

## **ROSE HILL PLANNING DISTRICT**

### **OVERVIEW**

The Rose Hill Planning District is bounded on the north by the Richmond, Fredericksburg and Potomac Railroad (RF&P) right-of-way and the City of Alexandria boundary line; on the east by Telegraph Road, Florence Lane, the west edge of the Kings Garden Apartments, South Kings Highway, Harrison Lane and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of the park, the northern edge of Fort Belvoir, and Telegraph Road; and on the west by Beulah Street, Franconia Road, and the RF&P right-of-way (See Figure 80).

The planning district is substantially developed with stable residential neighborhoods. Most contain single-family detached dwellings at 2-4 dwelling units per acre. A relatively large portion of the district is public parkland, much of which is Huntley Meadows. Other major features in the district include a future Transit Station Area, located near the South Van Dorn Street/I-95 interchange, and Kingstowne, a large residential development with a mixed-use Community Business Center as its focal point. Kingstowne is planned for residential development with an overall density of 3-4 dwelling units per acre and contains a variety of housing types.

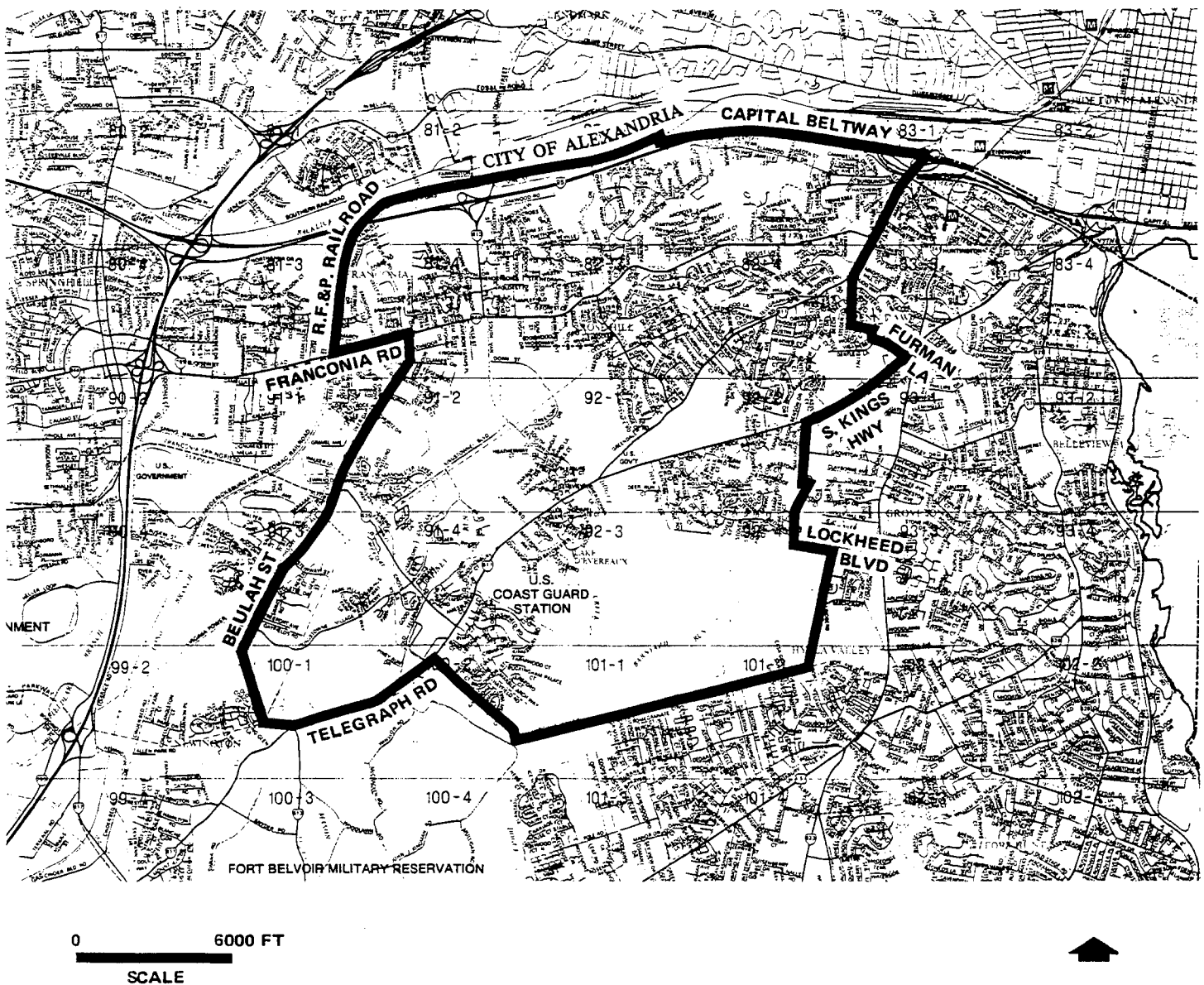
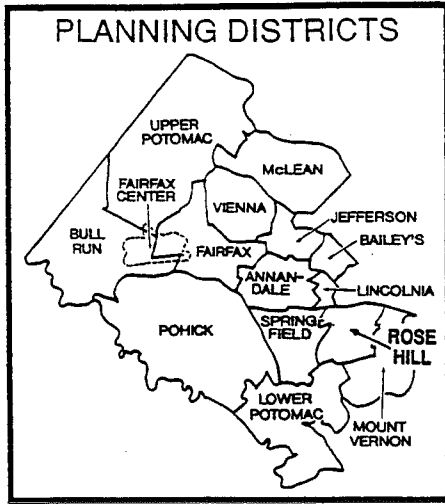
The population of Rose Hill increased from 21,800 persons in 1970 to 34,520 persons in 1990. Most of the population growth is attributable to new housing construction in the district.

The Rose Hill Planning District, together with the Mount Vernon Planning District, borders the southern perimeter of the City of Alexandria. Some of the major land use decisions which will affect the Rose Hill District will be made not by Fairfax County but by the City of Alexandria. For example, the City has approved projects which will substantially increase development densities in the Cameron Valley along the north side of the Beltway. Most of this area is planned and zoned for major development along Eisenhower Avenue.

### **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 that envisioned by the Concept.

Most of the Rose Hill Planning District is recommended to develop as Suburban Neighborhoods under the Concept for Future Development. This recommendation highlights the need to protect the stable residential areas which predominate in the district, as well as strive for a mix of housing types and supporting commercial and institutional uses.



Two mixed-use centers are envisioned in the district: a Transit Station Area focused on the Van Dorn Metro station, and a Community Business Center where the Town Center is planned in Kingstowne. Like other mixed-use centers in the County, these classifications are general descriptions of the predominant character of the areas, recognizing that each development area has its own individual set of characteristics. In the case of the Van Dorn Transit Station Area, access and environmental problems present constraints on the development opportunities normally associated with lands adjacent to Metrorail stations. Until adequate access is provided, the types of densities recommended in the Concept for Future Development are not generally planned in the Van Dorn Transit Station Area.

The Kingstowne Town Center is rapidly nearing the construction phase. Plans for the Town Center have been approved which include a significant amount of office space which will make it a major employment center. Elements of the Community Business Center (CBC) guidelines, such as provision of streetscape, including a complementary mix of land uses, and providing a community focal point, apply to the Kingstowne Town Center.

Huntley Meadows, a 1,260 acre park in the southeast portion of the planning district, is a regionally significant wildlife habitat area and wetlands preserve. Park development should be consistent with the management of ecologically sensitive wetland areas.

## MAJOR OBJECTIVES

Planning objectives in the Rose Hill Planning District include the following:

- Preserve stable residential neighborhoods with appropriate and compatible infill development;
- Achieve appropriate development in the Van Dorn Transit Station Area given access and environmental constraints;
- Manage pressure for commercial expansion along Franconia Road and other arterials;
- Achieve development which is sensitive to environmental constraints and opportunities, especially the need to plan, design and construct uses recognizing the presence of marine clays and slope failure areas;
- Protect Huntley Meadows Park;
- Determine future uses of Federal properties if they are declared surplus, and of the Hilltop Landfill when it ceases operation;
- Identify and preserve significant heritage resources;
- Develop trails and mass transportation resources to provide access to the Van Dorn Metro station and the Franconia-Springfield Transportation Center; and
- Protect wetlands and Environmental Quality Corridors in the district.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

Travel within and through the Rose Hill 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 the attached map (Figure 81). 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.







### Housing

A list of existing, under construction, and proposed assisted housing for the Rose Hill Planning District is shown on Figure 82. 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":

- 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






## 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

THE CAPITAL BELTWAY IS BEING CON-  
SIDERED FOR EXPANSION BY VDOT.  
UPON COMPLETION OF THEIR ANALYSES  
ADDITIONAL LANES WILL BE CONSID-  
ERED FOR INCLUSION ON THE PLAN.

# 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)

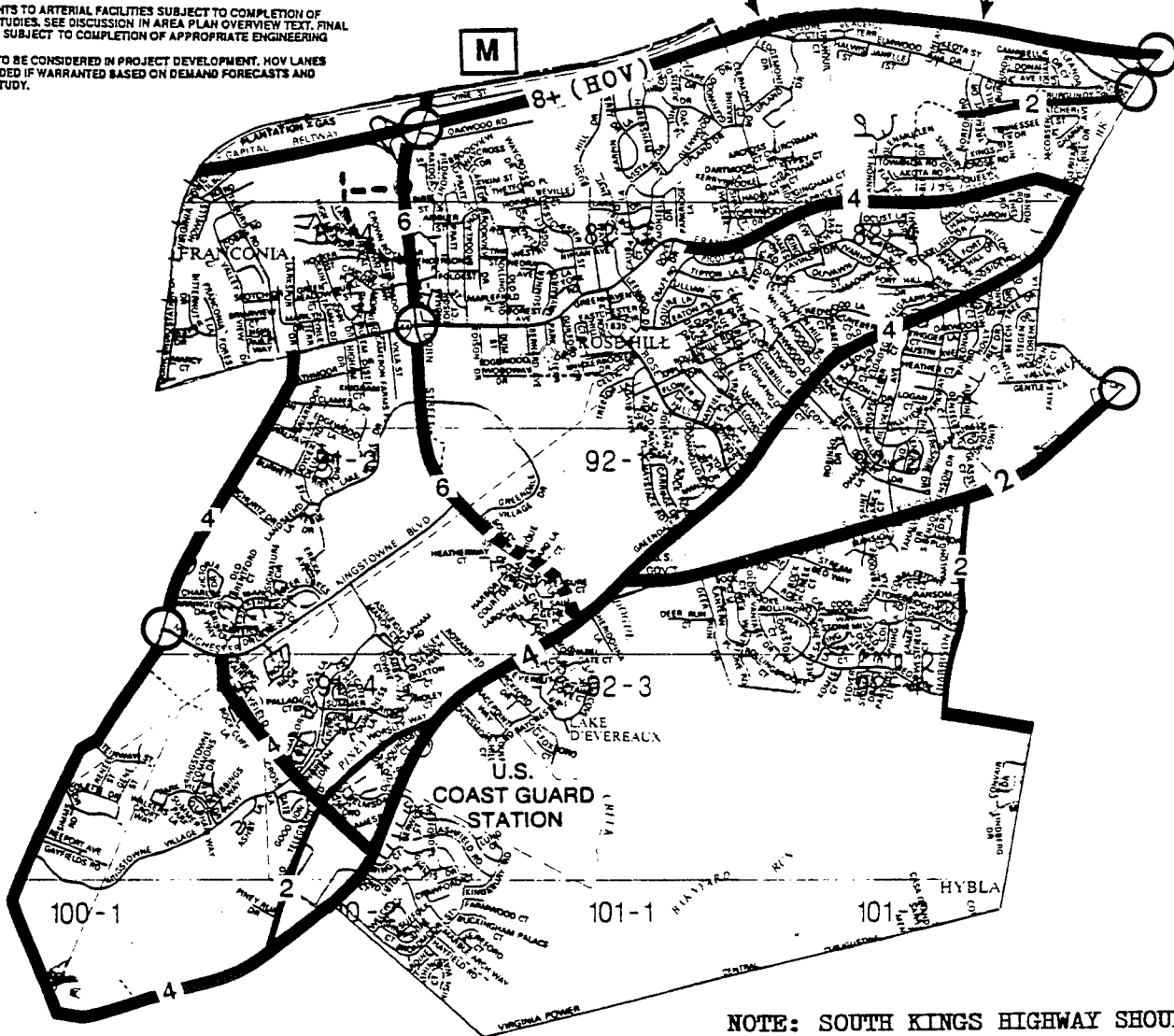
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CONSTRUCT GRADE-SEPARATED INTERCHANGE  
OR INTERCHANGE IMPROVEMENTS

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

## ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE 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.



NOTE: SOUTH KINGS HIGHWAY SHOULD BE  
CONSTRUCTED WITH FULL TURN  
LANES

REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND  
WHICH APPEARS ON THE PRECEDING OR SUCCEEDING PAGE

**FAIRFAX  
COUNTY**

COUNTYWIDE TRANSPORTATION RECOMMENDATIONS  
ROSE HILL PLANNING DISTRICT  
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

FIGURE  
81

**FIGURE 82**  
**ROSE HILL PLANNING DISTRICT**  
**ASSISTED HOUSING**

(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>
Hartwood Place II Miller Drive and Beulah Street	RH4	6 beds	Section 202/8

**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>
Kingstowne Telegraph Road	RH4	610	Unknown
Manchester Lakes Beulah Street and Hayfield Road	RH4	100 (elderly)	Unknown

- 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 on the figure. Also, the housing listed as part of the Section 8 program is that only 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 Rose Hill Planning District typifies the environmental constraints and opportunities of older suburban sections of Fairfax County. Relative to other sections of the County, a limited amount of additional development is expected. Therefore, environmental policies for Rose Hill should focus on reclamation and improvement.

The outstanding environmental feature of the Rose Hill Planning District is Huntley Meadows Park. Special consideration for water quality and habitat preservation should be given to protect and enhance this unique environmental resource. The Rose Hill District also faces some environmental reclamation challenges. Prior land uses such as gravel mining operations, and natural constraints such as slippage-prone soils, rendered some areas economically unable to develop. As land becomes scarce, it is expected that these environmentally constrained lands will be subject to increasing development pressures. Policy Plan environmental policies provide guidance in developing these areas.

