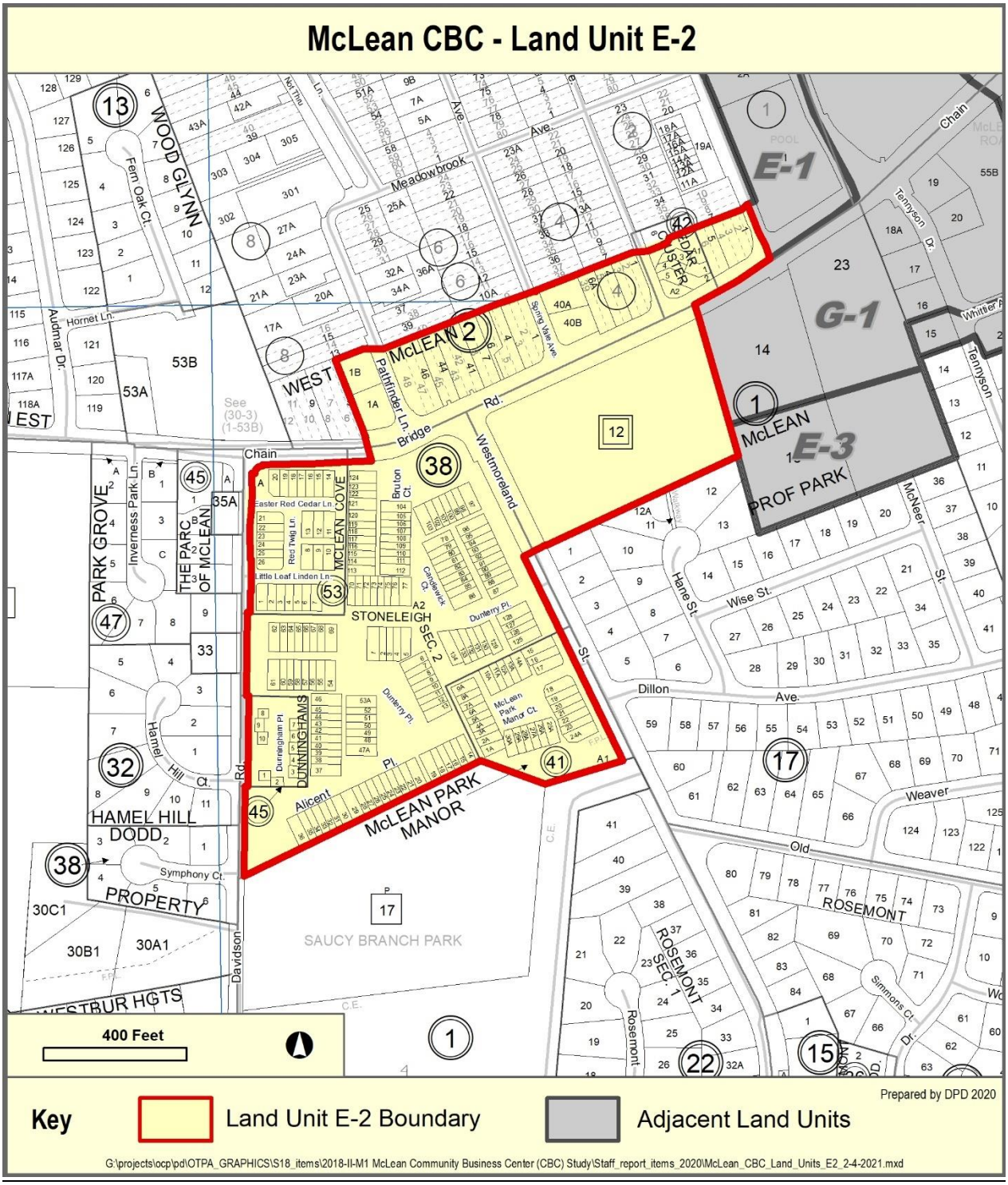

McLean CBC - Land Unit E-2
E-1
G-1
E-3
PROF PARK
McLEAN
WEST
STONELEIGH SEC. 2
McLEAN PARK MANOR
SAUCY BRANCH PARK
HAMEL HILL
DODD
PROPERTY
DUNNINGHAMS
PARK GROVE
THE PARC OF McLEAN
McLEAN COVE
ROSEMONT
ROSEMONT SEC. 1
WESTBURY HGTS
Meadowbrook Ave.
Bridge Rd.
Westmoreland St.
Dillon Ave.
Old Chain
Tennyson Dr.
Weaver
Wise St.
Hamel Hill Ct.
Symphony Ct.
Davidson Rd.
Rosemont Ct.
Simmons Ct.
Dr.
400 Feet
Prepared by DPD 2020
Key
Land Unit E-2 Boundary
Adjacent Land Units
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_E2_2-4-2021.mxd

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.

