

UPPER POTOMAC PLANNING DISTRICT

OVERVIEW

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is bounded on the north by the Potomac River, on the east by Difficult Run, on the south by Route 50 and on the west by Loudoun County and the Washington Dulles International Airport. (See Figure 107.)

The character of the Upper Potomac Planning District varies widely, from semi-rural Great Falls along the Potomac River to the urbanizing Reston-Herndon area and Dulles East - Route 28 Corridor to suburban neighborhoods along West Ox Road and Route 50. The northern planning sectors (UP1-3) contain large sections of undeveloped land, estates, several farms, and large-lot subdivisions. Sectors UP4 and UP5 contain Reston and the Greater Herndon area with concentrations of office, industrial and commercial development, surrounded by residential development. The western sector (UP6) is partially developed with office, industrial and commercial development, with large vacant areas. Sectors UP7 and UP8, are characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly and low density residential development in the eastern area where the headwaters of the Difficult Run watershed are located. Sector UP8 (Lee-Jackson) includes some commercial development along Route 50.

Due to the growth of Reston, Herndon, Chantilly (Franklin Farm) and Fairfax Center, total population within the district has increased rapidly over the past twenty years. In 1970, the population was approximately 20,000. In 1990, the population of the Upper Potomac Planning District was 125,169, an increase of over 500 percent since 1970.

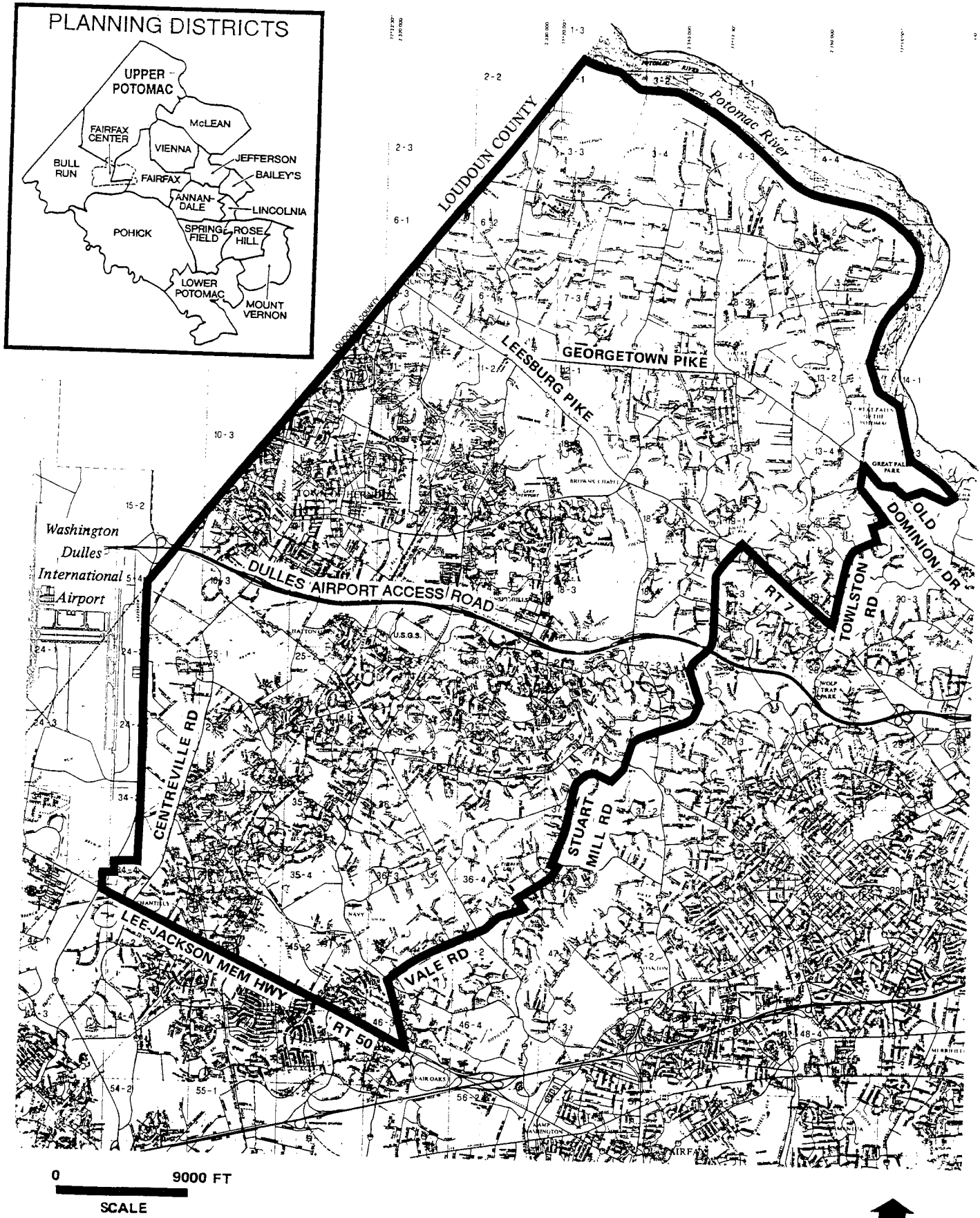
The Planning District is served by community and neighborhood shopping centers in the vicinity of Reston, Herndon, Chantilly, and Great Falls. Tysons Corner and Fair Oaks are the nearest regional shopping centers. Industrial, office, research and development (R&D), and retail commercial uses are not planned or appropriate for Route 7 between the Dulles Airport Access Road and the Loudoun County line.

The Upper Potomac Planning District, as a whole, reflects a pattern common to the County, that of suburban and low density neighborhoods surrounding suburban centers. Future development will need to be planned to protect stable neighborhoods while maintaining employment, shopping and recreation opportunities.

The County has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several sectors in the Upper Potomac Planning District, including Riverfront, Springvale and Hickory (UP1-UP3), Reston (UP5) and West Ox (UP7), have land area which is outside the approved sewer service area. These lands are planned for uses which do not require public sewer service and may be developed in residential densities or in non-residential uses which do not require public sewer service.

CONCEPT FOR FUTURE DEVELOPMENT

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



**FAIRFAX
COUNTY**

UPPER POTOMAC PLANNING DISTRICT

**FIGURE
107**

The Upper Potomac Planning District consists of areas that the Concept for Future Development recommends as Low Density Residential Areas, Suburban Neighborhoods and three Suburban Centers -- Reston-Herndon, Dulles East - Route 28 Corridor, and Fairfax Center.

Two Suburban Centers that are located in the Upper Potomac Planning District are being addressed in a different manner than the Reston-Herndon Suburban Center. The Dulles East - Route 28 Corridor, located primarily in UP6 Sully Community Planning Sector is subject to the Route 28 Tax District Legislation. Based on this legislation, Plan text addressing this area will not be changed, with one exception in UP8, until a "buildout" plan for the Route 28 Tax District is developed and agreed to by both the local government and the property owners (this is more fully discussed in UP6 Sully Community Planning Sector). A portion of Fairfax Center is located in the Upper Potomac Planning District; this area is addressed in the Fairfax Center Area Plan.

The Reston-Herndon Suburban Center is recommended in the Concept for Future Development for a mixture of office, retail and residential uses, with ancillary institutional uses in a low- to moderate-intensity range. A core area is designated at the Reston Town Center.

In the portion of the Upper Potomac Planning District that is north of the Dulles Airport Access Road, Suburban Neighborhoods are located in the vicinity of Reston and Sugarland Run (the area of the County surrounding the Town of Herndon.) South of the Dulles Airport Access Road, the Suburban Neighborhoods border on the two suburban centers (Reston-Herndon and Dulles East - Route 28 Corridor), Difficult Run, Route 50 and Fairfax Center. A wide range of housing types occurs in these areas.

Low Density Residential Areas are located primarily north of Route 7, along the Potomac River shoreline. The areas around the Difficult Run stream valley and watershed in the eastern portion of the Upper Potomac Planning District are also designated as Low Density Residential Areas, due to the established low density character, the ecological significance, and environmental sensitivity of these areas.

MAJOR OBJECTIVES

Planning objectives in the Upper Potomac Planning District are the following:

- Limit redevelopment of commercial, industrial and residential areas to intensities which will, upon redevelopment, result in acceptable levels of service and have minimal impact on stable residential areas, village centers, and other centers that serve villages or neighborhoods;
- Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Maintain the residential character development along the Route 7 corridor and prevent industrial, office, research and development (R&D) and retail commercial development in this corridor between the Dulles Airport Access Road and the Loudoun County line;

- Encourage pedestrian access to retail areas;
- Encourage the creation of additional parks, open space and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program;
- Preserve significant heritage resources;
- Provide adequate facilities for the full range of human services, including child care, senior citizen programs, health care, education, and recreational programs for all segments of the community;
- Continue active pursuit of affordable housing goals by enlarging the inventory and maintaining and improving existing affordable units; and
- Provide child care and elderly care facilities to meet the anticipated growth in needs.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Upper Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the district is comprised of several elements, many of which relate to more extensive Countywide facilities, services, and policies. The arterial and major collector roadways affecting the district are shown on Figures 108 and 109. Other Countywide transportation elements are also depicted.

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







Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and acceleration lanes should be discouraged and curb cuts not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Scenic and Historic Byway. Major changes in alignment, or to widen the road, would damage the scenic and historic byway character and historic integrity and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this historic and scenic byway.

Housing

A list of existing, under construction, and proposed assisted housing for the Upper Potomac Planning District is shown on Figure 110. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":






TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
X	Y	X TOTAL NUMBER OF LANES (INCLUDING HOV LANES)
		Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.
		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

-  TRANSIT TRANSFER CENTER (NO PARKING)
-  RAIL STATION
-  COMMUTER PARKING LOT
-  COMMUTER RAIL STATION
-  METRO STATION

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS
UPPER POTOMAC PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

FIGURE
108

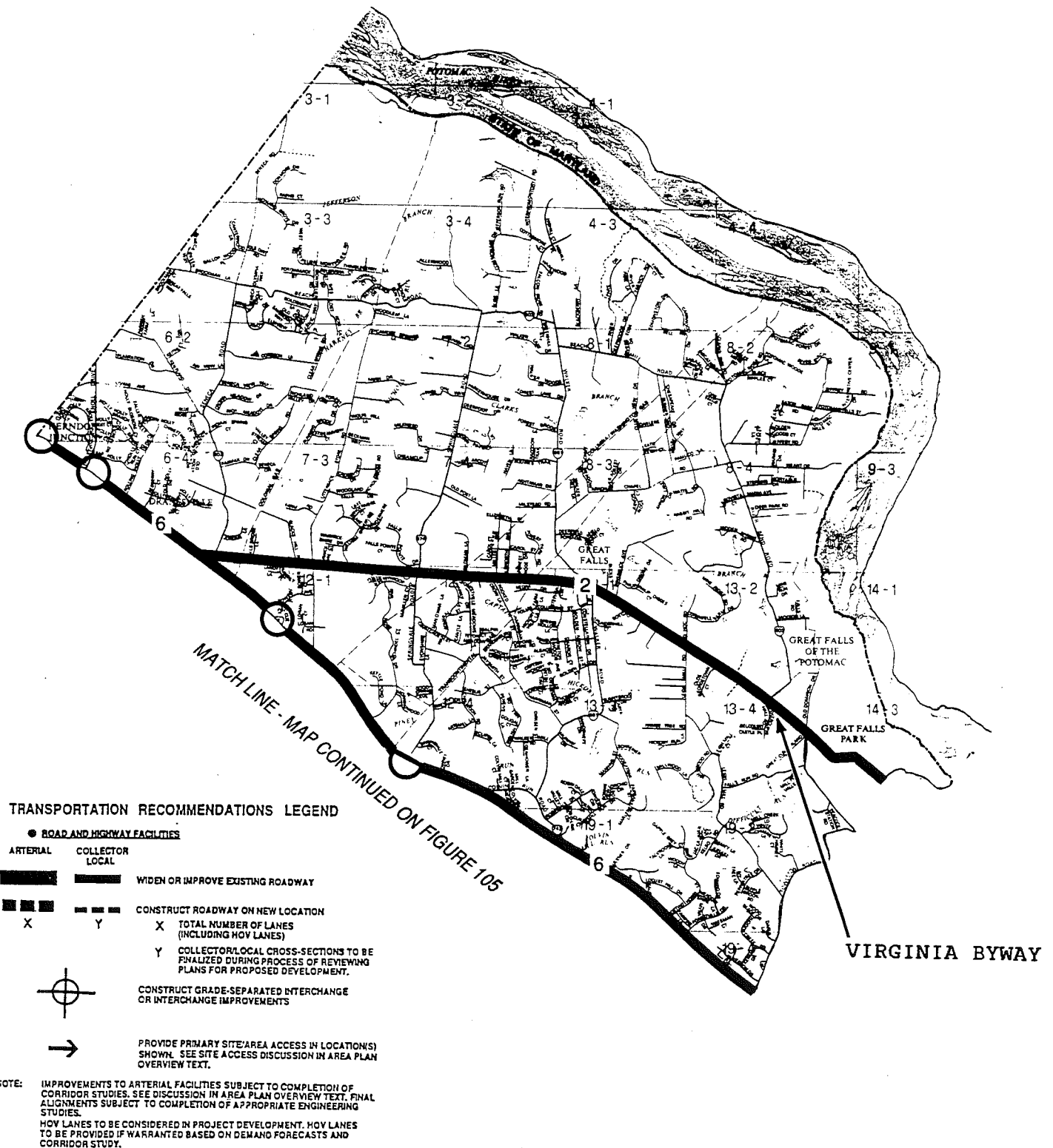


FIGURE 110
UPPER POTOMAC PLANNING DISTRICT
ASSISTED HOUSING

(Occupied or Under Construction, as of December 31, 1990)

Location	Planning Sector	Number of Assisted Units	Type of Program
Waterside Waterside View Drive	UP5	55	IDB Financing - New
Cedar Ridge Apts Becontree Lane	UP5	198	Section 221-d-3
Fellowship House (Lake Anne) North Shore Drive	UP5	240	Section 202/Section 236 (Elderly)
Fellowship House (Hunters Woods) Colts Neck Road	UP5	224	Section 202/8 (Elderly)
Fellowship House (Tall Oaks) North Shore Drive	UP5	30	Private Rental
The Green Glade Drive	UP5	50	Public Housing
Island Walk Co-op Torrey Pines Court	UP5	101	Section 8
Laurel Glade Apts Laurel Glade Court	UP5	200	Section 236
Reston Town Center Town Centre Parkway & Bowman Town Drive	UP5	30	Public Housing
Shadowood Castlerock Square	UP5	16*	Public Housing
Stonegate Village Stonewheel Drive	UP5	240	Section 236/Fairfax County Rental
Chantilly Pines Elden Street	UP4	180	Section 236
Elden Terrace Dulles Park Court	UP4	184	Section 236

* Scattered Units

FIGURE 110
UPPER POTOMAC PLANNING DISTRICT

ASSISTED HOUSING
(Continued)

(Occupied or Under Construction, as of December 31, 1990)

<u>Location</u>	<u>Planning Sector</u>	<u>Number of Assisted Units</u>	<u>Type of Program</u>
Lakeview Townhouses Keach Place	UP7	147	Section 236
Reflection Lake Co-op Springer Drive	UP6	84	Section 236
Sunrise House West Ox Road	UP8	20 beds	Group Home

PROPOSED ASSISTED HOUSING

(As of December 31, 1990)

<u>Location</u>	<u>Planning Sector</u>	<u>Number of Assisted Units</u>	<u>Type of Program</u>
Herndon Elderly Jorss Place	UP6	120	FCRP/(Elderly)
Reston Interfaith Townhouse Acquisitions	UP5	3	Non-profit Rental

* Although these facilities are to be owned by the Fairfax County Redevelopment and Housing Authority, they are to be leased to the Fairfax-Falls Church Community Services Board for the operation of a residential teen substance abuse program and, as such, are not assisted housing in the usual sense.

- Housing units owned by the Fairfax County Redevelopment and Housing Authority (FCRHA) and managed by the Department of Housing and Community Development under the federal Public Housing program or the locally funded Fairfax County Rental Program;
- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to non-profit groups for emergency housing. Also, privately owned group homes assisted by grants or loans from the County's Community Development Block Grant or Housing Trust Fund;
- Federal Section 8 project based rent subsidy units;
- Units subsidized under federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or non-profit entities;
- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received;
- Non-profit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and,
- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home.

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included in the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based).

Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Upper Potomac Planning District contains a portion of the drainage area for the Occoquan Reservoir as well as a portion of the environmentally sensitive Difficult Run watershed. The area near the eastern edge of Dulles International Airport contains a small amount of land impacted by aircraft noise.

The northern and southeastern parts of the planning district have a rural character with a large number of stream valley and habitat environmental quality corridors. Like portions of Pohick, Lower Potomac, Vienna and Bull Run, this area is important to the preservation of what remains of Fairfax County's natural resources. Reston and Herndon in the central portion of the planning district have been developing for some time. Environmental policies for the planning district must respond to both the semi-rural and developing areas. For the developed and developing areas, policies that focus on pollution control and reclamation should be followed. The semi-rural areas should benefit from attention to preservation.

The achievement of high water quality should continue to be implemented through the land use plan, as well as structural control techniques in the portion of the planning district that drains to the Difficult Run and the Occoquan Reservoir. The following guidelines are suggested to achieve this objective:

- Maintain very low density development in the portions of the district that are environmentally constrained and drain into the Difficult Run and the Occoquan Reservoir watersheds;
- Devise an extended EQC system to provide protection to areas that constitute the Difficult Run headwaters and Great Falls, and preserve ecologically significant habitat areas. The EQC system should prohibit encroachment on steep slopes, problem soils, and wetlands;
- Construct the regional stormwater management ponds according to the Regional Stormwater Management Plan. Discourage the use of on-site stormwater management techniques in lieu of a regional alternative. In headwaters areas with suitable soils, infiltration techniques may be appropriate; and,
- Encourage and maintain planned low densities in the stream valley headwaters.

The Difficult Run stream valley has been designated an area of critical environmental concern by the Commonwealth of Virginia. The entire watershed has been adopted by the Board of Supervisors under the County's Adopt-A-Stream Program. Many initiatives are underway to reclaim and preserve this watershed. The tributary stream valleys of the Difficult Run watershed in this district, as well as the associated forest lands, wetlands, and meadowlands, constitute a large part of the Difficult Run habitat. Low density zoning should be used to maintain this habitat, however; more controls may become necessary as the rest of the County continues to accommodate more people. Likewise, the semi-rural Great Falls area and the Upper Potomac valley provide significant habitat preservation opportunities. Additional guidance for the Difficult Run Watershed is contained in the Area II and III Plan Overviews.

Heritage Resources

The Upper Potomac Planning District contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 111. The Inventory is open-ended and continues to grow. For information about these and other Historic sites, consult the Fairfax County Heritage Resources Office.

FIGURE 111
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT

Name	Address	Parcel Number	Date
Appledore (Poplar Vale)	300 Fox Mill Road Oakton	36-3 ((1)) 29	c. 1806
Ayre House	13200 Lee Jackson Highway Chantilly	45-1 ((1)) 11	c. 1810
Bailey House*	13800 Coppermine Road Herndon	15-4 ((1)) 1	c. 1860
Bowman Distillery*	11710 Sunset Hills Herndon	17-4 ((1)) 5, 9	1935
Bowman's Store	2628 Centreville Road Herndon	25-1 ((1)) 13	c. 1850 + adds
Brown's Chapel	Baron Cameron Avenue Reston	11-4 ((1)) 8	c. 1879
Cherok House	2633 Centreville Road Herndon	25-1 ((1)) 19	c. 1890
Coleman, George House	489 Arnon Chapel Road Great Falls	08-3 ((1)) 3	c. 1855
Colvin Run Community House	10210 Colvin Run Road Great Falls	12-4 ((1)) 31	c. 1900
Colvin Run Mill N,V,H	10017 Colvin Run Road Great Falls	18-2 ((1)) 16	c. 1820
Colvin Run Miller's House H	10017 Colvin Run Road Great Falls	18-2 ((1)) 16	c. 1815
Cornwell Farm N,V	9414 Georgetown Pike Great Falls	13-1 ((1)) 58B	1830

* indicates demolition: potential remains for archeological site.

N National Register of Historic Places
V Virginia Register of Historic Places
H Historic Overlay District

FIGURE 111
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Dranesville Methodist Church	11711 Leesburg Pike Herndon	06-4 ((1)) 67	c. 1850
Dranesville Tavern N,V,H	11919 Leesburg Pike Herndon	06-3 ((1)) 19	c. 1830
Dunbarton	910 Seneca Road Herndon	06-4 ((1)) 6V, Z	c. 1750
Floris Colored School (New)	2525 Squirrel Hill Herndon	15-4 ((1)) 32	1932
Floris United Methodist Church	2629 Centreville Road Herndon	25-1 ((1)) 17	1895
Follin, J. N., House	1028 Walker Road Great Falls	12-4 ((1)) 13	1780 + adds.
Four Stairs	840 Leigh Mill Road Great Falls	13-3 ((1)) 20	c. 1740 + c. 1850
Fox House	2703 West Ox Road Herndon	25-1 ((1)) 20	c. 1900
Franklin Farm House	3020 West Ox Road Herndon	35-2 ((8)), 025-4	c. 1790
Frying Pan Church	2615 Centreville Road Herndon	25-1 ((1)) 11	1791
Frying Pan Farm Park	2709 West Ox Road Herndon	25-1 ((1)) 9	c. 1920

N National Register of Historic Places
V Virginia Register of Historic Places
H Historic Overlay District

FIGURE 111
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Great Falls Grange	9818 Georgetown Pike Great Falls	13-1 ((1)) 15	1929
Great Falls P.O. (Old Schoolhouse)	9812 Georgetown Pike Great Falls	13-1 ((1)) 18	1890
Groves House	3220 Centreville Road Chantilly	34-2 ((1)) 6	c. 1895
Gunnell's Run	600 Innsbruck Avenue Great Falls	08-3 ((12)) A	c. 1760 + 1933
Town of Herndon Historic District N	Herndon		
Herndon Railroad Station N,V	730 Elden Street Herndon	16-2 ((2)) 23	c. 1861
Hidden Springs Farm	438 Riverbend Road Great Falls	08-4 ((1)) 33V	c. 1825 + 1940
Higgins R., House	2705 West Ox Road Herndon	25-1 ((1)) 21	1905
Hoffman House	2601 Centreville Road Herndon	25-1 ((1)) 3	c. 1900
Holly Knoll (Bloomfield) H	12000 Leesburg Pike Herndon	06-3 ((1)) 6	1858
Ivy Chimney	11706 Leesburg Pike Herndon	06-4 ((1)) 40	c. 1856
Jackson, Verlinda House	700 River Bend Road Great Falls	13-2 ((1)) 11	c. 1790

N National Register of Historic Places
V Virginia Register of Historic Places
H Historic Overlay District

FIGURE 111
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Kalorama Springs* (Tricketts)	10026 Colvin Run Road Great Falls	18-2 ((1)) 19	c. 1781
Keyes House	2516 Squirrel Hill Herndon	15-4 ((1)) 28	c. 1860
King Subdivision	Elizabeth Street Great Falls	13-2 ((2))	c. 1920
Lawyers Road	b/t Hunter Station and Hunters Mill	27-3, 027-4	Pre-1800
Lake Anne Village Center H	Reston	17-2	1965
Langham House*	3108 Centreville Road Herndon	24-4 ((1)) 6	1908
Lawyers Road	b/t Hunter Station and Hunter Mill	27-3, 027-4	Pre-1800
Leigh, Dr. Alfred, House	1148 Walker Road Great Falls	12-4 ((1)) 15A	c. 1890 + 1910
Longacre	701 Seneca Road Great Falls	06-2 ((1)) 24	c. 1855
Martin House	2521 Squirrel Hill Herndon	15-4 ((1)) 31	c. 1870
Matildaville Ruins N,V	Great Falls Park Great Falls	13-2 ((1)) 35	1790-1839
Mayfield	11700 Leesburg Pike Herndon	06-4 ((1)) 41	c. 1760 + 1844

* indicates demolition: potential remains for archeological site.

N National Register of Historic Places
V Virginia Register of Historic Places
H Historic Overlay District

FIGURE 111
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Middleton, John, Farm	13801 Frying Pan Road Herndon	24-2 ((1)) 1	c. 1850
Mt. Pleasant Baptist Church and Cemetery	13614 Coppermine Road Herndon	15-4 ((1)) 18	1882
Murphy, Hazel, Farm	13900 Frying Pan Road Herndon	15-4 ((1)) 25	c. 1830 + adds
Patowmack Canal Lock Ruins N,V	Great Falls Park Great Falls	13-2 ((1)) 35	1785-1802
Patowmack Canal at Seneca Falls	Potomac River Great Falls	03-2 ((1)) 1	1785-1802
Piscataway Farm	625 Seneca Road Great Falls	06-2 ((1)) 4	unknown
Ratcliffe/Hanna House	2346 Centreville Road Herndon	16-3 ((1)) 5A	c. 1793 + adds
Smith's Chapel	11321 Beach Mill Road Great Falls	02-4 ((1)) 19	1890
Smith, Jesse, Farm	315 Seneca Road Great Falls	02-2 ((1)) 8	c. 1857
Smith, Temple, House	1032 Towlston Road McLean	19-2 ((12)) 9A	c. 1750
Stover House	2625 Centreville Road Herndon	25-1 ((1)) 16	c. 1875
Sunset Hills	1850 Old Reston Avenue Herndon	17-4 ((1)) 1	1899
Turley Hall	3318 Centreville Road Chantilly	34-2 ((1)) 10	c. 1825

N National Register of Historic Places
V Virginia Register of Historic Places

FIGURE 111
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Continued)

Name	Address	Parcel Number	Date
Waggle/Hutchison* House	13600 Frying Pan Road Herndon	24-4 ((1)) 8	c. 1835
White, Elijah, House*	2900 West Ox Road Herndon	25-3 ((1)) 23	c. 1870
Wiehle House	1830 Old Reston Avenue Reston	17-4 ((1)) 3	c. 1890
Woodbury House	10307 Saddle View Court Vienna	27-2 ((4)) A	c. 1780
Wrenn House	13622 Lee Jackson Highway Chantilly	34-4 ((1)) 60	c. 1800
Wrenn House at Franklin Farms	13223 Wrenn House Lane Herndon	35-1 ((4)) 017	c. 1825
Vale Community Center	3124 Fox Mill Road	036-4 ((1)) 8	

* indicates demolition: potential remains for archeological site.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Register of Historic Places are also shown on Figure 111, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the National and Virginia Registers of Historic Places, and Historic Overlay Districts promote the recognition of architecturally or historically significant property. Designation confers public recognition and can offer incentives for preservation to the property owner.

The County Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the County's History Commission. In addition to architectural or historic significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the County's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Designation does not preclude demolition.

The Virginia Register of Historic Places and National Register of Historic Places also officially recognize properties meeting appropriate criteria. Like the County Inventory, recognition does not prohibit demolition. Inclusion on the respective register does, however, require that any state or federally funded or sanctioned action that would have an adverse effect on a listed property be reviewed by the appropriate state or federal preservation agency.

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

Those sites outlined in the Great Falls Survey Report of Historic Properties (conducted by the Heritage Resources staff of the Office of Comprehensive Planning and filed by site number in their site files) should be evaluated as to their historical significance. Those deemed historically significant by the Office of Comprehensive Planning or other appropriate federal, state, or county agencies should be identified in the Plan as soon as possible and a process should be established to protect them from destruction or adverse environmental impact without necessarily being included in an historic district. It may be necessary to add sites should additional sites be identified.

Public Facilities

Existing public facilities located within the Upper Potomac Planning District and those for which a future need has already been identified are included on Figure 112. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

FIGURE 112

UPPER POTOMAC PLANNING DISTRICT

EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
UP1						
UP2	Great Falls Elem.	Great Falls Mini	Great Falls Fire Station Co. 12			
UP3	Forestville Elem. Elem. Site				Difficult Run Pumpover Station	
UP4	Clearview and Dranesville Elems. Herndon High School Herndon Elem., Herndon Int.	Herndon Fortnightly	Herndon Government Center Herndon Police Herndon Fire Station Co. 4	Herndon Community Ctr.	Corbalis Water Treatment Plant Water Storage Tank (Town of Herndon)	*Herndon P.O.
UP5	Armstrong, Crossfield, Dogwood Forest Edge. Hunters Woods Lake Anne (24), Sunrise Valley and Terraset Elem. Schools Hughs Intermediate and South Lakes High School Baron Cameron Intermediate and High School Site	Carter Glass, Hunter Woods and Reston Regional	Reston Government Center, Reston Fire Station Co. 25 Reston District Police Station	Northwest Center ACCESS Reston Comm. Ctr.	Recycle Drop-off Center	*Reston P.O. Park-and-Ride *Va. State Highway Maintenance Facility
UP6	Hutchinson and Floris Elementary Schools, Int. School Site		Frying Pan Fire Station Co. 36			
UP7	Fox Mill and Oak Hill Elementary Schools		Fox Mill Fire Station Co. 31	Sunrise Program	Pender Water Storage Tank II	
UP8	Lees Corner and Navy Elem. Schools B. Franklin Inter. School		Fair Oaks District Police Station	Fair Oaks Hospital		

*Federal and State facilities are not subject to the 456 review process.

A number of public facilities have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require a 456 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector recommendations and may be considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 456 Review public hearing. The following public facilities are identified as future needs in the Upper Potomac Planning District:

1. Replace the existing mini-library on Georgetown Pike with a community library near the intersection of Georgetown Pike and Walker Road. (UP2)
2. If warranted, consider the development of a fire and rescue mini-station to serve the north Great Falls area. (UP1, UP2)
3. Implement the Regional Stormwater Management Plan by providing necessary stormwater detention ponds in this district.
4. Provide the necessary improvements to the Corbalis Water Treatment Plant on land currently owned at the Authority's plant site to meet current and future needs. (UP4)
5. Construct a fire and rescue station at the Leesburg Pike/Reston Avenue intersection. (UP5)
6. Construct an elementary school on the site on Wiehle Avenue north of Baron Cameron Avenue to serve the Herndon-North Reston Area. (UP5)
7. Provide an additional recycle drop-off center on the County owned property at Lawyers Road and Reston Parkway. (UP5)
8. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)
9. Fire facilities and equipment at the Herndon Fire Station should be kept adequate to meet increasing demand for fire and emergency protection. (UP4)
10. Replace the existing Herndon Fortnightly Library with a new community library of approximately 13,000 square feet in the Town of Herndon. (UP4)
11. Provide an additional 2.5 million gallon ground water storage tank at the County Water Authority's Penderwood Water Storage Tanks II site on West Ox Road near Waples Mill Road. (UP7)
12. Provide a 10 million gallon water storage facility and 40 million gallon per day pumping station at the Water Authority Fox Mill Site located west of the Fairfax County Parkway approximately one-half mile south of Fox Mill Road. (UP7)
13. Identify and seek to acquire a suitable site for construction of a high school in the western portion of Sector UP7. (UP7)

14. Expand the existing Fair Oaks Fire and Rescue Station with a two bay addition of approximately 2,100 square feet to meet the future demands for these services. (UP8)
15. Provide two adult day health care centers, one in the Reston-Herndon vicinity and one in Chantilly. (UP8)
16. Provide a District Public Health Center in the Centreville/Chantilly area. (UP8)
17. Locate an elementary school site, possibly in combination with an active recreation park site, in the area between Armfield Farms and the intersection of Route 50 and Centreville Road. The school site should have a minimum of 14 acres, with up to eight additional acres for active recreation park use. (UP8)
18. Provide a five-acre site for Crossroads, an intensive drug and alcohol treatment program. In addition to treating clients, this facility will also house children of clients.

Parks and Recreation

Public parks located within the Upper Potomac Planning District are identified on Figure 113. Additional recreational facilities are provided at county public school sites. The Upper Potomac Planning District contains many of the most significant natural and heritage resource areas in Fairfax County. The majority of the Potomac River shoreline is protected in land holdings administered by the Fairfax County Park Authority, Northern Virginia Regional Park Authority, National Park Service and The Nature Conservancy. Additionally, a permanent open space easement along the entire river shoreline has been acquired by the U. S. Department of the Interior for development of the Potomac River National Heritage Trail.

Nationally and regionally significant historic properties include Sully, Dranesville Tavern, Frying Pan Meeting House, and Colvin Run Mill. Frying Pan Park, Floris Community Park and the Great Falls Grange preserve elements of the agricultural history of the local community. A wide diversity of recreational opportunities are available at Lake Fairfax, Fox Mill and Baron Cameron District Parks and the major stream valleys.

The Difficult Run and Little Difficult Run stream valley system, which traverses the entire district from south to north, contains environmentally sensitive natural resources and cultural resources. A variety of resource protection mechanisms, including acquisition of conservation/open space, scenic, and historic preservation easements, land dedication and purchase by the County should be utilized to protect identified resources not currently in public ownership. The intrusion of non-recreational development should be restricted and the impacts of offsite development should be mitigated.

Current deficiencies in active recreation facilities will be exacerbated by the large population growth projected for the western part of the district. Additionally, Community Parks should be provided in the UP4, UP7 and UP8 sectors. Cooperative public/private sector strategies should be pursued to locate outdoor recreation facilities to serve the adult workforce in proximity to employment centers. The potential for, and possible location of, a future recreation center in this planning district will be determined by the Fairfax County Park Authority based on the results of the recreation demand survey and recreation feasibility study.

The evaluation of recreational needs in the Centreville District being conducted by the County should be used in determining those activities to be included in an Oak Marr-type facility to be located in the Herndon-Reston area. The construction of a recreation facility in the Springfield District at Stringfellow Road and Route 50 is also endorsed.

FIGURE 113
UPPER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC PARKS

NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL	STATE/FEDERAL
UP1			Riverbend	Upper Potomac Regional	Great Falls National Potomac River National Heritage Trail
UP2	Holly Knolls	Windermere	Great Falls Grange		
UP3	Lockmeade	Lexington Estates Fox Manor	Great Falls Nike	Colvin Run Mill Colvin Run S.V. Difficult Run S.V.	
UP4		Grand Hamptons Hutchinson School Site		Dranesville Tavern Folly Lick S.V. Sugarland Run S.V.	
	Stanton Cuttermill Trailside	Bruin Alabama Dr. Bready		Sugarland Run S.V. Folly Lick S.V.	
		Chandon Runnymede			
UP5	Stuart Road (Reston) Town Green	Reston North Shaker Woods Tamarack Stratton Woods	Baron Cameron School Site Fox Mill District	Lake Fairfax Colvin Run S.V. Difficult Run S.V. Little Difficult. Run S.V.	W&OD Trail
UP6		Floris School Site		Sully Frying Pan S.V. Horsepen Run S.V.	
UP7	Franklin Oaks Garchayne Navy Vale	Floris Community Franklin Farm Clarks Landing		Frying Pan Frying Pan S.V. Difficult Run S.V. South Fork S.V.	
UP8	Fair Woods Franklin Glen	Fox Valley		Little Difficult Run S.V.	

RESTON-HERNDON SUBURBAN CENTER

OVERVIEW

The Reston-Herndon Suburban Center represents one of the County's premier employment locations. The Center, which surrounds the Dulles Airport Access Road from Hunter Mill Road to Centreville Road, varies in character of development from areas almost completely developed as medium intensity office to the Reston Town Center which is planned as a high intensity mixed-use area. The proximity of the Washington Dulles International Airport and the excellent regional access make this area appropriate for a variety of residential and employment land uses.

The area surrounding the Reston-Herndon Suburban Center consists primarily of residential development, including many residential areas within the planned community of Reston. Very low density residential development occurs to the east of the Reston-Herndon Suburban Center. These communities help to form a low density residential transition between the Reston-Herndon Suburban Center and the Tysons Corner Urban Center.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the Reston-Herndon Suburban Center as one of several mixed-use employment centers that are located in Fairfax County. The intention of the Suburban Center designation is to capitalize on the opportunity to provide future housing and employment locations, while still maintaining the integrity of existing, nearby land uses.

In general, the Concept does not recommend industrial uses for Suburban Centers. However, the Reston-Herndon Suburban Center does contain several areas that are developed in industrial, research and development, and industrial/flex types of uses. Retention of these areas is recommended because the uses are needed in the County and this is an appropriate location for them.