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Older suburban areas such as Rose Hill do not have the benefit of state-of-the-art water quality control practices. They are a particular challenge in the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act. In addition to surface water, a portion of the Rose Hill Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those characterized by high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

Slippage-prone, shrink-swell clays and unstable slopes are also environmental constraints in the Rose Hill District. Any development in areas with these conditions should be based on the latest technologies for stabilizing marine clays from soil slippage. Provisions which protect the County from liability due to soil slippage over a 20 to 25 year period should be supplied.

Stream valleys and their associated tributaries make up a significant amount of the habitat that sustains urban wildlife. In the Rose Hill Planning District, Huntley Meadows Park is a destination for many forms of wildlife that travel along the stream valley corridors. Maintaining corridor connections in and around the Park is important.

### Heritage Resources

The Rose Hill 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 83. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

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 83, 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.

### Public Facilities

Existing public facilities located within the Rose Hill Planning District are included on Figure 84. 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 83**  
**INVENTORY OF HISTORIC SITES**  
**ROSE HILL PLANNING DISTRICT**

<b>Name</b>	<b>Address</b>	<b>Parcel Number</b>	<b>Date</b>
Ashland	6000 Walhaven Drive Alexandria	91-2 ((1)) 1B	c. 1820 + 1850
Belvale	5300 Glen Green Crt. Alexandria	91-4 ((7)) 7	c. 1765
Evergreen	5719 Cannon Lane Alexandria	82-2 ((5)) D-1	c. 1850
Huntley N,V,H	6918 Harrison Lane Alexandria	92-2 ((1)) 8C	c. 1820
Mount Erin	6403 Hillview Avenue Alexandria	82-4 ((1)) 9A	c. 1800
Stoneybrook	6709 Stoneybrooke Lane Alexandria	92-2 ((22)) A	c. 1785 + 1945

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

**FIGURE 84**  
**ROSE HILL PLANNING DISTRICT**  
**EXISTING PUBLIC FACILITIES**

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
RH1				Alcohol and Drug Services Youth Assessment Center	Va. Power Van Dorn Substation	
RH2	Bush Hill and Clermont Elem. Twain Inter.				Sewage Pumping Station	
RH3	Cameron Elem.			Burgundy Community Center		Surplus High School Site
RH4	Franconia Elem. Hayfield Inter. Hayfield and Edison High Elem. Site			Parent and Child Center, OFC	Va. Power Hayfield Substation Recycling Drop-off	*Franconia P.O.
RH5	Rose Hill Elem. Wilton Woods Admin. Center	John Marshall Community			Va. Power Virginia Hills Substation	
RH6	Virginia Hills Admin. Center				Sewage Pumping Station	
RH7	Groveton and Hayfield Elem. Schools			Groveton Senior Center	Va. Power Fort Belvoir Substation	*U.S. Coast Guard Station *Lieber U.S. Army Reserve Center

\*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 County 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 Rose Hill Planning District:

1. Locate a Fire and Rescue station in the vicinity of Beulah Street and Telegraph Road in order to meet the established criteria for fire and rescue stations (RH4).
2. Locate a residential facility for adults with mental illness who also need substance abuse services. This facility is needed in Planning Area IV.
3. Locate a Recovery Women's Center in Planning Area IV which will provide outpatient treatment to women recovering from alcohol and drug addiction with the benefit of a child care center on site. The center should be located in a commercial area which is served by public transportation.
4. Provide an alcohol and drug residential treatment/detoxification program in Planning Area IV.
5. Locate an animal shelter satellite facility in Planning Area IV.
6. Implement the Senior Center Study by locating a community senior center with elderly housing on the north side of Manchester Lakes Boulevard, between the Festival at Manchester Lakes shopping center and the power easement to its east which runs generally north-south (RH4).
7. Relocate the Crossroads drug treatment center to the publicly-owned site on the north side of Telegraph Road, west of the planned intersection with South Van Dorn Street (RH4).
8. The Virginia Hills Elementary School is currently being used as an administrative facility. If it is declared surplus by the School Board, alternative uses such as a community or senior citizen center, active recreation, or affordable housing should be considered. The fields should continue to be used for active recreation as an addition to Lee District Park (RH6).
9. Consider public acquisition of the Lieber Army Reserve Center and the U.S. Coast Guard Station as described in the Land Use recommendations in Sector RH7.

#### Parks and Recreation

Public parks located within the Rose Hill Planning District are listed on Figure 85. Additional recreational facilities are provided at County public school sites. Public parkland is a significant amenity and integral component of the Planning District, comprising 20 percent of the land base. Major parks include:

**FIGURE 85**  
**ROSE HILL PLANNING DISTRICT**  
**EXISTING PUBLIC PARKS**

NEIGHBORHOOD		COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
RH-1	Franconia Forest				
RH-2	Bush Hill	Mark Twain			
RH-3	Burgundy Heritage Hill	Clermont School Site Loftridge			
RH-4	Tara Village	Beulah Manchester Lakes		Greendale Golf Course	
RH-5	Wilton Woods School Site	Ridgeview			
RH-6			Lee District		
RH-7	Hayfield South Kings Forest Wickford	Stoneybrooke		Huntley Meadows Huntley Mansion Dogue Creek Stream Valley	

- Huntley Meadows - a regionally significant natural area which provides habitats for possibly the greatest diversity of wildlife found in the County. It is the largest park in the County system and attracts visitors from the entire Metropolitan area;
- Huntley Mansion - an historic property and cultural landscape with vistas overlooking Huntley Meadows; and
- Greendale Golf Course.

These Countywide Parks contain significant natural, cultural and recreational resources which are environmentally sensitive. Intrusion of non-recreational development should therefore be restricted or prohibited and off-site environmental and visual impacts should be mitigated. The Dogue Creek stream valley on the western boundary of Huntley Meadows Park is also a sensitive area due to flooding and unconsolidated soils. Any development, including trails, should therefore be excluded in this portion of the EQC.

The Rose Hill Planning District is moderately well served at this time by active recreation facilities at Lee District Park and other smaller park and school sites. However, the projected growth for the Kingstowne development will impact the long term needs of the entire Planning District. It is therefore important that adequate parklands and facilities be provided as part of and to serve the Kingstowne community.

An additional Community Park should be provided in the RH1 sector and Urban Parks should be included in the redevelopment of the Van Dorn Transit Station Area where possible. If federal land holdings in this Planning District are declared surplus, consideration should be given to acquiring at least a portion of these sites for active and passive recreation uses and for protection of the sensitive environmental areas of Dogue Creek and Huntley Meadows Park. Elsewhere in the district, priority should be placed on expanding and/or upgrading existing park and recreation facilities.

## VAN DORN TRANSIT STATION AREA

### CHARACTER

The Van Dorn Metro station is located adjacent to the Richmond Fredericksburg and Potomac (RF&P) Railroad and Metrorail right-of-way which defines the border between the City of Alexandria and Fairfax County. Parking and all vehicular access is from Eisenhower Avenue in Alexandria with the station platform itself located in Fairfax County. A total of 365 parking spaces are currently planned for the station. Provision has been made for pedestrian access from the south (Vine Street) via a tunnel beneath the railroad and Metrorail tracks (see Figure 86).

The area is extensively divided by transportation corridors, many of which form the boundaries for the land units used for planning purposes. The RF&P and Metrorail tracks extend along the area's northern edge, sharing the same corridor. The Capital Beltway (I-95) forms the next major barrier to the south. South Van Dorn Street runs north-south and is currently the only corridor which crosses the Beltway and railroad rights-of-way.

There are currently a variety of uses in the Transit Station Area. Most of the area consists of a mix of industrial operations, including uses such as vehicle and material storage for paving, towing, fuel, and iron works companies. There are parcels containing offices operating out of residential structures, vacant land and some residences. Some new office structures have been built, generally along portions of Vine Street. Parcel sizes are frequently small (approximately one-half acre); the largest parcels are the undeveloped, forested land in Land Unit E.

Industrial uses in Fairfax County and the City of Alexandria surround the station area in the Cameron Valley to the north. The Arlington/Alexandria Energy Resource Recovery plant is situated northeast of the Metro station, and other industrial and office uses exist or are planned along Eisenhower Avenue in Alexandria. To the east and south are stable single-family residential neighborhoods. Denser townhouse development lines much of South Van Dorn Street to the south, and office use with an option for multi-family residential development is planned to the southwest on the 75 acres which form the Northeast Section of the Franconia sector (RH1).

Existing transportation facilities constrain both present use and future development in the area. The Capital Beltway (I-95), the RF&P and Metrorail tracks, and the South Van Dorn/I-95 interchange physically separate the area from the Metro Station site. These barriers channel all vehicular and pedestrian traffic through the area onto South Van Dorn Street. Traffic congestion occurs at the present South Van Dorn Street/I-95 interchange in both directions on South Van Dorn Street -- affecting the future Metro-related trip for Fairfax County transit users.

The Transit Station Area is located in the Cameron Run watershed and contains tributary streams of Backlick Run. The stream valleys of these tributary streams affect the entire area and, additionally, contain steep slopes. The area is characterized by considerable variations in terrain; some portions of the western land units are higher in elevation than the Capital Beltway, while the eastern area (Land Unit E) generally consists of a large swale well below the Beltway. Because of its location in the Coastal Plain geologic province, the area is in a zone of slippage-prone swelling clays (the eastern segment contains the most extensive deposits) and sensitive aquifer recharge (the western section is in the critical zone). These same factors also indicate poor soils for septic systems.

The Van Dorn Transit Station Area has a high potential for new and significant heritage resources.

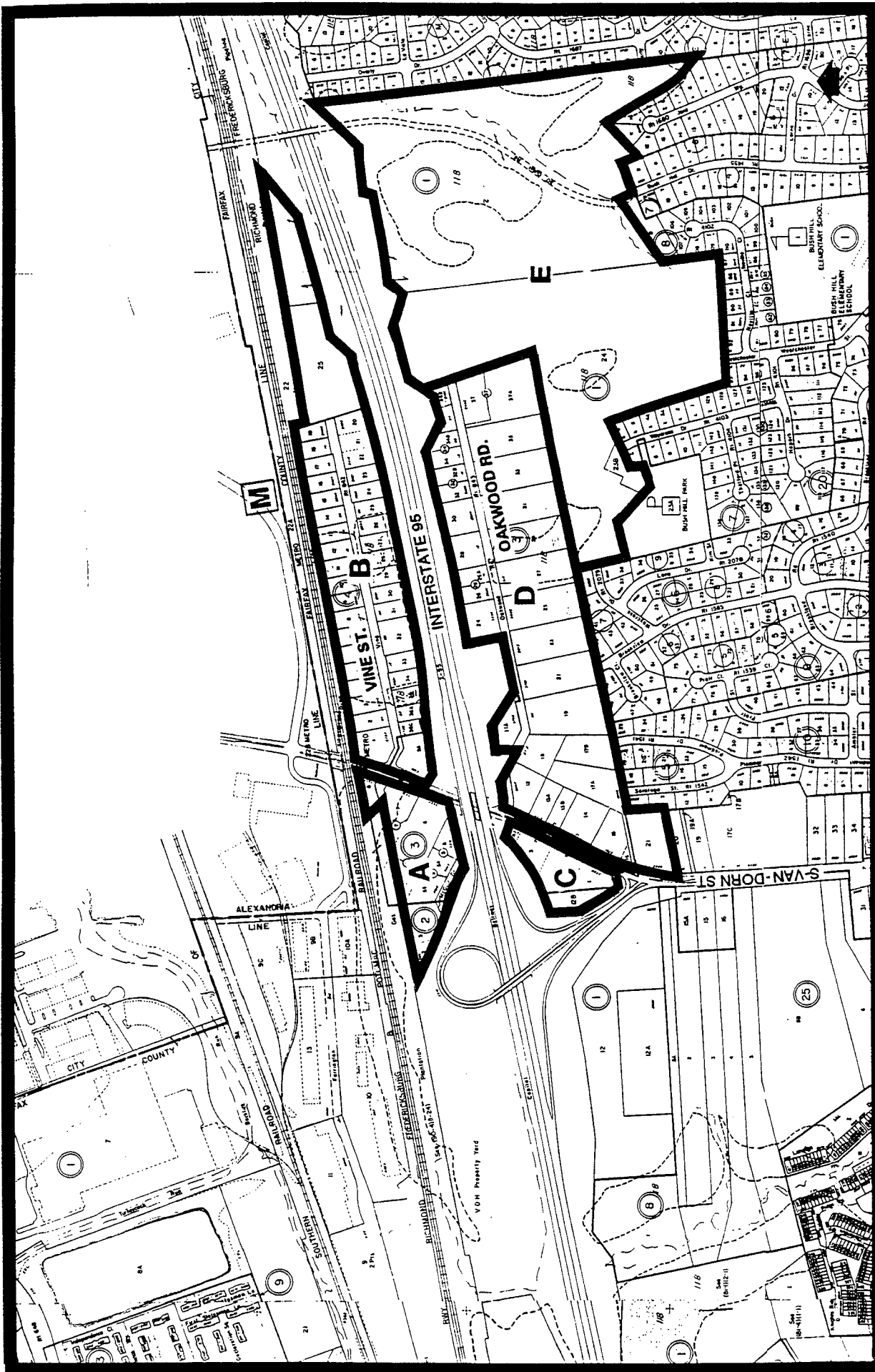


FIGURE  
86

VAN DORN TRANSIT STATION AREA  
BOUNDARY AND LAND UNITS

FAIRFAX  
COUNTY

## BACKGROUND

Following the decision to build the Van Dorn Metro station, a citizen task force, consultants and County staff began to study the general area in order to recommend a revision to the Comprehensive Plan. Later, a feasibility study for improvements to the existing interchange between South Van Dorn Street and the Beltway was begun in order to allow for an integrated design of the South Van Dorn Street widening with future interchange improvements. A new South Van Dorn/I-95 interchange design was subsequently approved in concept by the County. The initial recommendations for development options for the Metro area required re-evaluation in light of access considerations involving the new interchange.