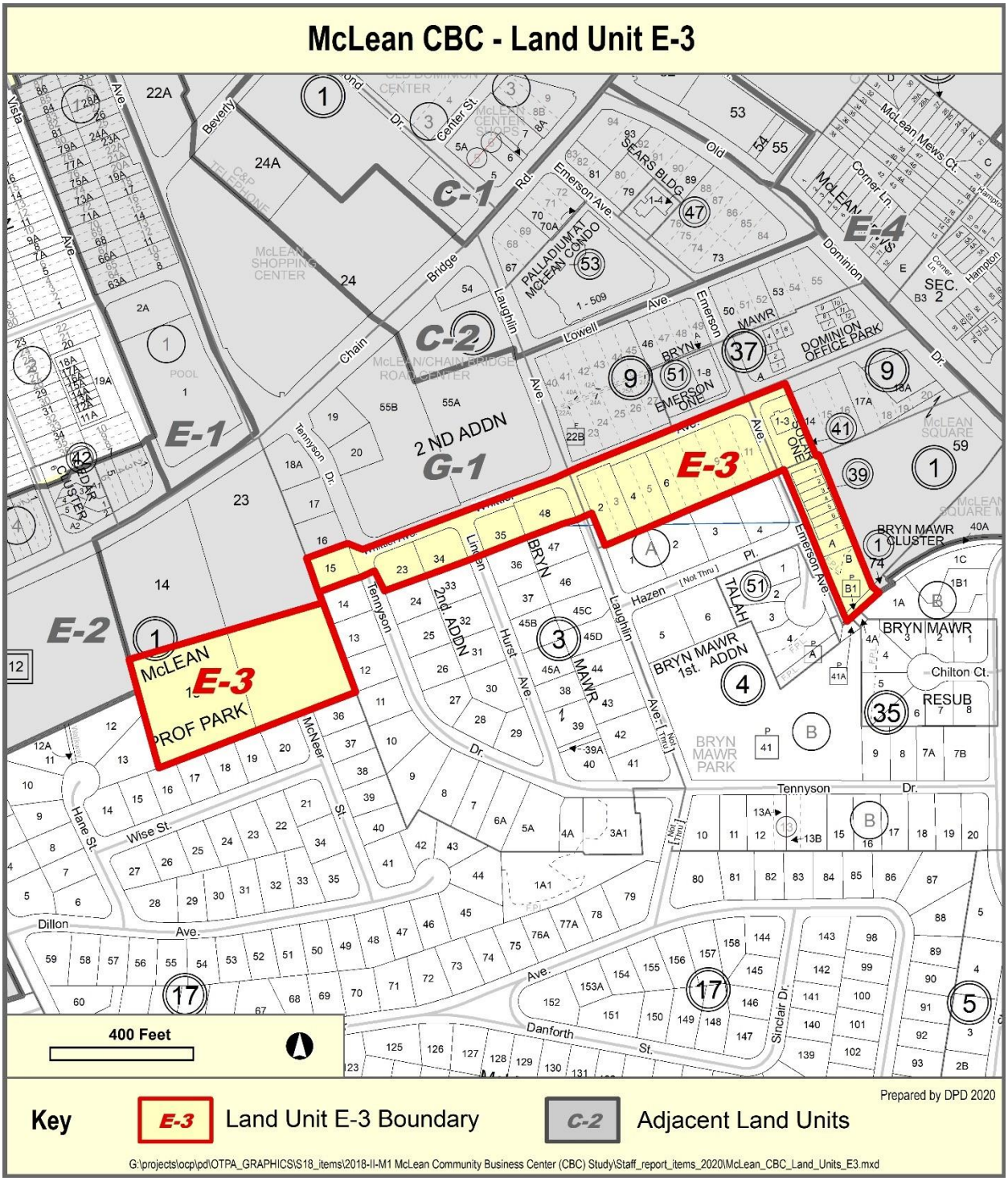

McLean CBC - Land Unit E-3
E-3
E-1
E-2
E-4
C-1
C-2
G-1
McLEAN PROF PARK
2 ND ADDN
2nd ADDN
BRYN MAWR 1st. ADDN
BRYN MAWR CLUSTER
BRYN MAWR PARK
RESUB
PALLADIUM AT MCLEAN CONDO
EMERSON ONE
DOMINION OFFICE PARK
MAWR
TALAH
CEDAR CLUSTER
McLEAN SHOPPING CENTER
McLEAN/CHAIN BRIDGE ROAD CENTER
SEARS BLDG
McLEAN SQUARE
Chilton Ct.
Tennyson Dr.
Dillon Ave.
Danforth St.
Wise St.
Hare St.
McNeer St.
Hurst Ave.
Laughlin Ave.
Emerson Ave.
Lowell Ave.
Bridge Rd.
Center St.
Old Dominion Dr.
Corner Ln.
McLean Mews Ct.
Hazen Pl. [Not Thru]
400 Feet
Key
E-3 Land Unit E-3 Boundary
C-2 Adjacent Land Units
Prepared by DPD 2020
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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 ~~Context~~sensitive commercial development, such as low-density townhouse office, would be appropriate in this area ~~since commercial development already exists on adjacent blocks~~, 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 ~~three stories~~40 feet.