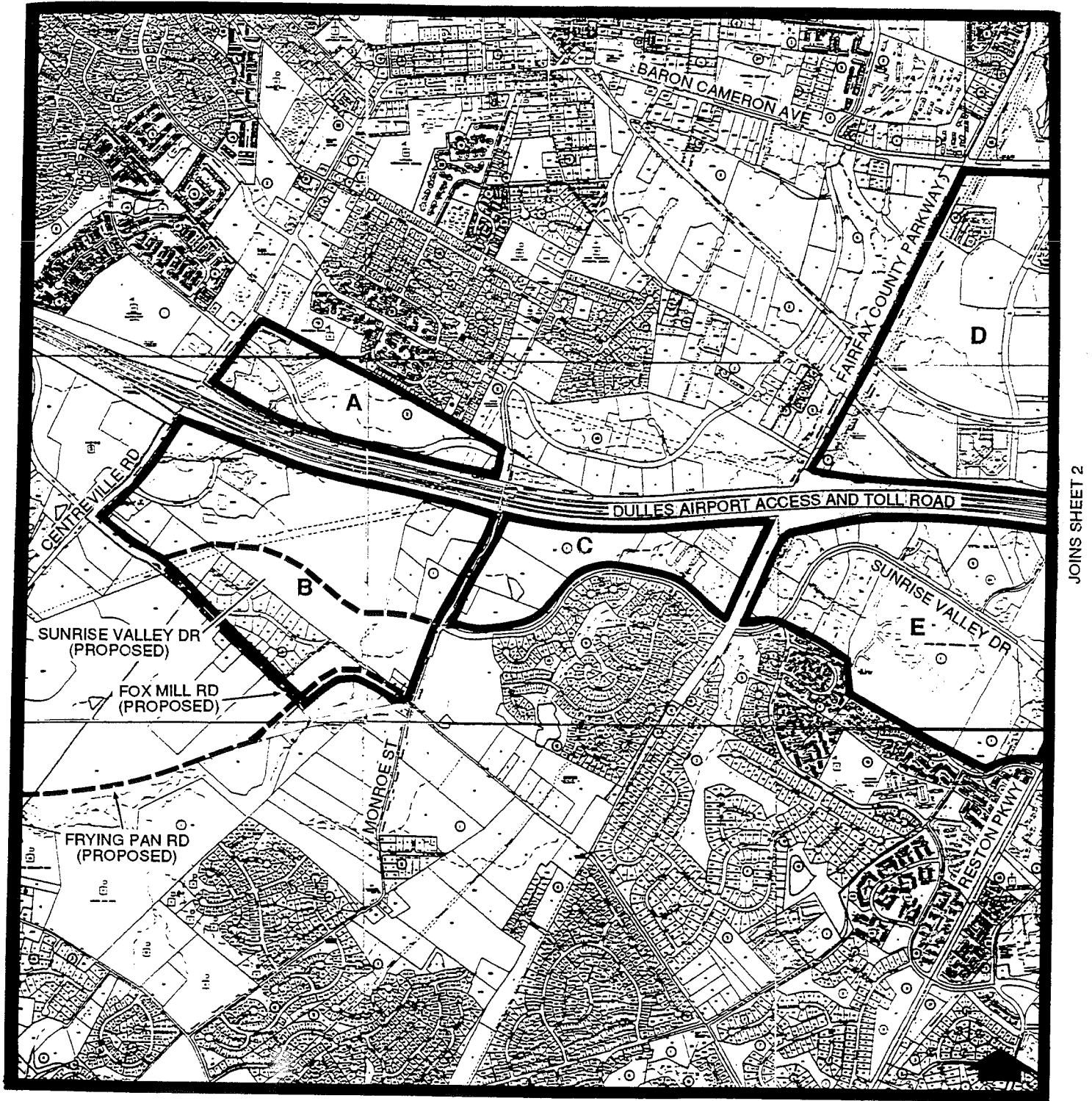
The Reston-Herndon Suburban Center is bounded generally by Centreville Road on the west; areas along Sunrise Valley Drive on the south; Hunter Mill Road on the east; and areas adjoining Sunset Hills Road on the north including the Town Center at Reston. The Reston-Herndon Suburban Center has been divided into separate "land units" for the purpose of organizing Plan recommendations. Figures 114 and 115 show the boundaries of the Reston-Herndon Suburban Center.

RECOMMENDATIONS

Land Use

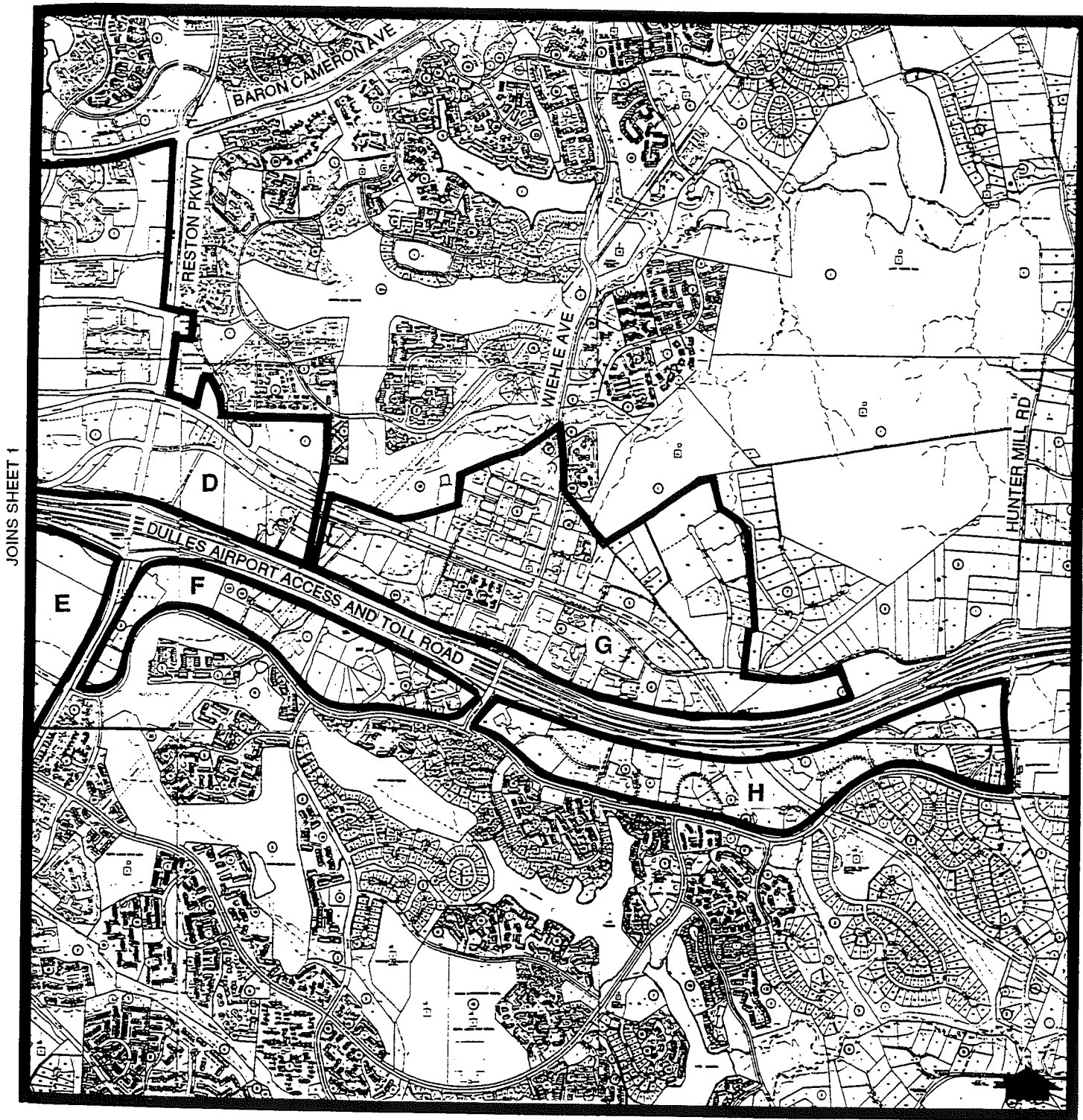
The purpose of the planning recommendations for the Reston-Herndon Suburban Center is to guide and direct development by recognizing both future opportunities and constraints. The land use recommendations are based upon the concept of concentrating development in a limited area, and preserving the existing stable neighborhoods in the vicinity of the Reston-Herndon Suburban Center.

In order to achieve the planning objectives for this Suburban Center it is necessary that new development be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals must be responsive to the following development criteria, which apply to all sites in the Reston-Herndon Suburban Center:



RESTON-HERNDON SUBURBAN CENTER

LAND UNITS - 1 OF 2



RESTON-HERNDON SUBURBAN CENTER
LAND UNITS - SHEET 2 OF 2

1. Development applications in the area should be accompanied by a development study report which describes the impacts of the proposed development and demonstrates the proposal's conformance with the Comprehensive Plan and adopted policies.
2. A development plan that provides high quality site and architectural design, streetscaping, urban design and development amenities.
3. Provision of a phasing program which includes on- and off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provision and implementation of a plan which reduces development traffic to a level deemed satisfactory to the Office of Transportation through Transportation System Management (TSM) strategies.
4. Provision of design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
5. Provision of energy conservation features that will benefit future residents of the development.
6. Provision of moderately-priced housing that will serve the needs of the County's population as a part of any mixed-use project.
7. Land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.
8. Provision of the highest level of screening and landscaping for all parking (at, above, or below grade.)
9. Consolidation of vehicular access points to minimize interference with arterial roadways.
10. Provision of stormwater management by the use of Fairfax County's Best Management Practices System.

In addition to these general development criteria, site-specific conditions may be identified with the following recommendations for each of the land units. Site specific recommendations for parts of the Suburban Center may be included with the Plan text for Sector UP5.

Several locations for park-and-ride facilities and possible future rail stops have been approved in the Dulles Airport Access Road corridor (Tysons Corner to Loudoun County line). These sites include a bus transit center at Spring Hill Road; an 859-space park-and-ride lot at Sunset Hills Road west of Hunter Mill Road; a transit center at the Reston Town Center and a 1790-space park-and-ride lot in the southeastern quadrant of the Dulles Airport Access Road and Monroe Street. Other potential transit facilities are planned including potential rail stations at Wolftrap (Dulles Toll Road at Trap Road); Sunset Hills Road west of Hunter Mill Road; Dulles Toll Road west of Reston Parkway; and Dulles Toll Road at the Center for Innovative Technology.

Since the Reston Master Plan designates much of this area for industrial use, the recommendations for the Reston-Herndon Suburban Center will need to be reconciled with the Reston Master Plan which is incorporated into the Comprehensive Plan by reference.

Land Unit A

This land unit is located north of the Dulles Airport Access Road with Centreville Road on the west and Monroe Street on the east and is planned for medium to high intensity office uses up to .70 FAR. The Worldgate development and the Marriott Suites Hotel are major new developments in the land unit. Over half of the Worldgate site is undeveloped. Residential uses may be appropriate if they are integrated into the existing Worldgate development, in such a way as to form a coordinated mixed-use project. The overall intensity should not exceed .70 FAR, and the residential component should comprise, at a minimum, one-half of the total land area north of Worldgate Drive.

If developed as a mixed-use project, the residential component should be developed in a style that is compatible with existing and future office development. Any residential component should be of sufficient size to create a viable residential community that is an integral part of the Worldgate development. Provision for active recreation should be part of any residential development. The residential area to the north of the development should be well-buffered from either office or residential development. Building heights should taper down toward the existing residential community.

The portion of this land unit which is south of Worldgate Drive near Monroe Street is appropriate for either office, hotel, or residential use. Any residential use in this portion of the land unit should be similar in style and character to the residential component north of Worldgate Drive. Appropriate buffering and screening to the Dulles Airport Access Road must be provided.

Although Land Unit A is located within the Town of Herndon, Fairfax County currently retains planning and zoning responsibilities. Future development decisions for Land Unit A should be closely coordinated with the Town to ensure compatible planning and land use for the area.

Land Unit B

This land unit is located on the south side of the Dulles Airport Access Road between Centreville Road on the west and Monroe Street on the east. Fox Mill Road is the southern boundary of this land unit. The land unit contains the Northside One office site and the Greg Roy subdivision. There is a substantial amount of vacant land remaining in this land unit.

The portion of this land unit which is located north of Sunrise Valley Drive (extended) is planned for commercial office, hotel or mixed-use development up to .70 FAR. Mixed-use projects should be at least one-third residential in composition.

The portion of Land Unit B which is located south of Sunrise Valley Drive contains the Greg Roy residential subdivision and vacant land to the north and east. The area outside the Greg Roy subdivision is planned for office and light intensity industrial use up to .35 FAR.

The Greg Roy subdivision is appropriate for office and light intensity industrial use up to .35 FAR, if the entire subdivision is consolidated and developed as a unit incorporating quality design and architecture and satisfactory on-site transportation improvements are provided.

As an option, mixed-use development up to .50 FAR is encouraged for the portion of Land Unit B south of Sunrise Valley Drive. This development option is appropriate only upon the complete consolidation of parcels in this area, including the entire Greg Roy subdivision. For mixed-use projects the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.

Land Unit C

This land unit is located on the south side of the Dulles Airport Access Road with Monroe Street on the west, Sunrise Valley Drive on the south and the Fairfax County Parkway on the east.

This land unit is developed in office use and contains a significant amount of vacant land. This land unit is planned for office/or mixed-use development up to .50 FAR. For mixed-use projects, the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.

Ten acres located in the southeast quadrant of Monroe Street and the Dulles Airport Access Road should be dedicated for a future park-and-ride lot of approximately 1,790 spaces. Future development should assist in the provision of facilities to accommodate this need.

Land Unit D

The general boundaries of Land Unit D are Baron Cameron Avenue on the north, the Dulles Airport Access Road on the south, and the Bowman Distillery property on the east.

Land Unit D encompasses the Reston Town Center and the Bowman Distillery site. There are presently large areas of vacant land in this land unit, but a wide variety of uses already exist as part of this planned urban mixed-use center including major retail and office uses, public housing, a regional library, a homeless shelter, a nursing home, a hospital, an emergency medical facility, medical offices, human services offices, a major hotel and conference center, the Northern County Governmental Center, and local-serving retail uses at the intersection of Sunset Hills Road and Old Reston Avenue.

Town Center Portion of Land Unit D

The Reston Town Center is the designated "Core" area within the Reston-Herndon Suburban Center. The Reston Town Center represents the major focal point for the Suburban Center and integrates pedestrian-scaled mixed-use projects that have substantial retail, office, commercial and residential components. Within the central portion of the Town Center (the approximately 85 acres known as the Town Center Urban Core) a commercial intensity up to .95 FAR may be appropriate and is consistent with the Town Center rezonings of March 1987 and subsequently approved Proffered Condition Amendments. Individual blocks or parcels may exceed this intensity, so long as the overall intensity of .95 FAR is not exceeded.

The Reston Town Center should develop as planned in order to provide a viable residential and commercial mix. It is presently planned for a maximum development program of 8,415,000 square feet. Development is planned to be phased in as transportation capacity is available. The proposed composition of this development is as follows:

- Office/research and development - 7,100,000 square feet;
- Retail - 315,000 square feet; and,
- Hotel - 1,000,000 square feet.

The proposed Town Center development will also include hospital uses and a minimum of 1,400 dwelling units, incorporating a mixture of multifamily and single-family housing unit types at up to 50 dwelling units per acre. Additional housing units are encouraged as they would contribute to and enhance the mixed-use character planned for this area.

The Town Center should include a transit center near the intersection of Town Center Road and Bluemont Road in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.

Development within the Reston Town Center is contingent upon the implementation of transportation improvements in the area. The intensity of development within the Reston-Herndon Suburban Center should generally taper down outside of the Town Center, in order to maintain and highlight this area as the major focal point.

Remainder of Land Unit D

1. The property at the intersection of Old Reston Avenue and Reston Parkway, Parcels 17-2((1))11A and 20, is planned for low-rise office use up to .50 FAR and with a maximum three story building height along Reston Parkway that achieves architecturally harmonious development with the adjacent residential houses known as Jonathan's Keepe. The FAR and height limit should only be achievable with substantial preservation of tree cover and excellence in site planning.
2. The approximately five acres of land not included in the Reston Planned Residential Community located on the northwest quadrant of the intersection of Old Reston Avenue and the W&OD Regional Park is planned for commercial uses, similar to those permitted in the Reston Planned Residential Community Town Center designation. These uses should be compatible in use and architectural style with surrounding planned and existing development in Reston.
3. The land known as the Bowman Distillery property (tax map 17-4((1))5, 5A, 9 and 9A), is planned for office use with a maximum floor area ratio (FAR) up to .50. Because of the character of committed development on adjacent properties, appropriate urban design and public facilities should be provided for any office use to make this intensity of development compatible with planned and existing development in the immediate vicinity. If this site develops in office uses, the following should be provided:
 - All parcels should be developed as a single unit.

- Urban design techniques should be used for development on this site. The architecture should be cohesive and development should be related well to surrounding development. The pond should be preserved and integrated into the site design so that it becomes a pedestrian-oriented amenity. The W&OD regional trail park should be incorporated into the site design and it should be buffered from the more intense development features and pedestrian access should be provided to it. Buffering should also be provided on the northern periphery of the site to protect the adjacent residential community.
- Access for non-residential uses should only be provided via Sunset Hills Road. Access for residential uses can be oriented to either Sunset Hills Road or Old Reston Avenue, but not both. It is desirable to maintain the heritage and character of Old Reston Avenue and adjacent structures (the A. Smith Bowman House, now known as the Arthur S. DeMoss House and Wiehle Town Hall). Prior to development of this site, an effective means of achieving this objective should be identified. Old Reston Avenue is a Virginia Scenic Byway and should remain in essentially its present cross-section between the old location of Temporary Road and the W&OD Trail (See Figure 145.)

An overall FAR of up to .70 may be appropriate if an office/residential mixed-use concept is employed and provided that a maximum ratio of office to residential use of 2:1 is maintained. In order to achieve this level of development, the conditions specified above for development must be met.

4. The Smith Bowman house should be preserved, its present exterior retained and new buildings should be sensitively sited in relationship to the house. Other scenic assets and natural features such as the pond and gazebo should be preserved as much as possible. Because of the Smith Bowman house and the need for development compatible with the adjacent Planned Residential Community uses, a preliminary site plan should be submitted for approval in the same way as Reston Planned Residential Community applications. The development and architectural plans should be reviewed by the Reston Architectural Review Board and be in conformance with their recommendations.
5. The portions of Land Unit D that are part of the Reston Town Center located east of Reston Parkway and both north and south of Sunset Hills Road [Parcels 17-3((1))parts of 5 (north and south of Sunset Hills Road), 6, 15 and 17-4((1)) 7] are planned for mixed-use development up to .70 FAR. The remaining parcels of this portion of Land Unit D are planned for mixed-use development up to .50 FAR.

Land Unit E

Land Unit E is located south of the Dulles Airport Access Road between the Fairfax County Parkway to the west and Reston Parkway to the east. The southern boundary is formed by Sunrise Valley Drive, the southern lot lines of Sunrise Technical Park II and III and South Lakes Drive.

The portion of Land Unit E located north of Sunrise Valley Drive is planned for office use up to .50 FAR. The area south of Sunrise Valley Drive contains office and industrial uses, as well as the offices of the U.S. Geological Survey (USGS). The area west of USGS is planned for light industrial use up to .35 FAR, while office use up to .50 is appropriate for the area east of USGS.

A portion of Land Unit E adjacent to the Dulles Toll Road just west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for Land Unit D.

Land Unit F

This land unit is located south of the Dulles Airport Access Road between Reston Parkway on the west and Wiehle Avenue on the east. Sunrise Valley Drive forms the southern boundary of Land Unit F.

This land unit is developed predominantly in office uses and is planned for office use up to .35 FAR. The portion of Land Unit F located within the Reston Planned Residential Community, which includes the Sheraton Hotel, is planned for a Convention Conference Center (as indicated in the Reston Master Plan) with an intensity up to .35 FAR. The neighborhood retail uses in this land unit are planned for an intensity up to .25 FAR and should be considered for a Convenience Center designation on the Reston Master Plan. Office use expansion should be limited to accessory uses serving the neighborhood and the convenience center.

Land Unit G

This land unit is generally located north of the Dulles Airport Access Road along both sides of Sunset Hills Drive between the Bowman Distillery site on the west and Lake Fairfax Business Park on the east.

This land unit is planned for a mix of office, R&D, and industrial "flex space" uses up to .50 FAR. Any future development or redevelopment in this land unit should be consistent with these uses and intensity.

The westerly portion of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:

- a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;
- b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;

- c. The dividing line between the industrial and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line as it approaches Parcel 18-3((1))10 and continuing towards Sunset Hills Road to the northwesterly corner of Parcel 18-3 ((1)) 10. At least one-half of Parcels 18-3((1))9 and 12 should be retained as the low density residential buffer. The above line of demarcation will establish the boundary between industrial and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;
- d. The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event that such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, the Reston Community Association and the applicant should work out a suitable compromise;
- e. Stringent environmental controls should be applied to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially planned area to the east, and sedimentation control measures to assure the environmental integrity of Lake Fairfax.

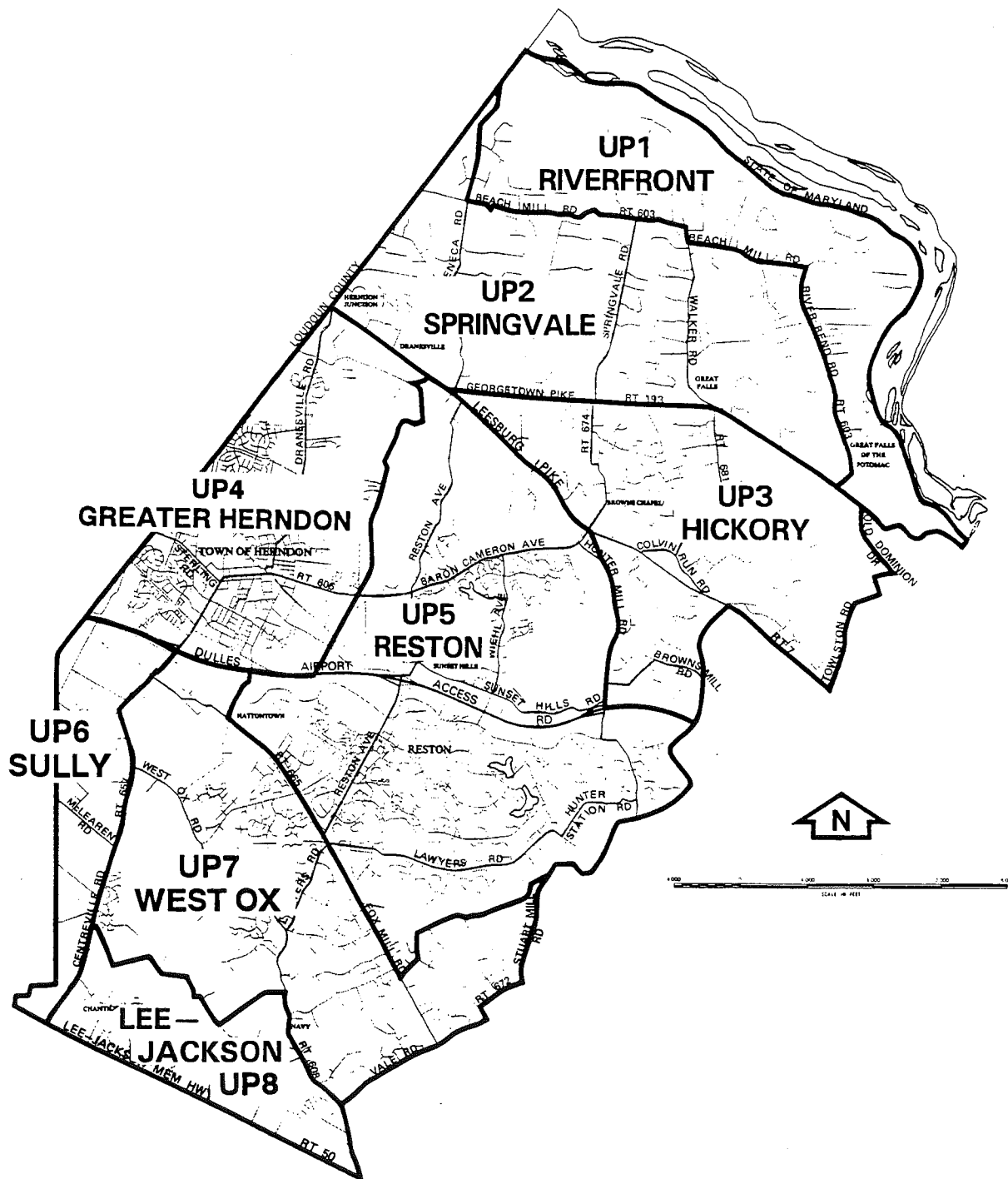
The parcel located south of Sunset Hills Road and directly east of the W&OD Regional Trail (tax map 18-3((1))7 and 11) is on the outer fringe of Reston. It is the transition property between that portion of Reston planned for non-residential uses and the low density residential area to the east which extends to Hunter Mill Road. This site is planned for office use up to .35 FAR. However, the maximum intensity should only be achievable if the following conditions are met:

- Sufficient land is dedicated to provide for a park-and-ride lot as determined by Fairfax County (see Figure 144);
- Maximum building heights on the site should not exceed 80 feet; and,
- Effective screening and buffering is provided along Sunset Hills Road.

Land Unit H

This land unit is located south of the Dulles Airport Access Road between Hunter Mill Road and Wiehle Avenue. Sunrise Valley Road is the southern boundary of this land unit.

Land Unit H is almost fully developed in office use. It is planned for office use up to .35 FAR.



UP1 RIVERFRONT COMMUNITY PLANNING SECTOR

CHARACTER

This sector is located along the Potomac River shoreline as it extends from the National Park Service's Great Falls Park to the Loudoun County line and Seneca Road (Route 602). The southern border of this sector is Route 123, River Bend Road and Beach Mill Road. The Riverfront Community Planning Sector is in the Difficult Run watershed.

This sector is made up of parkland, large sections of undeveloped land, estates, farms and large-lot subdivisions. Sector UP1 is essentially an area of large lot development with a rural character. Local-serving commercial uses are located at Route 193 and Walker Road in Sector UP2. This area is planned to maintain the present five-acre and two-acre residential density, as a way of preserving the rural character of this area.

This sector has produced significant prehistoric heritage resources, including the County's only known Native American Burial site. Because of the very low density development in the sector, there is a very high potential for both prehistoric and heritage resources to still remain. The Potomac floodplain and adjacent uplands are particularly sensitive. The Potomac Canal and Locks and the ruins of the Town of Matildaville are significant existing resources in this sector.

CONCEPT FOR FUTURE DEVELOPMENT

The Riverfront Community Planning Sector is designated as a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Riverfront Community Planning Sector is a very low density stable residential area. Infill development in this residential areas should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 117 indicates the geographic location of this sector. Due to the general nature of the land use recommendations for this sector, they were not mapped.

1. Limit land uses to parkland, open space, and large-lot residential development. Residential density of no greater than one dwelling unit per five acres is planned for this sector to protect the Potomac River Environmental Quality Corridor and Wildlife Preserve. [Not mapped]

UP1 RIVERFRONT COMMUNITY PLANNING SECTOR



2. No cluster subdivision development should be allowed in this sector as the present and desired pattern of development is predominantly on two acre or larger non-cluster lots. This sector is currently zoned to permit two-acre per unit residential development but is planned for 5-10 acres per unit. Measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. The intent of the Plan for this area is to preserve and provide for residential development on lots of two acres or more. [Not mapped]
3. No commercial or retail uses are planned for this sector due to its very low density. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not mapped]

Transportation

Transportation recommendations for this sector are shown on Figure 118. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and acceleration lanes should be discouraged and curb cuts not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Scenic and Historic Byway. Major changes in alignment, or to widen the road, would damage the Scenic and Historic Byway character and historic integrity and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this historic and scenic byway.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 119. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 120 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

UP1 RIVERFRONT COMMUNITY PLANNING SECTOR

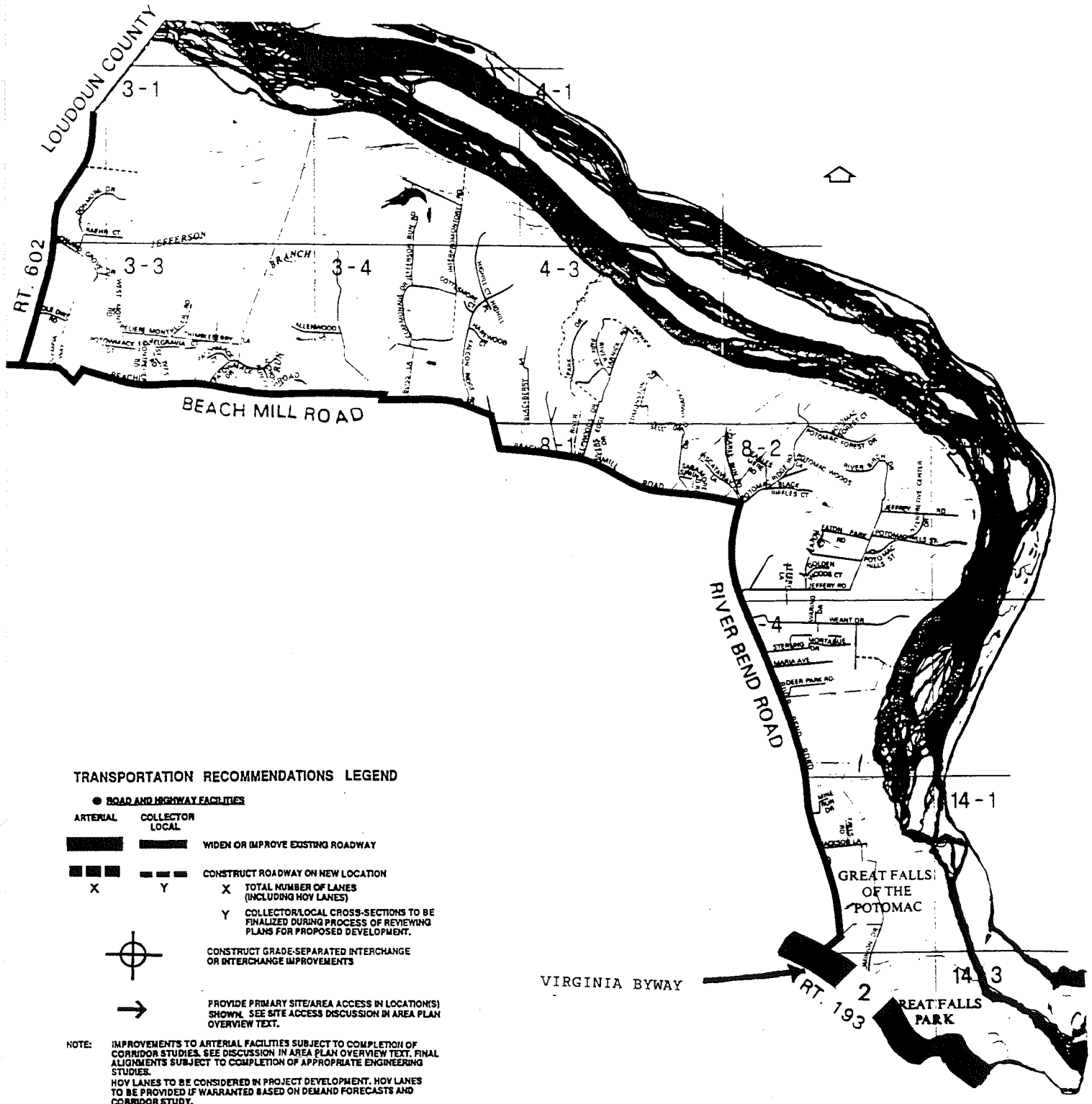


FIGURE 119

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	Active recreation facilities are available at Great Falls Grange and Great Falls Nike District Park.
DISTRICT PARKS:	More than one-third of this sector is preserved in open space encompassed by County, Regional and National parklands. Sensitive environmental areas should be protected where feasible through use of open space easements on privately owned property and/or donation of land contiguous to existing park sites.
COUNTYWIDE PARKS:	
Riverbend (Multiple Resources)	Complete development in accordance with approved master plan.
REGIONAL PARKS:	
Upper Potomac Regional	Public access to this park is restricted at the present time. Explore the feasibility of acquiring open space easements on lands currently held in Agricultural and Forestal Districts.

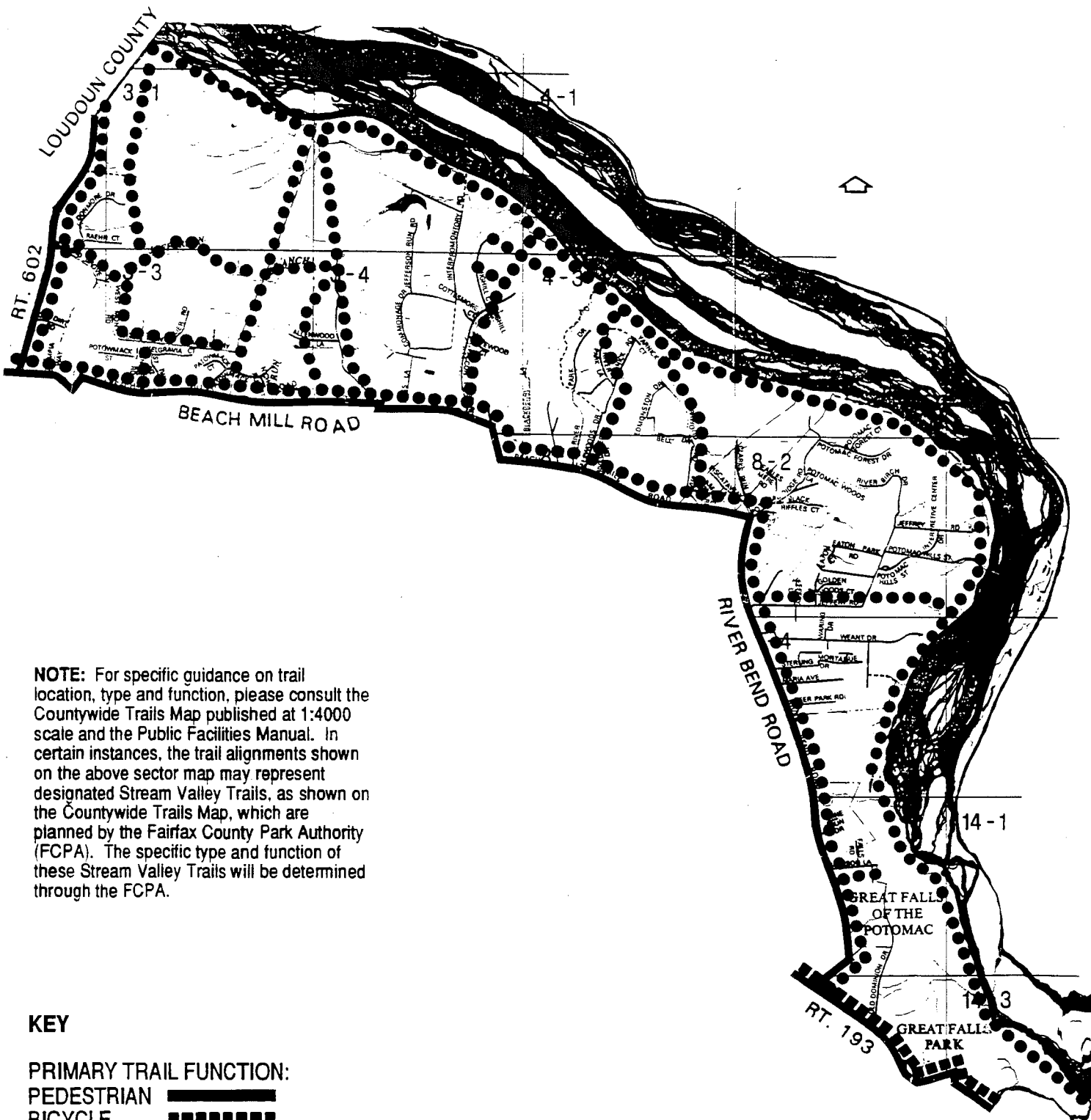
FIGURE 119

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP1
(Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
STATE/FEDERAL:	
Great Falls National Park Potomac River National Heritage Trail	

UP1 RIVERFRONT COMMUNITY PLANNING SECTOR



UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located in the northern part of the County with Beach Mill Road on the north; River Bend Road to the east; Leesburg Pike and Georgetown Pike (Route 193) on the south; and Loudoun County to the west.

This sector is similar to the Riverfront sector because it is rural in character and consists of undeveloped land, farms, residential estates and large-lot subdivisions. Planning objectives for this sector seek to maintain the existing character. Most of the committed and anticipated development in the sector is for five-acre and two-acre residential development. There are small commercial areas located at Beach Mill and Springvale Roads and local-serving commercial uses are located on Route 7 at Georgetown Pike and at the village of Great Falls. This area is planned to maintain the very low density character through large-lot residential development (one dwelling unit per five- and two-acre lots).

This sector is characterized by open space and dispersed residential development. Such areas have a high potential for significant heritage resources, and in fact is rich in known historic landmarks. The area surrounding the Great Falls Grange and Post Office should be considered for protection by establishment of an Historic District. Dunbarton, too, merits consideration for this type of protection. A portion of the Dranesville Tavern Historic District lies within this sector. Regulations are discussed in UP4. Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended.