## CONCEPT FOR FUTURE DEVELOPMENT

Areas near Metro stations are generally best utilized for development consistent with the transportation access provided by the transit facility. To that end, these areas are designated and planned so that while development opportunities close to the station may be optimized, surrounding stable neighborhoods are also protected. The Concept for Future Development encourages a mixture of uses in Transit Station Areas, with commercial intensities generally ranging from .30 FAR to 1.0 FAR and residential densities ranging from 8 to 45 dwelling units per acre.

A general area south of the Van Dorn Metro Station is recommended as a Transit Station Area in the Concept for Future Development. However, constraints on development exist in the Van Dorn station area. There are significant access problems caused by major road and rail barriers and the configuration of available land and planned road improvements. Environmental constraints in the form of poor soils (marine clay), steep slopes and highway noise impacts also limit development potential in the Van Dorn Transit Station Area. This may be an area where density transfer may be an appropriate tool to use in resolving some outstanding issues caused by the conflict between the zoned development potential in the area and these constraints.

It is generally recognized that the greatest impact of a mass transportation facility occurs in areas within a 5 to 7 minute walk of the station - the "area of influence." Development within this convenient walking distance should generate a substantial number of walk trips to Metrorail. In delineating the boundaries of the Van Dorn Transit Station Area, factors such as existing development, barriers formed by transportation corridors, and the extent of the "area of influence" were all examined. For example, although a small part of the Farrington Industrial Park, located to the northwest of the station, is within a half mile radius of the station and is thereby theoretically within the station's zone of influence, the barrier formed by South Van Dorn Street was determined to be so significant that the corner of the industrial park should not be included in the Transit Station Area. (Recommendations for the Farrington Industrial Park are included in the S8 Sector of the Springfield Planning District.) Similarly, the South Van Dorn Street corridor was determined to be a significant constraint on access to the station from the west, and land west of South Van Dorn Street is therefore not included in the Transit Station Area.

The overall goal in the Van Dorn Transit Station Area is to provide opportunities for appropriate transit-related development given access and environmental constraints, while ensuring the continued stability of the existing residential areas which border it to the south and east. In order to achieve this objective, the following overall criteria will need to be fulfilled:

- Provision of an efficient internal circulation network in addition to planned transportation improvements in and adjacent to the Transit Station Area which are designed to facilitate through traffic. Pedestrian, bicycle and vehicular traffic should be safely accommodated.
- Sensitivity to environmental characteristics such as steep slopes, stream valleys, wooded areas, marine clays, and noise.
- Development which forms a compatible transition to the adjacent residential areas.
- Development which generates a traffic Level-of-Service no worse than "E" (LOS E), including a component of Transportation System Management which attempts to optimize use of Metrorail to and from the station area.

### Design Concept

An overall image or an architectural "sense of place" should be created in this highly visible area in order to promote the use of mass transit and to create an attractive gateway to the County. Design measures should be employed which unify, to the extent possible, each land unit, and provide functional and aesthetic connections in the area. The focal point with the greatest visibility and accessibility to Metrorail should be the area nearest the Metro Station (Land Unit B).

The following guidelines are intended to facilitate accomplishment of the above:

- New development should be clustered in order to accommodate environmental characteristics and to promote a sense of place. Site planning should take advantage of unique site-specific attributes in siting buildings and locating parking. Building heights and utilization of landforms, appropriate architectural style, and integration of open space should be combined to reduce the impact of new development on existing residential areas as well as create an identity for the Transit Station Area.
- To the extent possible, the focal point of the Transit Station Area should be coordinated with and adjacent to the pedestrian access under the rail tracks to the Metro station (Land Unit B). A landmark building or buildings may highlight the land unit. On the south side of the Beltway, density and heights should taper down, with their greatest concentration centered on Oakwood Road generally south of the Metro station itself.
- A coordinated circulation system should provide the internal connections, as well as external access. An integrated bicycle and pedestrian system with landscaped open spaces, parks and plazas should provide connections between buildings, streets and different clusters of development, as well as non-motorized access from adjacent residential neighborhoods. In order to increase pedestrian access to and from nearby residential areas, consideration should be given to a bridge or bridges over the Beltway in addition to the Bush Hill bridge and South Van Dorn Street pedestrian routes.

- A continuous street wall of buildings is envisioned along Vine Street (Land Unit B). Along Oakwood Street, clusters of buildings, connected by pedestrian and open spaces, should provide an appropriate transition to the residential development to their south. Structured parking, rather than large surface lots, is desirable in the Transit Station Area in order to promote environmental protection and help create an urban fabric.
- Development in the Transit Station Area should include preservation of existing vegetation and retention of natural topography where possible.
- An urban park should be developed in conjunction with increased density in the Transit Station Area. Consideration should also be given to small urban spaces and/or plazas appropriately incorporated into project designs.

## RECOMMENDATIONS

### Land Use

Environmental factors and limited road capacity and access constrain the development potential of the Van Dorn Transit Station Area. With the improvement of the South Van Dorn Street/I-95 Interchange the current situation will improve south of I-95. The land use recommendations outlined below are closely tied to the provision of adequate access to each land unit. Where mixed-use development is planned, a residential component of such development may be considered, assuming fulfillment of all applicable County policies and conditions, in order to balance transportation capacity demands. The design concepts outlined above should also be incorporated into future development of each land unit.

### **Land Unit A**

The 6+ acres west of South Van Dorn Street between the RF&P Railroad tracks and the Beltway are needed for future interchange improvements. If these parcels develop prior to construction of the northern portion of the interchange, development should be a low intensity (up to .25 FAR) use such as light industrial which can be compatible with the ultimate design of the interchange and not exacerbate the access problems currently associated with the land unit.

An option for development up to 1.0 FAR may be considered provided such development:

- Does not preclude the planned improvements to the I-95/South Van Dorn Street interchange;
- Compels users of the development to utilize transit systems as the primary access to the site by such methods as limited parking and alternative (non-automobile) access to the Metro station;
- Provides satisfactory access to the site which does not interfere with through traffic movements; and
- Constructs or makes substantial contributions to future interchange improvements.

## **Land Unit B**

The parcels along Vine Street are either vacant or currently utilized for a variety of industrial and office uses. Some of the land at the western end of Vine Street will be needed for interchange improvements. Infill development of industrial uses up to .50 FAR is planned. Design of any development should allow for construction of the interchange.

As an option, office and/or mixed-use development such as hotel, office or retail development at an intensity in the range of .30 to 1.0 FAR may be considered for this land unit if the following conditions are met:

- Two points of access from the arterial road system to the land unit are provided, neither of which will be precluded by construction of the new interchange (See Figure 87);
- The entire land unit is consolidated;
- Dedication for interchange improvements is provided;
- A transportation study is provided which demonstrates that access and road capacity are adequate to support a change from industrial uses to office and/or mixed-use development at an acceptable level of service;
- Pedestrian access to the Metro station is provided, including use of the knock-out panel to the station; and
- Appropriate parking structure(s) are provided.

## **Land Unit C**

The area located west of South Van Dorn Street, which is bounded by the I-95/South Van Dorn Street interchange on the south and west and by I-95 on the north, is planned and developed for hotel use. There should be only one point of access for the entire area.

## **Land Unit D**

The western portion of this land unit will be impacted by the planned realignment of Oakwood Road and some land may be needed for interchange improvements. After the realignment and improvement of Oakwood Road, traffic capacity will continue to be limited until a second access from the arterial road system to the land unit is provided. Until access limitations are resolved, parcels in this land unit should continue in their current uses. Infill development of low intensity industrial or office uses up to .25 FAR on the north side of Oakwood Road, and office use up to .50 FAR on the south side is planned.

Contingent upon provision of adequate access (dependent primarily on non-automobile forms of transportation), a mix of office/hotel/retail uses at overall intensities consistent with the guidelines for Transit Station Areas in the Concept for Future Development, may be considered for this land unit. Residential development may be considered as a component of mixed-use development, subject to adequate noise mitigation. The design concepts outlined above should be incorporated into development of the land unit, and the following conditions met:

- Development should promote transit utilization by the workers and/or residents in this land unit through design and TSM techniques. A transportation study demonstrating that access and road capacity are adequate to support office or mixed-use development at an acceptable level of service must be provided in conjunction with implementation of enforceable TSM measures based on demonstrated success in other areas;
- Substantial parcel consolidation is achieved;
- High quality design and effective screening and buffering to protect nearby residential areas is provided; and
- Buildings should taper down toward adjacent lower density residential areas and form a compatible transition.

### **Land Unit E**

This wooded, 74-acre tract is traversed by two streams and contains large areas of steep slopes. The configuration of the planned uses for the land unit, as generally mapped, will be significantly affected by the topography and environmental constraints of the site. The planned uses are single-family detached residential development at 2-3 dwelling units per acre on the higher elevations adjacent to existing detached houses, low to medium intensity office uses along Oakwood Road when it is extended eastward parallel to the Beltway, and residential use at 5-8 dwelling units per acre between the low-density residential use and office use to act as a buffer over much of the site unless environmental constraints preclude such development.

The portions of Land Unit E which are on similar elevations (usually above approximately 225-230 feet) to the existing neighborhoods along Westchester Street and Waycross Drive are planned for single-family detached residential development at 2-3 dwelling units per acre, compatible with existing residential areas to the south. For this portion of the land unit, access should only be provided over existing residential streets to the south which now terminate at the property. Although similar residential development may be desirable along the eastern boundary of the land unit, adjacent to existing residential development, steep slopes and stream valleys may constrain the eastern area to passive open space.

Upon completion of the realignment of Oakwood Road, office use up to .30 FAR may be considered in the area adjacent to Oakwood Road in order to provide an effective transition to residential areas to the south. Building heights should not exceed 40 feet, and effective screening and buffering should be provided, as well as design measures to protect residential areas. Higher densities may only be considered if development rights from Land Unit D are being shifted to the northern portion of this land unit, and all other Plan policies and requirements are met.

An internal circulation system which is not connected with the residential streets to the south and minimizes access points to Oakwood Road is recommended for the remainder (approximately the northern two-thirds) of Land Unit E. Residential development at 5-8 dwelling units per acre is planned for the area south of the planned low-rise office use along Oakwood Road and north of the low-density residential use in the elevated sections of the land unit. These dwellings should provide a transition to the commercial uses along Oakwood Road and should have access only from Oakwood Road.

The design of new development for the entire land unit should be sensitive to environmental constraints and opportunities. Clustering of development, preservation of existing vegetation, and retention of natural topography where possible are necessary. Pedestrian and bicycle trails, with connections to adjacent residential areas and the Bush Hill bridge over the Beltway, should be integrated into the development scheme to provide for safe movement of bicycle and pedestrian traffic.

### Transportation

Transportation recommendations for the area are shown on Figure 87. Details on planned interchange improvements affecting access to the land units may be obtained from the Fairfax County Office of Transportation. Additional recommendations follow:

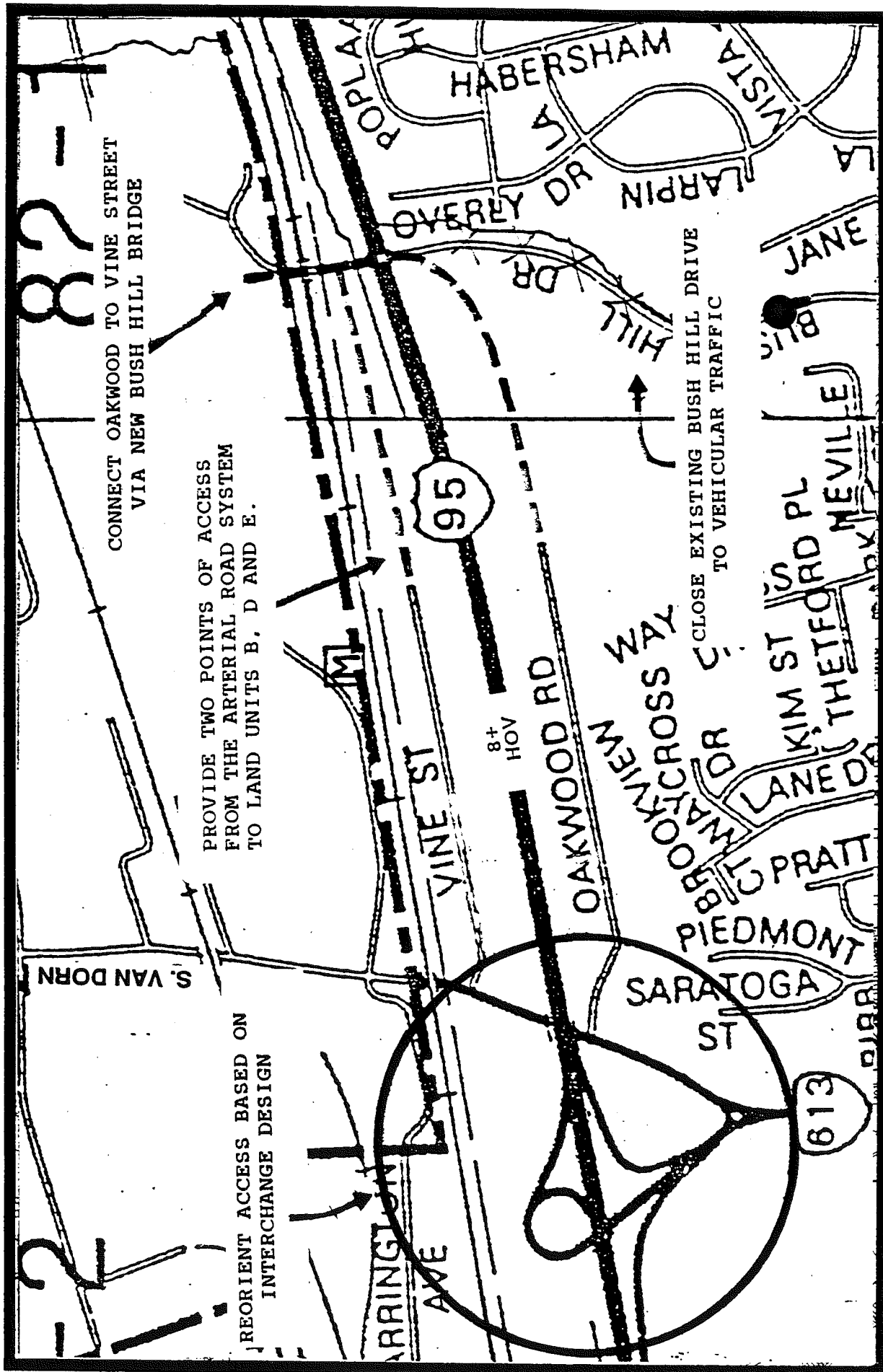
1. Ultimately, a minimum of four lanes into and four lanes out of the land units east of South Van Dorn Street should be provided.
2. New development in this land unit should be designed to promote use of transit (bus, rail, etc.) facilities as the primary mode of access. Transportation System Management (TSM) measures and provision of pedestrian and/or other (non-automobile) access to the Metro station will be necessary. To minimize traffic generation, TSM techniques, including transit pass programs, preferential parking for car and van pools, provision of loaner vehicles to employees during the day, alternative parking arrangements, and pay parking, as well as rideshare coordination services, should be used. When, in the opinion of the County, intensities warrant it, the developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short term. Monitoring to the satisfaction of the Office of Transportation may be required of the developer toward demonstrating that system capacity is in balance with the development program. Trip generation rates used in transportation studies for the area may be considered for reduction if predicated upon implementation of an enforceable Transportation Management Program based on demonstrated success in other areas.