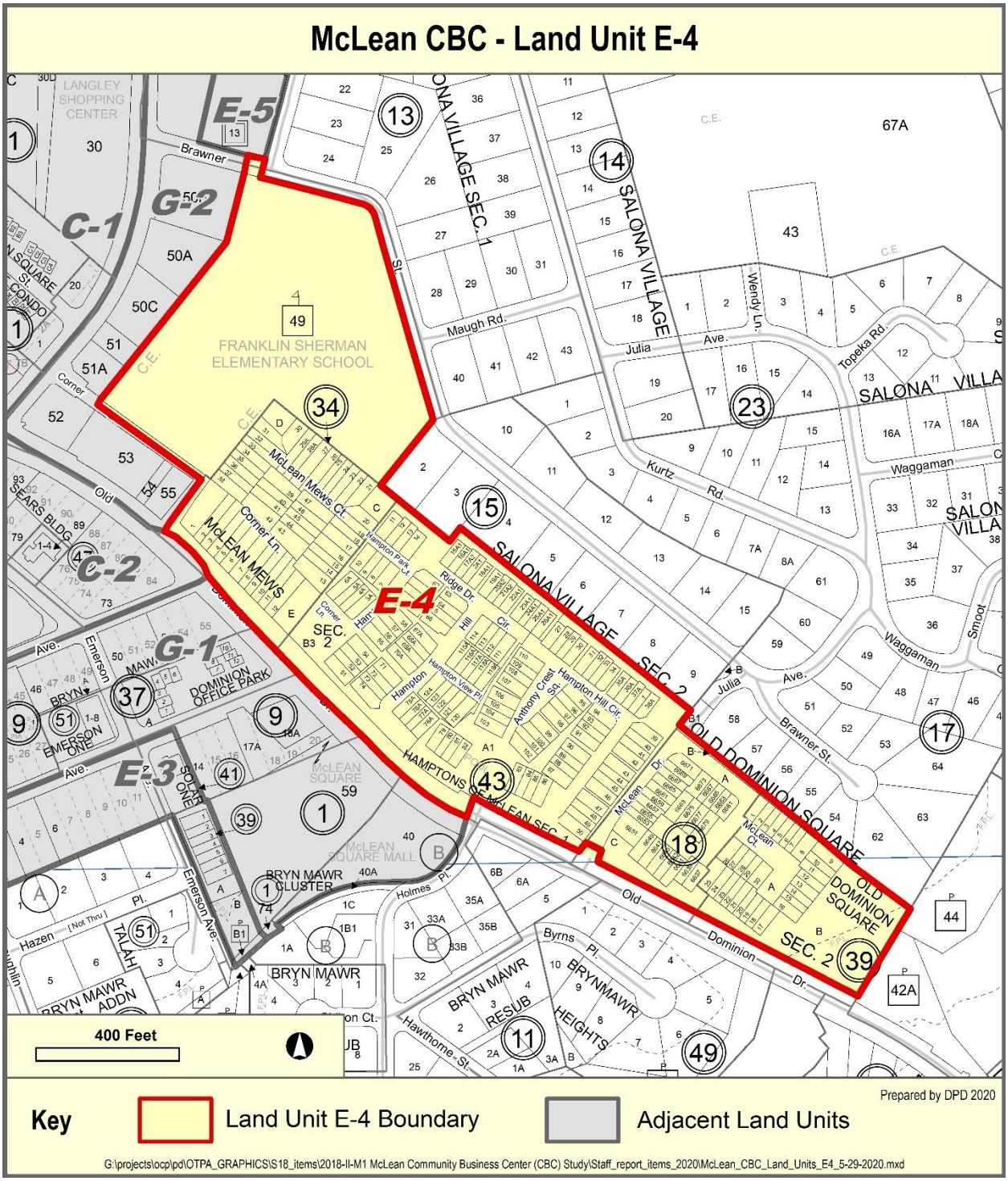

McLean CBC - Land Unit E-4
E-4
E-5
C-1
C-2
G-1
G-2
E-3
FRANKLIN SHERMAN ELEMENTARY SCHOOL
LANGLEY SHOPPING CENTER
SEARS BLDG.
EMERSON ONE
DOMINION OFFICE PARK
McLEAN SQUARE
McLEAN SQUARE MALL
BRYN MAWR CLUSTER
BRYN MAWR ADDN
BRYN MAWR RESUB
BRYNMAWR HEIGHTS
McLEAN MEWS
McLean Mews Ct.
Corner Ln.
Ridge Dr.
Hampton Park Ln.
Hampton View Dr.
Anthony Crest Ct.
Hampton Hill Cir.
HAMPTONS OF McLEAN SEC. 1
SALONA VILLAGE SEC. 1
SALONA VILLAGE SEC. 2
OLD DOMINION SQUARE
OLD DOMINION SQUARE SEC. 2
Brawner St.
Maugh Rd.
Kurtz Rd.
Julia Ave.
Waggaman Ave.
Wendy Ln.
Topeka Rd.
Holmes Pl.
Byrns Pl.
Hawthorne St.
Old Dominion Dr.
Emerson Ave.
Hazen Pl.
TALAH
400 Feet
Key
Land Unit E-4 Boundary
Adjacent Land Units
Prepared by DPD 2020
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_E4_5-29-2020.mxd

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.