CONCEPT FOR FUTURE DEVELOPMENT

The Springvale Community Planning Sector is designated as a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

Land Use

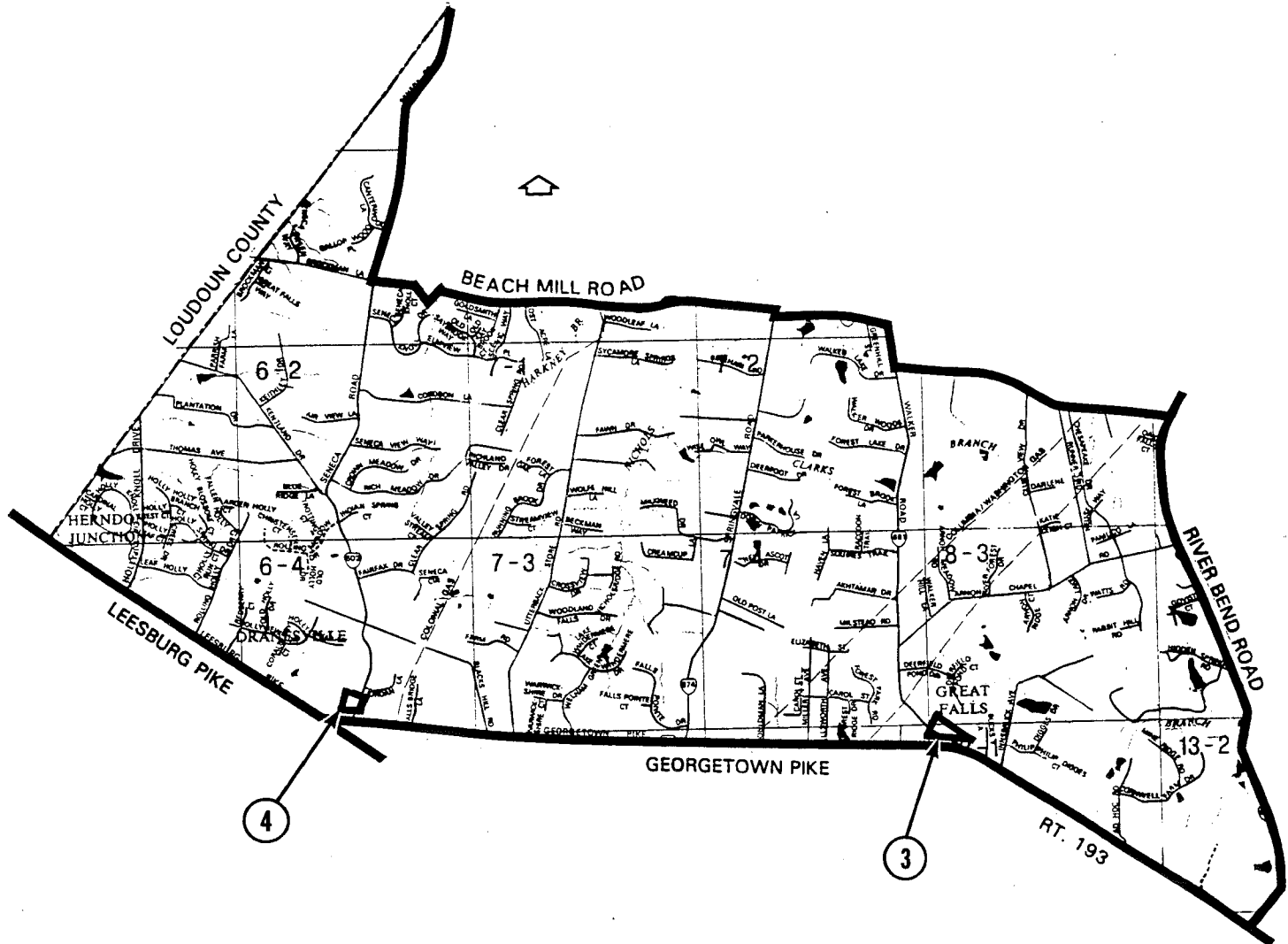
The Springvale Community Planning Sector is largely developed as stable low density residential areas. Infill development in these residential areas should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 121 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

1. Land use in this sector should continue to reflect and support the established low density residential character. Public parkland and low density residential uses at .1-.2 dwelling unit per acre and .2-.5 dwelling unit per acre are planned for the area as shown on the Plan map. Several older residential areas along Georgetown Pike are planned at a density of 1-2 dwelling units per acre as a reflection of the typical densities that exist in these areas. [Not mapped]

UP2 SPRINGVALE COMMUNITY PLANNING SECTOR



2. No cluster subdivision development should be allowed in this sector as the present pattern of development is predominantly on two acre or larger non-cluster lots. This sector is currently zoned to permit two-acre per unit residential development but is planned for 5-10 acres per unit. Measures such as conservation, open space and scenic easements may be utilized to preserve the rural character of this low density area provided that their use provides a public benefit and furthers the intent of the Plan. The intent of the Plan for this area is to preserve and provide for residential development on lots of two acres or more. [Not mapped]
3. Commercial uses should be neighborhood-serving and confined to existing commercial areas as shown on the Plan map. This includes the area in the vicinity of Walker Road and Georgetown Pike (Route 193) and at Springvale Road (Route 674) and Beach Mill Road (Route 603).
4. The area along Seneca Road, north of its intersection with Georgetown Pike is currently planned for residential development at densities of .2-.5 and 1-2 dwelling units per acre. A small portion of this area at Seneca Road and Route 193 is commercially zoned. Commercial development of these parcels should be limited to low intensity office and neighborhood retail uses, not to exceed .25 FAR, under the following conditions:
 - Substantial consolidation of commercially zoned parcels [tax map 6-4((1))60, 60A, and 58B, 6-4((3))1, 2, 3, and 4];
 - Provision of substantial landscaped and/or naturally vegetated buffers to protect surrounding residential uses and provide a clear line of demarcation between any commercial development and the existing and planned low density residential uses to the north, east and west. Residentially zoned portions of these parcels should be used and maintained as open space buffers.
 - Design should be of high quality. Any office development should be residential in character, in terms of scale, bulk, material, and component detail; and,
 - Structures should not exceed 35 feet in height.
5. Future development, and improvements to commercial establishments, in the Village of Great Falls should encourage uniformity of architecture, screening, fencing, signage and encourage the completion of trails in the village. [Not mapped]
6. In this planning sector uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not mapped]
7. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not mapped]

Transportation

Transportation recommendations for this sector are shown on Figures 122 and 123. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and acceleration lanes should be discouraged and curb cuts not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Scenic and Historic Byway. Major changes in alignment, or to widen the road, would damage the Scenic and Historic Byway character and historic integrity and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this historic and scenic byway.

The grade-separated interchange at the intersection of Route 7 and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.

Heritage Resources

This planning sector is rich in known historic landmarks. The area surrounding the Great Falls Grange and Post Office should be considered for protection by establishment of an Historic District. Dunbarton should also be considered for this type of protection. A portion of the Dranesville Tavern Historic District lies within this sector. Regulations are discussed in Sector UP4. Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended.

Public Facilities

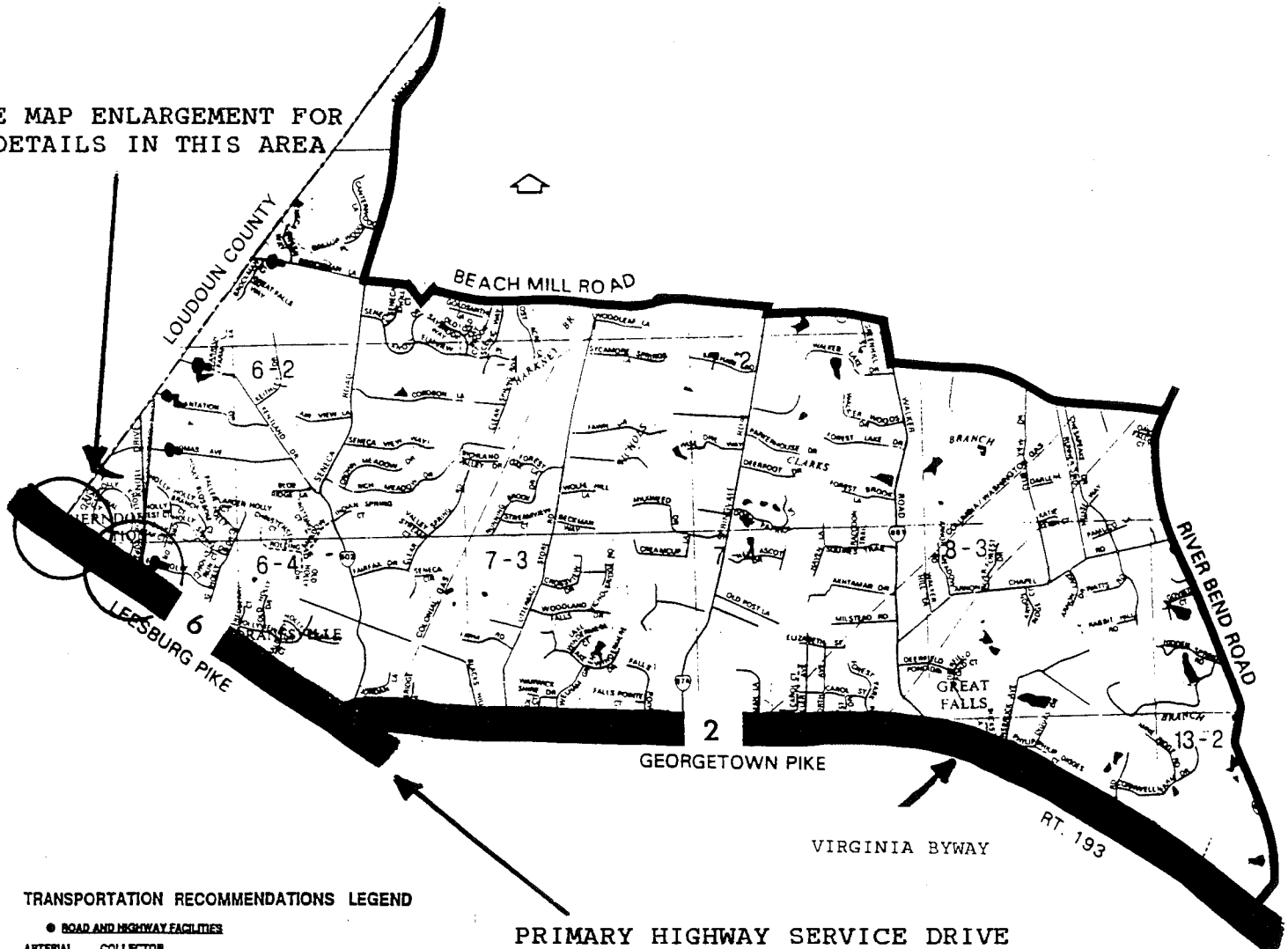
Replace the existing mini-library on Georgetown Pike with a community library near the intersection of Georgetown Pike and Walker Road.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 124. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

SEE MAP ENLARGEMENT FOR
DETAILS IN THIS AREA



TRANSPORTATION RECOMMENDATIONS LEGEND

- ROAD AND HIGHWAY FACILITIES
- ARTERIAL COLLECTOR LOCAL
- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- X TOTAL NUMBER OF LANES (INCLUDING HOV LANES)
- Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES. HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

PRIMARY HIGHWAY SERVICE DRIVE
ORDINANCE REQUIREMENT (SEE
AREA PLAN OVERVIEW TEXT)

**FAIRFAX
COUNTY**

TRANSPORTATION RECOMMENDATIONS

FIGURE
122

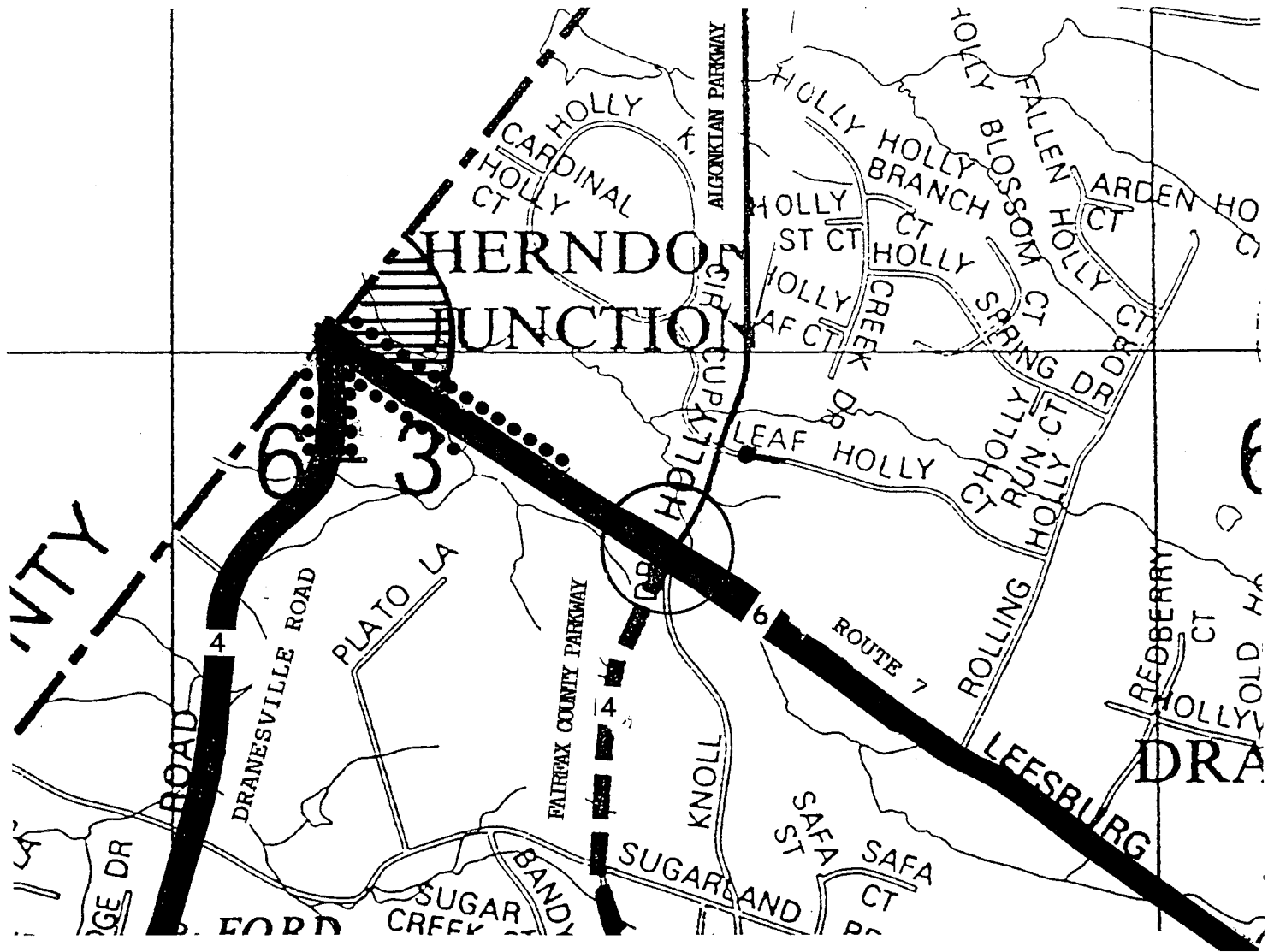


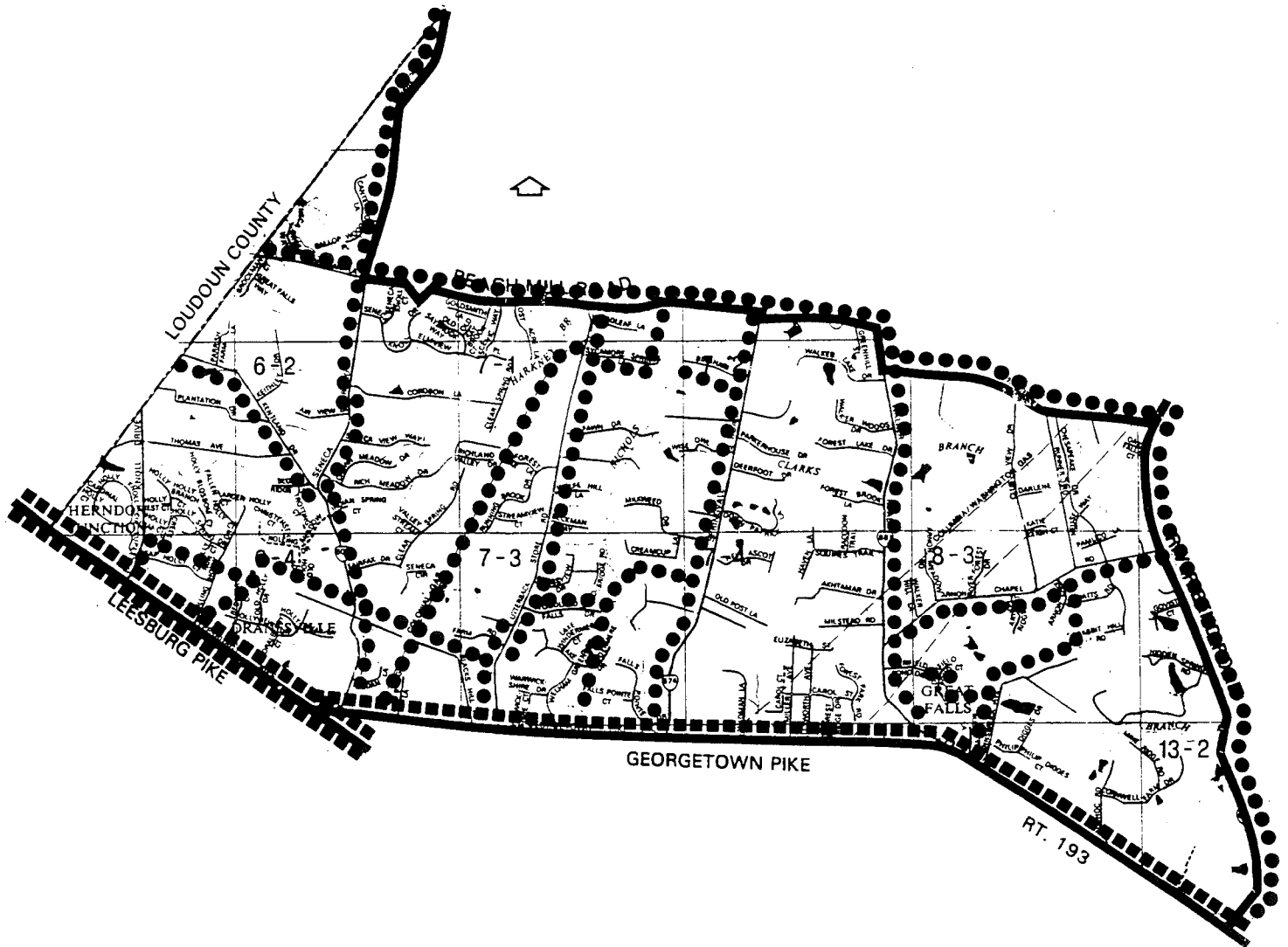
FIGURE 124
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Holly Knolls	No development is planned for the park. Additional Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	
Windermere	No development is planned for the park.
DISTRICT PARKS:	
	This sector lies within the service area of Great Falls Nike District Park. The southwestern part of this sector is also served by Baron Cameron District Park.
COUNTYWIDE PARKS:	
Great Falls Grange (Multiple Resources)	Complete development in accordance with approved master plan. Investigate the potential for obtaining historic preservation easements on selected historic properties.

Trails

Trails planned for this sector are delineated on Figure 125 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

UP2 SPRINGVALE COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

PEDESTRIAN	—————
BICYCLE	■■■■■■■■
EQUESTRIAN	●●●●●●

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

**FAIRFAX
COUNTY**

PLANNED TRAIL SYSTEM

**FIGURE
125**

UP3 HICKORY COMMUNITY PLANNING SECTOR

CHARACTER

The Hickory Community Planning Sector is generally bounded on the north by Georgetown Pike (Route 193), on the east by Old Dominion Drive and Towlston Road, on the south by Leesburg Pike (Route 7). A portion of the sector between Hunter Mill Road and the Difficult Run stream valley, extends south of Route 7 to the Dulles Airport Access Road.

This sector retains much of the rural character of the Riverfront and Springvale sectors, although developed at a somewhat higher residential density. There are large-lot subdivisions and some in half- and one-acre development. There are several operating farms in the sector. A major land use objective for the sector is to maintain the low density character by encouraging large-lot residential development.

Local-serving commercial uses are located at Great Falls Village and at the intersection of Walker Road and Colvin Run Road. Additional commercial uses are available outside the sector in Reston, Herndon, Tysons Corner, and Vienna.

CONCEPT FOR FUTURE DEVELOPMENT

The Hickory Community Planning Sector is designated a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

Land Use

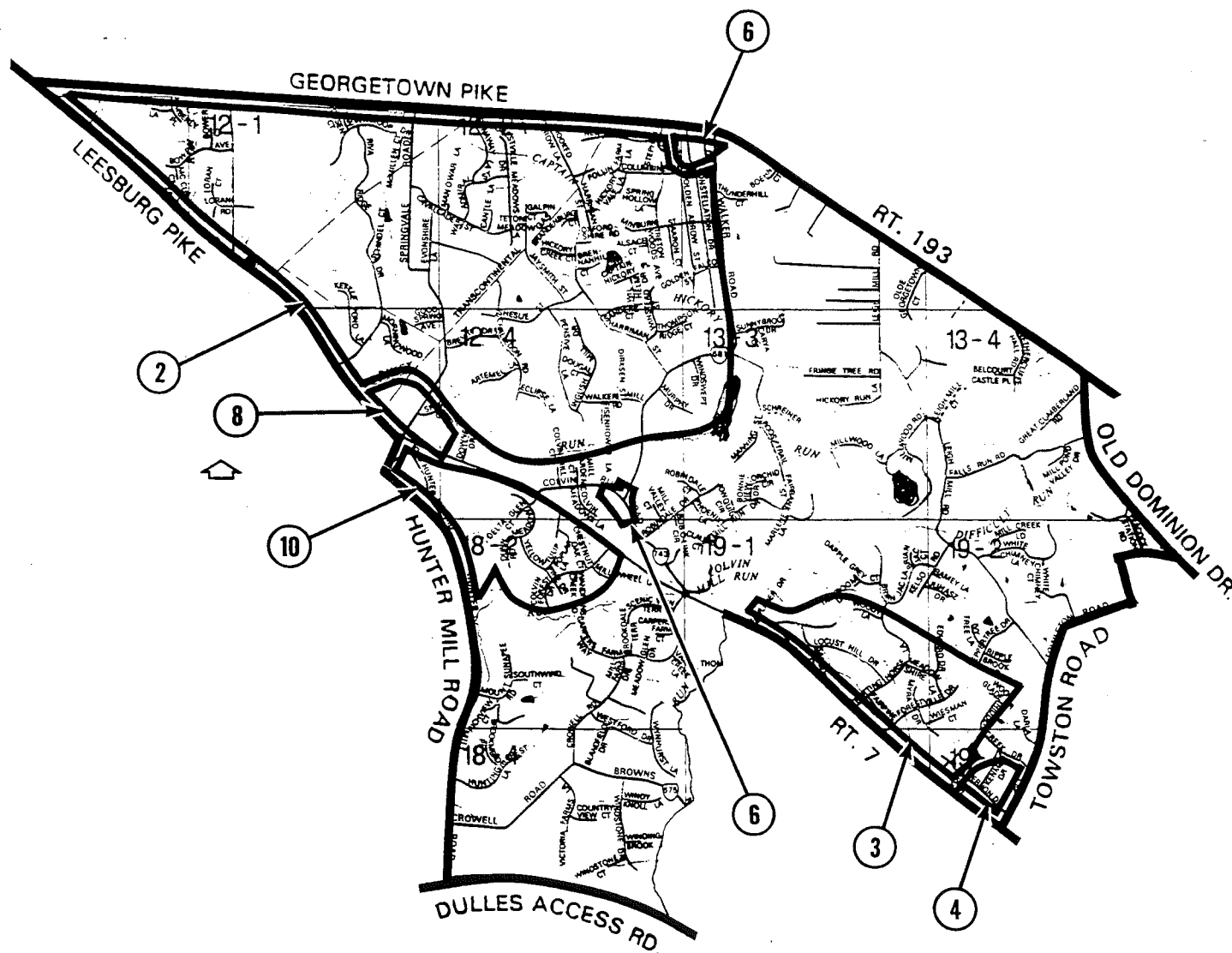
The Hickory Community Planning Sector is largely developed as stable low density residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

Figure 126 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

1. Most land should be developed for residential use at one dwelling unit per two acres and one dwelling unit per five acres in order to preserve the existing character and support the concept of low density residential development for land in the Reston environs. [Not mapped]
2. The area bounded by Route 7, Georgetown Pike, Walker Road and Piney Run is planned for residential use at .5-1 dwelling unit per acre, as shown on the Plan map, to reflect existing and committed development. New development should be generally consistent with existing zoning and should provide for ample landscaping, buffering and substantial building setbacks to ensure that the present relatively low density character of the area will be preserved when viewed from the collector and arterial roadways serving the sector.

UP3 HICKORY COMMUNITY PLANNING SECTOR



3. Residential use at .5-1 dwelling unit per acre is planned for the area north of Route 7, between Difficult Run and Towlston Road, as shown on the Plan map. New development should be generally consistent with existing zoning, should provide large lots along the frontage of Route 7 and Towlston Road to preserve the low density, rural characteristics of Towlston Road and Route 7, and should provide substantial buffers along the frontage of Route 7.
4. The northwest quadrant of the intersection of Route 7 and Towlston Road, bounded by the Glen Haven Farms subdivision to the north and Kenmore subdivision to the west, is planned for .5-1 dwelling unit per acre to be compatible with the planned density in this vicinity along Route 7. Substantial buffering, adequate landscaping and a substantial setback of buildings along the west side of Towlston Road in the area south of Glen Haven Farms subdivision are appropriate to preserve the low density, rural character of Towlston Road.
5. Cluster subdivision development is not appropriate in this sector for areas planned at a density of .2-.5 dwelling unit per acre. The present pattern of development in these portions of the sector is predominantly two acre development or larger on non-cluster lots. The intent of the Plan for this area is to preserve and promote large lot residential development. [Not mapped]
6. Commercial uses should be limited to existing commercial areas in the vicinity of Walker Road and Route 193, and Walker Road and Colvin Run Road. Commercial uses in these areas should be neighborhood-serving in nature and should be restricted to the existing commercially zoned parcels. However, it would be appropriate for some required commercial parking to be located on the residentially zoned portion of tax map 12-4((16)), provided that the Alfred Leigh House is rehabilitated and maintained as defined in "The Secretary of the Interior's Standards for Historic Preservation Projects". The Fairfax County Architectural Review Board should provide guidance. The parking should be buffered from surrounding residential development. Such parking use should only be continued in conjunction with the continued maintenance of the Leigh House. Should the Leigh House be demolished, use of the residentially zoned land for parking should cease and the land should be restored to its original condition or a condition appropriate for residential use.
7. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not mapped]
8. The northwest and northeast quadrants of the intersection of Route 7 and Springvale Road are planned for residential use at .5-1 dwelling unit per acre. Consolidation of parcels and a coordinated access point to Springvale Road should be required. (See Figure 128.)
9. In this planning sector uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not mapped]

10. The area south of Route 7, south of Baron Cameron Avenue and east of Hunter Mill Road is planned for residential use at .5-1 dwelling unit per acre. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. Additional Plan guidance is included under Land Use Recommendation #10 for Sector UP5.

Transportation

Transportation recommendations for this sector are shown on Figures 127 and 128. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and acceleration lanes should be discouraged and curb cuts not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Scenic and Historic Byway. Major changes in alignment, or to widen the road, would damage the Scenic and Historic Byway character and historic integrity and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this historic and scenic byway.

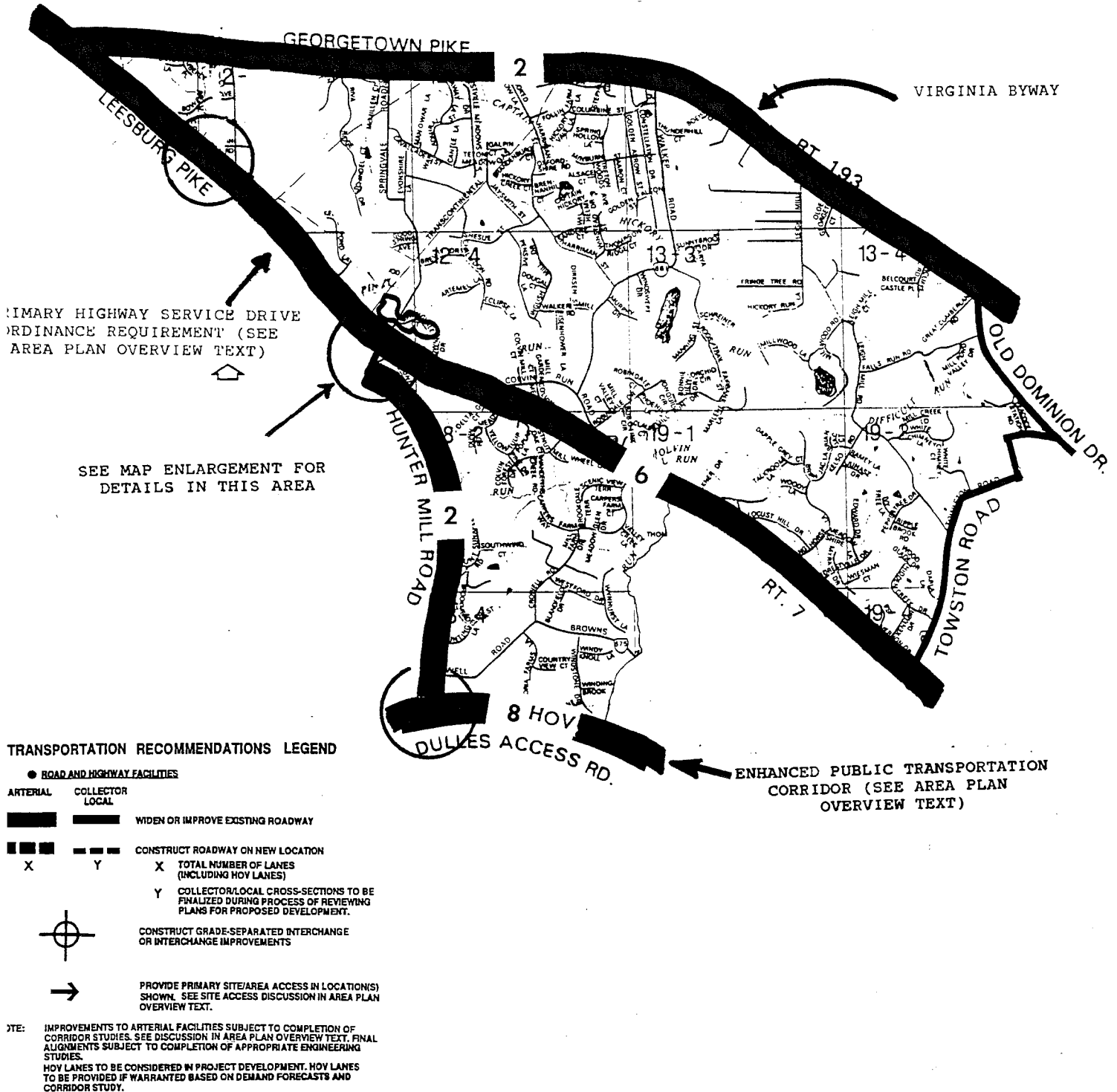
Heritage Resources

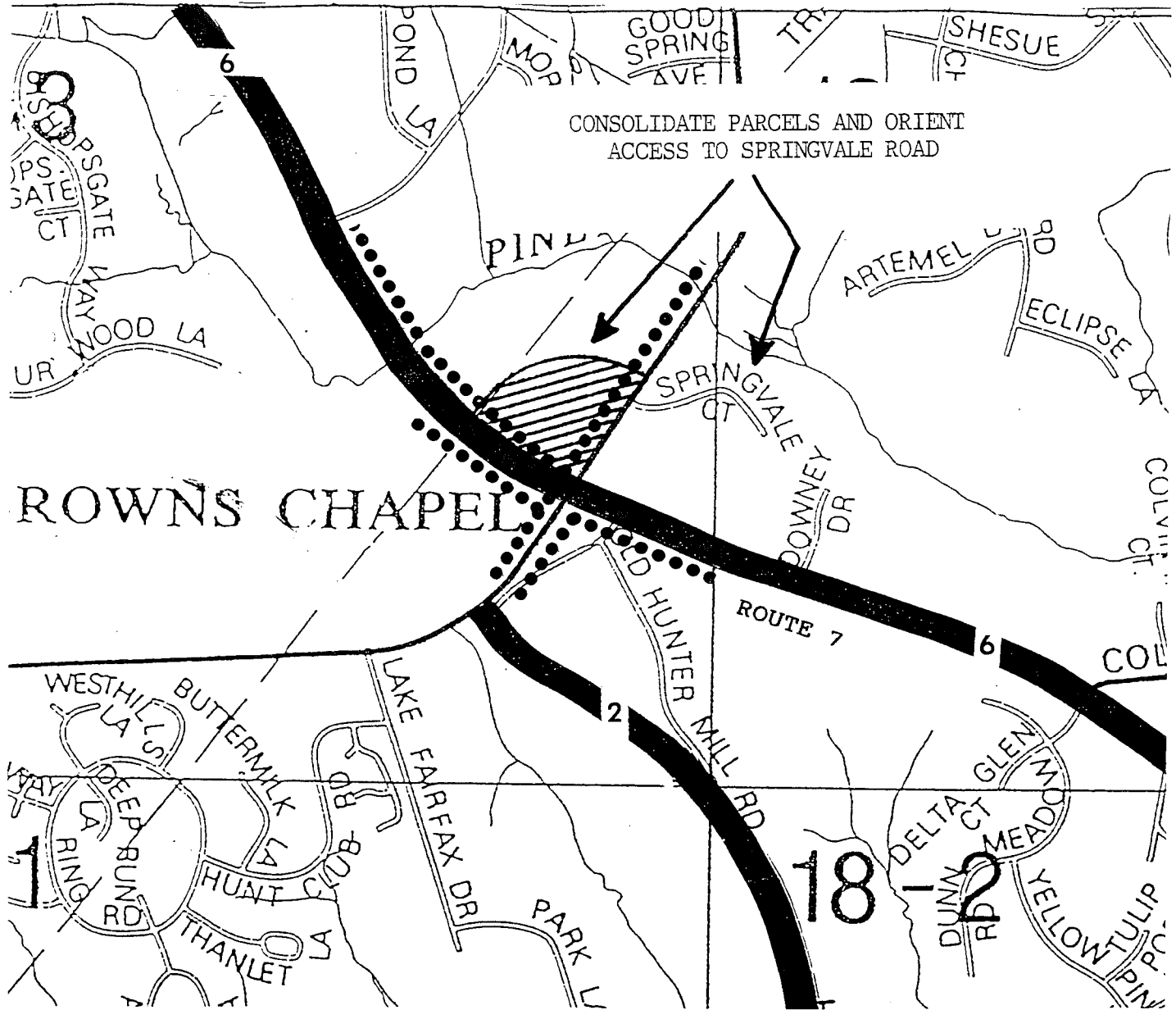
Maintain the Colvin Run Mill Historic District and consider expanding the Historic District to include the Leigh House (tax map 12-4((1))15A). The regulations of the Colvin Run Mill Historic District (Appendix 1, A1-600 of the Zoning Ordinance) limit development to residential uses with the exception of commercial uses appropriate to the mill site itself. Residential density should not exceed one dwelling unit per acre. Public facilities should be permitted only after Architectural Review Board and Board of Supervisors approval. Such facilities, if approved, should be concealed underground or concealed from view by design or designed and located with consideration to the historic site and its environs. Freestanding signs should not exceed ten feet in height. All improvements, including structures, signs, fences, street furniture, and outdoor graphics should be designed, located and installed to be compatible with the historic site in terms of mass, scale, height, color, type of material and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 129. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

UP3 HICKORY COMMUNITY PLANNING SECTOR



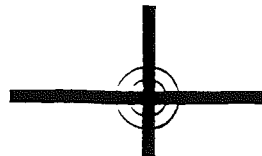
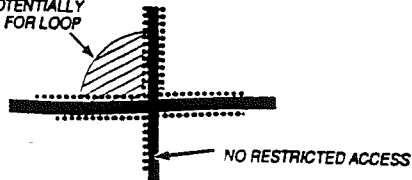


KEY TO INTERCHANGE ENLARGEMENTS

CONCEPTUAL/FINAL PLANS
NOT AVAILABLE

FURTHER STUDY REQUIRED
TO ESTABLISH PRELIMINARY
CONCEPTS AND/OR LIMITS
OF RESTRICTED ACCESS

AREA POTENTIALLY
NEEDED FOR LOOP



RESTRICTED ACCESS AREAS

CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL A DESIGN
IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

**FAIRFAX
COUNTY**

INTERCHANGE AND ACCESS RECOMMENDATIONS
UP3- HICKORY COMMUNITY PLANNING SECTOR

FIGURE
128

FIGURE 129
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lockmeade	Consider additional land acquisition to expand park uses.
COMMUNITY PARKS:	
Lexington Estates	Pursue acquisition of adjacent surplus Federal land to expand the park and provide active recreational facilities at this site. Initiate a master planning process and develop park accordingly.
Fox Manor	Seek interim use agreement on school site adjacent to southern section of park for development of active recreation facilities.
DISTRICT PARKS:	
Great Falls Nike	Initiate a master planning process and develop in accordance with the approved plan for active recreation. Consider future expansion if feasible.
	Most of western part of this sector is also served by Baron Cameron District Park.