### Environment

1. Noise impacts from transportation sources in the area should be mitigated according to County policies for all new development in the Transit Station Area.
2. The streams in the Cameron Run watershed should be protected. These streams, and their associated steep slopes, should be incorporated into environmental quality corridors. Furthermore, preservation of steep wooded slopes as buffer to the expected intense development of the Oakwood area is needed.

### Heritage Resources

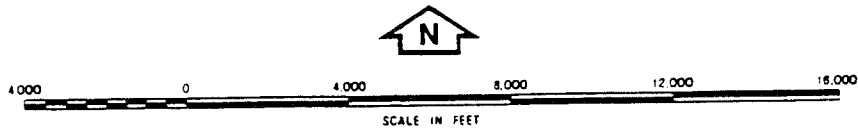
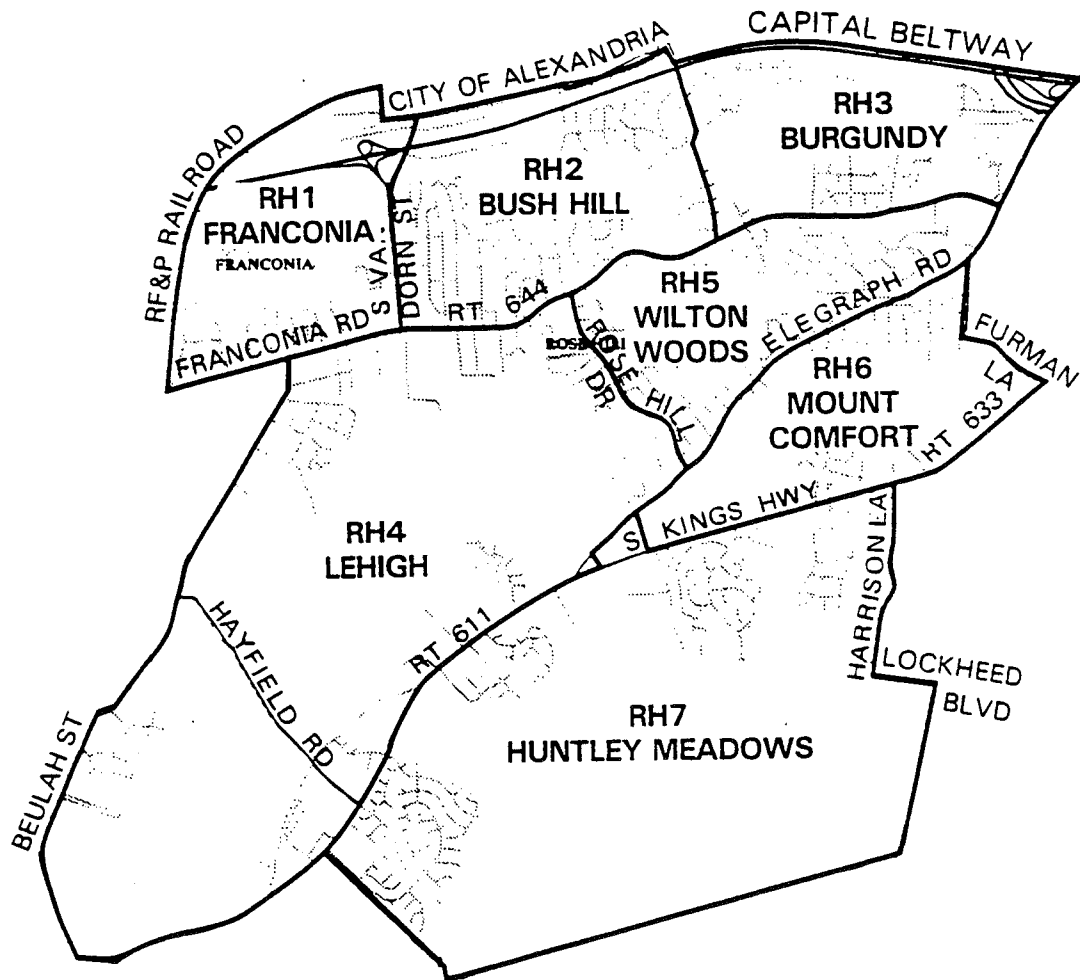
Significant heritage resources located in these land units should be preserved or recovered and recorded.



## VAN DORN TRANSIT STATION AREA TRANSPORTATION RECOMMENDATIONS

REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND WHICH APPEARS IN THE DISTRICT-WIDE  
RECOMMENDATIONS FOR TRANSPORTATION IN THE PLANNING DISTRICT OVERVIEW.

FIGURE 87



## **RH1 FRANCONIA COMMUNITY PLANNING SECTOR**

### **CHARACTER**

Residential uses occupy most of the developed area in this sector. With a few exceptions, the western portion generally consists of single-family detached houses in the 2-3 dwelling units per acre range, and the eastern portion consists predominantly of townhouse development at approximately 8 dwelling units per acre. Commercial uses, usually in the form of strip development or small shopping centers such as Franconia Center, occur along portions of Franconia Road. An area in the northeast section of the sector, formerly known as the McGuin Tract, is affected by severe environmental constraints on development and is addressed in a special section in the Recommendations for this sector. Two small areas in the extreme northeast portion of the sector are included in the Van Dorn Transit Station Area (for recommendations, see section on Van Dorn Transit Station Area).

The Capital Beltway, South Van Dorn Street, and Franconia Road provide access to the sector and each carries heavy volumes of nonlocal peak-hour traffic. Congestion at major intersections on the edges of the sector affects local movement to and from the sector. Intersection and interchange improvements designed to alleviate these problems are planned or under construction.

The northeast section of the sector and the undeveloped watershed west of Valley View Drive are the two most sensitive areas for significant heritage resources. There is also a moderate probability for heritage resources between the Beltway and the RF&P Railroad. Surveys in adjacent sectors have demonstrated the potential for heritage resources in any undisturbed portion of this sector.

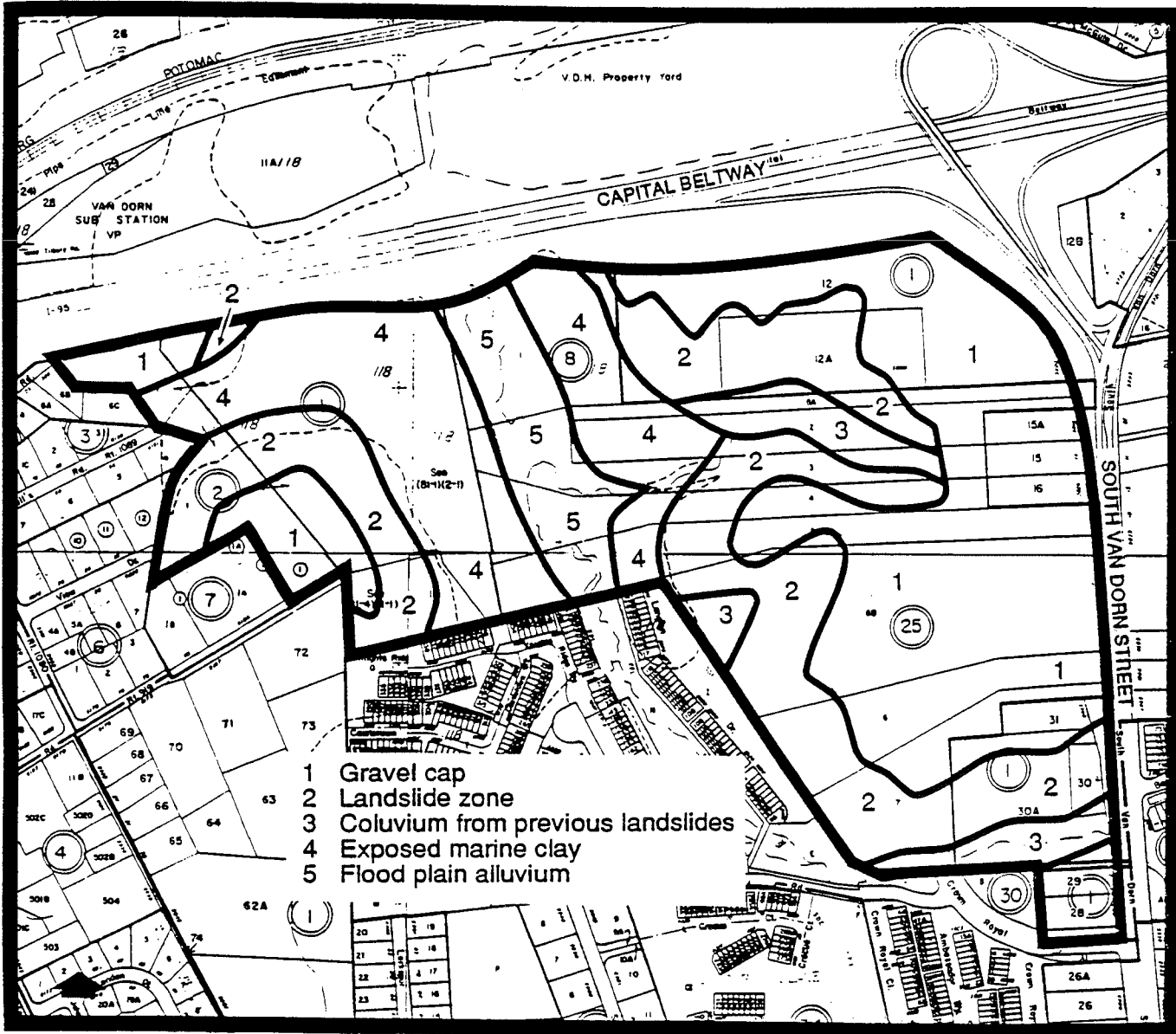
### **CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that most of the Franconia Planning Sector be developed as Suburban Neighborhoods. Although not located within the Transit Station Area for the Van Dorn Metro Station, the northeast corner of the sector may be impacted by proximity to significant transportation corridors and the Transit Station Area.

### **RECOMMENDATIONS**

#### **Northeast Section** (formerly known as the McGuin Tract).

This area is generally bounded by the Capital Beltway on the north, South Van Dorn Street on the east, the Cameron Crossing townhouse project on the south, and residential development along Tilbury Road on the west (See Figure 89). It consists of Parcels 81-2((8))1, 2, 3, 4, 5 and 8A; 81-2((1))12, 12A, 15, 15A, 16 and 81-4((25))6, 7, and 8B. It is an area with significant environmental constraints and a certain degree of visibility. Future development is constrained by access, road capacity and physical barriers such as the Beltway, South Van Dorn Street, and the slopes and stream valley to the west.



## **Environmental Characteristics**

Portions of the area are subject to slope failure and building foundation failure. The Environmental Features map (Figure 89) shows the five different surface features found in this area. A list of constraints associated with these five features follows:

Zone 1 -- gravel cap. There are no constraints except near the contact (boundary) with Zone 2. At the boundary, landslides may occur, pushing back the boundary between Zones 2 and 1. Soils can be easily eroded during construction.

Zone 2 - unstable slope zone. This is an area of steep slopes that occurs at the edge of the gravel cap. These slopes form the stream valley side slopes. Slope stability is of major concern in this zone, as is the high potential for rapid erosion. Preservation of the existing vegetation along these slopes is therefore a high priority. Zone 2 is not recommended for development.

Zone 3 -- landslide colluvium and terrace alluvium. Unconsolidated surface materials have been deposited by former landslides. Variable thickness, inadequate compaction and building strength make this a poor surface for development.

Marine clay is found at variable depths beneath this colluvium. Land disturbing activities in this zone will result in rapid erosion. Excessive soil wetness could pose foundation and wetness problems.

Zone 4 -- exposed marine clay. The marine clay has severe shrink swell and slippage problems and is not recommended for building sites.

Zone 5 -- stream channel-floodplain alluvium. This zone is subject to flooding and wetness and is inappropriate for development. Construction activity in this zone would create adverse environmental impacts both on and off site.

Zone 5 and most of Zones 2, 3 and 4 are vital elements of the County's Environmental Quality Corridor system and as such, should be preserved as undisturbed, natural open space.

## **Environmental Recommendations**

1. It is recommended that no development occur in Zones 2, 3, 4, and 5 of the northeast section of the sector. If any development in these zones is to occur, substantial grading, excavation and replacement of existing materials may be necessary and special soil stabilization techniques should be utilized. The buildable areas of this tract are in two sections. One is the plateau area adjacent to the west side of South Van Dorn Street. The other is adjacent to the Hebron Park subdivision, west of the stream valley and slopes which occupy a majority of the section. The stream valley and associated slopes (Zones 2 through 5) should be retained in a natural state and used for passive recreational purposes.
2. Highway noise from I-95 has been estimated to impact portions of the area. As addressed in County policies, setbacks, site design, acoustical treatment to structures and other noise attenuation measures are recommended to ensure adequate protection to residents.

### Land Use Recommendations

3. The area between the Mount Hebron Park subdivision on the west and the tributary stream of Backlick Run on the east is planned for residential development at 2-3 dwelling units per acre to be compatible with the residential area to the west.