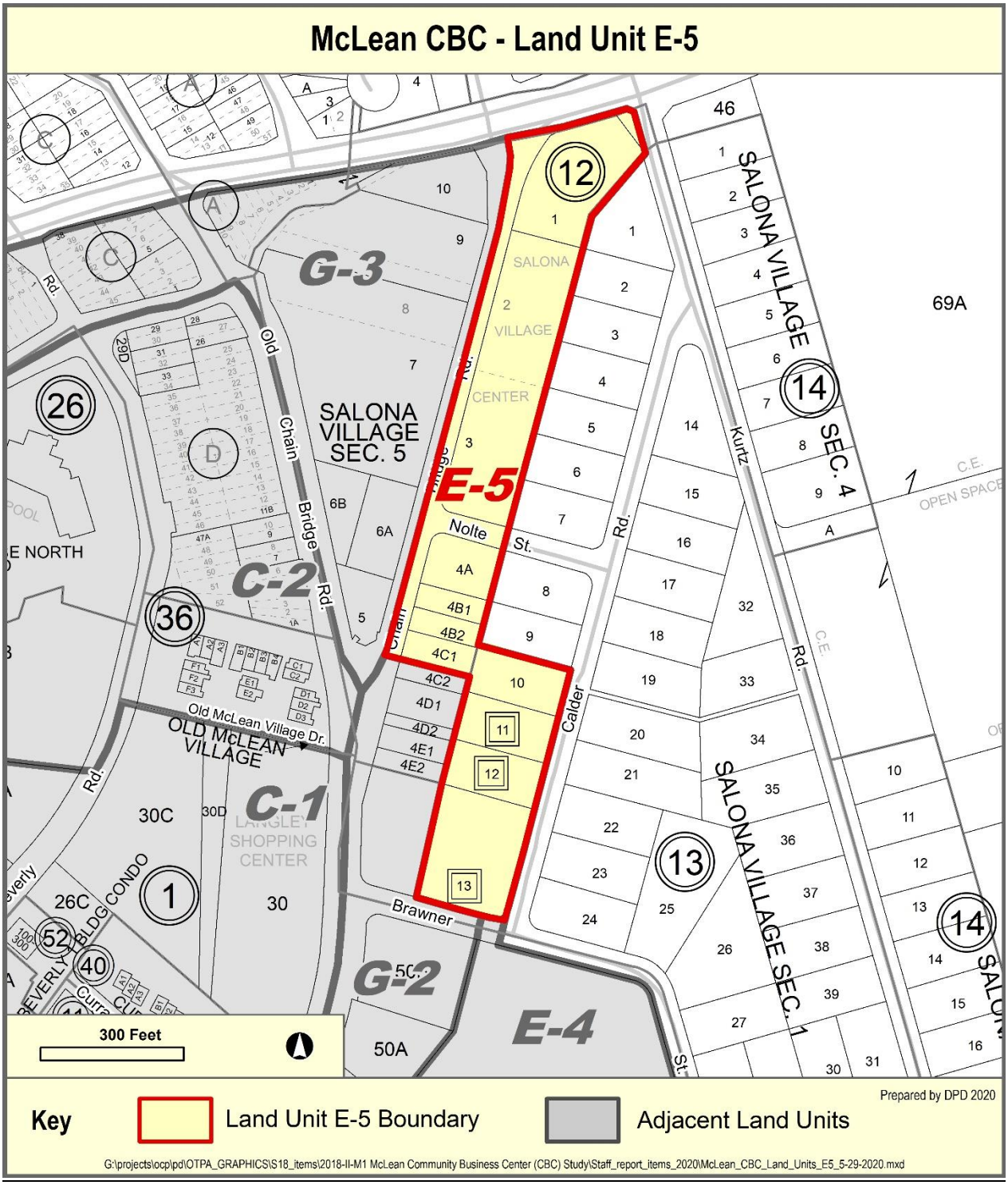
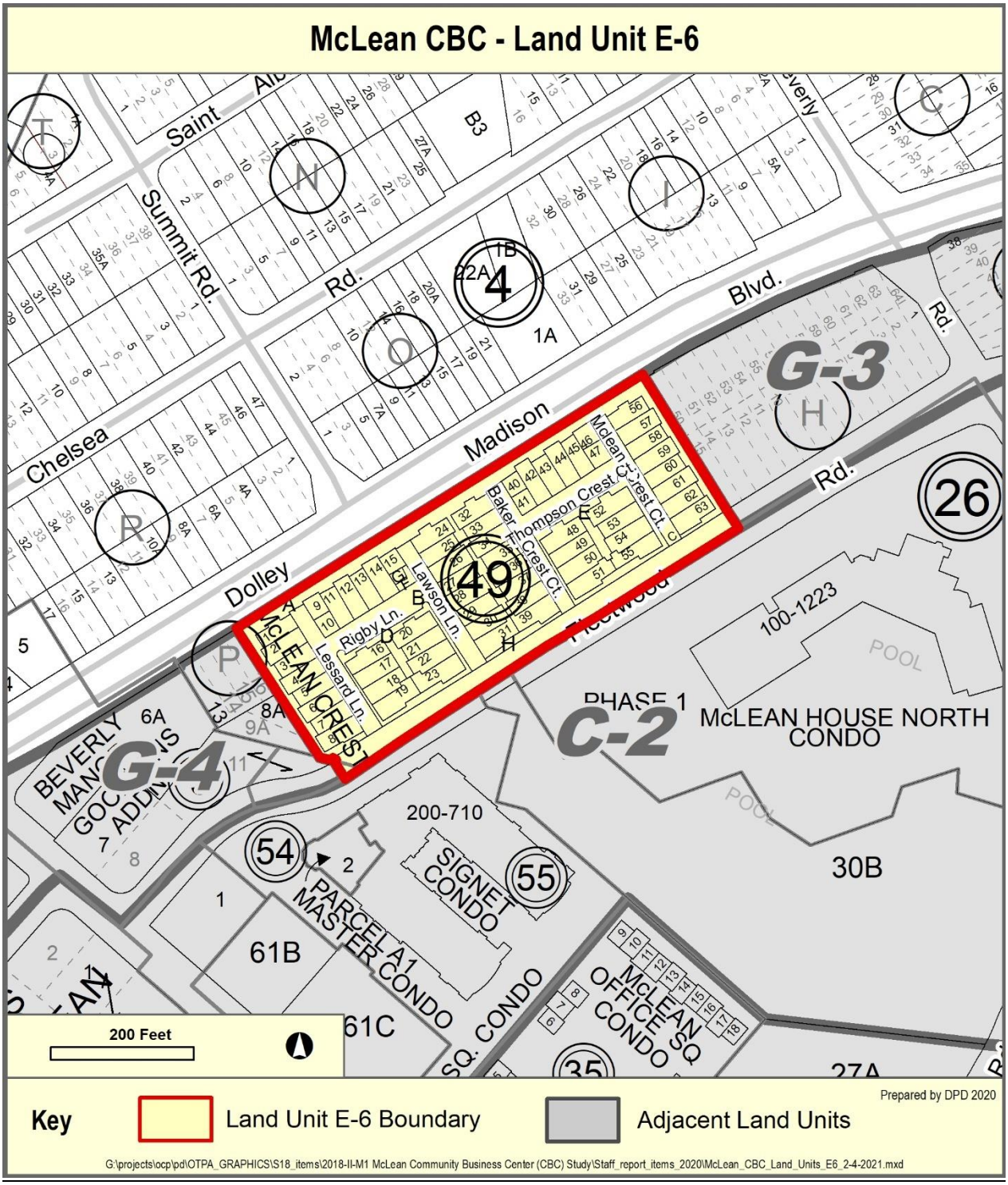

McLean CBC - Land Unit E-5
E-5
G-3
C-2
C-1
G-2
E-4
SALONA VILLAGE SEC. 5
SALONA VILLAGE SEC. 4
SALONA VILLAGE SEC. 1
LANGLEY SHOPPING CENTER
OLD McLEAN VILLAGE
Old Chain Bridge Rd.
Nolte St.
Calder Rd.
Kurtz Rd.
Brawner
Old McLean Village Dr.
300 Feet
Key
Land Unit E-5 Boundary
Adjacent Land Units
Prepared by DPD 2020
G:\projects\ocp\pd\OTPA_GRAPHICS\S18_items\2018-II-M1 McLean Community Business Center (CBC) Study\Staff_report_items_2020\McLean_CBC_Land_Units_E5_5-29-2020.mxd

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.

2206



2207
2208
2209

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.