FIGURE 129

PARKS AND RECREATION RECOMMENDATIONS

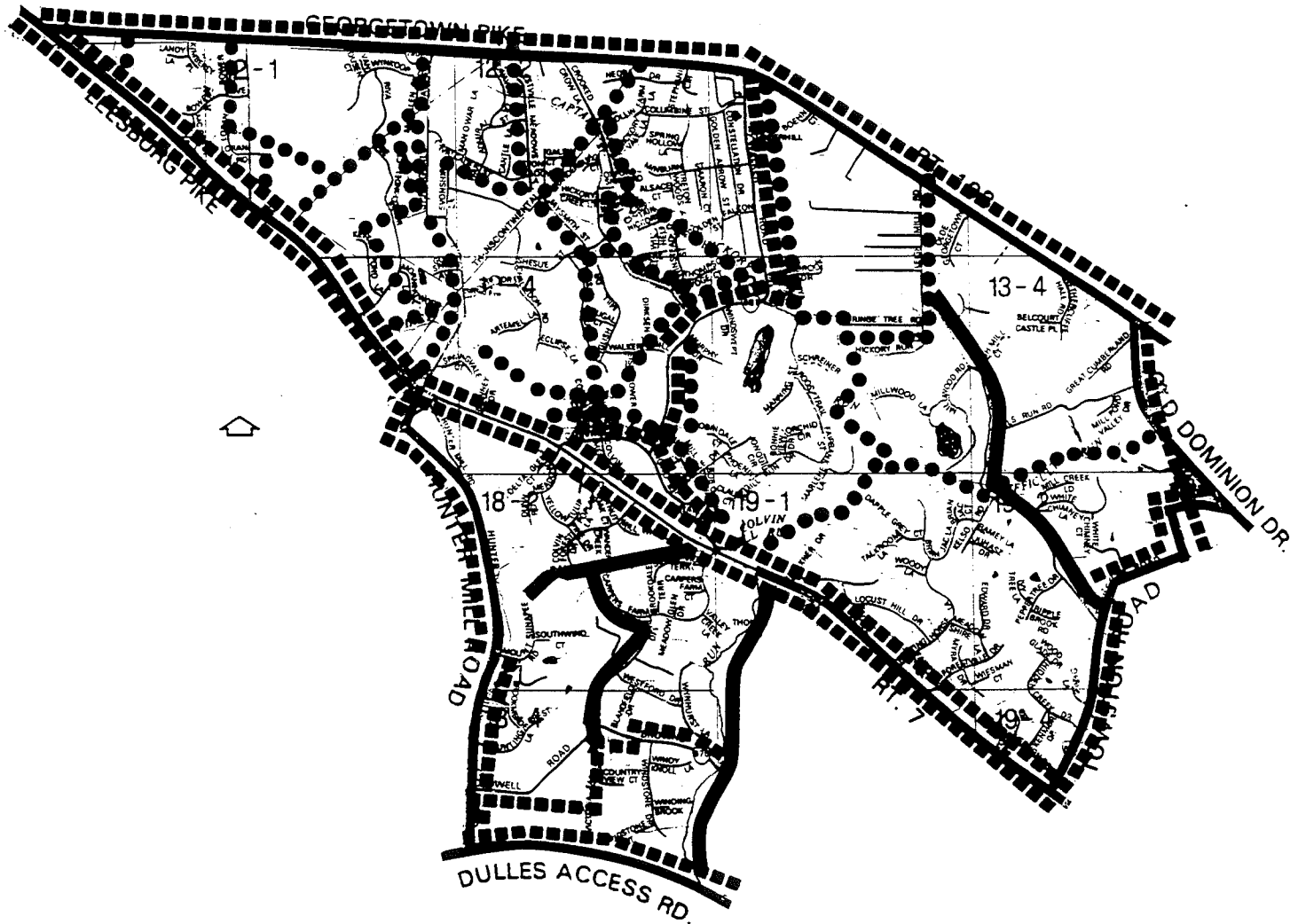
SECTOR UP3 (Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Colvin Run Mill (Heritage Resources)	
Colvin Run Stream Valley Difficult Run Stream Valley	<p>Protect Difficult Run and Colvin Run EQC and their tributaries of Piney Run, Hickory Run and Dog Run through acquisition, dedication and/or donation of land and open space easements to the Fairfax County Park Authority. Complete the "Rails to River" countywide trail.</p> <p>Seek historic preservation easements on selected historic properties.</p>

Trails

Trails planned for this sector are delineated on Figure 130 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

UP3 HICKORY COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

PEDESTRIAN
 BICYCLE
 EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FPCA). The specific type and function of these Stream Valley Trails will be determined through the FPCA.

**FAIRFAX
COUNTY**

PLANNED TRAIL SYSTEM

**FIGURE
130**

UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR*

***NOTE: Community Planning Sectors formerly identified in the Comprehensive Plan as UP4 (Sugarland) and UP6 (Town of Herndon) have been combined with that portion of former Sector UP7 located north of the Dulles Airport Access Road to form this new community planning sector covering the Greater Herndon area. Although the Town of Herndon provides for its own comprehensive planning, the County's planning efforts within surrounding planning sectors should strive to advance the integrity of the Town through continued coordinated planning efforts between the Town of Herndon and Fairfax County is recognized in this change.**

CHARACTER

This sector is generally located north of the Dulles Airport Access Road, west of Reston, south of Route 7, and west of the Loudoun County line. This sector includes the Town of Herndon.

Herndon is an incorporated town within Fairfax County that has jurisdiction over its own planning. However, the County's planning efforts within surrounding planning sectors should strive to advance the integrity of the Town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the County is advanced by the existence of this sector in the County Plan.

Fairfax County provides Herndon with a number of public facilities and services to the Town, including schools, libraries, health facilities, social services, fire services, and sewer service.

The Town of Herndon grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the city of Washington. Incorporated in 1879, the town remained a rural community until recently when it began to experience rapid growth. The population has grown from 4,300 in 1970 to 16,143 in 1990, a change of about 270 percent.

The future of the town will be influenced by the immediate County neighborhoods in the Sugarland Run area to the west, Reston to the east and the commercial and light industrial development that is taking place on its southern edge, both within and outside its corporate limits. Washington Dulles International Airport to the west will also affect the town in terms of development pressure and environmental impacts.

The Sugarland Run area, the portion of the County immediately north of Herndon, is largely developed in single-family neighborhoods. The housing stock includes older development such as that in the Sugarland Road area and newer homes in the southern and western portion of the sector, including Kingston Chase and Stuart Ridge. This single-family development, in combination with the variety of types of townhouses available in Herndon, give this sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run stream valley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a state-supported research and development consortium of state universities and colleges, is located north of the Dulles Airport Access Road and south of the Town of Herndon boundary.

The Worldgate site within the Town of Herndon is planned and zoned by Fairfax County as part of an annexation agreement. This site is located in the Reston-Herndon Suburban Center and recommendations are contained in that section of this document (Land Unit A).

CONCEPT FOR FUTURE DEVELOPMENT

The Greater Herndon Community Planning Sector except for the Town of Herndon, is recommended to develop as Suburban Neighborhoods in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Greater Herndon Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

The land use and density plans for the Town of Herndon and Fairfax County apply to this sector. Fairfax County and the Town of Herndon should coordinate planning efforts to ensure compatible land use relationships and effective transitions and buffers between uses and intensities within this planning sector.

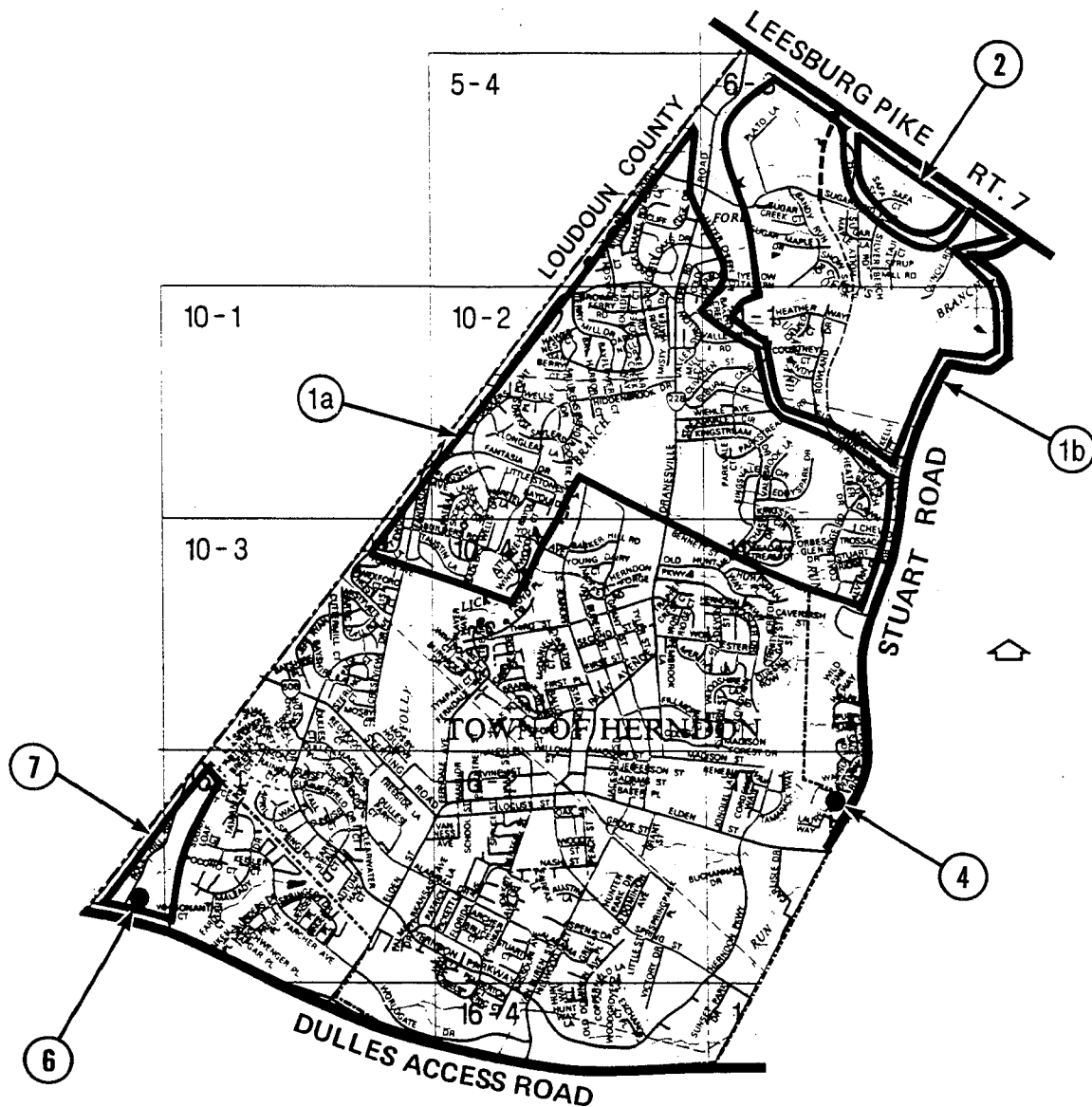
Figure 131 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so indicated.

1. The area (1a) north of the Town of Herndon and west of Sugarland Run is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. The area (1b) generally located east of Sugarland Run is planned for residential development at .5-1 dwelling unit per acre. This provides for compatible density west of Sugarland Run and a low density buffer type area adjacent to the Sugarland Run stream valley. The area in Reston should conform to the Reston Master Plan.
2. Density within the Dranesville Tavern Historic District is planned for .2-.5 dwelling unit per acre except for the area west of Holly Knoll Drive and south of Route 7 where it is planned for .5-1 dwelling unit per acre.
3. Cluster residential development should be used to preserve open space. [Not mapped]
4. The land west of Stuart Road, south of Reston (Parcels 17-1((4))18-22, 40-44) is planned for development at 3-4 dwelling units per acre. As an option, this area may be appropriate for development as low intensity low-rise office use if the following conditions are met:
 - Substantial consolidation of all parcels, including the commercially zoned parcels immediately north of Laural Way;
 - Substantial landscaped buffers to protect the residential communities to the north and west;

UP4

GREATER HERNDON

COMMUNITY PLANNING SECTOR

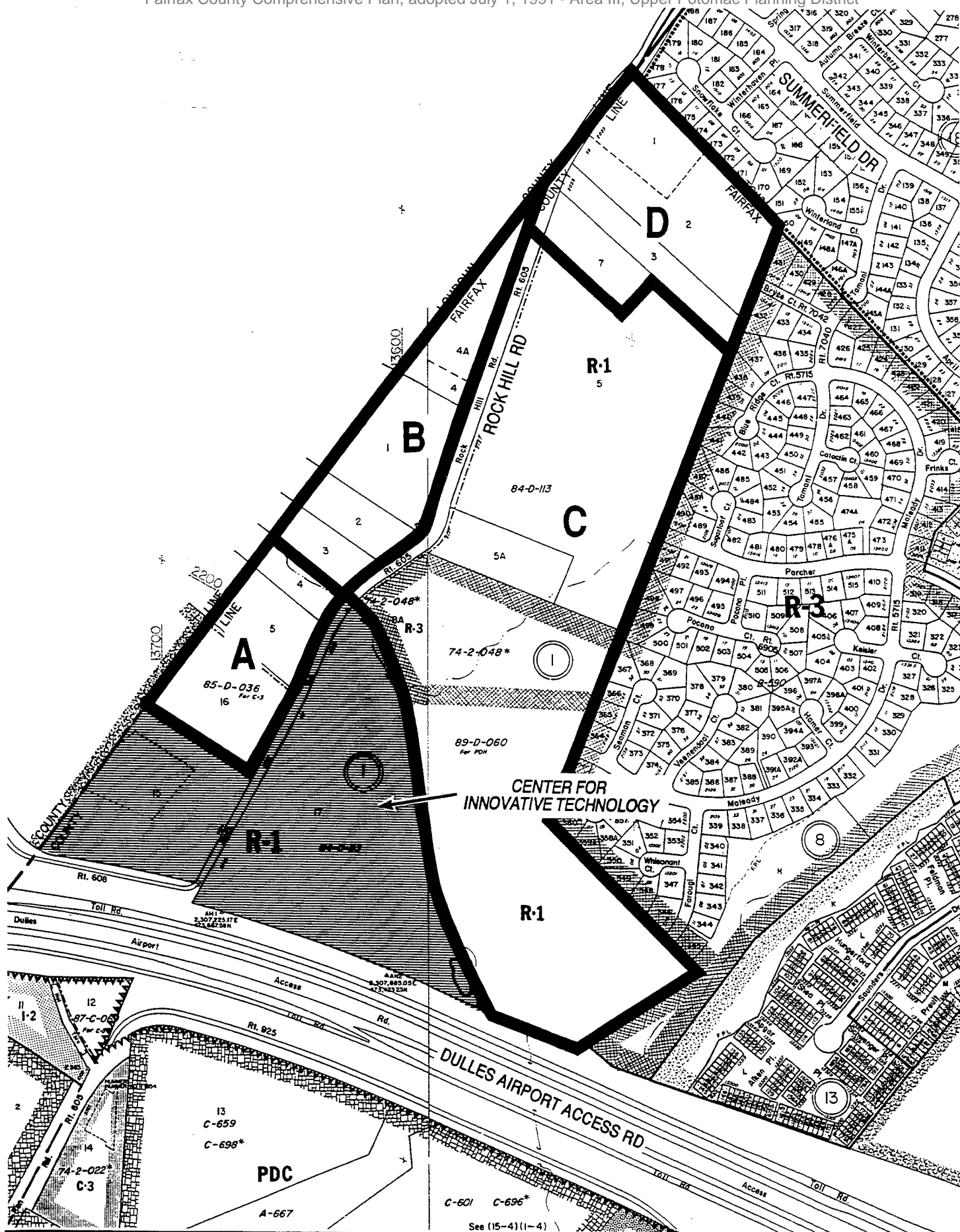


- Any office development should be of high quality and residential in character, in terms of scale, bulk, material, and component detail; and,
 - Office structures should not exceed 35 feet in height or a maximum FAR of .25.
5. Some land in this sector located adjacent to the Loudoun County line is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. In order to protect the low density residential communities planned for this area from higher density residential and non-residential uses planned in Loudoun County, a 25-foot evergreen buffer and barriers should be provided on all land adjacent to Loudoun County. [Not mapped]
 6. The Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges, is located north of the Dulles Airport Access Road and planned for institutional use.
 7. The area east of Rock Hill Road and the Center for Innovative Technology (CIT), west of the Reflection Lake community, and south of the Herndon town line is planned for residential use at 2 to 3 dwelling units per acre as an extension of the residential character established east and north of this area. Parcels should be consolidated and residential development should be designed to be compatible with the adjoining residential communities. Residential development should be oriented toward Reflection Lake, with reverse frontage along Rock Hill Road and the Dulles Airport Access Road (DAAR). Residences should be clustered away from both the DAAR and Rock Hill Road to minimize the noise and aesthetic impacts from these facilities and from adjoining commercial development. Measures to mitigate both interior and exterior noise impacts on residences from the DAAR and airport traffic should be provided. The environmental quality corridor which separates this area from the CIT site should be preserved and enhanced.

This area has been divided into separate land units for the purpose of organizing the additional Plan recommendations that follow. These land units are shown on Figure 132.

Acreage located on the west side of Rock Hill Road, north of the CIT site, is planned for residential use at 2 to 3 dwelling units per acre. As a preferred option, the acreage located on the west side of realigned Rock Hill Road may be considered for office/light industrial use at a maximum intensity of development at a .45 FAR, or a maximum of 169,360 square feet, on Parcels 15-2((1))4, 5 and 16 (Land Unit A) and at a .25 FAR, or a maximum of 161,280 square feet, on Parcels 15-2((1))1, 2 and 3 and 16-1((1))4 and 4A (Land Unit B). This should be the highest level of development on these parcels. This option is appropriate only if the following conditions are satisfied:

- Most parcels within the respective land units are consolidated;
- Visual impacts on residential neighborhoods are minimized through height control, building setback, and transitional screening. In addition, a substantial buffer of at least 50 feet of undisturbed, landscaped open space is provided to the east, along the western edge of Rock Hill Road. This condition will not be applicable should the area east of Rock Hill Road develop under the preferred option outlined below;



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LAND UNITS FOR AREA IN THE VICINITY OF THE CENTER
FOR INNOVATIVE TECHNOLOGY
LAND USE RECOMMENDATION #7

FIGURE
132

- Well-designed, high quality office/light industrial uses are provided in a campus-like setting and integrated with the larger industrial park planned in Loudoun County; and,
- Road improvements for this area are provided as shown on Figure 135.

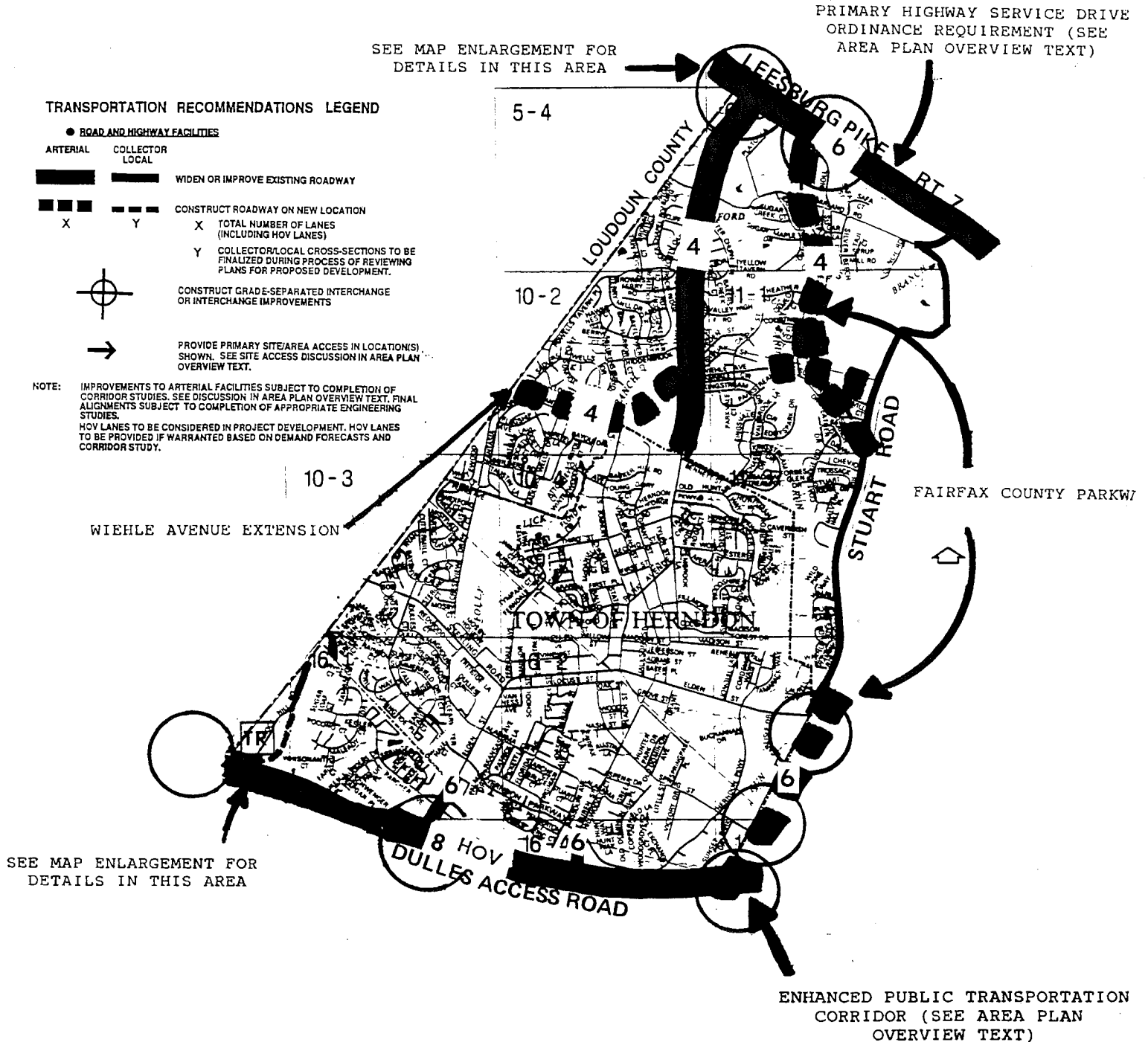
Acreage located on the east side of Rock Hill Road, north of the CIT site, is planned for residential use at 2-3 dwelling units per acre. As a preferred option, Land Units C and D combined, or Land Unit C alone, may be considered for non-residential uses including, office, research and development, and light industrial uses. A conference center and hotel use would also be appropriate for all or a portion of the area. Ancillary retail uses designed to serve the development in the immediate area are also appropriate. Total development within Land Unit C, or Land Units C and D combined, should not exceed .25 FAR. All development should satisfy the following conditions:

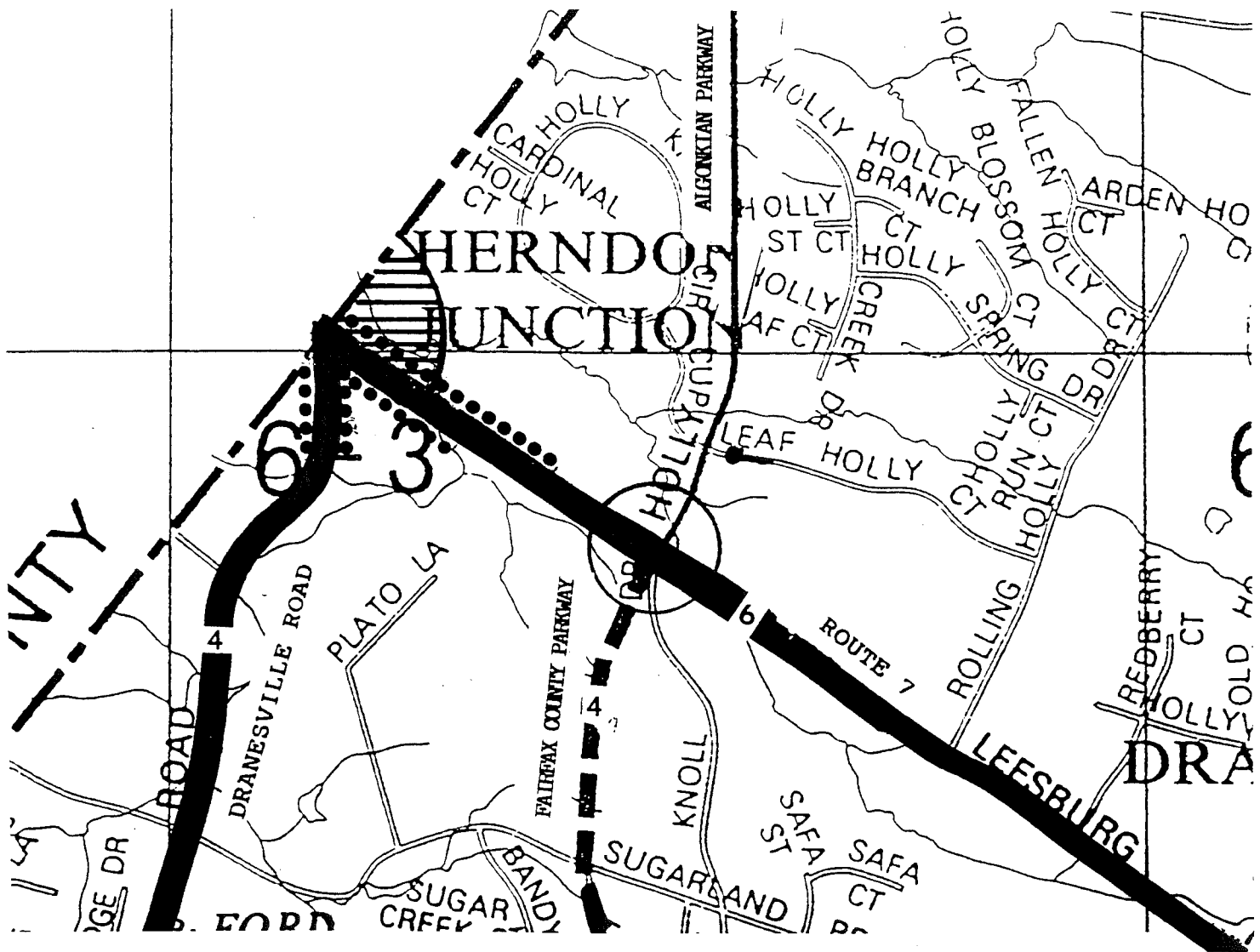
- Most parcels within the respective land units are consolidated;
 - All development must be oriented toward Rock Hill Road realigned;
 - Heights of non-residential structures generally should not exceed 40 feet;
 - A substantial landscaped buffer of at least 75 feet to the nearest existing residential property line should be provided;
 - Measures to preserve and protect the Environmental Quality Corridor should be taken;
 - Vehicle access to the area should be via the realigned Rock Hill Road and the CIT access road only; and,
 - Transportation improvements as shown on Figure 135 and as specified by the County's Office of Transportation are provided. Improvements must be sufficient to provide for a Level of Service D in the area.
8. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not mapped]
9. Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study.

Transportation

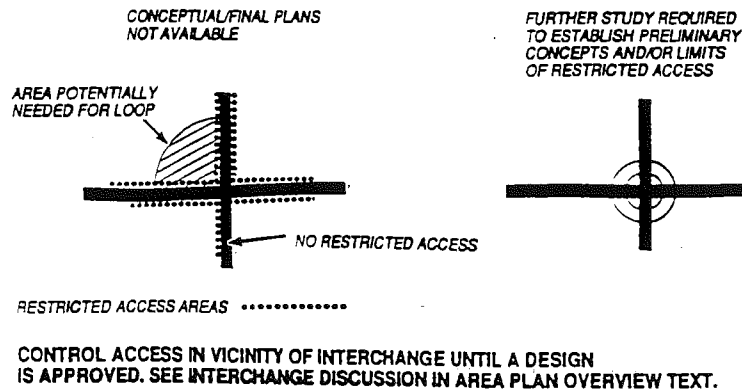
Transportation recommendations for this sector are shown on Figures 133, 134, 135 and 136. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

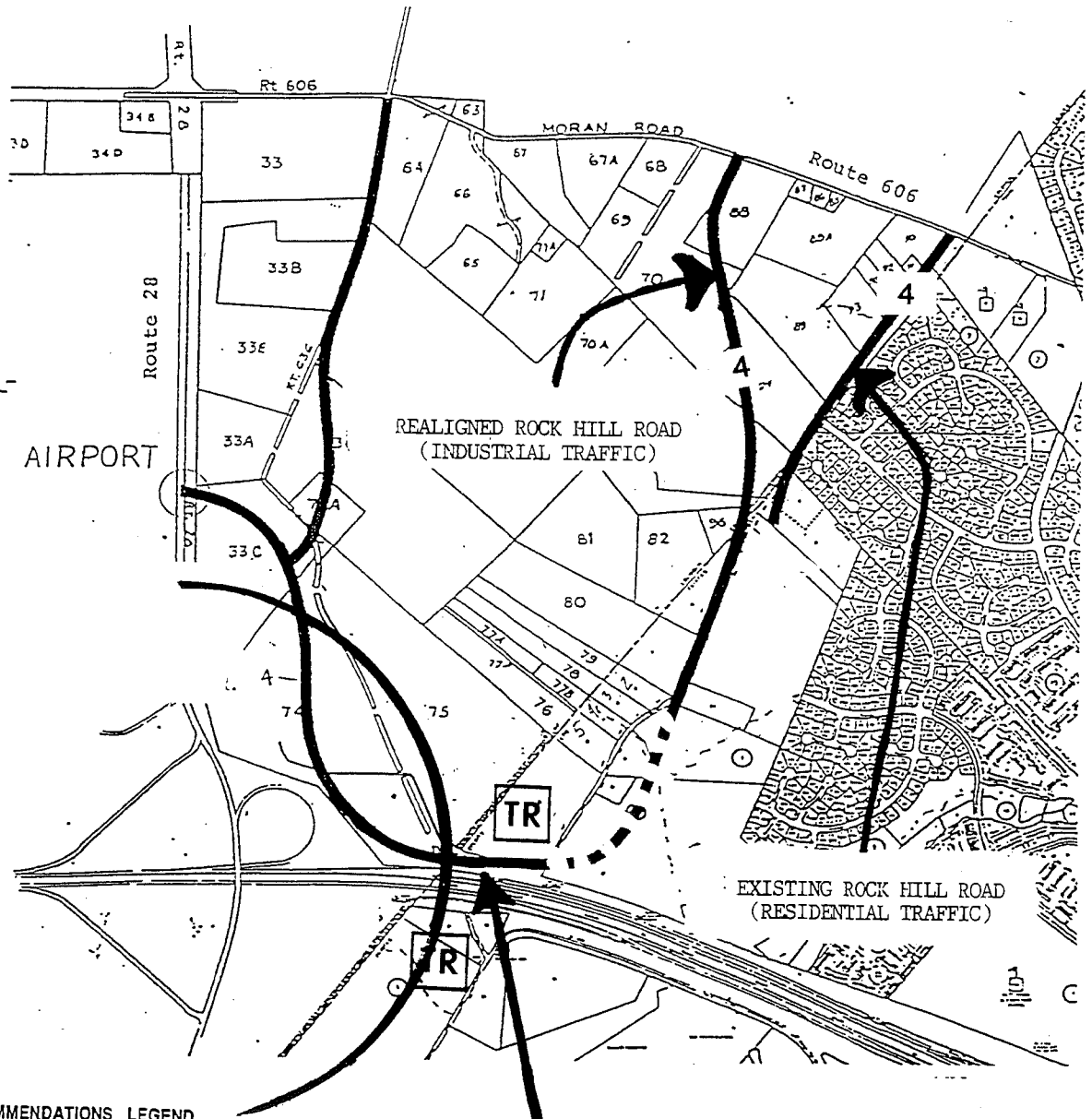




KEY TO INTERCHANGE ENLARGEMENTS



CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL A DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.



Access ramp to DTR EXTENSION

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR
LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

X TOTAL NUMBER OF LANES
(INCLUDING HOV LANES)
Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE
FINALIZED DURING PROCESS OF REVIEWING
PLANS FOR PROPOSED DEVELOPMENT.



CONSTRUCT GRADE-SEPARATED INTERCHANGE
OR INTERCHANGE IMPROVEMENTS



PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S)
SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN
OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF
CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL
ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING
STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES
TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND
CORRIDOR STUDY.

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

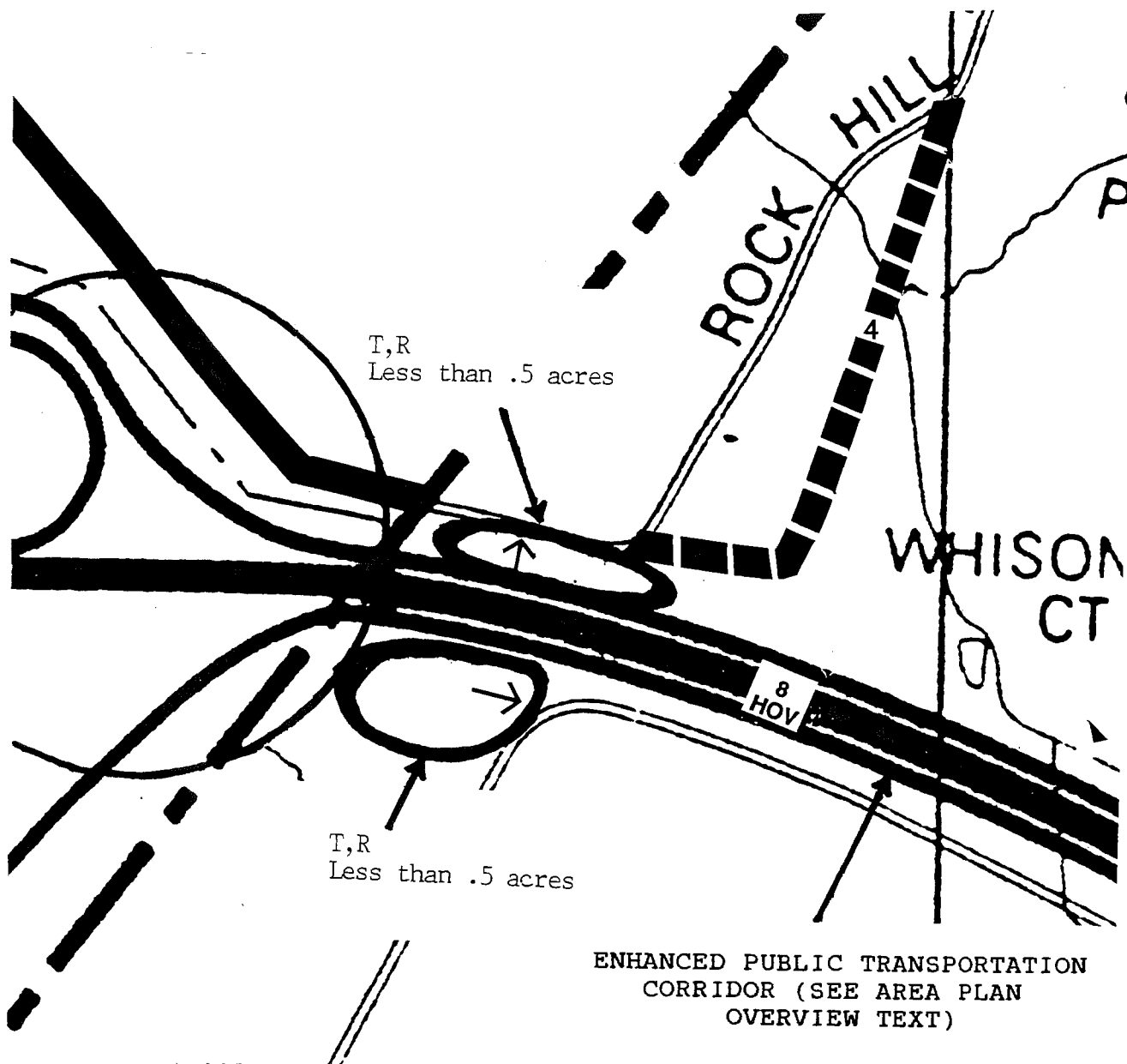
T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION



● **PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)**

T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION

Heritage Resources

1. The Dranesville Tavern Historic District (Appendix 1, A1-700 of the Zoning Ordinance) regulations specify residential development with the exception of commercial development appropriate to the tavern itself. Residential development should not exceed one dwelling unit per acre. The maximum building height is 35 feet and the limit for freestanding signs is 10 feet. Public facilities and private utilities, should be permitted only after Architectural Review Board and Board of Supervisors approval. All improvements, including public facilities, structures, signs, fences, street furniture and outdoor graphics should be designed, and installed to be compatible with the historic site in terms of mass, scale, height, color, type of material and visual impact. All development within the historic district should be reviewed by the Architectural Review Board.
2. Dranesville Methodist Church and Mayfield and Ivy Chimney should be protected. Development in the area should be sensitive to these resources.
3. The Cameron Parish Church ruin and adjacent cemetery, tax map 5-4((8))G, should be preserved.
4. The Central Herndon Historic District is on the National Register of Historic Places. It is protected by the Town of Herndon's historic preservation policy.

Public Facilities

1. Provide the necessary improvements to the Corbalis Water Treatment Plant on land currently owned at the Authority's plant site to meet current and future needs.
2. Fire facilities and equipment at the Herndon Fire Station should be kept adequate to meet increasing demand for fire and emergency protection.
3. Replace the existing Herndon Fortnightly Library with a new community library of approximately 13,000 square feet in the Town of Herndon.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 137. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 138 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 137

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Additional Neighborhood Park facilities should be provided in conjunction with new residential development in Suburban Neighborhoods.
COMMUNITY PARKS:	
Grand Hamptons	
Hutchinson School Site	Initiate a master planning process and develop in accordance with an approved plan for an athletic field complex under interim use agreement with the School Authority.
	Seek a lease agreement with Fairfax County Water Authority to develop active recreation facilities on identified site adjacent to Offuts Branch.
DISTRICT PARKS:	
	This sector lies within the service areas of Baron Cameron and Great Falls Nike District Parks.