Access to the development should be from the existing residential streets of the community to the west because of the presence of the stream valley and environmental constraints along the east side of these parcels. Undisturbed natural areas, such as the area at the end of Valley View Drive, should be incorporated into the site design and provide opportunities for passive recreation.

4. The buildable portions east of the stream valley are planned for office uses with some ancillary retail uses, up to an average FAR of .25 over the entire site. This area should be served by a coordinated circulation system. Sensitivity to environmental constraints and opportunities are required at this location and should be demonstrated in the development design.

Development of this area should meet the following conditions.

- Consolidation of the entire area is desirable so that development can take place within existing natural constraints (e.g. highway access and noise impacts, slopes) and results in an integrated internal circulation system, both pedestrian and vehicular, and incorporation of environmental opportunities. In the event that complete consolidation is not accomplished, appropriate interparcel access should be provided.
- Development should be restricted to the most buildable portion of the area, which is on the plateau immediately west of South Van Dorn Street.
- North of Crown Royal Drive, there are several smaller parcels (tax map 81-4((1))28, 29, 30, 30A, 31) on the west side of South Van Dorn Street which should be consolidated with the parcels to the north in order to provide for coordinated circulation and to develop within existing environmental constraints. A stream valley bisects Parcel 30A, the largest of these lots. The stream and its associated steep slopes may preclude development on much of the site. If these parcels are not consolidated with the parcels to the north, they are planned for office use up to a maximum FAR of .20. Development of the southern portion of these parcels should be compatible in style and layout with the townhouse development to the south. Access should only be provided to Crown Royal Drive opposite existing or planned roadways to the south.
- Building heights should taper down towards adjacent lower density residential areas. At their highest, and provided that significant land assembly takes place, buildings should not exceed six stories. The highest buildings should be generally located near South Van Dorn Street. Heights should not exceed four stories where development takes place adjacent to townhouses.
- The development should be well screened and buffered from adjacent stable neighborhoods. Appropriate transitions to limit visual impacts of the development on adjacent residential uses should be incorporated into the design. At least a 100-foot undisturbed buffer between the buildable area east of the Backlick Run tributary and Cameron Crossing should be provided.

- New development at this location should provide Transportation System Management (TSM) programs in order to offset increased peak period demand for roadway capacity generated by office development. A shuttle service to the Van Dorn Metro Station, possibly in conjunction with other developments in the area, would also be desirable with any development of this site.
- Retail uses which are compatible with and serve the immediate community may be included within planned structures. Commercial uses which generate high volumes of vehicle trips should be discouraged.
- Pedestrian connections should offer non-motorized routes to retail and other uses for local residents. The branch of Backlick Run that flows through a portion of the sector could provide a spine for a portion of the trail system.
- Development should contain an open space system which includes dedicated parkland and, subject to site constraints, facilities for active recreation for residents of the sector. Natural areas for passive recreation should also be preserved.
- The area is to have primary access at the planned Centennial Drive connection to South Van Dorn Street and the I-95 interchange. A second point of access should be provided at Crown Royal Drive, which should be extended through the area to provide a connection to Centennial Drive and property to the north. The intersection of Crown Royal Drive and South Van Dorn Street should be designed to accommodate all traffic movements.
- Development should be coordinated to ensure that internal roadways on the various properties will interconnect as necessary to access the adjacent arterials at points most conducive to efficient traffic operations.
- Development should take place only if it will provide its fair share of an adequate internal circulation system for the entire area, will provide suitable off-site improvements, and will not interfere with or preclude improvements to the South Van Dorn Street/I-95 interchange.
- Development should provide by dedication an acceptable right-of-way and appropriate contributions for improving the South Van Dorn Street/Beltway interchange. Development should also provide right-of-way and improvements to South Van Dorn Street as required by the countywide Transportation Plan.
- Significant constraints on development in this area include the need for environmental protection and provision of satisfactory access. Without extensive off-site transportation improvements, the intensity of development on this site should be limited in order to minimize congestion at the access points and on the adjacent arterials. On site, automobile parking should desirably be accomplished in parking structures rather than surface parking lots which would require increased land disturbance.
- Easy access to bus transportation should be incorporated into the project design, as well as pedestrian and bicycle access to the Van Dorn Metro Station.

- Details as to exact access point locations, street cross-sections, and right-of-way widths should be determined at the time of rezoning and site plan review.

Subject to fulfillment of the above conditions and provision of an appropriate site plan, multi-family residential development in the 12-16 dwelling units per acre range and restricted to the most buildable portion of the area may be considered for these parcels. The amount of land which must be disturbed for development of residential uses should not exceed that which is planned for office uses. Provision should be made for affordable housing either through compliance with the Affordable Dwelling Unit (ADU) ordinance, if applicable, or an appropriate proffer of units or land for affordable housing if the ADU ordinance is not applicable.

### Rest of Sector

#### **Land Use**

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

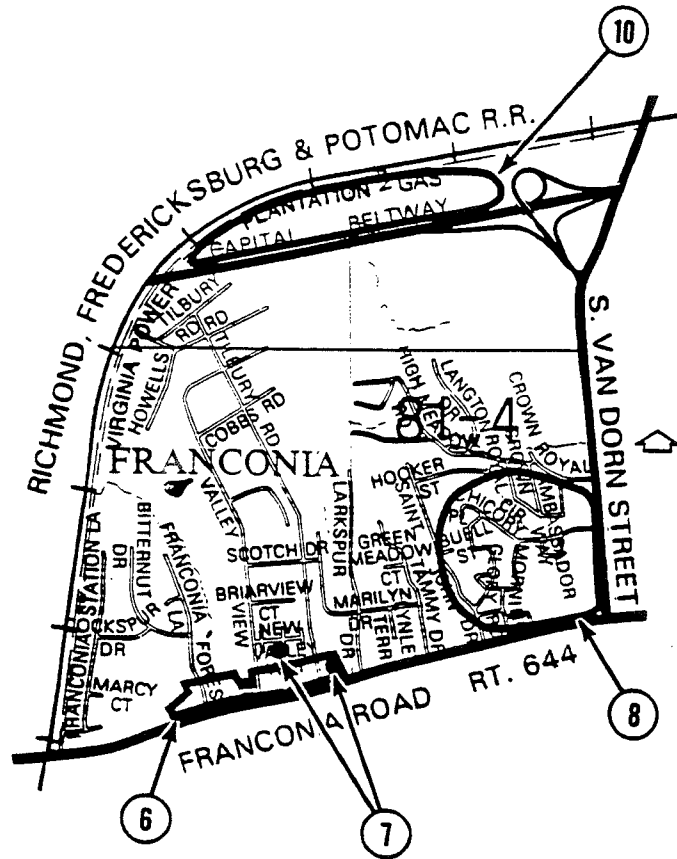
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 90 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

5. Western Portion of Sector: This area is bounded by the Beltway to the north, the RF&P Railroad tracks to the west, Franconia Road to the south, and thence generally north parallel to Larkspur Drive to the Beltway. Development in this area should generally relate compatibly with the existing single-family detached residences in the central portion of the sector. Overall densities are planned at 2-3 dwelling units per acre with development clustered away from the RF&P right-of-way and buffered from the railway. Single-family detached units near existing detached residences should be provided. Environmental constraints such as steep slopes and noise impacts (highway and railway) may restrict the development potential of some of the remaining land. Existing vegetation and topography should be preserved wherever possible. [Not mapped]
6. Franconia Road Corridor: Commercial development within the sector should be limited to infill in the area already developed as retail uses along Franconia Road between the existing church to the west and the Oaktree office park on the east. Because it is physically separated from adjacent residential uses by a small stream valley, Parcel 81-3((4))5A is included in the area planned for commercial use. Screening and buffering should be provided to establish appropriate transitions to residential areas and prevent commercial encroachment. Future improvements within the commercial area should provide for integration of design for the commercial uses, including interparcel access, the consolidation of access points, and improved landscaping.

# RH1

## FRANCONIA COMMUNITY PLANNING SECTOR



7. The Valleigh townhouse development and Oaktree Office Park serve as transitions between the commercial area along Franconia Road and residential neighborhoods. Any future modifications to or proposals for these developments should ensure that the existing low density residential neighborhoods surrounding them are protected through such measures as extensive screening and buffering and compatible architectural design.
8. Northwest Quadrant of Franconia Road/South Van Dorn Street. This area features a continuation of a geologic formation found on large parts of the Northeast Section of the sector and described in the Environmental Characteristics section above. Townhouses at 5-8 dwelling units per acre are planned for and now exist in much of the northwest quadrant of the intersection of South Van Dorn Street and Franconia Road. The low end of the density range is appropriate unless provision is made for substantial consolidation and for effective screening and buffering to adjacent stable residential uses.
  - Several Parcels (81-4((1))19, 20, 21, 22, 23) have been acquired by the County for transportation improvements. Any unused portions of these properties should be retained as landscaped open space.
  - The parcels fronting on South Van Dorn Street between Chrysanthemum Drive and Crown Royal Drive (tax map 81-4((1))25, 26, and 26A) are planned for 5-8 dwelling units per acre and should be consolidated into the adjacent townhouse development so that adequate design coordination and circulation may be accomplished. If consolidation is not provided, single-family attached dwellings which do not exceed the low end of the planned range are planned.
  - Development should provide for an adequate circulation system and suitable off-site improvements and take place in a sufficiently coordinated manner to ensure that the area at buildout will interconnect as necessary to access the adjacent arterials at points most conducive to efficient traffic operations. The major access should be planned to enter and exist on South Van Dorn Street. Access to Franconia Road, where necessary, should be restricted to right-in, right-out only (See Figure 92).
9. The opening of the Van Dorn Metro Station provides both the opportunity for pedestrian access and potential problems such as non-local parking on residential streets and associated traffic. A residential parking permit system may be necessary to preclude parking problems. Pedestrian circulation to the Metro station should be planned to enable safe access across South Van Dorn Street and other transportation corridors. [Not mapped]
10. The publicly owned properties between the RF&P right-of-way and the Beltway west of South Van Dorn Street currently contain public facilities and are planned to continue as such. Should the existing uses be discontinued, other public facility uses would be appropriate.
11. North of this planning sector, the portion of Farrington Industrial Park which is within Fairfax County is planned for continued industrial use up to .40 FAR (See Springfield Planning District, Community Planning Sector S8). [Not mapped]

### Transportation

Transportation recommendations for this sector are shown on Figures 91 and 92. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Heritage Resources

The present Piatti Restaurant, located on tax map 81-3((4))2A, was at one time the first Post Office for Franconia. A study should be done to determine if this building has historic significance worthy of designation.

### Parks and Recreation

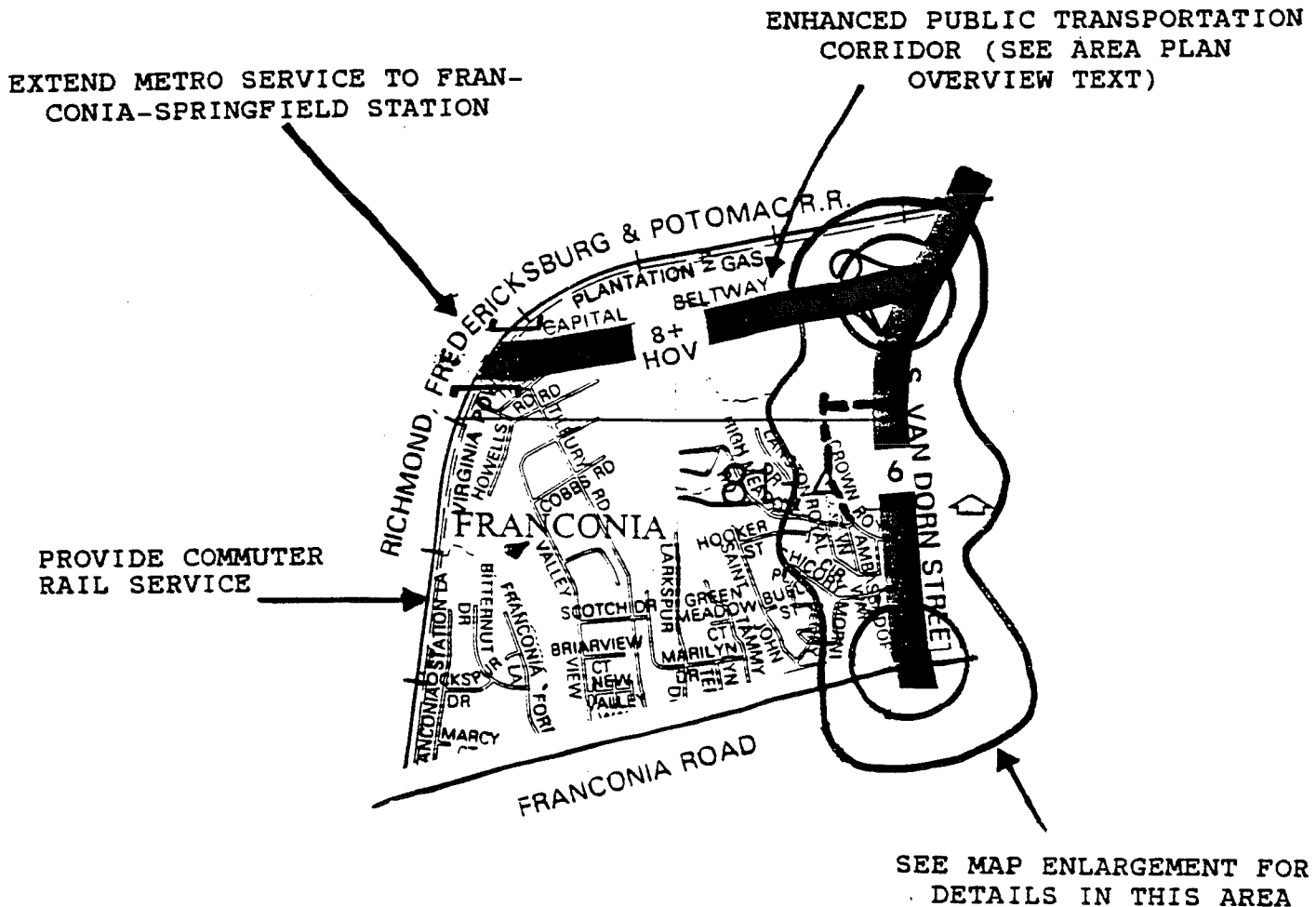
Park and recreation recommendations for this sector are shown on Figure 93. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 94 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.

# RH1

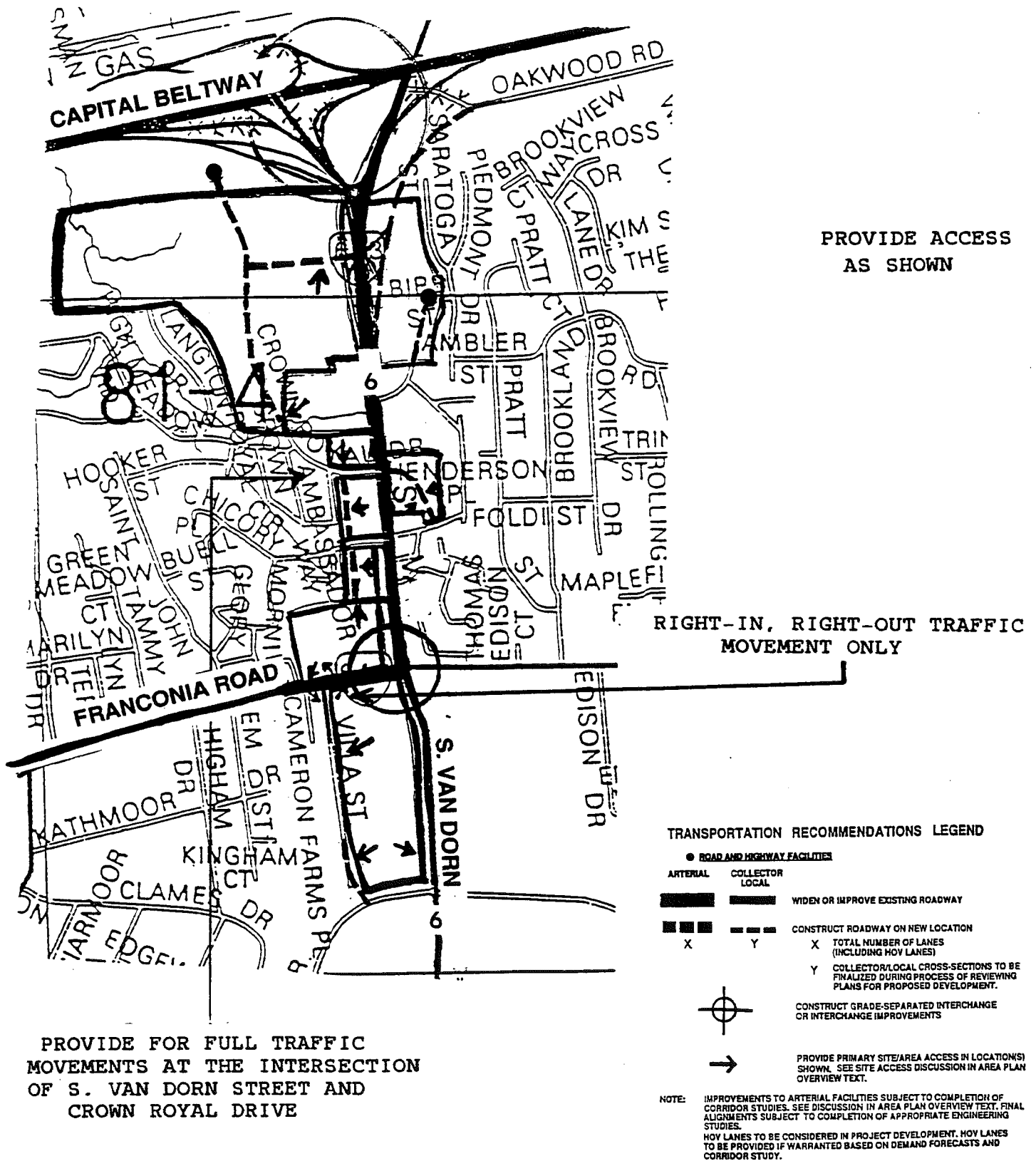
## FRANCONIA COMMUNITY PLANNING SECTOR



### 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.



# FIGURE 93

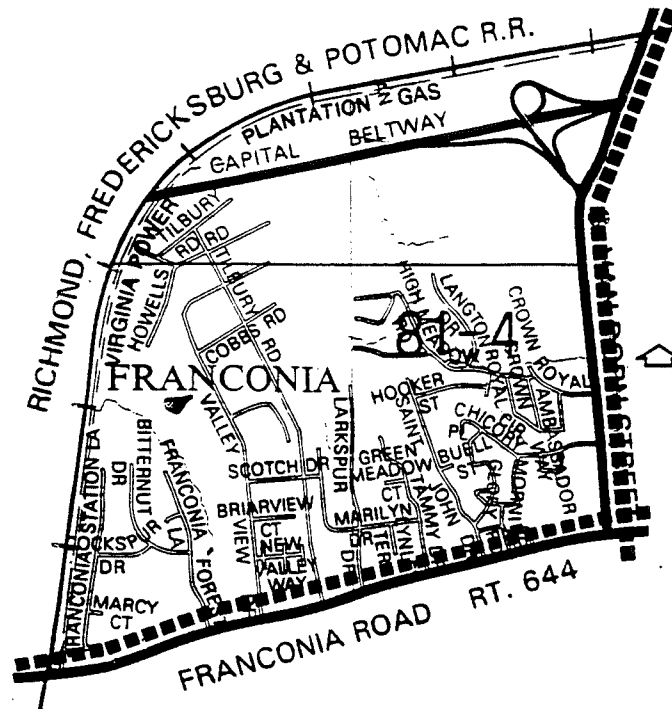
## PARKS AND RECREATION RECOMMENDATIONS

### SECTOR RH1

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Franconia Forest	No development is currently planned for this park.
<b>COMMUNITY PARKS:</b>	
	Land for a Community Park in the Northeast Section should be dedicated to the Fairfax County Park Authority to meet active and passive recreation needs. (Also noted in Land Use Recommendations.)
<b>DISTRICT PARKS:</b>	
	This sector lies within the service area of Lee District Park.
<b>COUNTYWIDE:</b>	
	Ensure protection of Backlick Run EQC and provide public access to the stream valley by incorporating environmentally sensitive areas of the Northeast Section into the stream valley park system through acquisition or dedication to the Fairfax County Park Authority and/or open space easement.

# RH1

## FRANCONIA 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.

## **RH2 BUSH HILL COMMUNITY PLANNING SECTOR**

### **CHARACTER**

The Van Dorn Street Transit Station Area is located in the northwestern portion of the sector (for recommendations, see section on Van Dorn Transit Station Area). Most of the sector is substantially developed in single-family detached residences. Much of the stable residential area in the western half of the sector, immediately south of the Transit Station Area, is included in the Brookland-Bush Hill Community Improvement Area. There is townhouse development located along South Van Dorn Street and near its intersection with Franconia Road. Some commercial development also occurs at the edge of the residential area, along Franconia Road between Brookland Road and Old Rolling Road.

The Bush Hill prehistoric site, which has been tentatively dated to between 2,000 B.C. and A.D. 1,000 provides a prime example of the potential for both upland and stream valley prehistoric sites. Significant historic period sites from as early as the early eighteenth century also can be expected in this sector.

#### **Brookland-Bush Hill Community Improvement Area**

On November 21, 1988, the Board of Supervisors adopted the Brookland-Bush Hill Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by the western lot lines of properties along the west sides of Pratt, Piedmont and Saratoga Streets, the Van Dorn Transit Station Area, the eastern lot lines of parcels along the east side of Jane Way, and Franconia Road.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that most of the Bush Hill Planning Sector develop as Suburban Neighborhoods. The sector also contains most of the Van Dorn Transit Station Area.

### **RECOMMENDATIONS**

#### **Land Use**

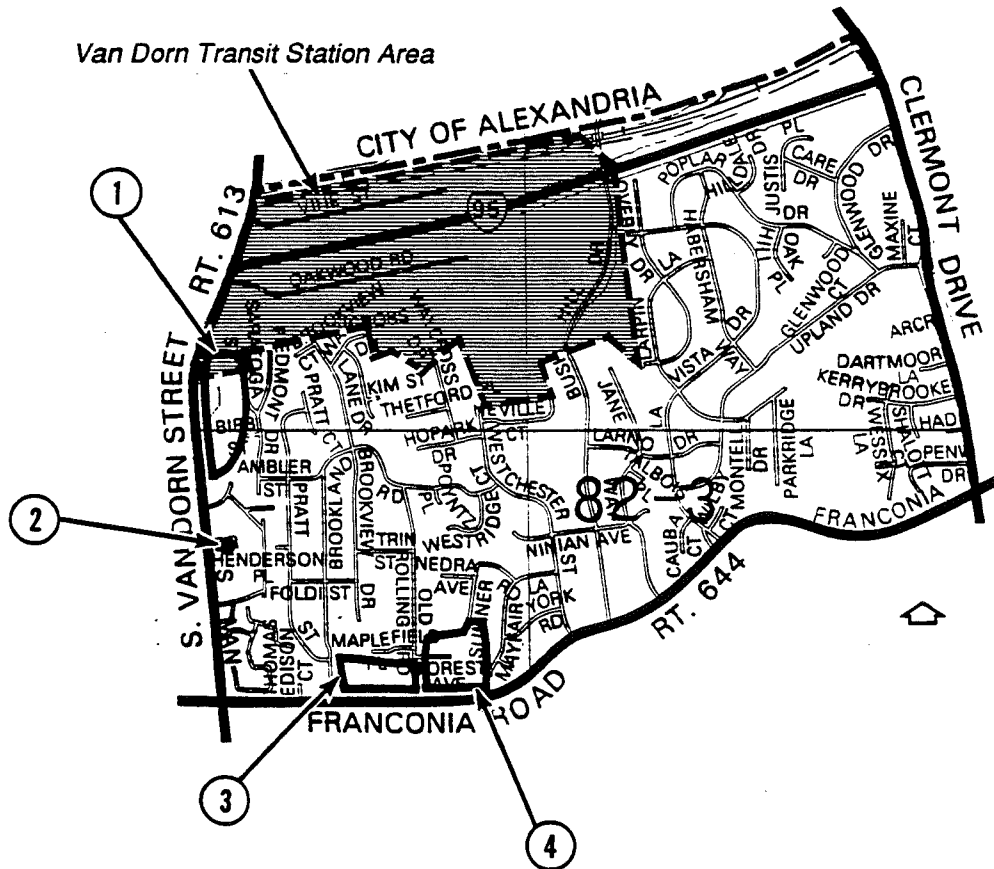
The Bush Hill Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

# RH2

## BUSH HILL COMMUNITY PLANNING SECTOR



1. On the east side of South Van Dorn Street, north of Bent Willow Drive, are a series of publicly-owned parcels which were acquired to construct transportation improvements. Any unused portions of these properties should be retained as landscaped open space.
2. The parcels fronting on South Van Dorn Street between the Woodfield Estates and Willow Creek townhouse developments (tax map 81-4((1))37, 38, and 39) should be consolidated into the adjacent townhouse development so that adequate design coordination and circulation may be accomplished. With consolidation, development of townhouses of 5-8 dwelling units per acre is planned. If consolidation is not achieved, single-family attached dwellings of compatible design may be considered at a density not to exceed 3 dwelling units per acre. Access to South Van Dorn Street should be provided by means of a roadway connection from the intersection of Crown Royal Drive to the stub street at Woodfield Estates Drive in the lower eastern corner of Parcel 39. (See Figure 97.)
3. Commercial development in the sector should be limited to the area planned for retail use on the north side of Franconia Road, between Brookland Road and Old Rolling Road, south of the townhouse development along Maplefield Place. Redevelopment of these parcels, tax map 81-4((1))67, 67A, 68A (part), 70, 71A, 71B, 71C and 71G, should improve the overall character and function of the area in neighborhood commercial uses while ensuring the protection and preservation of the adjacent residential community. Parcel consolidation is strongly recommended to provide an improved opportunity for effective buffering, attractive landscaping and coordinated circulation and access. Access onto Franconia Road should be consolidated opposite Edison Drive and Gum Street. (See Figure 98.)

To help ensure neighborhood preservation in any development proposal, Parcel 71B should be consolidated with the adjacent portion of Parcel 68A and not developed separately; existing and planned residential uses should be effectively buffered and screened and nuisance impacts on the surrounding residential area should be effectively mitigated. If a drive-thru window is proposed, mitigation measures should include acoustical barriers (internal and peripheral to the site); loudspeaker volume control; landscaping; and limits on the hours of drive-thru window operation.

Medium-density residential development at 8-12 dwelling units per acre is appropriate as a transition zone for Parcels 81-4((1))68B, part of 68A, 71D and 71F. Any development, even at the low end of the recommended range, should provide a site design that achieves the following:

- Sensitivity to the adjacent commercial uses through the use of open space and building setbacks;
  - Effective buffering and screening for the single-family houses to the north; and
  - Access from Brookland Road. (See Figure 98.)
4. Residential use at 3-4 dwelling units per acre is planned for Parcels 81-4((5))61-69, 69A and 81-4((1))63-65 at Franconia and Old Rolling Roads. To provide for compatible infill with existing development to the north and east, detached houses are appropriate. Development above the low end of the range will only be considered with substantial consolidation. Access should be provided from Forest Avenue and/or Sumner Road, rather than directly to Franconia Road.

## Transportation

Transportation recommendations for this sector are shown on Figures 96, 97, 98 and 99. 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.

Pedestrian and bicycle access from the surrounding communities to South Van Dorn Street and the Van Dorn Metro Station should be incorporated into the design of the circulation pattern in the Transit Station Area and into any improvements necessary to the Bush Hill Bridge.

As shown on Figure 96, Clermont Drive is to remain closed at the Capital Beltway. No southbound traffic should be permitted from the City of Alexandria's Clermont interchange into the County or onto Clermont Drive in Fairfax County. Pedestrian and bicycle access should be preserved to Alexandria and Eisenhower Avenue.

## Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 100. 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

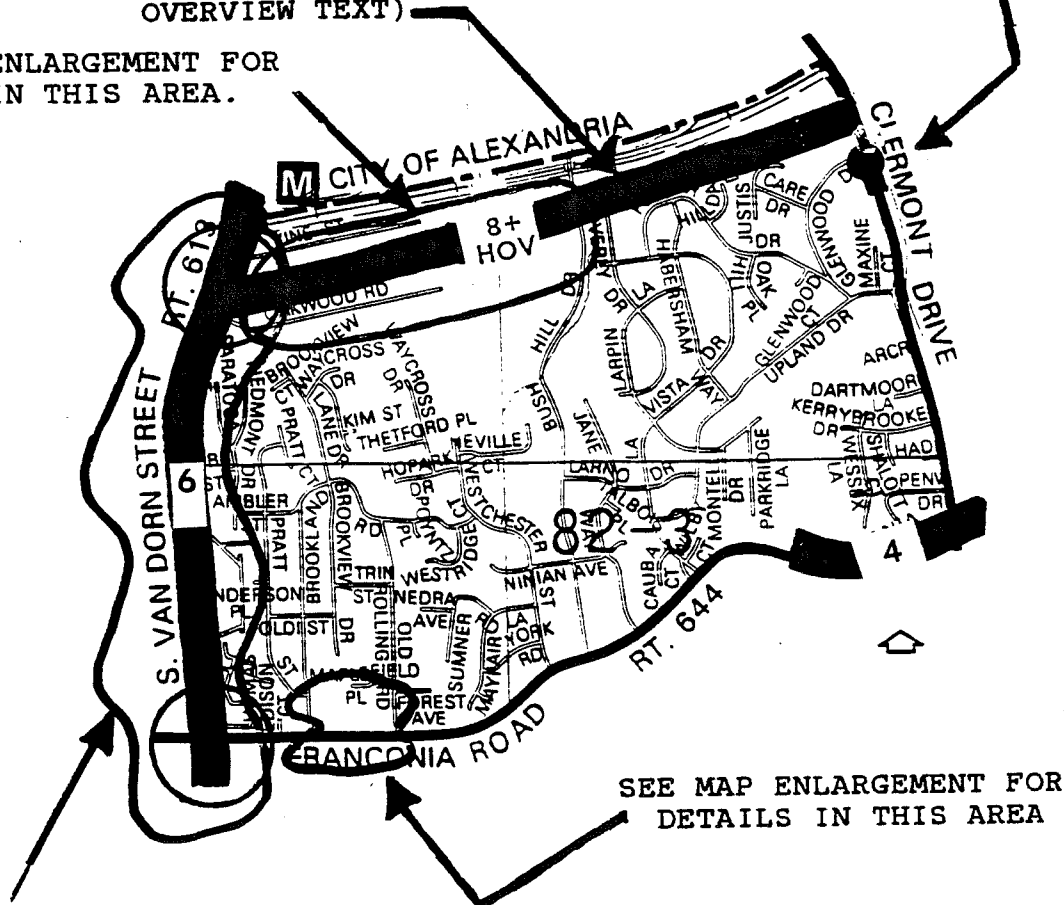
Trails planned for this sector are delineated on Figure 101 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

# RH2 BUSH HILL COMMUNITY PLANNING SECTOR

ENHANCED PUBLIC TRANSPORTATION  
CORRIDOR (SEE AREA PLAN  
OVERVIEW TEXT)

CLOSE CLERMONT DRIVE SOUTH OF  
I-95

SEE MAP ENLARGEMENT FOR  
DETAILS IN THIS AREA.



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        | 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. |

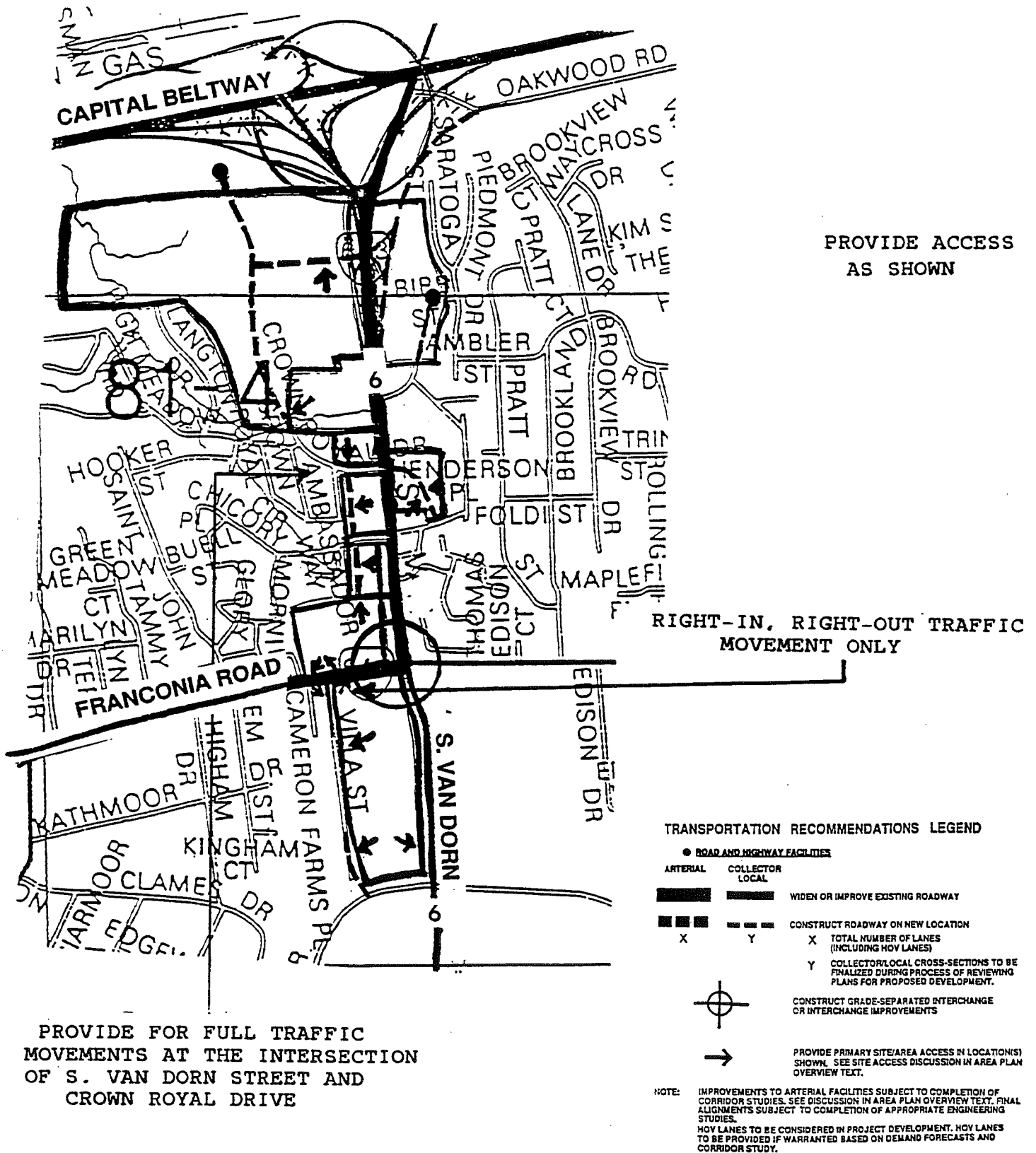
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.  
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON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

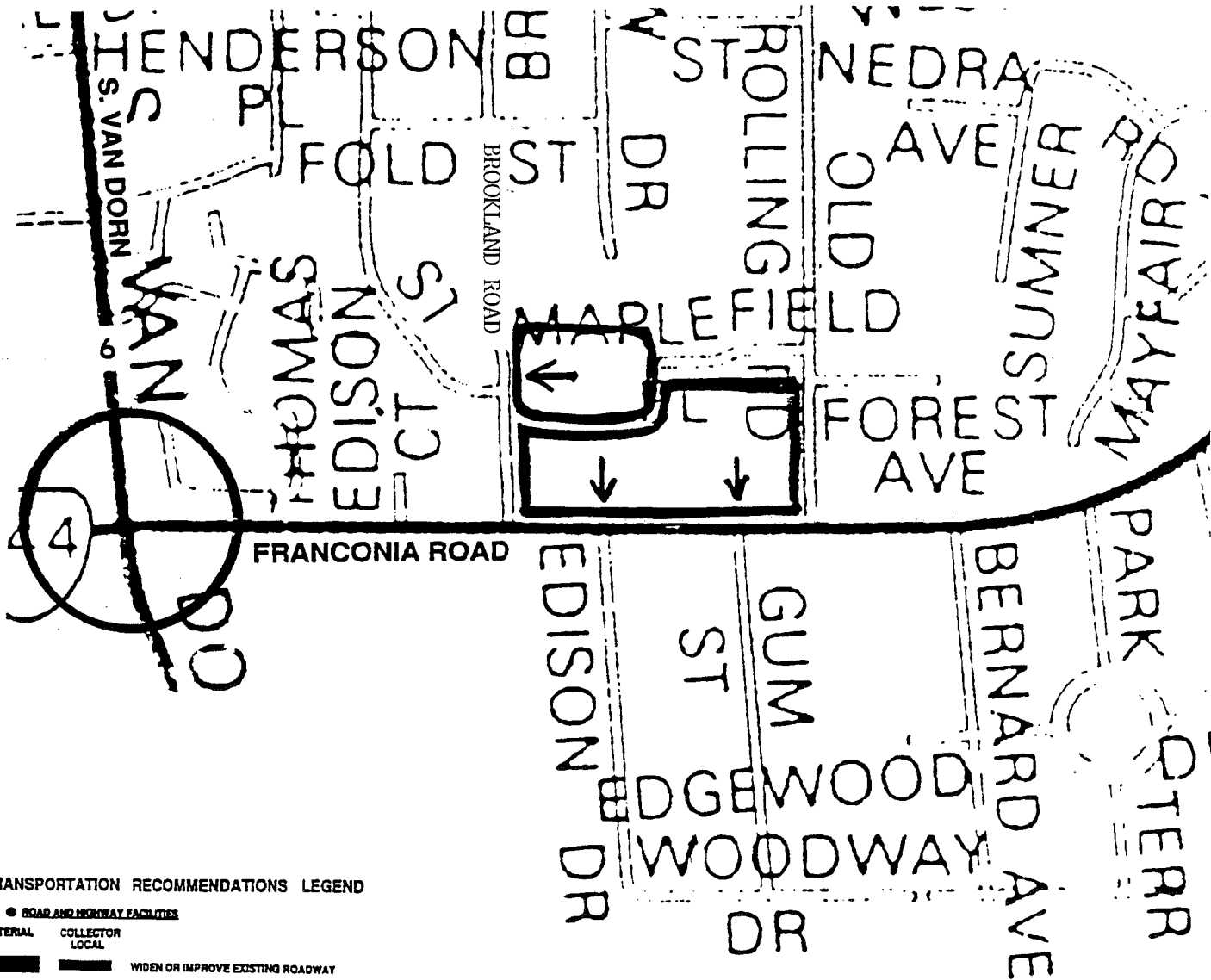
**FAIRFAX  
COUNTY**

TRANSPORTATION RECOMMENDATIONS

FIGURE

96





# 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. |  |  |

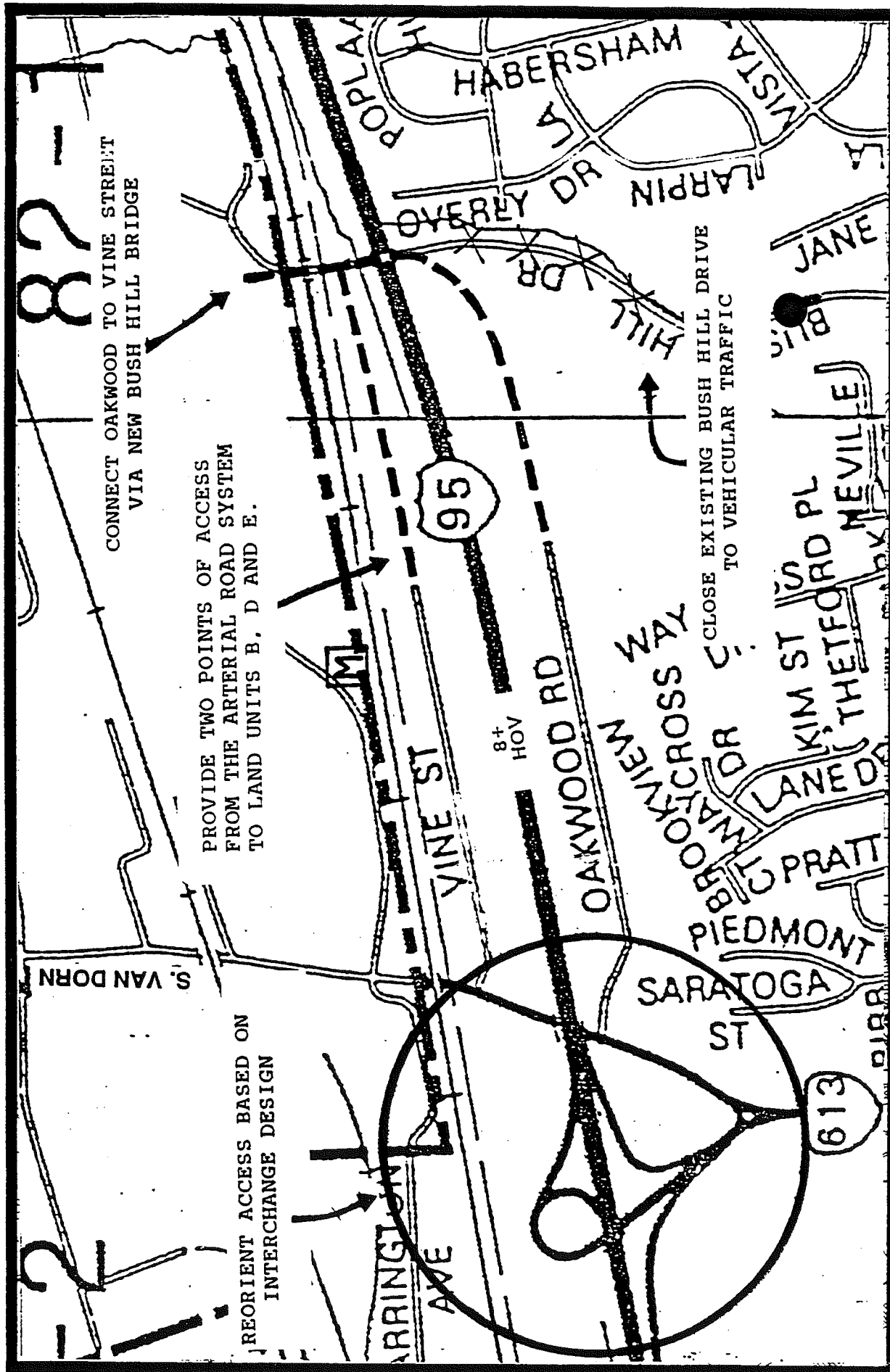
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES. HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON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

FAIRFAX  
COUNTY

ACCESS RECOMMENDATIONS  
RH2-BUSH HILL COMMUNITY PLANNING SECTOR

FIGURE

98



## VAN DORN TRANSIT STATION AREA TRANSPORTATION RECOMMENDATIONS

REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND WHICH APPEARS IN THE DISTRICT-WIDE RECOMMENDATIONS FOR TRANSPORTATION IN THE PLANNING DISTRICT OVERVIEW.