FIGURE 137

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP4

(Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Dranesville Tavern (Heritage Resources)	Pursue development of commercial use consistent with historic character of the tavern.
Folly Lick Stream Valley Sugarland Run Stream Valley	Consider expansion of EQCs south of Runnymede Park to encompass upland hardwoods adjacent to floodplain. Resource protection should be achieved through a combination of dedication, donation of easements or purchase and/or other land preservation techniques. Develop the countywide trail to connect Sugarland Run and Folly Lick Stream Valley.

FIGURE 137

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP4 (TOWN OF HERNDON)

PARK CLASSIFICATION

RECOMMENDATIONS

NOTE: The Fairfax County Park Authority is cooperating with the Town of Herndon in administering the parklands listed for this sector which are located within the Town of Herndon.

NEIGHBORHOOD PARKS:

Cuttermill

Stanton

Complete development in accordance with approved master plan.

Trailside

COMMUNITY PARKS:

Alabama Drive

Bready

Complete development in accordance with approved master plan.

Bruin
Chandon

In cooperation with Town officials, identify an additional Community Park site in the vicinity of the Town of Herndon for cooperative development of active recreation facilities.

Runnymede

FIGURE 137**PARKS AND RECREATION RECOMMENDATIONS****SECTOR UP4 (TOWN OF HERNDON)
(Continued)**

PARK CLASSIFICATION**RECOMMENDATIONS**

NOTE: The Fairfax County Park Authority is cooperating with the Town of Herndon in administering the parklands listed for this sector which are located within the Town of Herndon.

COUNTYWIDE PARKS:

Sugarland Run Stream Valley

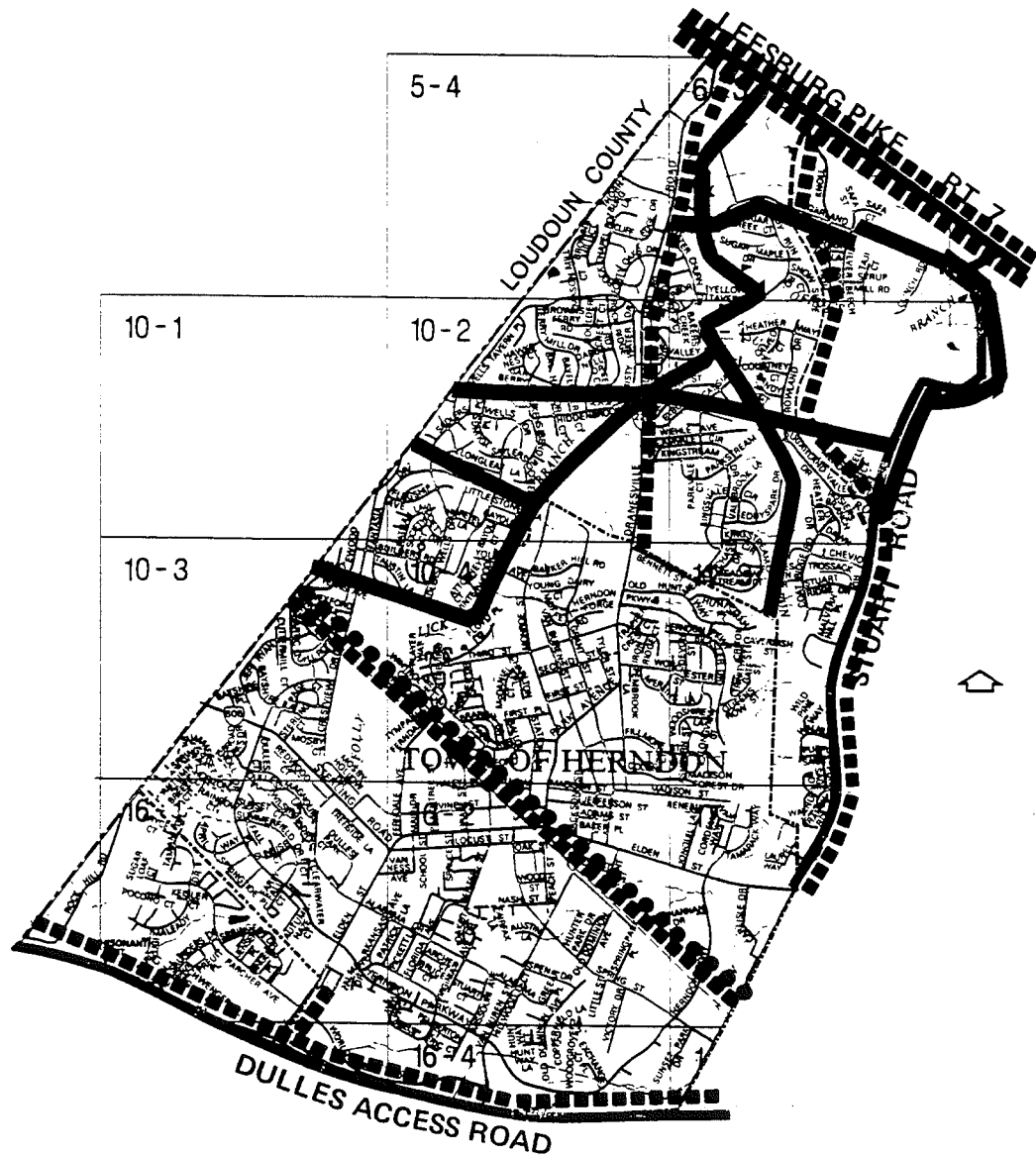
Protect EQC through acquisition, dedication, and/or donation of land and open space easements to FCPA in accordance with stream valley policy. Extend countywide trail to establish a connection with W&OD regional trail and Folly Lick Stream Valley.

Folly Lick Stream Valley

Acquire land in accordance with FCPA Stream Valley Policy; provide connection of countywide trail to W&OD trail in Folly Lick Stream Valley and to Sugarland Run Stream Valley.

Seek historic preservation easement on identified property adjacent to County line.

UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

PEDESTRIAN —————
BICYCLE - - - - -
EQUESTRIAN
 (Note: The symbols above are represented by solid, dashed, and dotted lines in the original image.)

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

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PLANNED TRAIL SYSTEM

FIGURE
138

UP5 RESTON COMMUNITY PLANNING SECTOR

CHARACTER

Reston has its own Master Plan because the community was planned and developed as one of the nation's landmark new towns, beginning in the 1960s. It is located between Tysons Corner and the Washington Dulles International Airport along the Dulles Airport Access Road and extends as far north as Route 7 and as far south as Stuart Mill Road. With its planned development almost complete, Reston is comprised of 7,100 acres and may ultimately be the home of more than 60,000 people. This new town is designed around the concept of clustering the community into five "villages," each with its own village center. These centers provide for neighborhood-serving retail, office, and social needs.

The community is focused around the Town Center, an urban concentration of high-density housing, offices and cultural facilities. Substantial office development has occurred in recent years along the Dulles Airport Access Road, increasing development pressure both within and adjacent to the community. (This area is further addressed in the Reston-Herndon Suburban Center.) An integral part of the Reston Plan is the lower density residential development located on Reston's periphery, buffering adjacent areas from the higher density development in Reston.

Reston offers a wide range of housing, including high-rise apartments, garden apartments, townhouses, and single-family detached and semi-detached homes. The majority of dwellings in this sector were built after 1975. There are approximately 1,300 low and moderate income units in Reston. This housing includes units for the elderly which are found mostly in the village centers. There is scattered new and older residential development outside Reston. Generally these areas are planned to maintain a low density residential character, including areas along Route 7.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Reston Community Planning Sector be designated as primarily Suburban Neighborhoods. A portion of the Reston-Hemdon Suburban Center is located in the sector and is discussed in a separate section of the Upper Potomac Planning District portion of the Area III Plan.

RECOMMENDATIONS

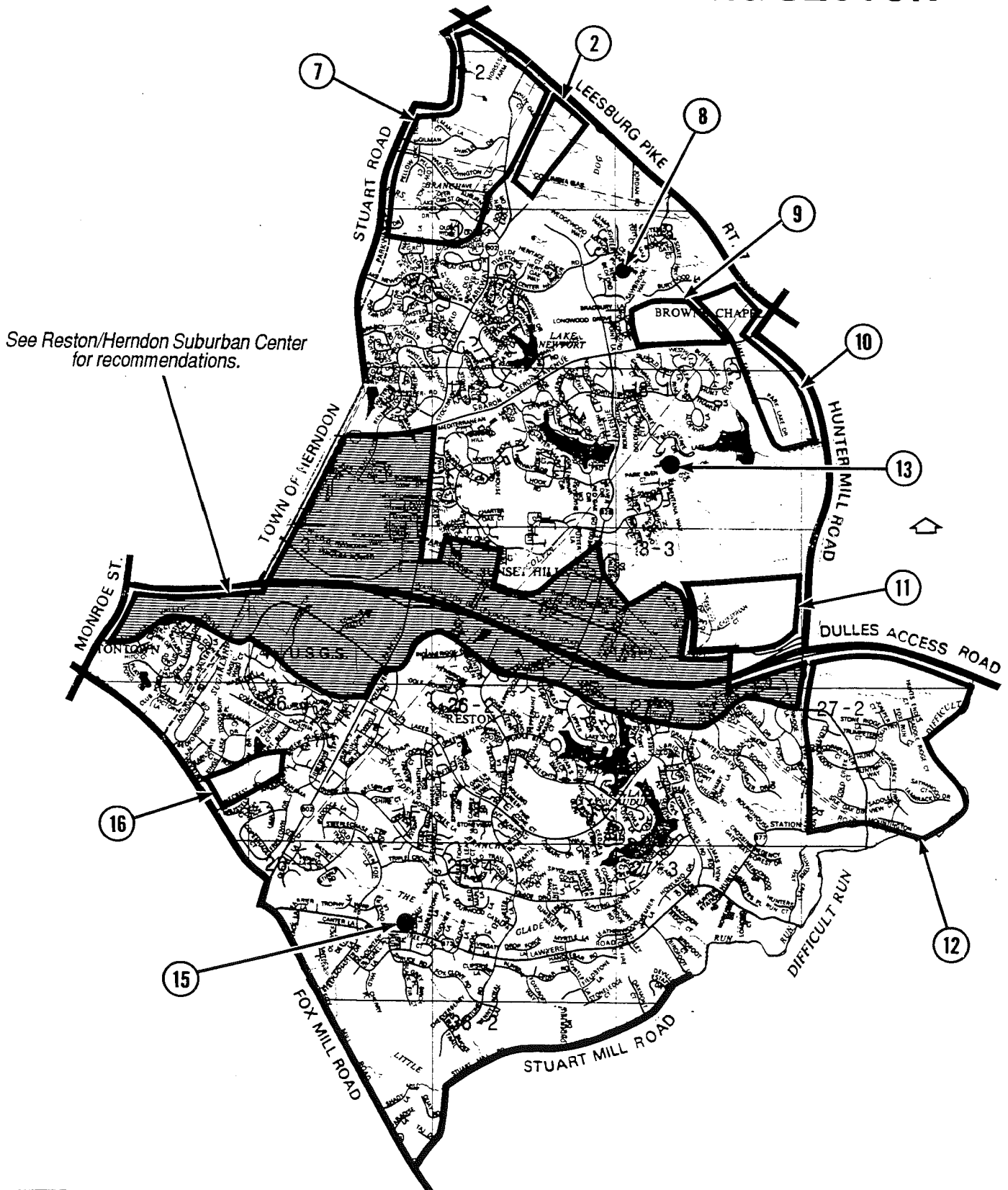
Land Use

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

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

Figure 139 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

UP5 RESTON COMMUNITY PLANNING SECTOR



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LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP

FIGURE
139

Land Within the Planned Community of Reston

1. Incorporate the Reston Master Plans, (Land Use Plan, Community Facilities Plan and Transportation Plan)*, adopted on July 18, 1962, and as subsequently amended, by reference in the Area Plan and on the composite map. (See Figures 140, 141 and 142) On the periphery where development is not committed by zoning, land should be developed at a density no greater than one dwelling unit per acre. Density should be tiered so that it decreases from the center toward the boundary (within Reston). [Not mapped]











*NOTE: The Reston Master Plan has its own program of time-phased development, which shall be the guide for development in Reston.

2. In the northern section of Reston the following policies should apply:
 - The land located between the planned EQC, Reston Parkway, Wiehle Avenue and the Reston boundary is planned for medium density residential use with the condition that a vegetated buffer be provided along the Reston boundary within Reston.
 - On the periphery of North Reston within the areas currently shown on the Reston Land Use Plan for low density residential use, development should occur as single-family detached units at an overall density of one dwelling unit per acre.
3. The Village Centers in Reston should be planned and developed for neighborhood retail use up to .25 FAR, integrated with accessory office uses, community services, and residential development. [Not mapped]
4. Well-defined, stable residential neighborhoods exist throughout Reston. However, because of nearby commercial and other non-residential uses, these neighborhoods can be threatened by development or redevelopment, and therefore are particularly in need of protection. The design of all new infill projects or redevelopment projects should be compatible with existing and planned residential neighborhoods. [Not mapped]
5. Land within the immediate vicinity of future rail station sites may be suitable for joint development in a phased manner, coordinated with plans for transit development. [Not mapped]
6. Recognizing the unique nature of the Reston Association in the development of natural and open areas and recreation amenities within the boundaries of the Reston Master Plan, the County and the Reston Association should work together in a public/private partnership in attaining the goals and objectives outlined in the Comprehensive Plan under Land Use, Goals 14 and 15, under Parks and Recreation, under Public Facilities, under Environment, and under Transportation. [Not mapped]

Land on the Periphery of Reston

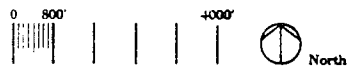
7. Land between Stuart Road, Route 7, and Reston should be planned for residential use at .5-1 dwelling unit per acre as shown on the Plan map.

Land Use Plan

-  **Low Density Residential**
1-2 Persons Per Gross Residential Acre
Single Family Detached and Attached
-  **Medium Density Residential**
3-12 Persons Per Gross Residential Acre
Single Family Detached and Attached, Multiple Family
-  **High Density Residential**
13-24 Persons Per Gross Residential Acre
Single Family Attached, Multiple Family
-  **Industrial Area**
-  **Town Center**
-  **Convention / Conference Center**
-  **Village Center**
-  **Convenience Center**
-  **Open Space**
-  **Commercial Office**

Population Data:

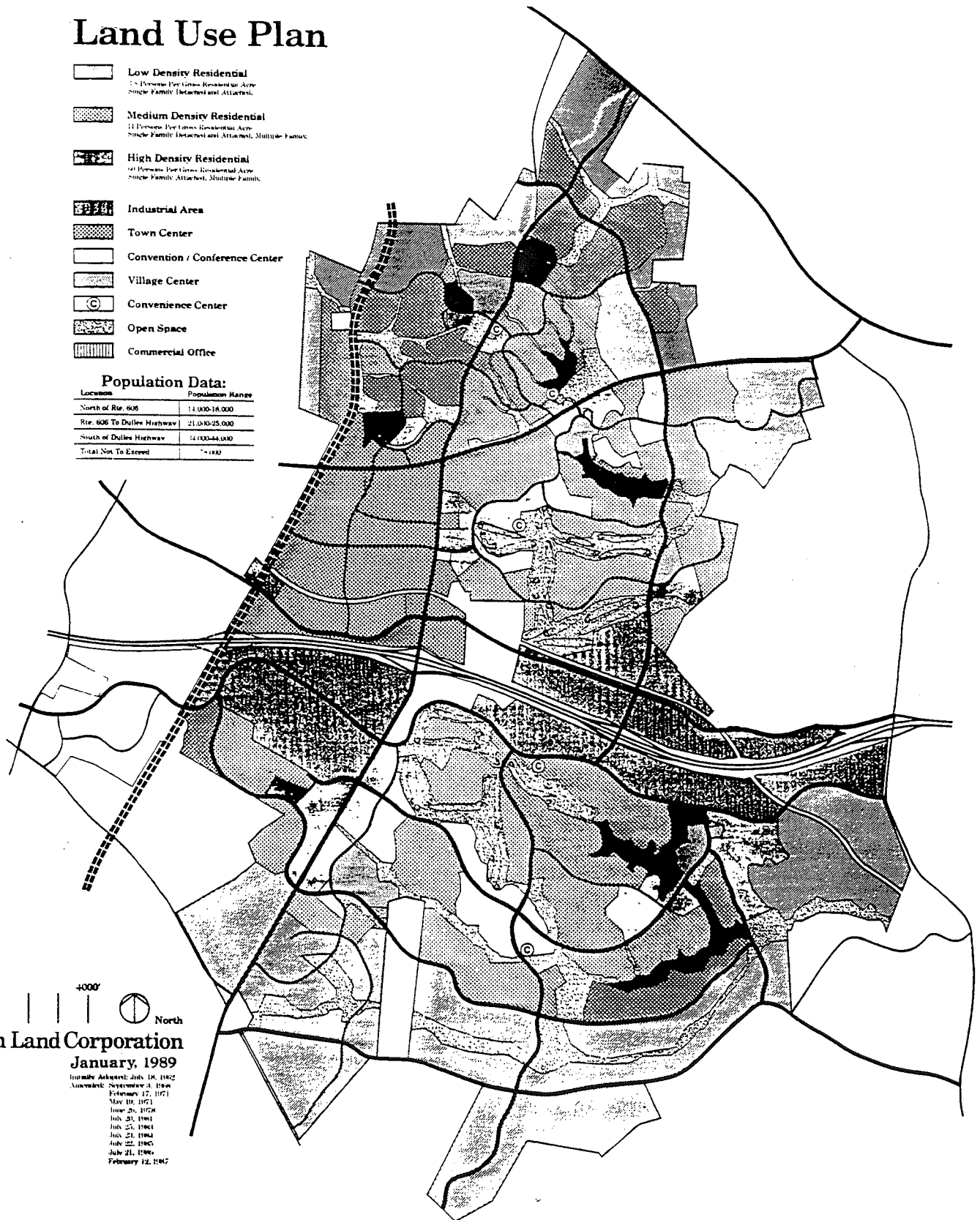
Location	Population Range
North of Rte. 606	11,000-18,000
Rte. 606 To Dulles Highway	21,000-25,000
South of Dulles Highway	14,000-24,000
Total Not To Exceed	74,000



Reston Land Corporation

January, 1989

Issued: July 18, 1982
Amended: September 3, 1984
Revised: 12, 1987
May 18, 1987
June 26, 1978
July 23, 1981
July 25, 1981
July 23, 1982
July 22, 1983
July 21, 1985
February 12, 1987



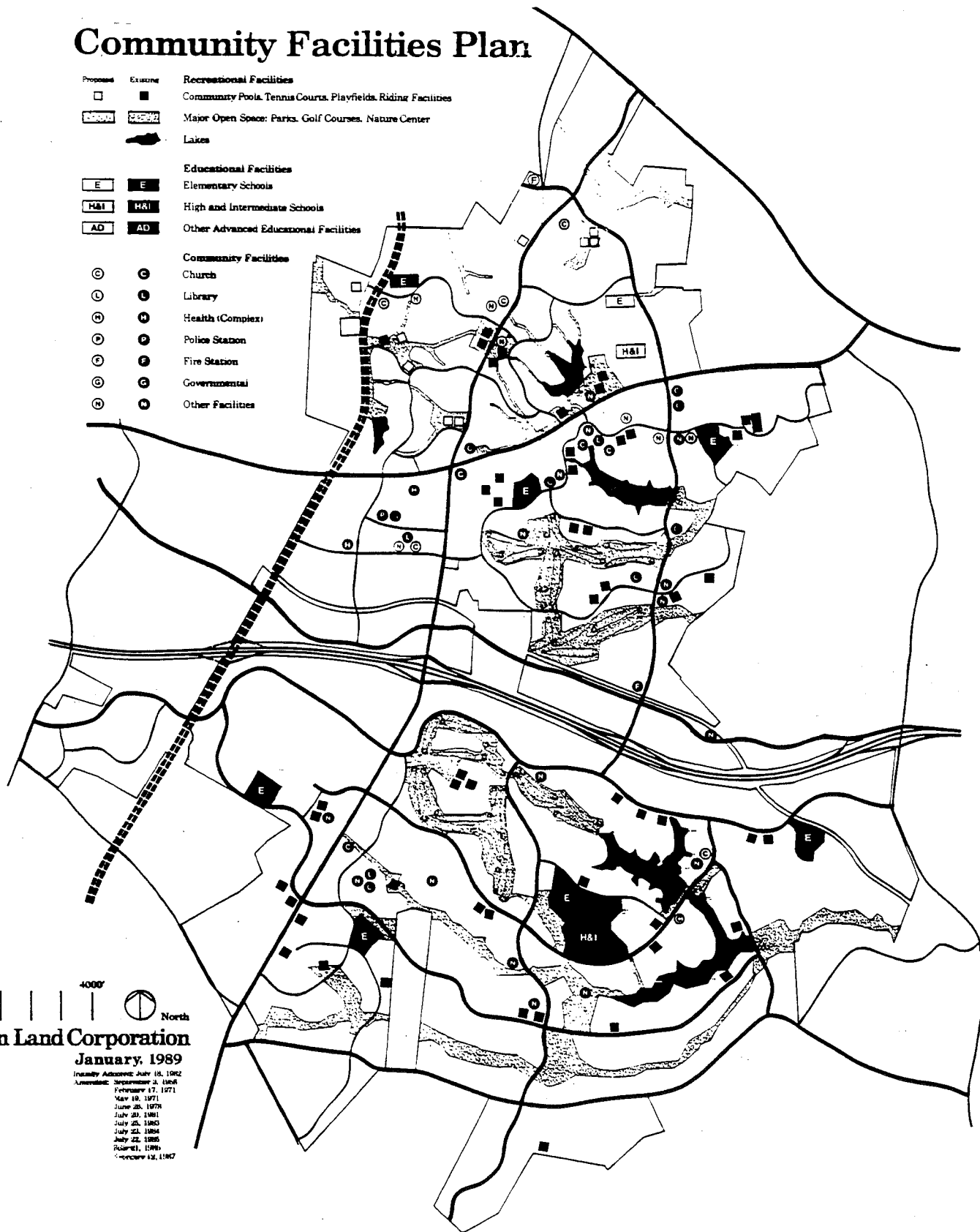
**FAIRFAX
COUNTY**

RESTON MASTER PLAN
LAND USE PLAN

FIGURE
140

Community Facilities Plan

- | | | |
|----------|----------|---|
| Proposed | Existing | Recreational Facilities |
| □ | ■ | Community Pools, Tennis Courts, Playfields, Riding Facilities |
| ▨ | ▩ | Major Open Space: Parks, Golf Courses, Nature Center |
| | — | Lakes |
| | | Educational Facilities |
| E | E | Elementary Schools |
| H&I | H&I | High and Intermediate Schools |
| AD | AD | Other Advanced Educational Facilities |
| | | Community Facilities |
| C | C | Church |
| L | L | Library |
| H | H | Health (Complex) |
| P | P | Police Station |
| F | F | Fire Station |
| G | G | Governmental |
| N | N | Other Facilities |








0 800' 4000'

North

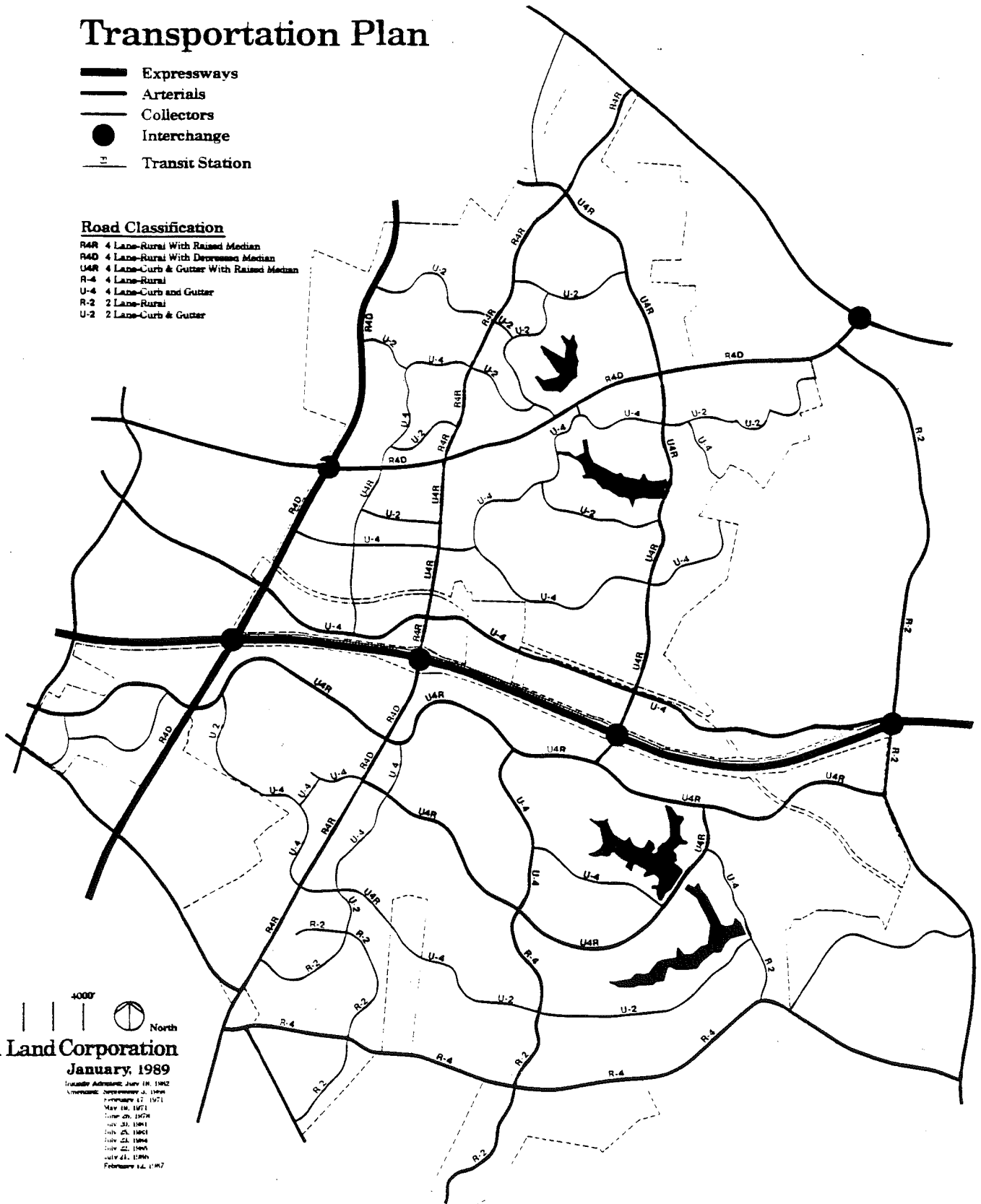
Reston Land Corporation
 January, 1989
 January Adopted: July 18, 1982
 Amendment: September 2, 1983
 February 17, 1971
 May 18, 1971
 June 28, 1978
 July 28, 1981
 July 28, 1983
 July 28, 1984
 July 28, 1985
 August 1, 1986
 December 12, 1987

Transportation Plan

-  Expressways
-  Arterials
-  Collectors
-  Interchange
-  Transit Station

Road Classification

- R4R 4 Lane-Rural With Raised Median
- R4D 4 Lane-Rural With Depressed Median
- U4R 4 Lane-Curb & Gutter With Raised Median
- R-4 4 Lane-Rural
- U-4 4 Lane-Curb and Gutter
- R-2 2 Lane-Rural
- U-2 2 Lane-Curb & Gutter



0 800' 4000'

Reston Land Corporation
January, 1989

Issued: January 18, 1989
Revised: September 1, 1989
January 17, 1971
May 16, 1971
June 29, 1978
July 31, 1981
July 25, 1981
July 25, 1984
July 22, 1986
July 21, 1986
February 14, 1987

**FAIRFAX
COUNTY**

**RESTON MASTER PLAN
TRANSPORTATION PLAN**

FIGURE
142

8. An area located adjacent to the Reston Planned Residential Community near Center Harbor Road is planned for residential use at 1-2 dwelling units per acre as shown on the Plan map. Development at this density should occur if the land is developed as a functionally integral part of Reston.
9. The area north of Baron Cameron Avenue, east of the Reston boundary (including Parcels 12-3((1))22, 23, 24, 21A, 21B, and parts of 21 and 21C) is planned for 2-3 dwelling units per acre as shown on the Plan Map. Development in this area should provide substantial buffers to existing residential development and along Baron Cameron Avenue. (See Land Use Recommendation #10 for additional Plan guidance.)
10. The area south of Route 7 and north of Baron Cameron Avenue is planned for residential use at .5-1 and 2-3 dwelling units per acre. This includes the area south of the Ascot subdivision. Residential development in this area should help to maintain a low density buffer around Reston. This area is identified in Figure 143 as Land Unit A (tax map 12-3((1))18, 19, 21, 21A, 21B and 21C).

Due to the different Plan density ranges assigned to this area, coordinated development under a unified development plan is encouraged as a way to provide effective transitions between the area planned 2-3 and the area planned .5-1 dwelling units per acre. The overall density will be determined by averaging the Plan ranges, by land area, over the entire site. The high end of the density range can be achieved only if the following conditions are met:

- Complete consolidation of all parcels within Land Unit A and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;
- No roadway connects with Bishopsgate Way;
- The development incorporates substantial open space and facilities for active recreation;
- No commercial development should occur. The Reston Farm Market located on Baron Cameron Avenue is a non-conforming use;
- Substantial buffers are provided along the frontages of Route 7 and Baron Cameron Avenue;
- Lots abutting the Ascot subdivision and the Reston PRC should be developed in a similar size (a minimum of 36,000 square feet) to foster compatibility with these existing communities; and,
- Satisfactory transportation improvements as determined by the County.

The area south of Route 7 and south of Baron Cameron Avenue is planned for residential use at .5-1 dwelling unit per acre. This includes the area east of the Reston boundary and Lake Fairfax Park and north of Colvin Run. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. A portion of this area is identified in Figure 143 as Land Unit B (tax map 18-1((1))4A, 4B and pt 3A) and Land Unit C (tax map 12-3((1))15, 16 and 18B, 18-1((1))pt 3A and 12-4((1))58, 59 and 60)

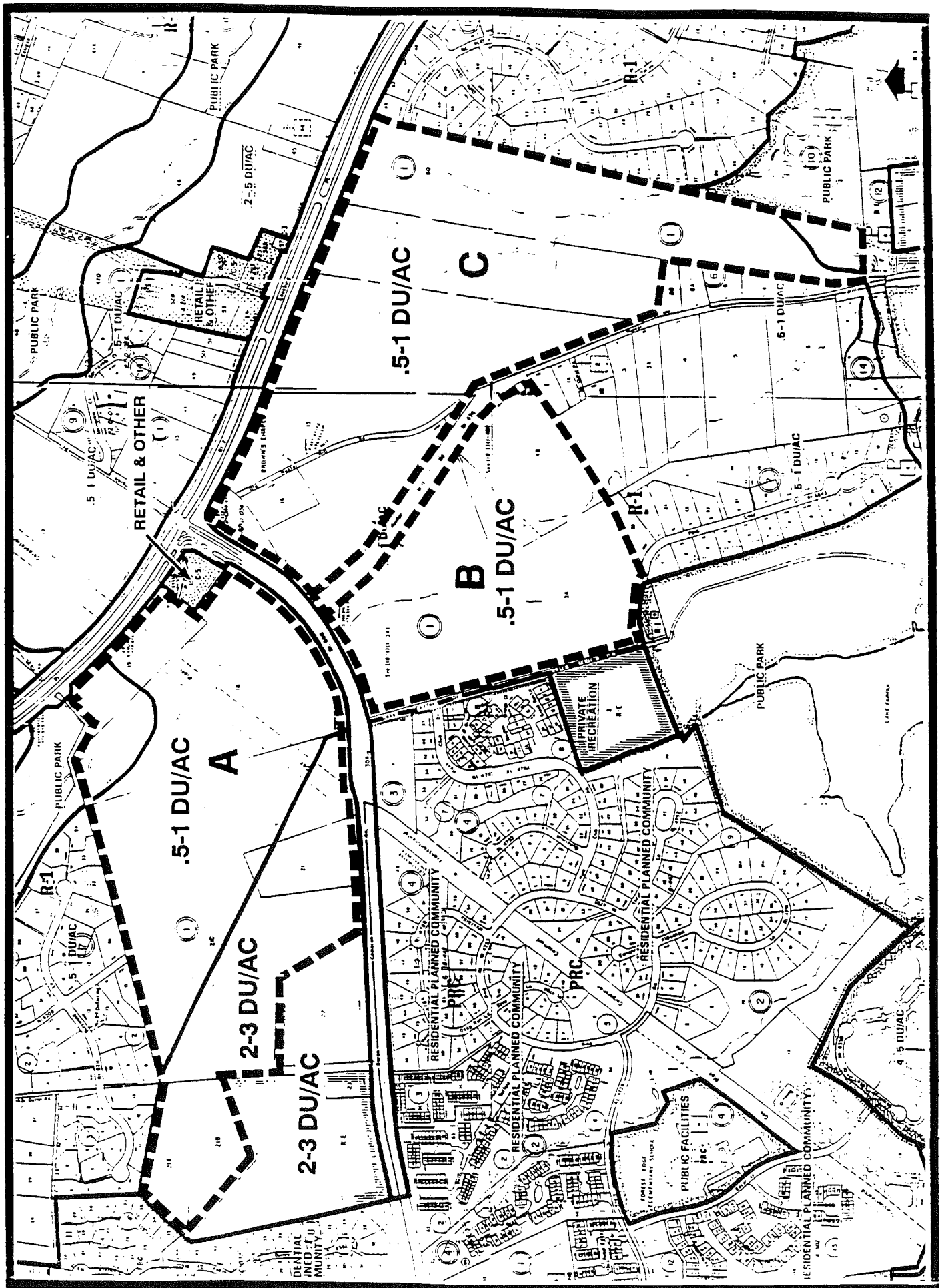


FIGURE 143

LAND UNITS FOR LAND USE RECOMMENDATION # 10

Development within Land Unit B and Land Unit C is appropriate at the high end of the density range only if the following conditions are met:

- Substantial, if not complete, consolidation of all parcels within each land unit as noted above and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;
 - Substantial buffers are provided along the frontages of Route 7, Baron Cameron Avenue, and Hunter Mill Road;
 - To maintain the low density residential character of Hunter Mill Road and Route 7, larger lots should be located near these roadway frontages;
 - No commercial development should occur;
 - Substantial buffers are provided along Lake Fairfax Drive and Lake Fairfax subdivision, and lots abutting Lake Fairfax Drive and Lake Fairfax subdivision should be at least 25,000 square feet in size to foster compatibility with the surrounding community;
 - The approximately 30 acres of the area known as the Reston Pet Farm is an area amenity that should be preserved and incorporated into the development or else maintained as perpetual open space or public parkland should Pet Farm operations cease; and
 - Satisfactory transportation improvements as determined by the County.
11. The area in the vicinity of Sunset Hills Road, Hunter Mill Road and the Dulles Airport Access Road is planned for residential use at .2-.5 dwelling unit per acre as shown on the Plan map. As an option, the southeastern portion of the area may also be appropriate for institutional or public uses if all adverse impacts are satisfactorily mitigated.
- Any improvement to Sunset Hills Road must be designed so as to not adversely impact the ability of the Tara Reston Christian School to operate at its authorized capacity (February 1988). Safe and convenient access for ingress and egress should be provided. Noise engineering studies should also accompany the corridor study which will have to be conducted for Sunset Hills Road in accordance with Transportation Policy 1b.
12. Parcels 27-2((1))2 and 18-4((1))25, 29B and 30 (approximately 167 acres) are planned for residential use at no more than .5-1 dwelling unit per acre. The site is located in the Difficult Run watershed and is bisected by several small tributaries. These tributaries and their associated Environmental Quality Corridors should be left as open space.
13. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run is planned for residential use at 4-5 dwelling units per acre.

14. It is appropriate that land in this planning sector associated with the Difficult Run watershed be planned as public and private open space and residential use at densities of .1-.2, .2-.5, and .5-1 dwelling unit per acre as shown on the Plan map. Residential development at these densities will serve to maintain the large lot residential character of the area that has been established and afford protection of this environmentally sensitive area.

The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this area, especially the guideline that no cluster development should be considered when the primary purpose of clustering is to maximize density on the site.

Because of the configuration of several planned density categories on the Plan map for this area, many properties have more than one category assigned. When a site has more than one planned density range assigned, the appropriate overall density and average lot size should be determined by placing a strong emphasis on achieving compatibility with existing development in the vicinity. See the Area Overview in the Area II or Area III Plan for further guidance regarding the Difficult Run watershed. [Not mapped]

15. The area north of Lawyers Road and south of the Glade stream valley that is not zoned as part of Reston, is planned for residential use at .1-.2 dwelling unit per acre as shown on the Plan map. It is developed as an institutional use. Any future changes or redevelopment proposed for this area should provide or maintain a substantial buffer to protect the adjacent residential communities and should be sensitive to the environmental constraints of the property.
16. The area west of the Reston Planned Residential Community in the vicinity of Pinecrest Road is mostly planned for residential use at 1-2 dwelling units per acre as shown on the Plan Map. As an option, Parcels 25-2((5))53, 55, 56, 57, 58 and 59 may be appropriate for residential townhouse or patio-style development at 4-5 dwelling units per acre under the following conditions:

- Building heights should not exceed 35 feet;
- Effective visual screening and a substantial buffer is provided to protect adjacent single-family residential uses; and
- Access should be provided from both Pinecrest and Fox Mill Roads, as far from the intersection as possible.

Parcels 26-1((1))5A, 5B, 5C and 6 are planned for low intensity light industrial/R&D use at a maximum of .25 FAR. This use should be limited to these parcels, designed to minimize visual impacts on adjacent residential parcels, and provide substantial screening and buffering.

17. For the Sector UP5 area outside Reston, ample local-serving commercial facilities are either available or planned within Reston, at the village centers and town center, leaving no need for commercial development along either Route 606 or Hunter Mill Road. [Not mapped]

18. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not mapped]

Transportation

Transportation recommendations for this sector are shown on Figures 144, 145, 146, 147, 148, 149, 150 and 151. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Development and redevelopment applicants shall be encouraged to establish or participate in transportation management programs to promote alternatives to single occupant vehicle use, particularly during peak commutation hours. Transportation management programs include, but are not limited to: flexible and alternative work schedules, telecommuting, transit pass programs, dedicated bus/van shuttles to designated transit centers, parking management arrangements, promotion of ridesharing, bicycling and walking. Applicants will be encouraged to coordinate with and make appropriate contributions to a Transportation Management Association (TMA) where such a TMA has been established. In addition, applicants will be encouraged to require lessee cooperation with an existing TMA or one established in the future.

Sunset Hills Road as it terminates at Hunter Mill Road provides for the primary access to the Dulles Toll Road for the residential areas and commercial office areas within the eastern periphery of Reston. This access can be provided for by either option A or B below. Option A is the preferred option:

- The preferred option A is to slightly modify the current Sunset Hills Road intersection by moving it opposite the Dulles Toll Road westbound off-ramp and relocate the Toll Road westbound on-ramp to begin at Sunset Hills Road west of Hunter Mill Road and east of the existing VDOT maintenance facility.
- A secondary option B, if option A is not accepted by VDOT, would be to relocate Sunset Hills Road in a configuration that brings the intersection of Sunset Hills Road and Hunter Mill Road as close as possible to the Reston Presbyterian Church. (tax map 18-3((1))6)

Heritage Resources

The Lake Anne Village Center Historic District regulations are found in Appendix 1, A1-1100 of the Zoning Ordinance. The intent is that the original mixture of residential and commercial space be maintained and that the pattern of commercial frontage on the lake and restrictions to pedestrian access be strictly followed. All improvements and alterations should be reviewed by the Architectural Review Board.

18. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not mapped]

Transportation

Transportation recommendations for this sector are shown on Figures 144, 145, 146, 147, 148, 149, 150 and 151. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Development and redevelopment applicants shall be encouraged to establish or participate in transportation management programs to promote alternatives to single occupant vehicle use, particularly during peak commutation hours. Transportation management programs include, but are not limited to: flexible and alternative work schedules, telecommuting, transit pass programs, dedicated bus/van shuttles to designated transit centers, parking management arrangements, promotion of ridesharing, bicycling and walking. Applicants will be encouraged to coordinate with and make appropriate contributions to a Transportation Management Association (TMA) where such a TMA has been established. In addition, applicants will be encouraged to require lessee cooperation with an existing TMA or one established in the future.

Sunset Hills Road as it terminates at Hunter Mill Road provides for the primary access to the Dulles Toll Road for the residential areas and commercial office areas within the eastern periphery of Reston. This access can be provided for by either option A or B below. Option A is the preferred option:

- The preferred option A is to slightly modify the current Sunset Hills Road intersection by moving it opposite the Dulles Toll Road westbound off-ramp and relocate the Toll Road westbound on-ramp to begin at Sunset Hills Road west of Hunter Mill Road and east of the existing VDOT maintenance facility.
- A secondary option B, if option A is not accepted by VDOT, would be to relocate Sunset Hills Road in a configuration that brings the intersection of Sunset Hills Road and Hunter Mill Road as close as possible to the Reston Presbyterian Church. (tax map 18-3((1))6)

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UP5 RESTON COMMUNITY PLANNING SECTOR

TRANSPORTATION RECOMMENDATIONS LEGEND

- **ROAD AND HIGHWAY FACILITIES**
- | | | |
|---|-----------------|---|
| ARTERIAL | COLLECTOR LOCAL | |
| WIDEN OR IMPROVE EXISTING ROADWAY | | |
| CONSTRUCT ROADWAY ON NEW LOCATION | | |
| X | Y | X |
| TOTAL NUMBER OF LANES (INCLUDING HOV LANES) | | |
| Y | | |
| COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT. | | |
| CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS | | |
| PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT. | | |

TE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES. HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

WIEHLE AVENUE EXTENSION

FAIRFAX COUNTY PARKWAY

SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA

SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA

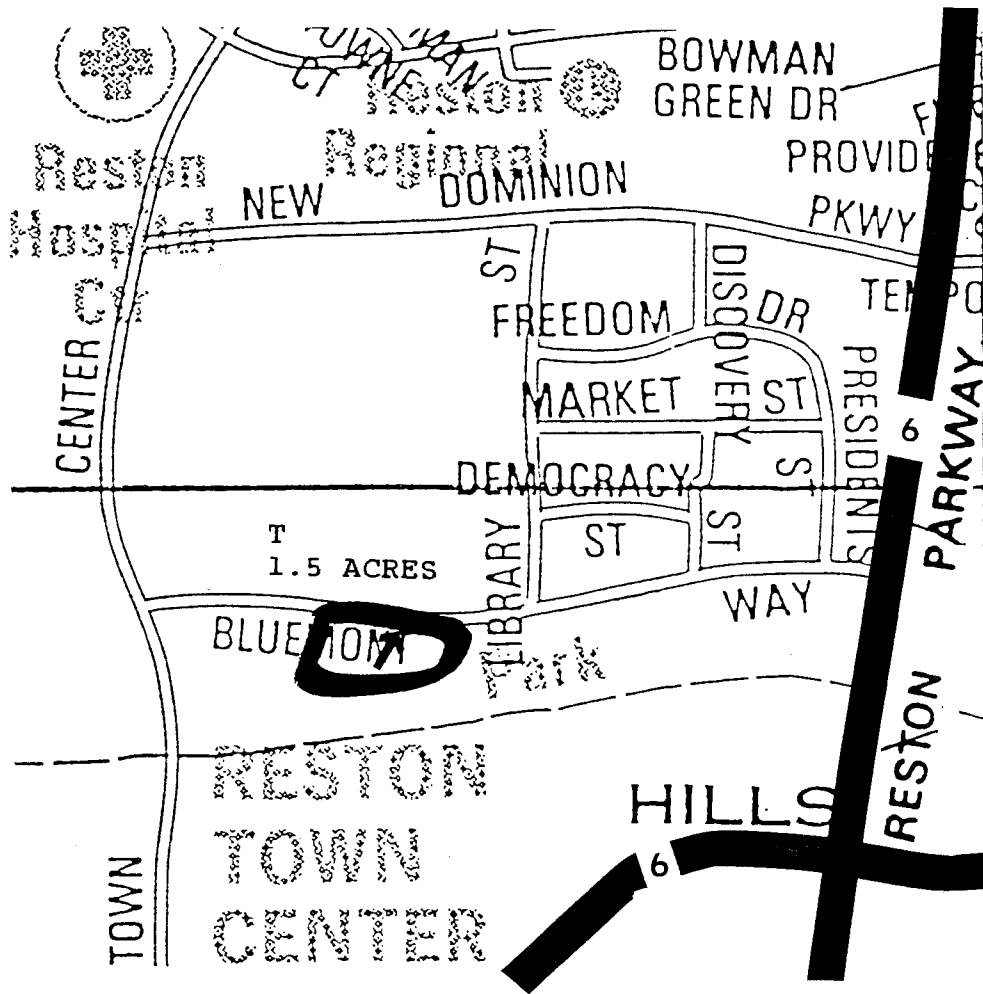
SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA

DULLES ACCESS ROAD IS ENHANCED PUBLIC TRANSPORTATION CORRIDOR

**FAIRFAX
COUNTY**

TRANSPORTATION RECOMMENDATIONS

FIGURE
144



● **PUBLIC TRANSPORTATION FACILITIES** (SEE PLAN OVERVIEW TEXT)

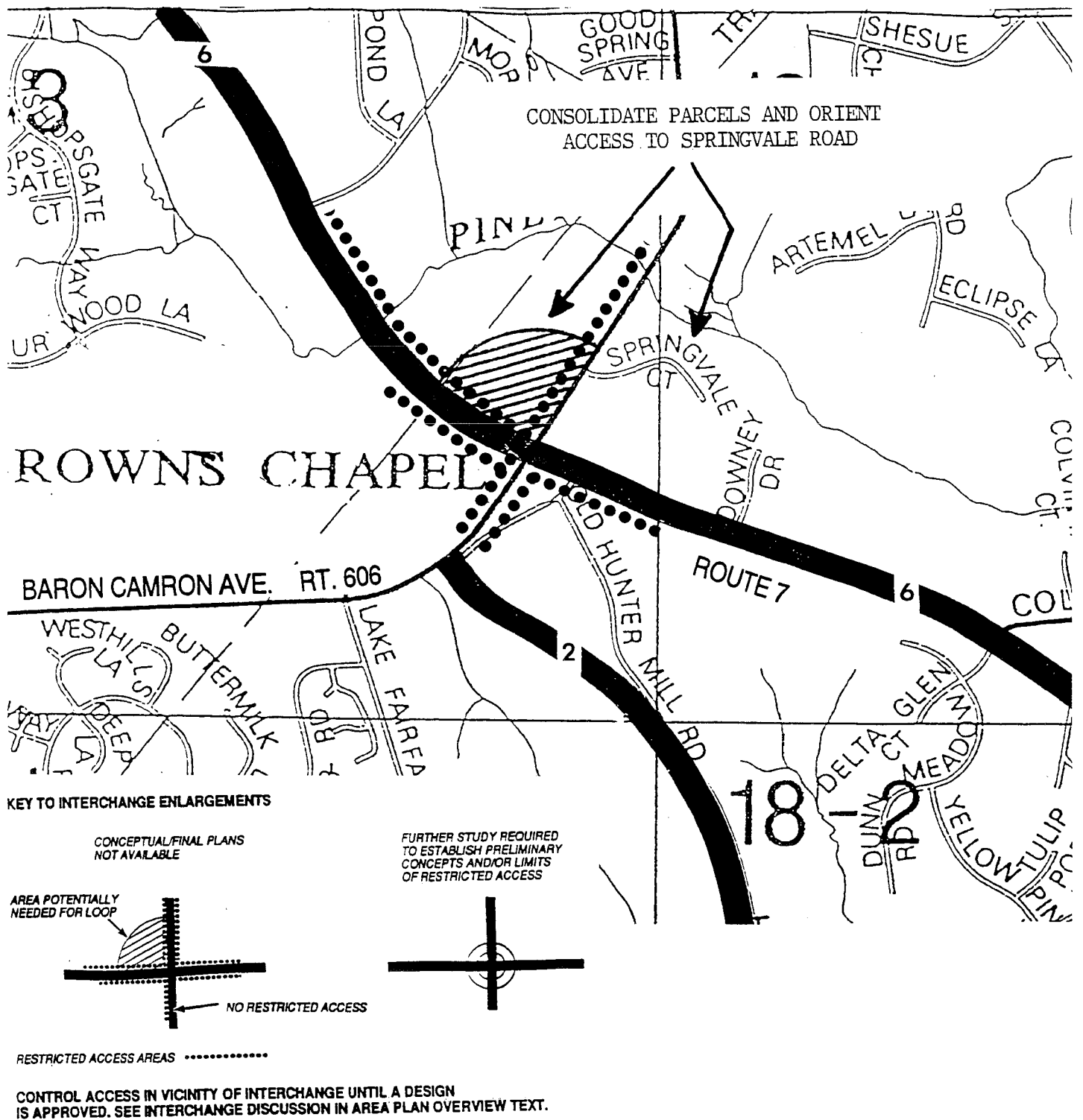
T TRANSIT TRANSFER CENTER (NO PARKING)

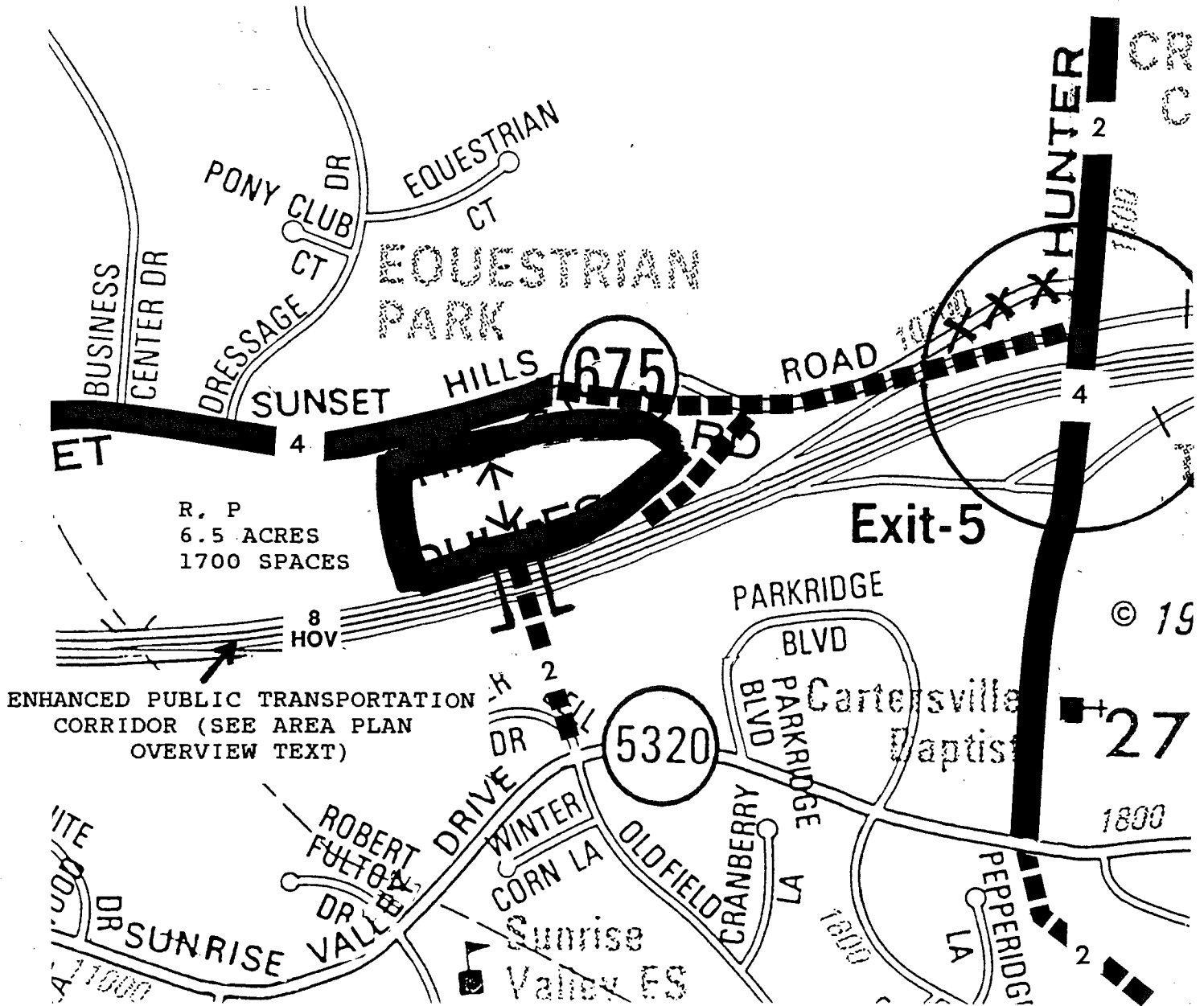
R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION





TRANSPORTATION RECOMMENDATIONS LEGEND

ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

X Y

CONSTRUCT ROADWAY ON NEW LOCATION

X TOTAL NUMBER OF LANES (INCLUDING HOV LANES)

Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.



CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS



PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

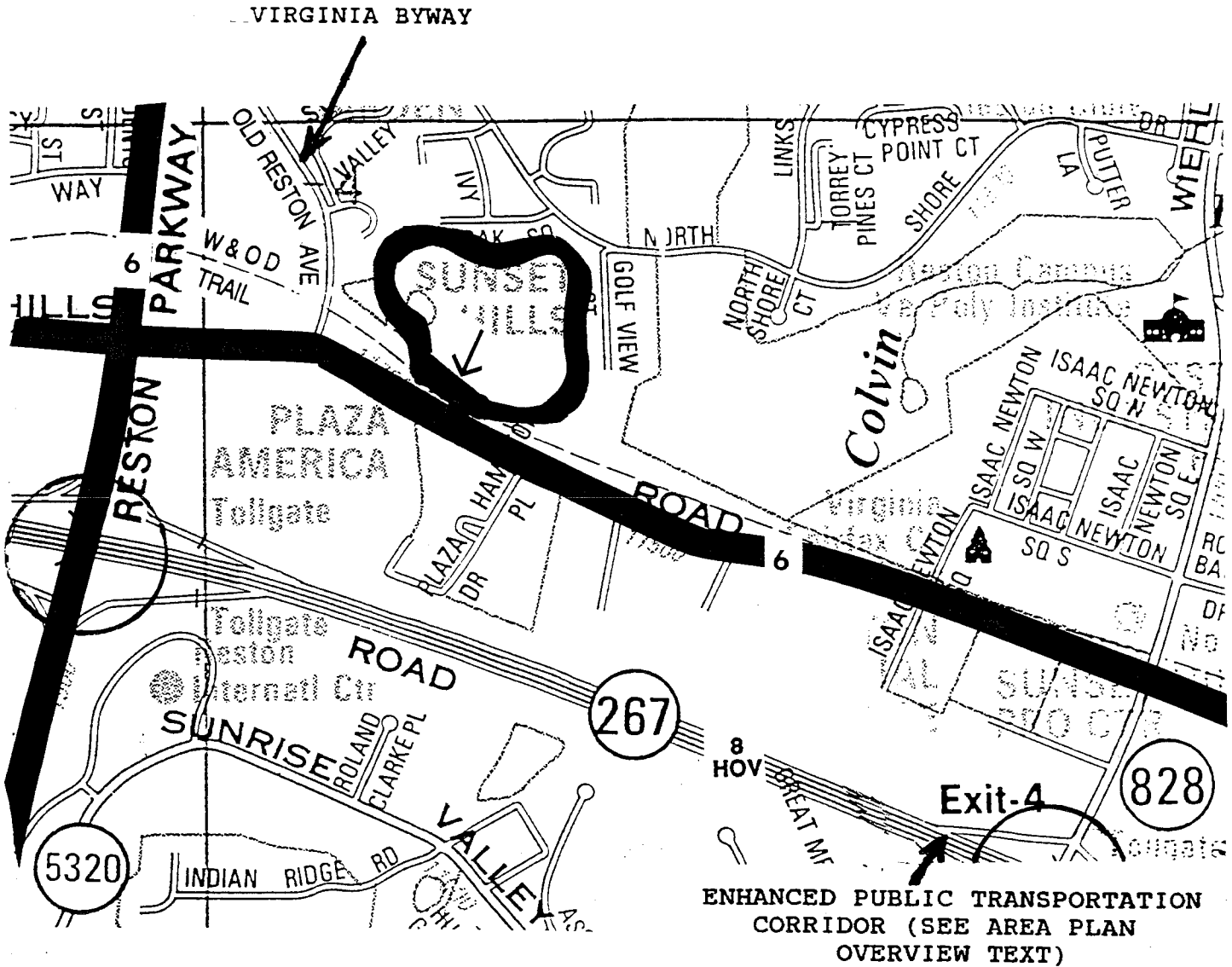
C COMMUTER RAIL STATION

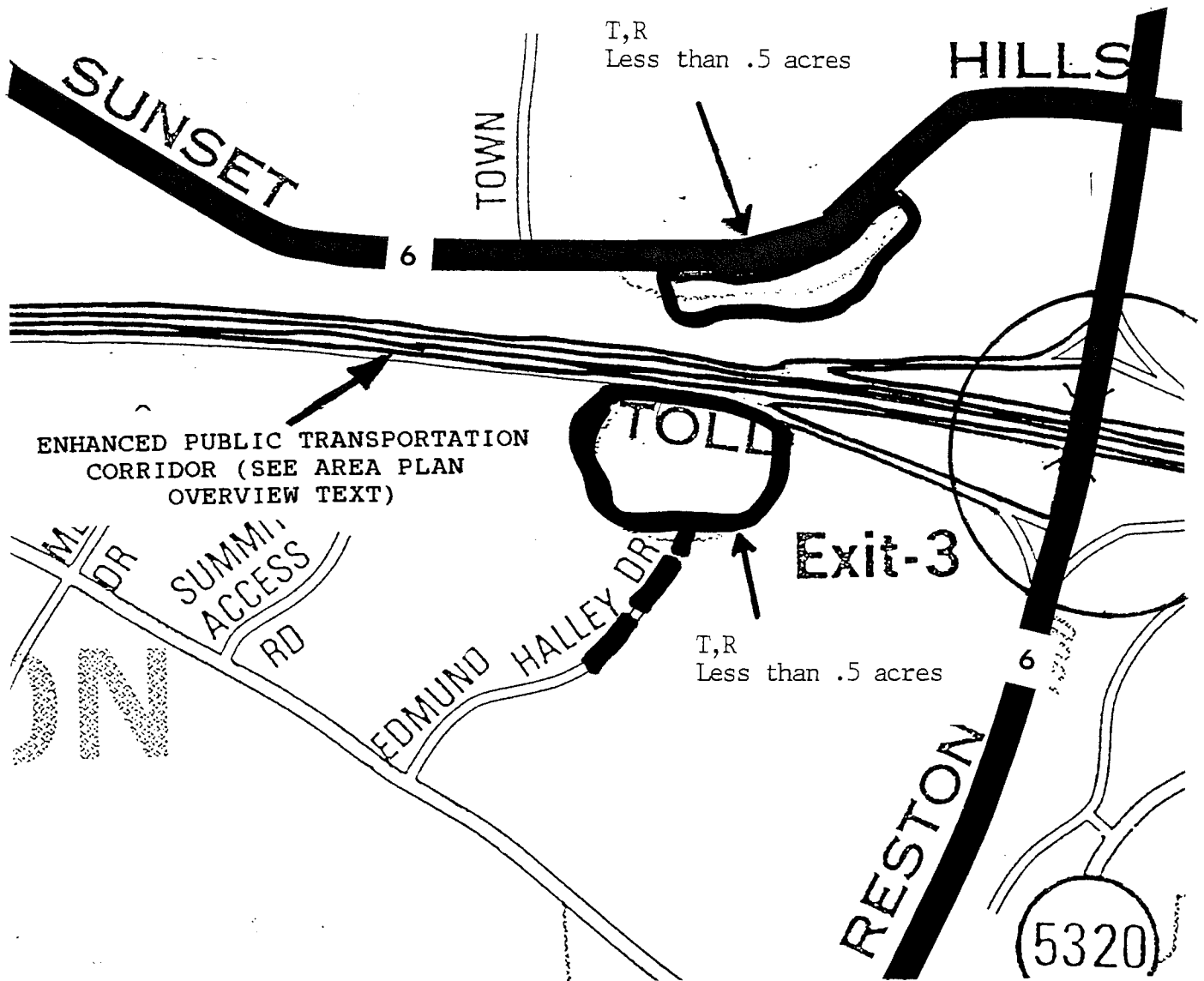
M METRO STATION

**FAIRFAX
COUNTY**

ROAD REALIGNMENT AND TRANSIT FACILITY RECOMMENDATION
UP5- RESTON COMMUNITY PLANNING SECTOR

FIGURE
147





● **PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)**

T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION

**FAIRFAX
COUNTY**

TRANSIT FACILITY RECOMMENDATION
UP5- RESTON COMMUNITY PLANNING SECTOR

FIGURE
149

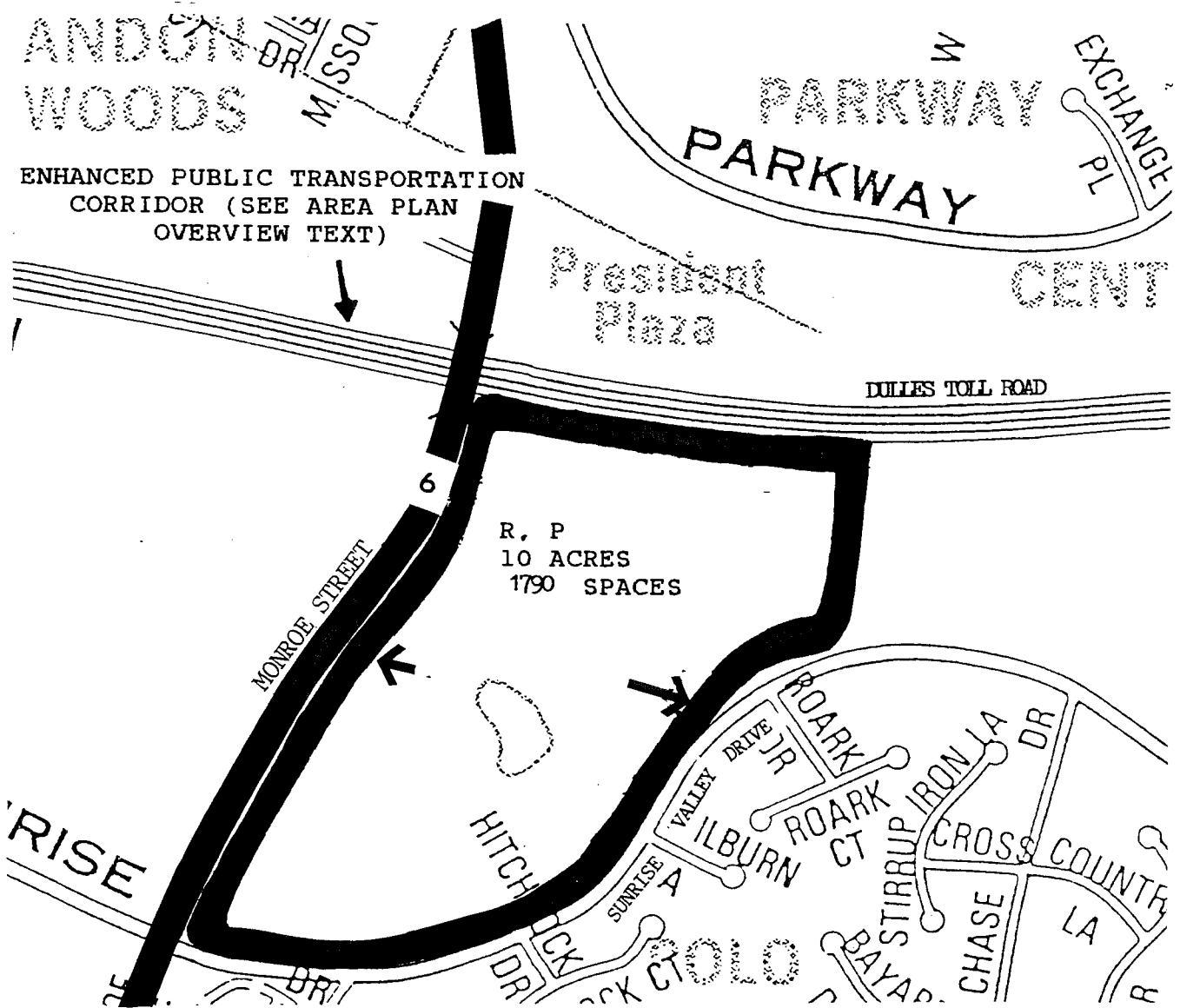
T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION



● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

- T TRANSIT TRANSFER CENTER (NO PARKING)
- R RAIL STATION
- P COMMUTER PARKING LOT
- C COMMUTER RAIL STATION
- M METRO STATION

Development in the area of the site of the Battle of Dranesville (in the vicinity of Reston Avenue and Route 7) should be sensitive to any heritage resources associated with that event.

Public Facilities

1. Construct a fire and rescue station at the Leesburg Pike/Reston Avenue intersection.
2. Construct an elementary school on the site on Wiehle Avenue north of Baron Cameron Avenue to serve the Herndon-North Reston Area.
3. Provide an additional recycle drop-off center on the County owned property at Lawyers Road and Reston Avenue.
4. Construct three additional commuter park-and-ride facilities, one at Lawyers Road and Reston Parkway, the second at Sunset Hills Road west of Hunter Mill Road and the third at Monroe Street at the toll road. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking). Work with Loudoun County to establish a park and ride site west of Route 28 and north of the Dulles Toll Road.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 152. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 153 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 152**PARKS AND RECREATION RECOMMENDATIONS****SECTOR UP5**

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Stuart Road	
(Reston) Town Green	Develop in accordance with the master plan prepared cooperatively by Reston Community Associates and the Fairfax County Park Authority.
COMMUNITY PARKS:	
Reston North	Complete development in accordance with approved plan.
Shaker Woods	Initiate a master planning process and develop in accordance with approved plan.
Tamarack	
Stratton Woods	Initiate a master planning process and develop in accordance with an approved plan for active recreation including an athletic field complex to serve projected population for this sector.
	Acquire an additional Community Park site in the Reston area for development of active recreation facilities.
DISTRICT PARKS:	
Baron Cameron School Site	Convert interim use agreement to permanent acquisition if this school site is declared surplus.
Fox Mill District	Complete development in accordance with approved plan.

FIGURE 152**PARKS AND RECREATION RECOMMENDATIONS****SECTOR UP5**
(Continued)

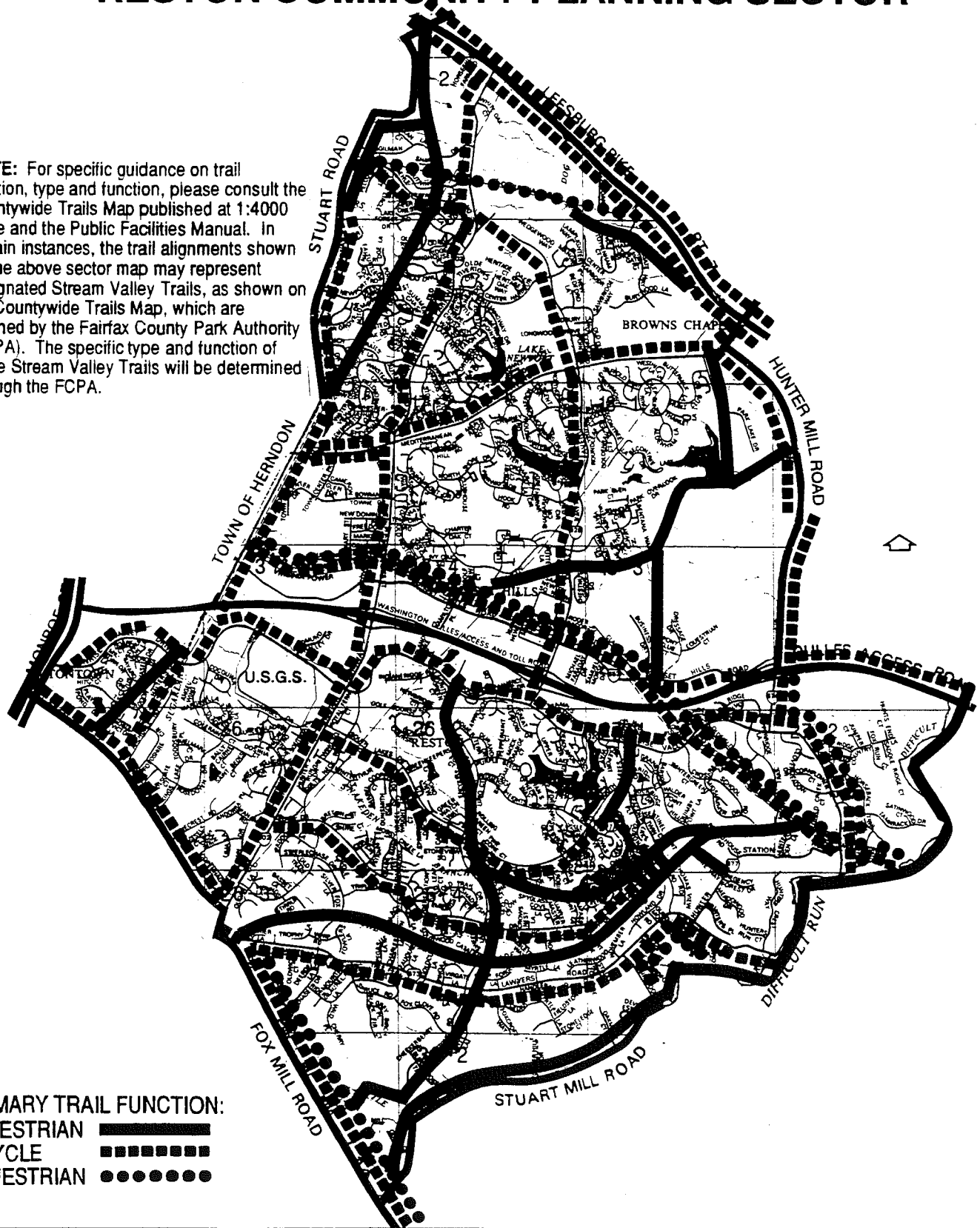
PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Lake Fairfax (Multiple Resources)	Upgrade and expand facilities at Lake Fairfax Park.
Colvin Run Stream Valley	Acquire land as necessary to complete development of countywide trail.
Difficult Run Stream Valley Little Difficult Run Stream Valley	Difficult Run and Little Difficult Run contain environmentally sensitive natural and cultural resources. Protection of the EQCs should be achieved through dedication, donation and/or acquisition of land and open space easements to the Fairfax County Park Authority. Intrusion of non-recreational development should be restricted and off-site impacts mitigated. Complete development of countywide trails.
REGIONAL PARKS:	
W&OD Trail	

UP5 RESTON COMMUNITY PLANNING SECTOR

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

KEY

PRIMARY TRAIL FUNCTION:
 PEDESTRIAN 
 BICYCLE 
 EQUESTRIAN 



**FAIRFAX
COUNTY**

PLANNED TRAIL SYSTEM

FIGURE
153

UP6 SULLY COMMUNITY PLANNING SECTOR* (Formerly Sector UP7)

*** NOTE:** This area is located entirely within the Route 28 Tax District. The planning recommendations that follow are limited to those contained in the Area III Comprehensive Plan adopted June 30, 1975, as amended through June 30, 1991. This text may be outdated in some instances.

The County's power to effect changes in the area covered by the Route 28 Tax District has been limited by an action of the Virginia legislature. The Area Plan text and map for this area will be revised subsequent to the formulation of a "build out" plan for the area which is acceptable to both the County and the property owners within the Tax District.

Based upon Senate Bill 170, the policy direction in this document should have the following modifications for the Route 28 Tax District:

Policy 1: That until such time as there is a "buildout" plan for the Route 28 Tax District that is acceptable to both local government and the property owners, any land use request in the Tax District which seeks to modify use on the land should not be approved except where existing zoning is clearly an unreasonable use of the land;

Policy 2: Due to the potential for incompatible development adversely affecting the livability of residential developments in the Route 28 area, lands currently zoned for non-residential development should not be rezoned for residential use until such time when the Plan referred to in Policy 1 (immediately preceding paragraph) is adopted. The Plan's recommended number of dwelling units for residential development in the Route 28 Tax District should be reserved for eventual placement in the Tax District and not utilized to increase densities in areas designated for lower residential intensities that are adjacent to the Tax District; and

Policy 3: Until such time as the Plan referred to in Policy 1 above is adopted, the designated Suburban Center Core within the Route 28 Tax District is planned for the same intensities associated with Suburban Non-core areas.

CHARACTER

Airport-oriented commercial and industrial uses are planned for the majority of the sector. A stable residential community is located at Floris, which is bounded by Horsepen Run and Frying Pan Branch near Centreville Road. Frying Pan Park is in Floris.

Local-serving commercial uses are located at Herndon and Chantilly at either end of the sector. Regional commercial centers are at Fairfax, Vienna and Tysons Corner.

Some of the land in this area is in the Dulles Airport Noise Impact Area and should be planned in conformance with the policies that apply to this area.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates this sector as part of the Dulles East Suburban Center.

RECOMMENDATIONS

The planning recommendations that follow are limited to those that were contained in the Area III Comprehensive Plan adopted June 30, 1975, as amended through June 30, 1991.

Part of the Sector is within the watershed of the Occoquan Reservoir. Special recommendations resulting from the Occoquan Basin Study are presented at the beginning of the Area III section of the Plan. These apply to affected lands in this sector in addition to the option area recommendations listed below.

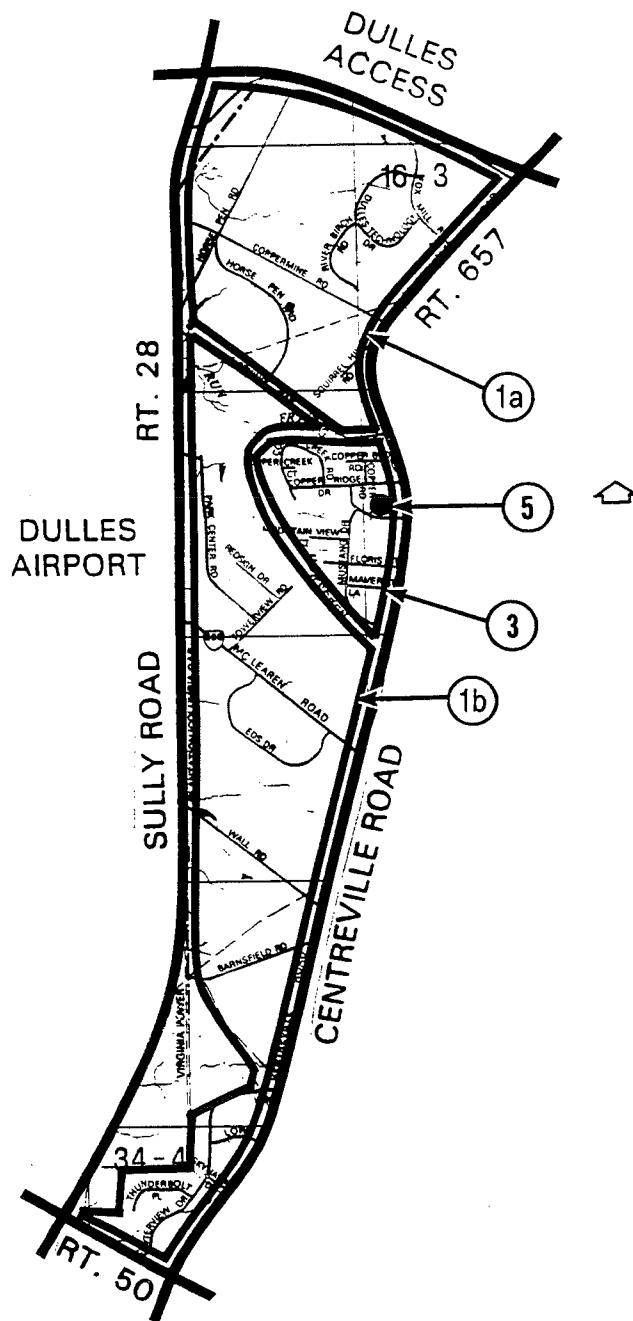
It is desirable to provide adequate access for the basic employment and related uses which are appropriate in areas adjacent to the airport. Route 28 is best suited for this purpose. Centreville Road, because it serves the Floris community and other settlements, should not be used as a major industrial/employment access road. Therefore, airport-oriented uses are most appropriate west of Centreville Road with a Route 28 orientation. Protection of the stream valley areas can be accomplished by dedication.

Land Use

Figure 154 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

1. This sector is largely influenced by Dulles Airport to the west. Airport-oriented uses (basic employment and related uses) are recommended in the majority of the area south of the Dulles Airport Access Road.
 - a. Major employment uses should be confined to areas fronting on the Dulles Airport Access Road and the area west of Centreville Road, except land currently used or zoned for industrial use on the east side of Centreville Road south of Floris. Because of the topography, there are interesting vistas of the Dulles terminal (listed on the Fairfax County inventory of historic sites as an architectural landmark) and the mountains to the west. Multistory, well-sited R&D employment uses and airport-oriented uses could be attracted to this area, supported by motel and restaurant uses.
 - b. Low-intensity industrial uses should be located south of Frying Pan Road. Because of its environmental significance, the industrial area between Sully and Centreville Roads should be planned to include major open space recreation areas. The Floris community should be buffered from the employment centers to preserve its identity.
 - c. It is desirable that the area in general be developed as a series of well-planned industrial parks, which are related to each other to make optimum use of roads and other public facilities. Ideally, it would be advantageous to form a committee of all land owners in the Sully Road/Centreville Road corridor to oversee development in cooperation with the County. [Not mapped]
 - d. Proposed road improvements to the north (parallel lanes on Dulles Airport Access Road) and an improved Route 28, make this area potentially very accessible. Because Centreville Road serves the Floris Community and other settlements, it should not be used as a major industrial/employment access road. [Not mapped]

UP6 SULLY COMMUNITY PLANNING SECTOR



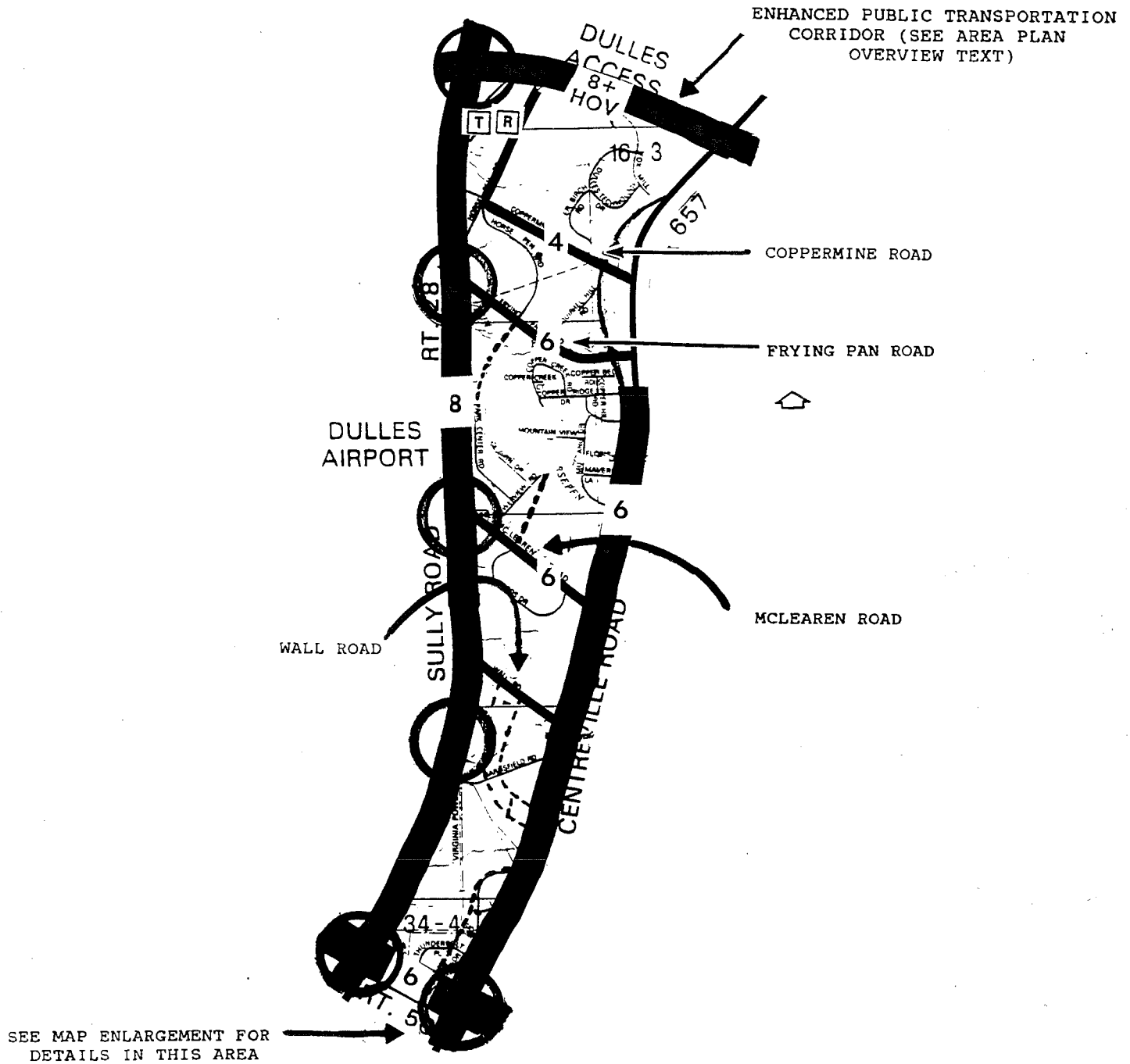
- e. A recreation center should be planned for this area and should be oriented toward employment uses in the area and attracting businesses into the area. These could be served by a golf course possibly located in the Sully area. Such recreational uses would greatly enhance the attractiveness of the Dulles area for private industry as well as for nearby residents as well as preserve the landscape around Sully. [Not mapped]
2. Agriculture may be considered an appropriate interim use in those areas planned for airport-oriented uses west of Centreville Road. Farms should be preserved if possible, through agricultural easements (R-A zoning district) or established tax incentives to provide open space and buffers between employment uses and residential uses. [Not mapped]
3. Development in Floris should be limited to residential use at one dwelling unit per acre.
4. Buffering should be provided between existing residential areas and future airport-oriented development by open space with natural tree cover or planted screening. [Not mapped]
5. Additional commercial uses should be limited to the area in which commercial uses presently exist; further commercial zoning in Floris should not take place.
6. Land in this sector which is in the Dulles Airport Noise Impact Area should be planned to conform with the policies that apply to this area as described at the beginning of the Area III section of the Plan. [Not mapped]

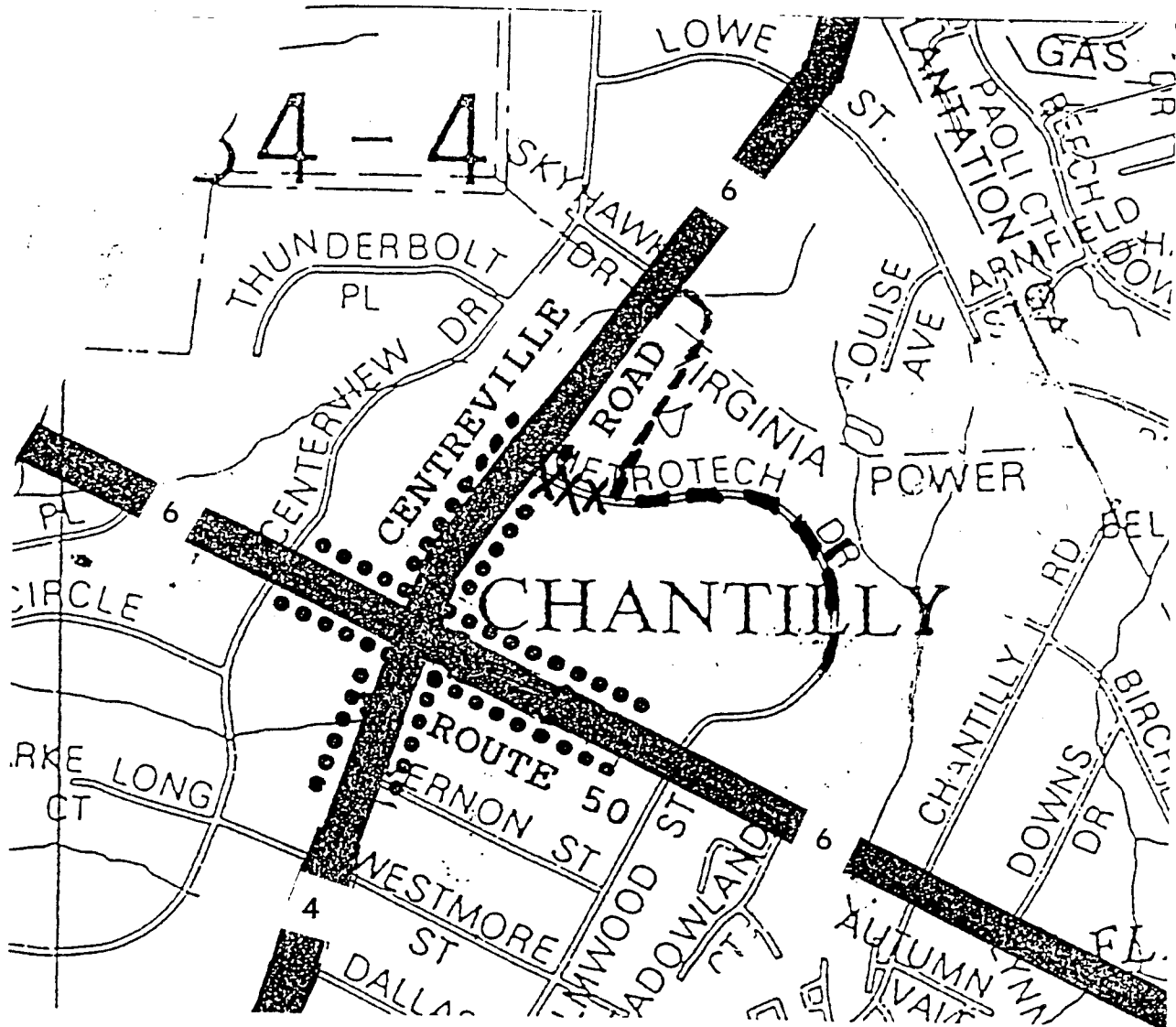
Transportation

1. Additional transportation recommendations for this sector are included in the Transportation section of the Plan. (See Figures 155 and 156)
2. Improvements to Centreville Road should be provided as follows:
 - The alignment of Centreville Road should be located to the west (undeveloped) side of the road as currently proposed by staff and VDOT.
 - Acquisition of right-of-way for six lanes should move forward.
 - Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road.
 - Within the VDOT project from West Ox Road to Route 50, construction of the VDOT proposed alternative calling for four outside lanes (permanent construction with outside curb-and-gutter and permanent drainage structures) and a 42-foot wide, graded grass median should be implemented.
 - At intersections, provisions should be made consistent with the ultimate six-lane design. The need for dual left turn lanes into or out of major residential developments along Centreville Road, such as Franklin Farm Road, should be reevaluated at such time as funds become available for construction of the segment from McLearen Road to Route 50.

UP 6

SULLY COMMUNITY PLANNING SECTOR





TRANSPORTATION RECOMMENDATIONS LEGEND

- ROAD AND HIGHWAY FACILITIES
- | | | | |
|----------|-----------|---------|---|
| ARTERIAL | COLLECTOR | LOCAL | |
| ———— | ———— | ———— | WIDEN OR IMPROVE EXISTING ROADWAY |
| ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | CONSTRUCT ROADWAY ON NEW LOCATION |
| X | Y | | X TOTAL NUMBER OF LANES (INCLUDING HOV LANES) |
| | | | Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT. |
| ⊕ | | | CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS |
| → | | | PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT. |

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT.

KEY TO INTERCHANGE ENLARGEMENTS

- | | |
|--------------------------------------|---|
| CONCEPTUAL/FINAL PLANS NOT AVAILABLE | FURTHER STUDY REQUIRED TO ESTABLISH PRELIMINARY CONCEPTS AND/OR LIMITS OF RESTRICTED ACCESS |
| AREA POTENTIALLY NEEDED FOR LOOP | NO RESTRICTED ACCESS |
| RESTRICTED ACCESS AREAS | |

CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL A DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

- The need for widening the entire Centreville Road mainline from four lanes to six lanes should be reevaluated after improvements to Route 28, the Fairfax County Parkway, and West Ox Road are completed. Furthermore, this decision should follow the completion of a transportation and traffic study conducted in accordance with accepted standards.
- Priority should be given to the acquisition of right-of-way for the future six laning of Centreville Road, with a notation that at the time of rezonings, attempts will be made to acquire right-of-way through proffers.

Public Facilities

Parks, Recreation and Open Space

1. Complete development of Sully Historic Site Park. Conduct continuing archeological and historical studies to determine the relationship of Sully and Turley Hall. If significant Sully-related relationships or artifacts are discovered, seek expansion of Sully Historic Site Park to include appropriate parts of the Turley property.
2. Develop active park recreation facilities at Floris Park.
3. Community parkland should be acquired. The stream valleys of Horsepen Run and Frying Pan Branch should be preserved. Open space park and recreation facilities should be acquired to serve employment uses that develop near Dulles Airport.

Other Public Facilities

1. Provide a fire station to serve the planned industrial development in this sector, to be phased with the development of the area.
2. An adequate water supply and water distribution system should be provided for fire protection services.

Environment

1. Preserve the Horsepen Run and Frying Pan Branch stream valleys partly by dedication.
2. Water quality recommendations presented at the beginning of the Area III section of the Plan should be applied to those lands within the Occoquan Basin.
3. The clustering of development, where compatible, is strongly advised because it increases open space and has a beneficial effect on water quality in the Occoquan Basin.
4. Aircraft noise mitigation recommendations presented at the beginning of the Area III section of the Plan should be applied to those lands within the Dulles Airport Noise Impact Area.
5. Highway noise mitigation should be provided for noise-sensitive land uses so as to ensure a healthful living and working environment in which speech and activity interference is minimized in both interior and exterior areas.

History and Archaeology

There are numerous heritage resources in this sector including standing structures as well as both prehistoric and historic archeological sites. The Horsepen Run drainage area has been occupied almost continuously since 8,000 B.C.

In any event, development should be sensitive to the numerous recorded and unrecorded heritage resources associated with the community of Floris.

1. Sully Historic District

- a. Zoning within the historic district (Appendix 1, A1-300 of the Zoning Ordinance) is a mixture of residential and industrial areas. Residential dwellings are limited to single-family detached units. Industrial uses are limited to those permitted by right, special permit or special exception in the I-4 District. The height of freestanding signs should not exceed 10 feet.
 - b. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, should be designed and installed to be compatible with the Sully complex in terms of mass, scale, color and visual impact. A planted buffer having a 200-foot minimum width should be provided along all lot lines which are contiguous to the Sully property. All development within the historic district shall be reviewed by the Architectural Review Board.
2. A historic district should be studied for the area around Frying Pan Church, so that development in the immediate environs of the site will be subject to special provisions and review of the Architectural Review Board.
 3. Every effort should be made to preserve and incorporate the Turley Hall building into any development that occurs at its location.

AREAS RELATED TO DULLES AIRPORT AND ACCESS ROAD

The following guidance concerning future development of the areas around Washington Dulles International Airport applied to this sector in the Area III Comprehensive Plan adopted June 30, 1975, as amended through June 30, 1991. This text now applies only to the Route 28 Tax District.

BACKGROUND

The 1969-70 preliminary comprehensive plan for the Bull Run Planning District described the planned uses for the airport-oriented areas in the Upper Potomac and Bull Run Planning Districts. The entire area of over 7,000 acres was differentiated by the following three areas:

- Area I--prestige locations in the Dulles Access Road corridor;
- Area II--development park locations; and
- Area III--general airport-oriented locations.

Brief mention was also made of a foreign trade zone in the vicinity of the airport. Extensive detail for planned uses in each area was provided, including appropriate zoning categories.

RECOMMENDATIONS

The planning policies in the Bull Run Plan of 1969 are still basically sound and should provide a guide for future development in the areas related to the airport and access road. The elements are reorganized as follows:

Northern Sector

This includes the area which is the direct approach along the access road to the terminal area and an area along Route 28 north of Horsepen Creek, which is within visible distance of the terminal area.

Sites in this sector are among the most prestigious available in the County, and are appropriate for showplace development, including corporate headquarters, hotels, motels, convention centers, and office buildings. The following should be considered by the Office of Comprehensive Planning, other County agencies, and private developers in planning development in the northern sector:

- Architectural attractiveness;
- Control of height and volume to provide visibility to the terminal in the corridor between the Sheraton Center (Reston Avenue) and the terminal area. Heights must conform to FAA safety requirements, and the County should ascertain from the FAA what these appropriate heights are for various locations and prepare an overlay map to guide future development.
- An improved access and circulation system, which incorporates use of the Dulles Access Road and Route 28 as major roads serving the area.
- Agriculture may be considered an appropriate interim use in the portion of the Northern Sector west of Centreville Road.

Throughout the sector, commercial services should be available as ancillary uses to the major employment-commercial uses only. In no case should these services be provided in a shopping center. Mall or plaza designs may be used to incorporate commercial services as an integral part of the major uses.

In order to make best use of the access corridor near the airport, the structure(s) on the property nearest the terminal area should be planned for higher visibility than others in the corridor because of the unique location. Other structures in this five-mile section of the corridor should be oriented so that each has some sight line to the terminal. The object is to use the topography along the Dulles Airport Access Road to provide excellent sites for most development projects.

Because of the proximity of this area to the Dulles terminal which is an architectural structure under the purview of the National Capital Fine Arts Commission, and because of visibility to both national and international travelers from the Dulles Airport Access Road, the design of buildings and structures in this area should maintain the same high aesthetic standards and quality of excellence as the Dulles terminal, and should be subject to appropriate review with these objectives in mind.

Southern Sector

This area is located south of Horsepen Run, generally west of Centreville Road, and east of Route 28 to the north of Route 50. On the south side of Route 50 it includes some of the areas within the most severe noise exposure forecast contours, which are oriented toward Route 50. The area has good regional access but does not have the degree of visibility from the Dulles Airport Access Road which exists for sites of the northern sector.

The following should be considered in planning development in the southern sector:

- A comprehensive access and circulation plan should be developed to organize transportation serving the sector;
- A variety of industrial uses are appropriate in the southern sector, including light manufacturing, warehousing, freight distribution and office uses because of the airport proximity; and
- Agriculture may be considered an appropriate interim use in the Southern Sector.

UP7 WEST OX COMMUNITY PLANNING SECTOR (Formerly Sector UP8)

CHARACTER

The West Ox Community Planning Sector is located south of Reston (UP5) and Herndon and east of Centreville Road. Its specific boundaries are as follows: a) northern boundary - Dulles Airport Access Road, Monroe Street, Fox Mill Road and Stuart Mill Road; b) eastern boundary - Vale Road and Difficult Run; c) southern boundary - Lees Corner Road, Thompson Road, Oxon Road and West Ox Road; and d) western boundary - Centreville Road.

A pattern of moderate-density residential use (1-4 dwelling units per acre) has been established in southern and western portions of the sector in the vicinity of Chantilly (Centreville Road and Route 50). This is characterized by a mixture of older dwellings and new subdivision development. In the eastern portion of this sector, which includes the environmentally sensitive Difficult Run area, low density residential use is the dominant pattern of development. Text concerning the Difficult Run watershed is presented in the Area III Plan Overview. Frying Pan Model Farm (Kidwell Farm) at Frying Pan Park is a model farm in this vicinity. It is important to maintain a medium and low density residential development pattern in this sector to preserve the existing development and to prevent encroachment of higher density development from Reston or Chantilly.

In the western portion of the sector along Centreville Road are undeveloped areas. However, a mixed-use development is located at McNair Farms (near the intersection of Frying Pan Road and Centreville Road) and a large planned residential community is located at Franklin Farm (between Centreville Road and West Ox Road along Franklin Farm Road).

Local-serving commercial uses are located in or outside the sector in Chantilly, Fairfax Center, Fairfax, Reston, Franklin Farm, Oakton, and at the intersection of Fox Mill Road, Lawyers Road and Reston Avenue.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of the West Ox Community Planning Sector develop as either Suburban Neighborhoods or Low Density Residential Areas except for the area north of Fox Mill Road which is in the Reston-Herndon Suburban Center. The Suburban Neighborhood area is located in the western portion of the sector, generally west of Lawyers Road. The Low Density Residential Area is located in the eastern portion of the sector, generally east of Lawyers Road and east and south of Reston.

RECOMMENDATIONS

Land Use

For the area north of Fox Mill Road, between Centreville Road and Monroe Street, refer to Plan text for the Reston-Herndon Suburban Center.

The West Ox Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

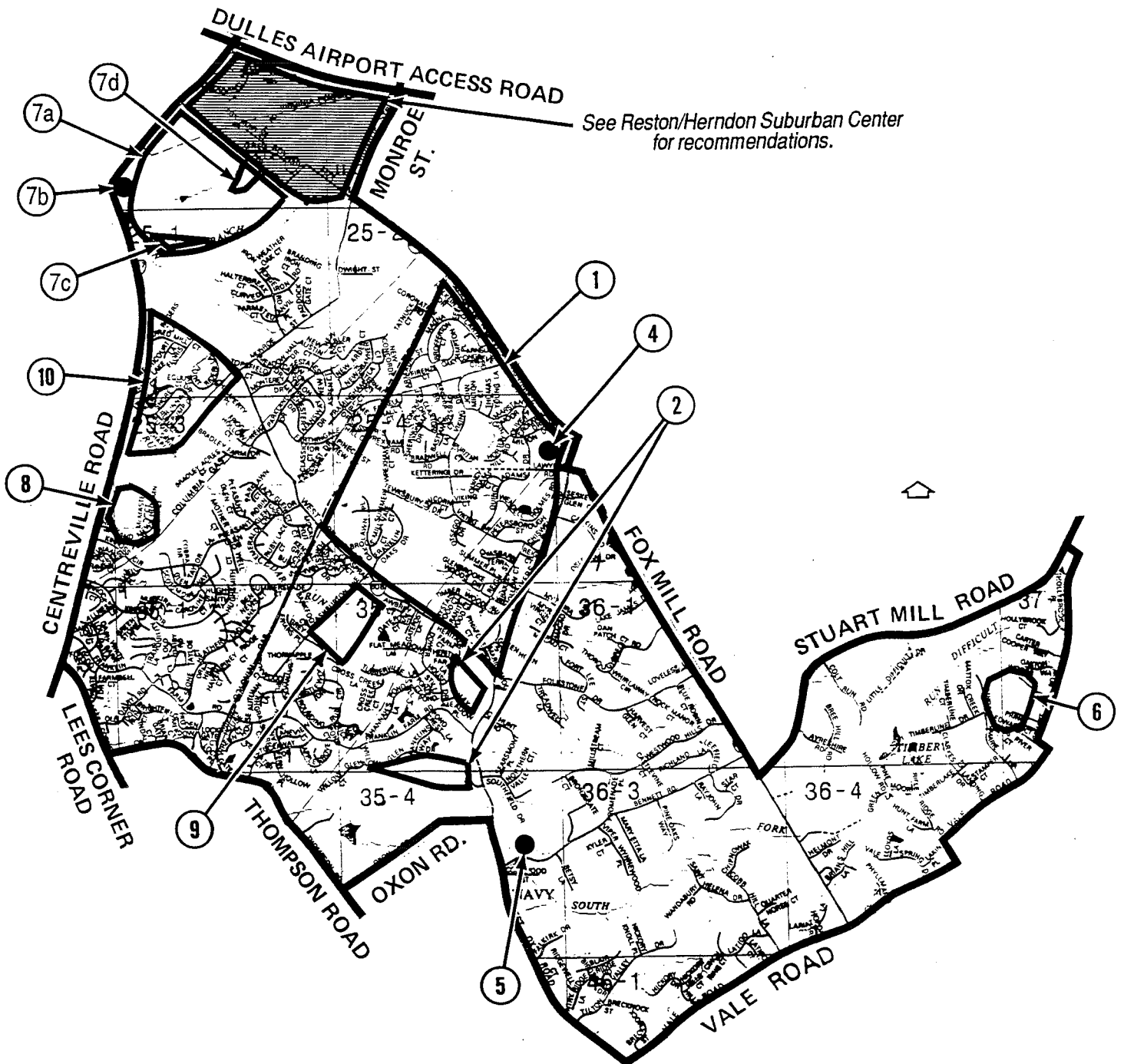
Figure 157 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

The following land uses and densities are appropriate to provide for a low density transition between the higher densities planned in the Reston, Chantilly and Fairfax Center areas:

1. The area generally between Fox Mill Road, Lawyers Road, and West Ox Road and the Fairfax County Parkway is planned for residential use at 1-2 dwelling units per acre.
2. The area bounded by Fox Mill Road, Bennett Road, West Ox Road, Thompson Road, and Lawyers Road is planned for residential use at .5-1 dwelling unit per acre. As an option, up to 2 dwelling units per acre may be appropriate for the portion south and southeast of the Franklin Farm community and west of West Ox Road (tax map 35-2((1))34, 38, 46, 47, 51, 52, 53, 54 and 54A; tax map 35-4((1))4, 4A, 4B, 4C, 4D and 10) provided that:
 - Substantial parcel consolidation is achieved to ensure that the property is developed under the planned development concept;
 - The property is developed within a planned development concept, with substantial open space to foster compatibility. The higher density single-family lots should be concentrated internally to the development. Larger lots should be located along the peripheries to provide the transition between densities. It is anticipated that this option area be developed in single-family detached dwelling units; and
 - Access to the northern portion of the option area south of Franklin Farm (tax map 35-2((1))46, pt.52) is provided via Pond Crest and Willow Glen Drive to Franklin Farm Road; access to the southern portion of that option area is provided from West Ox Road and Oxon Road. Access to the northernmost area adjacent to Franklin Farm (tax map 35-2((1))34 and 38) is provided by an entrance at the northeast end of the property that does not interfere with traffic flow at the intersection of West Ox Road, Folkstone Road, and Lawyer's Road. (See Figure 159.)
3. It is appropriate that land in this planning sector associated with the Difficult Run watershed be planned as public and private open space and residential use at densities of .1-.2, .2-.5, and .5-1 dwelling unit per acre as shown on the Plan map. Residential development at these densities will serve to maintain the large lot residential character of the area that has been established and afford protection of this environmentally sensitive area.

The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this area, especially the guideline that no cluster development should be considered when the primary purpose of clustering is to maximize density on the site. In addition, the clustering of residential lots should not be approved for subdivisions in which any lot would have direct vehicular access onto Fox Mill Road, Stuart Mill Road, Vale Road, West Ox Road, Bennett Road, Lawyers Road or Pinecrest Road. A natural buffer strip, not less than 25 feet in width, should be provided between all cluster lots and the right-of way for roads listed above with no direct vehicular access permitted.

UP7 WEST OX COMMUNITY PLANNING SECTOR



Because of the configuration of several planned density categories on the Plan map for this area, many properties have more than one category assigned. When a site has more than one planned density range assigned, the appropriate overall density and average lot size should be determined by placing a strong emphasis on achieving compatibility with existing development in the vicinity. [Not mapped]

4. Commercial use in the Fox Mill Road/Lawyers Road/Reston Parkway/Pinecrest Road vicinity should be confined to the Fox Mill Shopping Center and should not exceed a .25 FAR. Future neighborhood-serving commercial activity, if needed, should be located near or along Centreville Road and developed in conjunction with planned residential development. Isolated commercial uses are not appropriate within this sector.
5. The site of the old Navy-Vale Fire station is appropriate for non-commercial community serving uses. The site has two Fairfax County public tennis courts, and the Chantilly Youth Association has a lease on the building. If the land is used for residential purposes, it is planned for residential use at .5-1 dwelling unit per acre to be compatible with adjacent properties.
6. The area bounded by Stuart Mill Road on the east, private open space and Oakton Woods on the north, Linda Marie Drive on the west and Clarkes Landing Park on the south is planned for residential use at .2-.5 dwelling unit per acre. It is preferable that this area be developed at the lower density level to be compatible with existing development.
7. The area bounded on the north by Fox Mill Road, on the west by Centreville Road realigned, on the south by Frying Pan Branch and on the east by Frying Pan Road extended is planned for residential use at 2-3 dwelling units per acre as shown on the Plan Map. Other planned uses are described below as options for this area. These other uses are appropriate only if the listed conditions are met.
 - a. This area is appropriate for a mixture of residential, commercial retail, office and public and private open space uses if the following conditions are met:
 - Major highway improvements are constructed;
 - Substantial land consolidation is achieved;
 - Good urban design principles are used in development;
 - A mix of housing styles, prices and ownership forms is provided; and,
 - Provision is made for sites for day care facilities at market rates.

The type of mixed-use development that would be appropriate if these conditions were met would be residential use up to 14 dwelling units per acre and up to 327,000 square feet of commercial retail and office use.

Mixed-use development at 14 dwelling units per acre is appropriate only if specific planning objectives are achieved. Density significantly less than 14 dwelling units per acre may be appropriate if all objectives are not satisfactorily addressed. Development objectives for this area include:

- The timing of development and road improvements should be synchronized. No occupancy of the intended uses for this area should occur until over 50 percent of on-site and off-site road improvements are completed;
 - The area should be master planned and developed as a contiguous unit;
 - Good urban design principles should be used for development. This includes coordinated vehicular and pedestrian access and circulation; attractive living, working and activity spaces; a variety of housing types; architectural compatibility; landscaping; usable open space, and good visual and functional relationships among the various land uses;
 - A variety of housing types including single and multifamily units. A reasonable number of units must be marketed as rental units and incorporated into the overall design of the project.
- b. The approximately 30 acres between Centreville Road realigned and Old Centreville Road in the vicinity of Squirrel Hill Road are appropriate for office/industrial use at a FAR of .20. A floor area ratio (FAR) of up to .45 may be appropriate provided that substantial off-site road improvements are constructed. In addition, properties along existing Centreville Road that will be affected by its realignment must be provided with coordinated access to realigned Centreville Road. **[Note: This area is within the Route 28 Tax District.]**
- c. The area south of Frying Pan Branch is planned for a combination of public/private open space and single-family detached residential use at 2-3 dwelling units per acre. This will provide a transition between the higher density residential use in the mixed-use area north of Frying Pan Branch.
- d. The three parcels south of Fox Mill Road (tax map 16-3((1)) 19, 20 and 21) that were not incorporated into the planned development for this area are planned for development at 2-3 dwelling units per acre. As an option, residential use at 5-8 dwelling units per acre may be appropriate if the following conditions are met:
- Full consolidation of all three parcels to achieve high quality development;
 - Dedication of land to augment recreational facilities planned as part of McNair Farms; and
 - Provision of a variety of housing unit types which is compatible with existing and/or planned residential development in the surrounding area.
8. It is recommended that Parcel 25-3((1))15 be comprehensively developed in a mix of employment, commercial, recreational and residential uses. Planned use of this parcel would include office/light industrial employment activity, related local-serving retail activity and recreation and residential uses. There should be adequate open space to provide a buffered transition to residential uses. Residential use should be at an overall density of 2-3 dwelling units per acre.

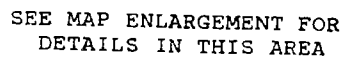
Development of this property should be phased so that the construction of residential units, development of recreational areas and the provision of landscaped open space buffers precede commercial and/or office/light industrial development.

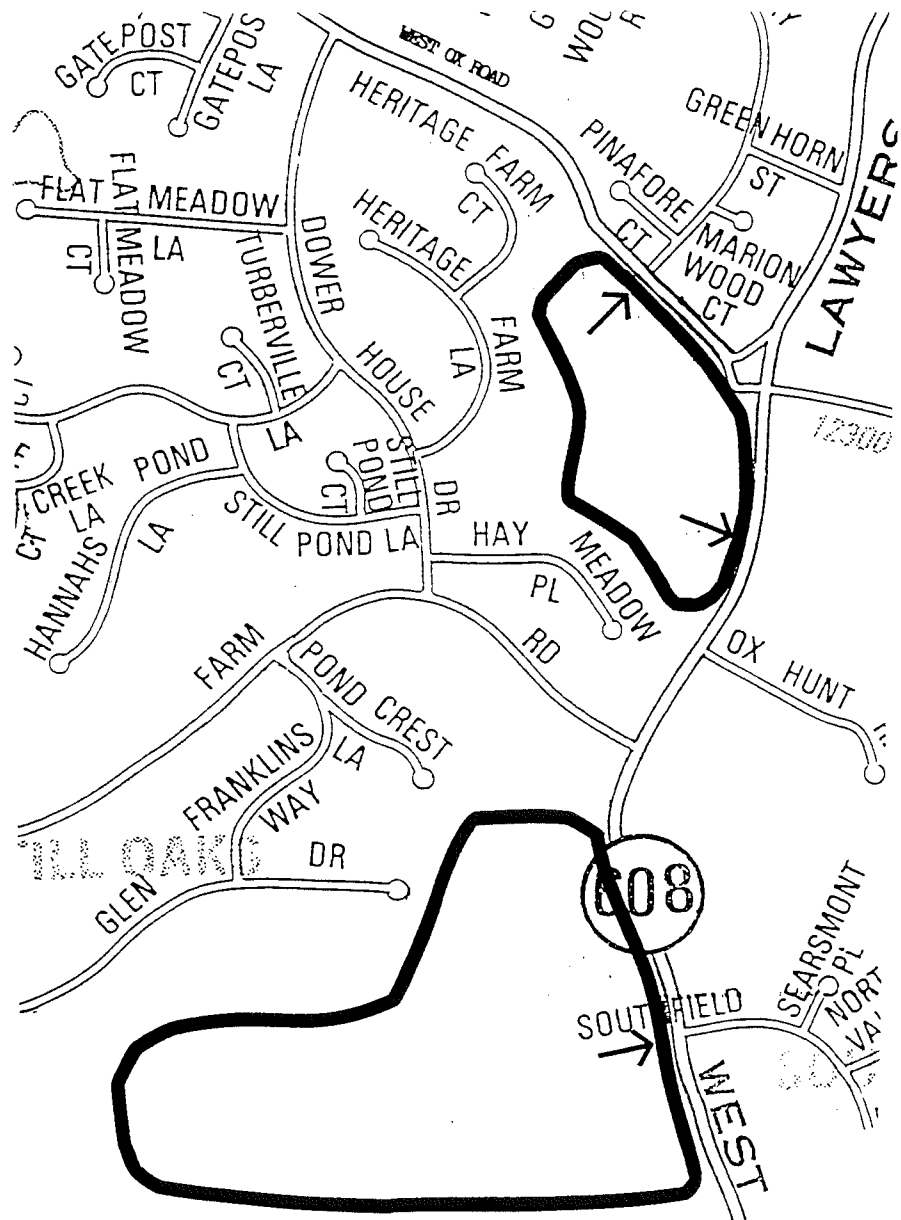
9. The land east of Ashburton Avenue and south of West Ox Road is planned for residential development at .5-1 dwelling unit per acre. As an option, development at 1-2 dwelling units per acre may be considered for this area which includes Parcels 35-1((1))2, 2A, 4 and 5; 35-2((1))3, 4, 5 and 31. This option may be appropriate if the following conditions are met:
 - Substantial consolidation is achieved to facilitate high quality development;
 - The site is developed with single-family detached units on lot sizes which are comparable with surrounding residential development;
 - The bridge on Ashburton Avenue is improved as soon as possible;
 - Necessary measures for EQC protection and preservation are taken;
 - Wetlands are protected in accordance with federal policies under Section 404 of the Clean Water Act;
 - Ashburton Avenue, including the bridge along the frontage of the property is improved to a two-lane collector status; and
 - A regional stormwater detention facility is constructed on Parcel 31 if deemed necessary by the Department of Public Works.
10. The area generally bounded by Centreville Road, West Ox Road, Borneham Woods and Cedar Lake Estates West is planned for residential use at 1-2 dwelling units per acre.
11. Farms and agricultural uses should be preserved, if possible, to provide open space and buffers between employment uses and residential areas. The Middleton Farm Agricultural and Forestal District is located on the south side of West Ox Road and south of Borneham Wood subdivision (25-3). It consists of 92.35 acres. If this Agricultural and Forestal District is not renewed in the future, this parcel should be developed in a manner so as to allow compatible densities and lot sizes with surrounding single-family residential communities. As an option, a portion of this parcel may be suitable as a site for the future construction of a high school to serve the western portion of Sector UP7. [Not mapped]

Transportation

Transportation recommendations for this sector are shown on Figures 158 and 159. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Extend Lawyers Boulevard (west of Reston) as a four-lane facility from Reston Avenue to Centreville Road. The purpose of this recommendation is to provide for east-west arterial in the south Reston area, linking it with major circumferential routes and particularly the industrial development near Dulles Airport. Without this facility, these trips will be forced onto Fox Mill, West Ox, and Centreville Roads.





TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR
LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

X TOTAL NUMBER OF LANES
(INCLUDING HOV LANES)
Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE
FINALIZED DURING PROCESS OF REVIEWING
PLANS FOR PROPOSED DEVELOPMENT.



CONSTRUCT GRADE-SEPARATED INTERCHANGE
OR INTERCHANGE IMPROVEMENTS



PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S)
SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN
OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF
CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL
ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING
STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES
TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND
CORRIDOR STUDY.

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ACCESS RECOMMENDATIONS
UP7 WEST OX COMMUNITY SECTOR

FIGURE
159

The design of Lawyers Boulevard between Reston Avenue and the Fairfax County Parkway shall be coordinated with residents of Fox Mill Estates and other communities.

Construct an interchange at Route 28 and Frying Pan Road. Actual staging of intersection/interchange construction is to be determined based on traffic volumes and the extent to which commitments to complete the interchange exist.

Improvements to Centreville Road should be provided as follows:

- The alignment of Centreville Road should be located to the west (undeveloped) side of the road as currently proposed by staff and VDOT.
- Acquisition of right-of-way for six lanes should move forward.
- Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road.
- Within the VDOT project from West Ox Road to Route 50, construction of the VDOT proposed alternative calling for four outside lanes (permanent construction with outside curb-and-gutter and permanent drainage structures) and a 42-foot wide, graded grass median should be implemented.
- At intersections, provisions should be made consistent with the ultimate six-lane design. The need for dual left turn lanes into or out of major residential developments along Centreville Road, such as Franklin Farm Road, should be reevaluated at such time as funds become available for construction of the segment from McLearen Road to Route 50.
- The need for widening the entire Centreville Road mainline from four lanes to six lanes should be reevaluated after improvements to Route 28, the Fairfax County Parkway, and West Ox Road are completed. Furthermore, this decision should follow the completion of a transportation and traffic study conducted in accordance with accepted standards.
- Priority should be given to the acquisition of right-of-way for the future six laning of Centreville Road, with a notation that at the time of rezonings, attempts will be made to acquire right-of-way through proffers.

Heritage Resources

A major part of this sector is open space and older or more dispersed neighborhoods. These areas offer a high potential for significant heritage resources especially in the southeastern half of the sector along Fox Mill Road.

Development of these areas, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

Numerous heritage resources, both known and unknown, exist in UP7. The Horsepen Run drainage area in the western portion of the sector has been occupied almost continuously since 8,000 B.C. In those areas where significant heritage resources have been recorded an effort shall be made to preserve them. If preservation is not feasible then, in accordance with County policy, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Additional unidentified resources may yet exist in both undeveloped and developed areas of the sector. Large portions of the UP7 sector have not been surveyed to determine the presence or absence of heritage resources. These areas should be examined before development is permitted and appropriate action taken to record, preserve or recover significant heritage resources.

An historic district should be studied for the area around Frying Pan Church, so that development in the immediate environs of the site will be subject to the review of the Architectural Review Board. In any event, development should be sensitive to the numerous recorded and unrecorded heritage resources associated with the community of Floris.

The South Fork and Little Difficult Run Stream Valley areas are vulnerable to public utility and recreation development. This should not occur without prior survey and appropriate mitigation.

Among the identified heritage resources in the sector are:

- The Vale School, tax map 36-4((1))8, which is maintained by the Vale Club;
- The Vale United Methodist Church;
- Appledore, 3000 Fox Mill Road, tax map 36-3((1))29. The original portion probably dates to 1806. It is privately owned.
- Frying Pan Church, tax map 25-1((1))11. Constructed in 1791, it is owned by the Fairfax County Park Authority.
- Kidwell Farm, Frying Pan Park. Incorporating portions of the Kidwell Farm, this is a model farm owned and operated by the Fairfax County Park Authority.

Public Facilities

1. Provide an additional 2.5 million gallon ground water storage tank at the County Water Authority's Penderwood Water Storage Tanks II site on West Ox Road near Waples Mill Road.
2. Provide a 10 million gallon water storage facility and 40 million gallon per day pumping station at the Water Authority Fox Mill Site located west of the Fairfax County Parkway approximately 1/2 mile south of Fox Mill Road.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 160. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

FIGURE 160**PARKS AND RECREATION RECOMMENDATIONS****SECTOR UP7**

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Franklin Oaks	Initiate a master planning process and develop in accordance with the approved plan or complete development of existing Neighborhood Parks.
Garchayne	
Navy Vale	
COMMUNITY PARKS:	
Franklin Farm	Complete development in accordance with approved plan.
Clarks Landing	Initiate a master planning process and develop in accordance with approved plan.
Floris Community	Complete development in accordance with approved plan.
	Identify a Community Park site in the northern part of the sector where land dedication may be achieved singularly, or in combination with other development or purchase by the County, to meet the aggregate needs of the service area.
	Identify another Community Park site in the vicinity of West Ox Road to serve the active recreation needs of the population in the southern part of this sector.
DISTRICT PARKS:	
	This sector lies within the service area of Fox Mill District Park.

FIGURE 160

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP7 (Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Frying Pan Park and Kidwell Farm (Multiple Resources) Frying Pan Meeting House (Heritage Resource) Frying Pan Stream Valley	Protect EQCs through land dedication or donation of open space easements to the Fairfax County Park Authority. Complete development of the countywide trail in these stream valleys.
Difficult Run Stream Valley South Fork Stream Valley	Acquire land as necessary to complete development of countywide trails in South Fork and Little Difficult Run Stream Valley Parks.
Little Difficult Run Stream Valley	Acquire identified private recreation facility located adjacent to Little Difficult Run Stream Valley.

Trails

Trails planned for this sector are delineated on Figure 161 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

UP7 WEST OX COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:

PEDESTRIAN —————
BICYCLE - - - - -
EQUESTRIAN
 (Note: The symbols above the text are a solid line, a dashed line, and a dotted line, respectively.)

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

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PLANNED TRAIL SYSTEM

**FIGURE
161**

UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR (Formerly Sector UP9)

CHARACTER

This sector lies along the north side of Route 50 generally between Pender and the Washington Dulles International Airport and is bounded by Centreville Road, Lees Corner Road, Thompson Road, Oxon Road, West Ox Road and Route 50.

The sector is primarily residential and it is largely developed. There are a handful of relatively small older single-family detached residential subdivisions such as Murray Farms, Chantilly Estates and Ox Hill and land along West Ox Road and Avery Road. There are also numerous single-family detached subdivisions developed fairly recently at a density of 2-4 dwelling units per acre, including Armfield Farms, Franklin Glen, Saville Chase, Lees Crossing, Fair Oaks Farms and Foxfield located in the western portion of the sector. Fair Oaks Estates is a fairly recent single-family detached residential subdivision adjacent to the Fair Oaks Hospital developed at a density of 2-3 dwelling units per acre. Century Oaks is a new subdivision developed at a density of 1-2 dwelling units per acre between Thompson Road and Ox Trail (Rugby Road). Fair Woods is a fairly recent attached single-family planned unit residential development with a density of 6 dwelling units per acre located along Route 50 near the intersection of the Fairfax County Parkway. Recent office development, the Virginia Power administrative office and the County Public Safety Facility developed along Route 50 east of Fair Woods, is located in the Fairfax Center Area. (See the Fairfax Center Area Plan). The area north of Thompson Road between Oxon Road and West Ox Road, about 175 acres, is sparsely developed with older single-family houses on large lots. Camberly East and Camberly West are developing at a density of approximately one dwelling unit per acre. They are located near the intersection of Thompson Road and Oxon Road and on West Ox Road at Bennett Road, respectively.

The International Town and Country Club golf course is a major open space and recreation feature in the sector. It is 237 acres, privately owned, and located between Route 50 and Thompson Road. There are over 90 acres of land zoned for commercial retail use in the northeast quadrant of the intersection of Centreville Road and Route 50. Sully Plaza shopping center is located on part of this site. Sully Place shopping center, is being developed to the east and north of Sully Plaza, with frontage on both Route 50 and Centreville Road.

There are two substantial vacant areas in the sector: land north and east of the 90-acre commercial tract at the Centreville Road/Route 50 intersection and land opposite the Greenbriar Shopping Center (Sector BR4) between the International Town and Country Club golf course, the Murray Farms subdivision and the Fairfax County Parkway.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the entire sector be developed as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

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

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

Figure 162 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

1. Residential use at a density of .5-1 dwelling unit per acre is planned for the triangular area formed by Oxon Road, West Ox Road and Thompson Road. This density provides an appropriate transition between the large lot development and conservation areas in the Difficult Run headwaters east of West Ox Road and the residential use planned and existing at a density of 1-2 dwelling units per acre south of Thompson Road.
2. If the land on Parcel 34-4((1))9 is not used for a public facility or park facilities it is planned for townhouse-style office use at a maximum FAR of .25. This will provide an appropriate transition between office/industrial use established on the west side of Centreville Road and the land zoned for commercial use to the east.
3. The area between the Fair Oaks Farms and Armfield Farms subdivisions and the land zoned for commercial use in the northeast quadrant of the Route 50/Centreville Road intersection is planned for residential use at a density of 3-4 dwelling units per acre, except for Ox Hill and Chantilly Estates, which should be maintained at 1-2 dwelling units per acre, the current density. Every effort should be made to protect the stable neighborhoods within these boundaries. However, if these stable neighborhoods should be consolidated in the future then they should be planned for residential use at a density of 3-4 dwelling units per acre.

Development in this area, including Ox Hill and Chantilly Estates, should not occur without substantial land consolidation and provision of a 35-foot landscaped buffer along the adjacent commercial land to protect the residential community.

4. The land zoned for commercial use in the northeast quadrant of the intersection of Route 50 and Centreville Road is planned for retail use and ancillary office use. The floor area ratio (FAR) should not exceed .25. This will provide a transition intensity for land to the north and east, which is planned for residential use.

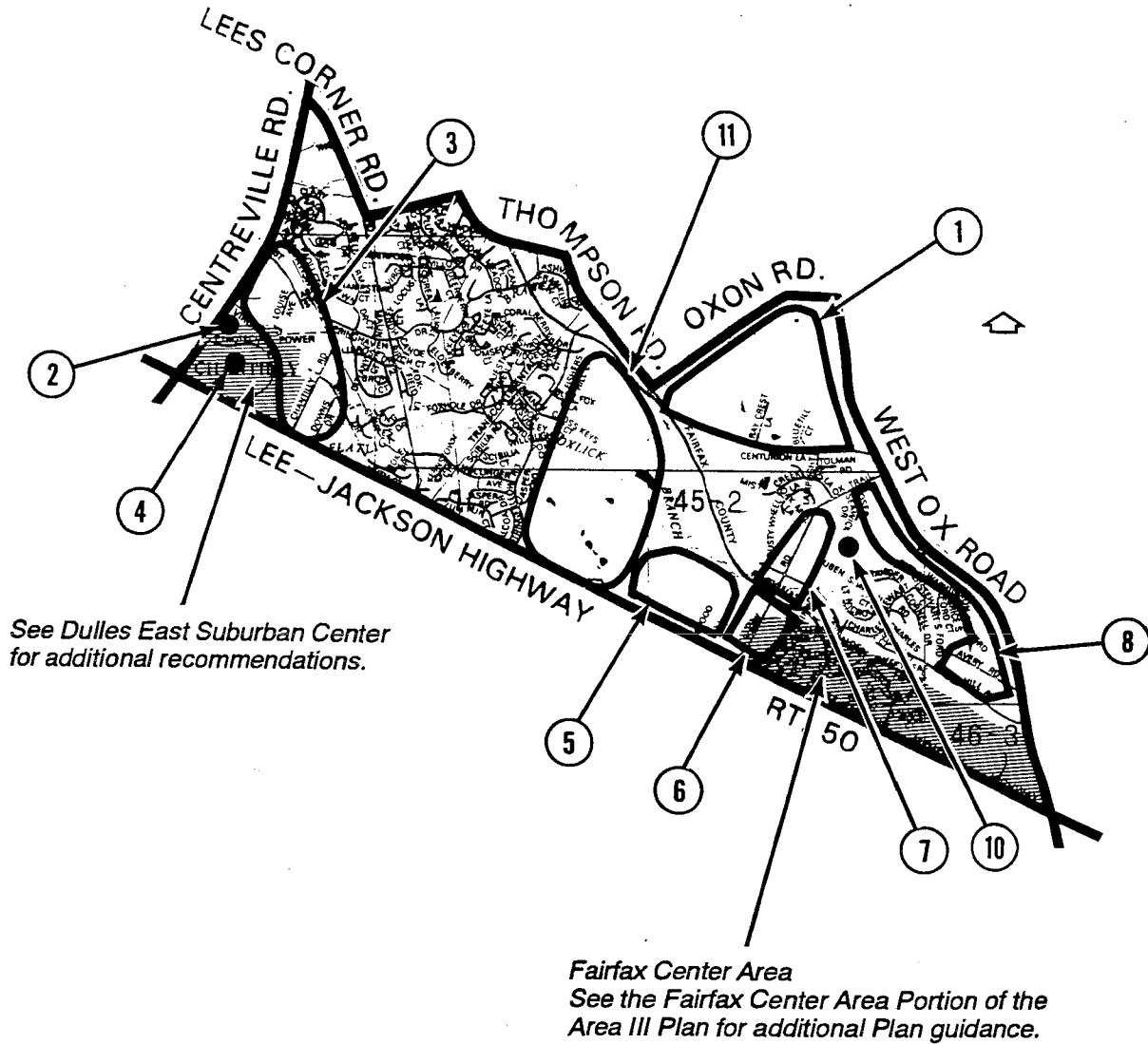
Additional free-standing, auto-oriented retail commercial and financial uses should be limited to less than 10 percent of the total FAR for the shopping center. Traffic related to free-standing uses should not interfere with auto and pedestrian circulation related to commercial development.

Commercial development should be designed to facilitate on and off-site pedestrian access and circulation thereby reducing dependence on the automobile. (See Figure 164)

5. The area between Route 50, Oxlick Branch, the Fairfax County Parkway, the International Town and Country Club and the Murray Farms subdivision (tax map 45-2((1))1, 2 and 3) is planned for residential use at 2-3 dwelling units per acre. Complete consolidation of parcels 1, 2 and 3 is a condition for consideration of the high end of the Plan range, 3 dwelling units per acre.

UP8

LEE-JACKSON COMMUNITY PLANNING SECTOR



6. The Murray Farms subdivision south of the Fairfax County Parkway is planned for residential use at 1-2 dwelling units per acre. As an option, development may be appropriate at 4-5 dwelling units per acre if all the land, except the church property, is consolidated and development results in a density compatible with the Fair Woods subdivision immediately to the east.
7. The Rugby Road/Ox Trail Road area north of the Fairfax County Parkway, west of the Fair Oaks Hospital, except the northern half of the Murray Farms subdivision, is planned for residential use at 2-3 dwelling units per acre, which is compatible with the single-family detached development in the immediate vicinity. The northern half of Murray Farms is planned for residential development at a density of 1-2 dwelling units per acre with an option for 2-3 dwelling units per acre. In order for development in Murray Farms north of the Fairfax County Parkway to occur at a density of 2-3 dwelling units per acre, substantial land consolidation should be provided to ensure that the land use relationships, buffering, access and circulation patterns will be compatible with development in the surrounding area.
8. The land between the Fair Oaks Hospital and West Ox Road and land forming a narrow strip along West Ox Road south of the Fair Oaks Hospital and land in an older, 35-acre subdivision along Avery Road is planned for residential development at 1-2 dwelling units per acre with an option for 2-3 dwelling units per acre. Development under this option will provide an appropriate transition to the Difficult Run, where the predominant character is large lot residential and conservation/open space use. It is also a density compatible with that of existing adjacent residential development in Fair Oaks Estates.

Substantial land consolidation should be provided for development under this option to ensure that the land use relationships, buffering, access and circulation patterns are compatible with development in the surrounding area. Access to West Ox Road should be minimized and coordinated with major points of access on the northern side of the road.

To enhance the residential character of the portion of this area along West Ox Road, consolidation plans should include provision for planting trees and other suitable landscaping in the median of West Ox Road.

9. The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this sector. [Not mapped]
10. Parcels 45-2((1))25, 41 and 42 are planned for hospital and related low intensity ancillary medical service use, provided that a substantial vegetated buffer is maintained between such uses and the nearby residential neighborhoods. Furthermore, it should be provided that the siting and height of buildings at this site are designed to minimize visual impacts on the residential community and that the overall FAR on the site not exceed .20. The southern 7.5-acre portion of this site is owned by the Fairfax County Park Authority and is planned for public park.
11. The International Town and Country Club land is planned for private recreation use and should be maintained through tax incentives when development pressure reduces its economic viability. Public acquisition for park purpose should be considered as an alternative preservation measure.

Transportation

Transportation recommendations for this sector are shown on Figures 163, 164 and 165. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. See text for Community Planning Sectors UP6 and UP7 for a description of transportation considerations for Centreville Road.

Heritage Resources

There are numerous prehistoric and historic archaeological sites in the western part of the sector. These sites date to as far back as 11,500 years ago when the first known humans entered the area. There are numerous prehistoric and historic archaeological sites in the vicinity of Upper Cub Run and of Route 50 which should be evaluated as to their need for protection. The following significant heritage resources have been identified in the sector and these should be preserved and protected:

- The Ayre House on the grounds of the International Town and Country Club, tax map 45-1((1))11, on Route 50. It is a well-maintained site which may become subject to redevelopment pressure. Its preservation should be insured.
- The Dodd House and outbuildings, tax map 34-4((5))B. Additional research should be undertaken to determine whether the two small outbuildings on the property were slave dwellings. If so, appropriate restoration and preservation measures should be undertaken.
- The old Navy School, tax map 45-2((1))6, should be preserved or moved to another site. If this is not feasible, the site should be thoroughly documented for its historic value.

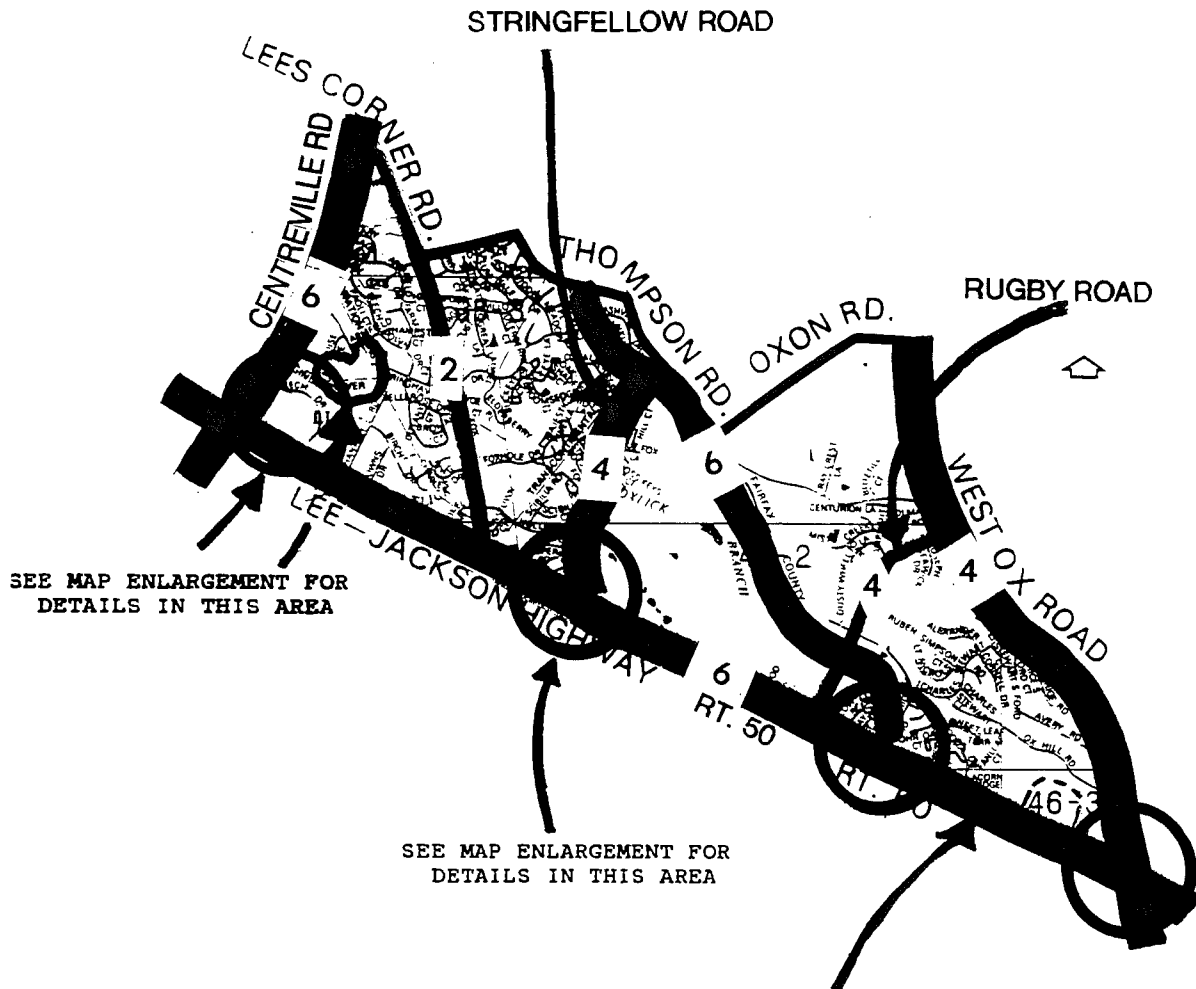
Public Facilities

An elementary school site, possibly in combination with an active recreation park site should be located in the area between Armfield Farms and the intersection of Route 50 and Centreville Road. The school site should have a minimum of 14 acres with up to 8 additional acres for active recreation park use.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 166. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR
LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

X

Y

X TOTAL NUMBER OF LANES
(INCLUDING HOV LANES)

Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE
FINALIZED DURING PROCESS OF REVIEWING
PLANS FOR PROPOSED DEVELOPMENT.



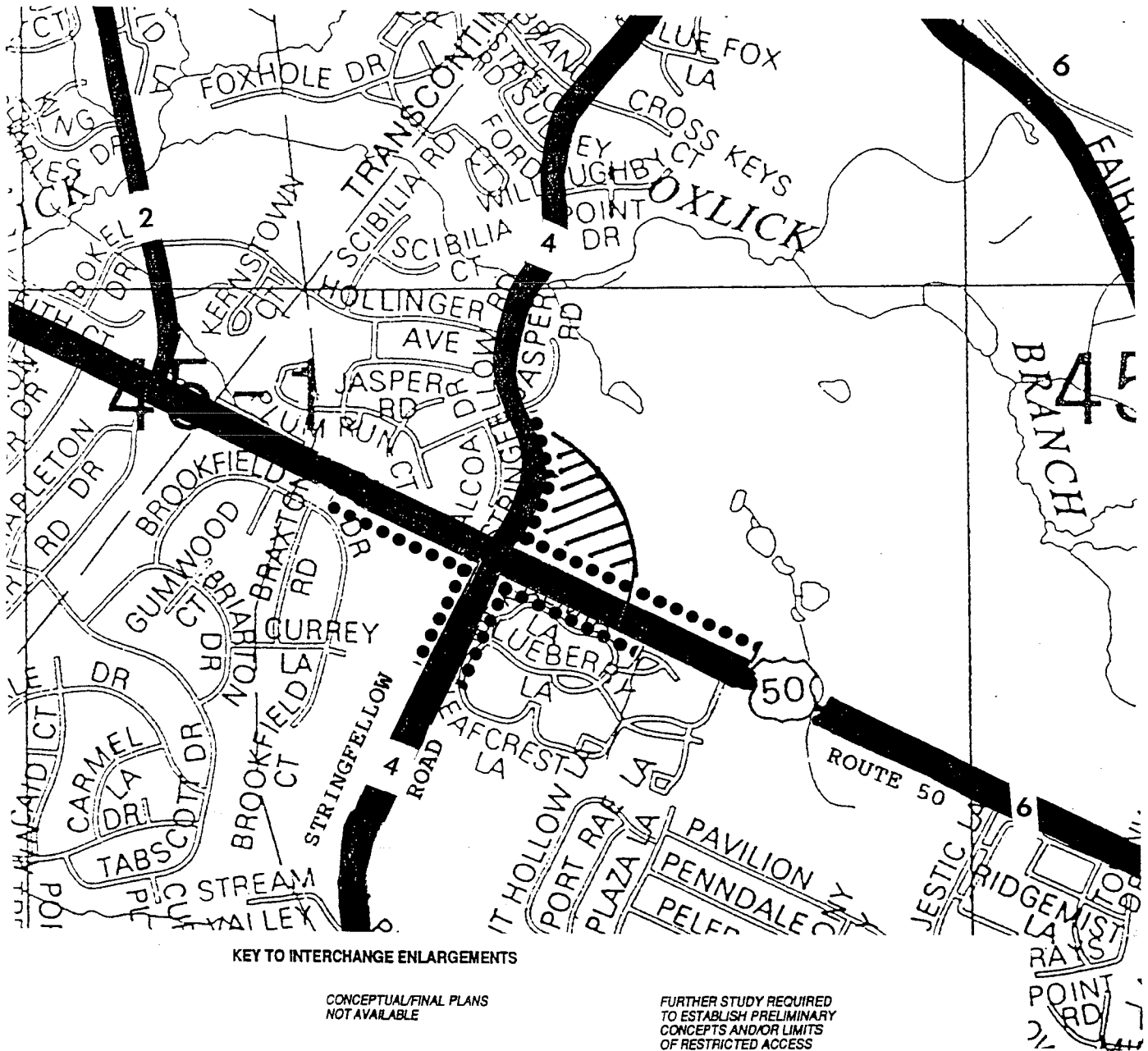
CONSTRUCT GRADE-SEPARATED INTERCHANGE
OR INTERCHANGE IMPROVEMENTS

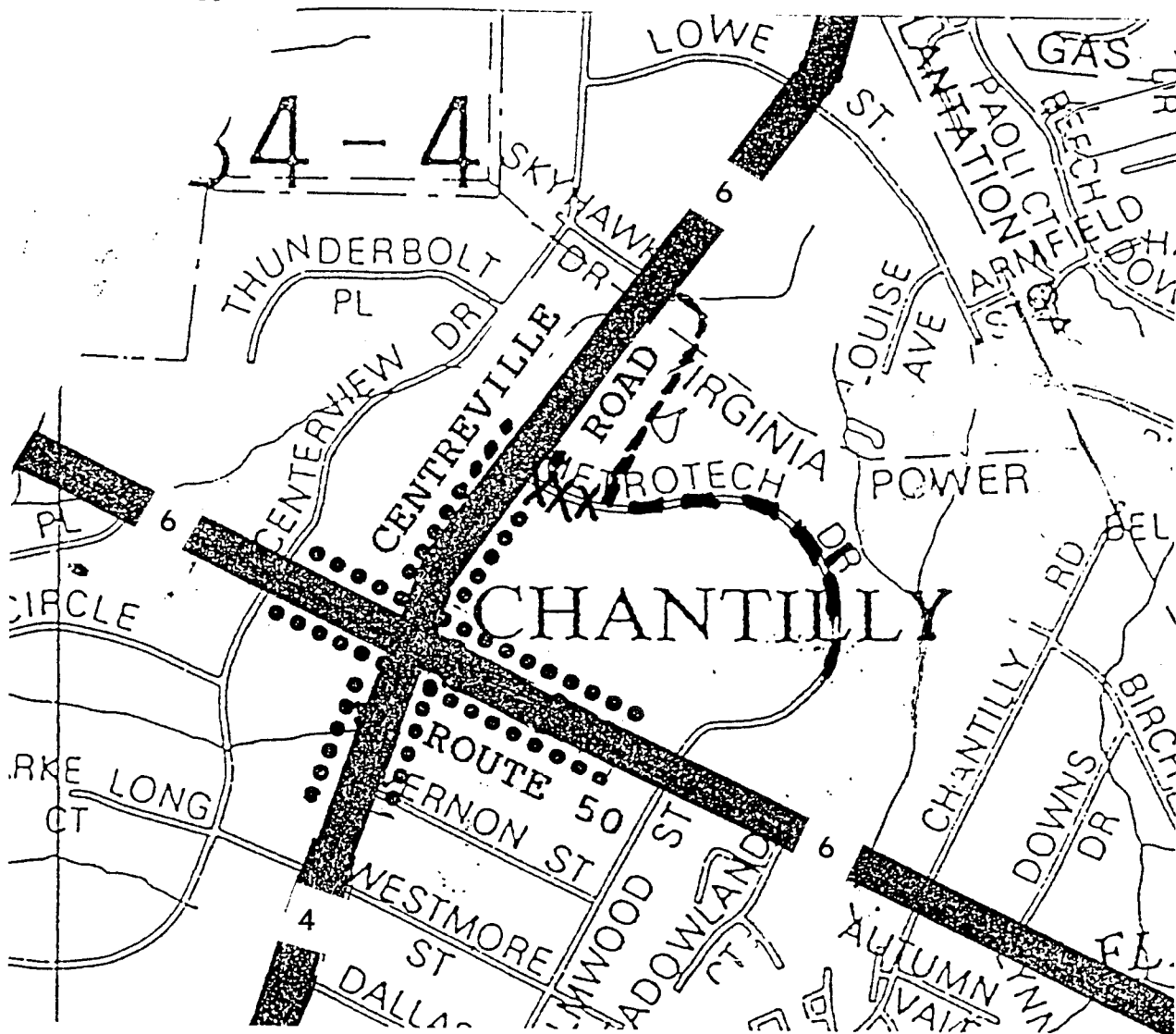


PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S)
SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN
OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF
CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL
ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING
STUDIES.
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES
TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND
CORRIDOR STUDY.

PRIMARY HIGHWAY SERVICE DRIVE
ORDINANCE REQUIREMENT (SEE
AREA PLAN OVERVIEW TEXT)





TRANSPORTATION RECOMMENDATIONS LEGEND

- **ROAD AND HIGHWAY FACILITIES**
- ARTERIAL COLLECTOR LOCAL
- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- X TOTAL NUMBER OF LANES (INCLUDING HOV LANES)
- Y COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.
- CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES. HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED OR RESTRICTED BASED ON DESIGN CRITERIA AND CORRIDOR STUDY.

KEY TO INTERCHANGE ENLARGEMENTS

- CONCEPTUAL/FINAL PLANS NOT AVAILABLE
- AREA POTENTIALLY NEEDED FOR LOOP
- NO RESTRICTED ACCESS
- RESTRICTED ACCESS AREAS
- FURTHER STUDY REQUIRED TO ESTABLISH PRELIMINARY CONCEPTS AND/OR LIMITS OF RESTRICTED ACCESS
- CONTROL ACCESS IN VICINITY OF INTERCHANGE UNTIL A DESIGN IS APPROVED. SEE INTERCHANGE DISCUSSION IN AREA PLAN OVERVIEW TEXT.

FIGURE 166

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Fair Woods	Initiate a master planning process and develop in accordance with approved plan.
Franklin Glen	Complete and develop in accordance with approved master plan. Seek dedication of a Neighborhood Park of six to ten acres adjacent to the proposed school facility site to serve planned residential development in the western part of the sector.
COMMUNITY PARKS:	
Fox Valley	Initiate a master planning process for a school/park site and develop in accordance with approved plan. Acquire a Community Park west of Rugby Road and north of the Fairfax County Parkway to include Oxlick EQC and up to 10 acres of developable land. Land dedication should be provided singularly or in combination with other development or purchase by the County.
DISTRICT PARKS:	
	This sector lies within the service area of Fox Mill, Oak Marr and Poplar Tree District Parks.

FIGURE 166

PARKS AND RECREATION RECOMMENDATIONS

SECTOR UP8

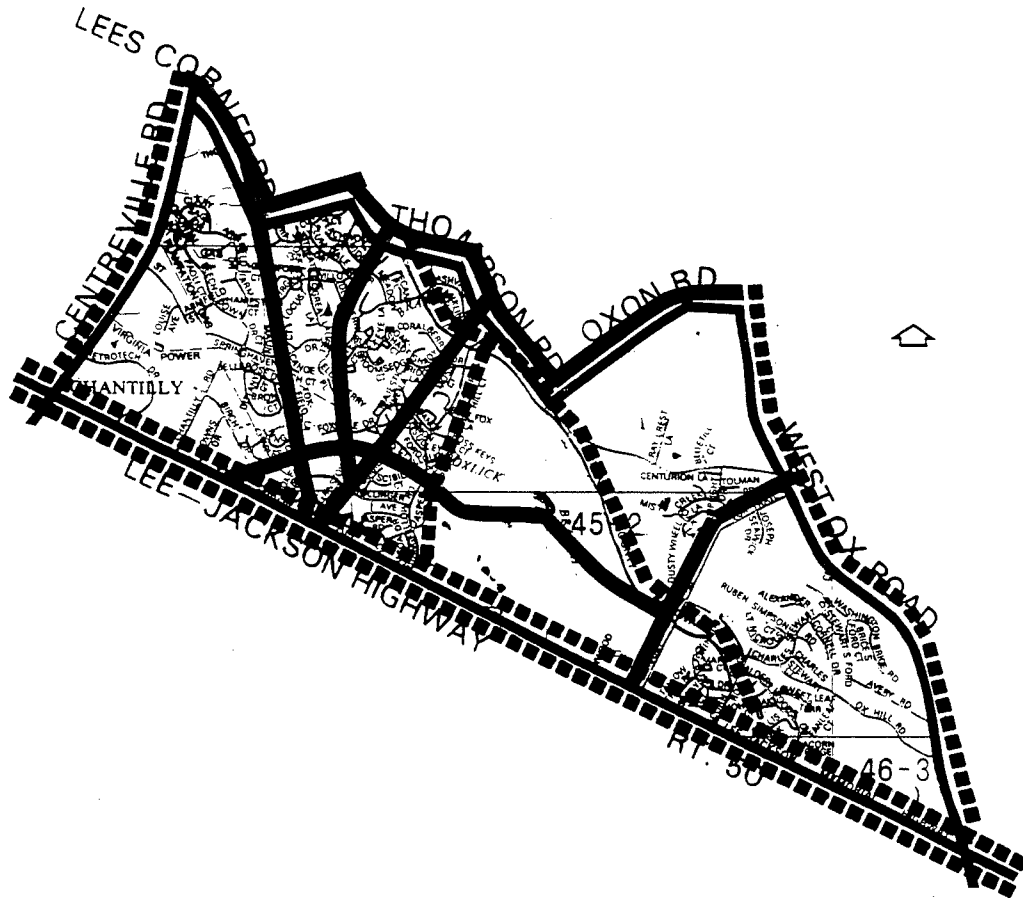
(Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
OTHER:	Consider acquisition of the privately owned International Town and Country Club golf course for public use if private operations cease. (Also noted in Land Use Recommendations.)

Trails

Trails planned for this sector are delineated on Figure 167 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
 PEDESTRIAN —————
 BICYCLE - - - - -
 EQUESTRIAN

NOTE: For specific guidance on trail location, type and function, please consult the Countywide Trails Map published at 1:4000 scale and the Public Facilities Manual. In certain instances, the trail alignments shown on the above sector map may represent designated Stream Valley Trails, as shown on the Countywide Trails Map, which are planned by the Fairfax County Park Authority (FCPA). The specific type and function of these Stream Valley Trails will be determined through the FCPA.

**FAIRFAX
COUNTY**

PLANNED TRAIL SYSTEM

FIGURE
167