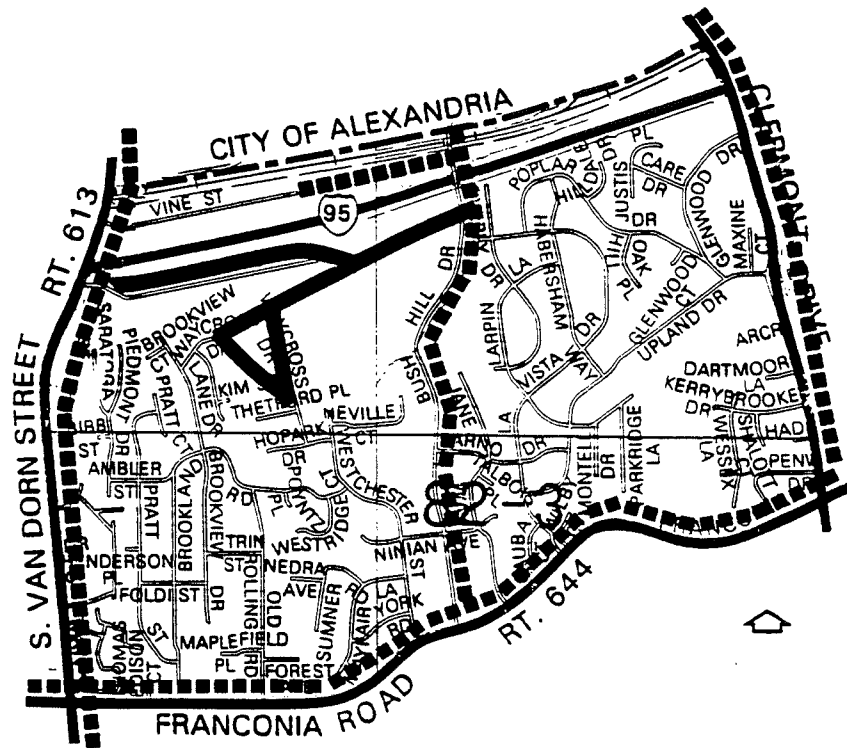
FIGURE 99

**FIGURE 100**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR RH2**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Bush Hill	<p>If any contiguous land becomes available, consider acquisition or dedication to expand park uses.</p> <p>Additional neighborhood and urban park facilities should be provided in conjunction with new development in the Van Dorn Transit Station Area.</p>
<b>COMMUNITY PARKS:</b>	
Mark Twain	<p>Upgrade adjacent athletic fields at Clermont Elementary and Mark Twain Intermediate Schools to provide active recreation opportunities as a component of this park site.</p>
<b>DISTRICT PARKS:</b>	
	<p>This sector lies within the service area of Lee District Park.</p>

# RH2

## BUSH HILL 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.

## **RH3 BURGUNDY COMMUNITY PLANNING SECTOR**

### **CHARACTER**

There is some remaining vacant acreage in the north central and eastern portions of the sector. These areas include: a publicly-owned parcel on the north side of Franconia Road between Ridge View Drive and Cannon Lane; several parcels south of the Burgundy Farm School, at the terminus of Sable Drive; a cluster of parcels between Franconia Road on the south, the Heritage Hill and Summerville Hill developments on the east, Burgundy Road on the north, and the Norton Square and Hickory Knoll subdivisions on the west; and a few undeveloped parcels adjacent to the south side of the Beltway. Because slippage-prone soils are known to be extensive in this sector, any development of these vacant areas must be responsive to the engineering constraints imposed by these soils and by other environmental limitations.

Developed land in the sector is largely in single-family residential uses, although there is some townhouse development, and some commercial development along Telegraph Road south of the Beltway. Although not technically included in the Huntington Transit Station Area, the commercial development is associated with the edge of that area. (See Huntington Transit Station Area for the Mount Vernon Planning District.) It is the only retail development in the sector, and is almost entirely composed of automobile-oriented uses.

A neighborhood improvement program and conservation plan has been adopted for the Burgundy community, located south of the Beltway in the northeastern portion of the sector.

Major portions of the remaining open space in this sector have been surveyed for heritage resources. Of particular significance are historic and prehistoric resources in the undeveloped areas between the Loftridge/Wellington Green development and Norton Road, including Burgundy Farm where a significant historic archaeological site has been recorded.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that the Burgundy Planning Sector develop as Suburban Neighborhoods.

### **RECOMMENDATIONS**

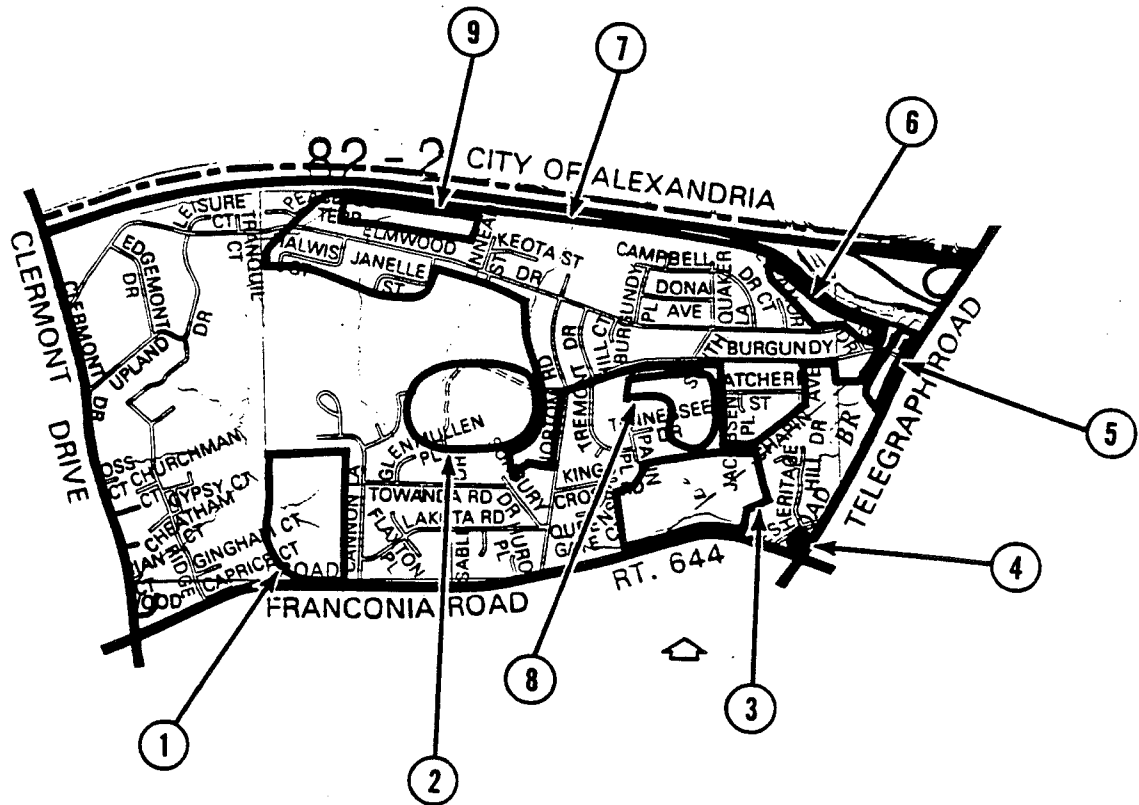
#### **Land Use**

The Burgundy Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and 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 102 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

# RH3 BURGUNDY COMMUNITY PLANNING SECTOR



1. The 40-acre, publicly-owned parcel located north of Franconia Road and west of Cannon Lane ("the Clermont school site") is planned for Public Facilities use. The Park Authority holds an interim use agreement for a portion of the site which contains developed active recreation facilities and plans to pursue conveyance of the entire parcel to expand park facilities. If the property is not required for public use, residential use at 2-3 dwelling units per acre would be appropriate. The following conditions should be met:
  - Dwelling units, compatible with the surrounding areas, should be clustered on level land to protect the environmentally sensitive northwest and central portions of the site. Prohibiting any development on the steep slopes in these environmentally sensitive areas should also minimize the problems associated with the marine clays in the area.
  - Development should incorporate facilities for active recreation by retaining existing recreation fields and providing additional facilities, as well as a trail to adjacent park lands. These facilities should be dedicated to the Fairfax County Park Authority. Planning and development by the Park Authority should be subject to a public process involving the surrounding community.
  - The proposed development should be buffered from the adjacent residential communities to the maximum extent possible consistent with preservation of the environmentally sensitive areas of the site. The existing tree line on the western border should not be disturbed.
2. Significant heritage resources exist on Parcels 82-2((1))3, 3A, 4 and 4A. These resources should be protected through a preservation easement. In the event that full protection is not possible, and to provide for development with maximum responsiveness to these resources and to the environmental characteristics and marine clay soils of the area, the parcels should be developed as a coordinated development with residential uses at 2-3 dwelling units per acre. As an option and subject to archaeological and environmental considerations, residential development at 3-4 dwelling units per acre may be appropriate if the following conditions are met:
  - All four parcels are consolidated;
  - At least 40 percent of the site is preserved in wooded open space;
  - Effective buffering is provided for the Franconia Estates and Wellington Green communities; and
  - Preservation of the existing large home on the site is accomplished if determined appropriate by Fairfax County.
3. The parcels adjacent to the north side of Franconia Road between the Norton Square subdivision on the west and the Cameron Methodist Church and the Heritage Hills townhouse community on the east are planned for residential development at 2-3 dwelling units per acre. As an option, residential development at 5-8 dwelling units per acre may be appropriate if the following conditions are met:
  - Substantial parcel consolidation including all tracts with frontage on Franconia Road;
  - Provision of a substantial landscaped open space buffer along Franconia Road;

- Development is designed with sensitivity to the environmental constraints of the property; and
  - Provision of substantial landscaped open-space buffers next to existing or planned detached single-family residential subdivisions.
4. Because of its unusual location, small size, and the excessive noise levels generated by high traffic volumes on roadways adjacent to all sides of the site, the triangular-shaped "island" bordered by Telegraph Road, Franconia Road and Telegraph Corners Lane is planned for low-intensity office use. In order to ensure uses that are residentially compatible, attractive and environmentally sensitive, any development on the site should meet the following conditions:
- Effective buffering and screening adjacent to residential areas;
  - A maximum building height of 35 feet;
  - The exclusion of high trip generation uses that may result in poor or unsafe circulation and access, both on and off the site;
  - Preservation of existing specimen trees on the site;
  - Substantial open space and high quality landscaping and architecture, using both a scale, materials and design to ensure compatibility with the adjacent residential areas;
  - Right-of-way dedication for necessary road improvements;
  - Access should be provided only to Telegraph Corners Lane; and
  - An FAR of .20 to .25; development above .20 FAR should be conditional upon satisfactory compliance with the provisions outlined above.
5. Additional commercial development in the sector should be limited to serving neighborhood needs by infilling or improving, but not extending, the commercially zoned areas along Telegraph Road. This area is planned for retail and office uses up to .25 FAR. Dedication of rights-of-way for the planned improvements of the Telegraph Road/North Kings Highway/Huntington Avenue intersections should be provided. At the time that the new interchange is constructed near Burgundy Road and Telegraph Road, every effort should be made to achieve a reduction in curb cuts and consolidation of access points along the west side of Telegraph Road.
6. Parcels 82-2((1))29A, 30A and 31A and 83-1((1))2 are planned for residential development at 3-4 dwelling units per acre. Dedication of land may be required for planned interchange improvements at this location. Development which takes place in this area should be adequately clustered and buffered from Burgundy Village. As an option, private recreation use may be appropriate subject to the following conditions:
- Non-residential traffic should not use residential streets. Adequate internal circulation, including interparcel access if deemed appropriate, should be provided and impacts of the trips generated by the use properly mitigated;
  - Necessary right-of-way for planned interchange improvements is provided;

- The development should be compatible with Burgundy Village, and should be adequately buffered from the subdivision; and
  - Substantial consolidation should be achieved in order to ensure adequate internal circulation.
7. A neighborhood improvement program and conservation plan was adopted for the Burgundy community by the Board of Supervisors on April 30, 1979. The basic goal of this document is the conservation and development of a viable and sound residential community in the Burgundy neighborhood. The neighborhood improvement program lists a series of public improvement projects that will be necessary to improve living conditions in Burgundy. The conservation plan provides the legal mechanisms for carrying out the proposed improvement activities, and it sets standards for future development and rehabilitation in the community. The appropriate uses and intensities are reflected in the Comprehensive Plan for the area, which is residential use at a density of 3-4 dwelling units per acre for most of the area; open space uses for the existing park and other vacant parcels immediately south of the Beltway; continued Public Facility use for the Cameron Elementary School and the Community Center; and transitional commercial uses.
  8. The steep slopes and likely marine clay soils will make development on the northern portion of Summerville Hill (Parcels 82-2((1))37 and 40) very difficult. If developed, it is planned for residential use at 2-3 dwelling units per acre and should be clustered on the summit of Summerville Hill. Any development should utilize the latest technologies for stabilizing marine clays from slippage.
  9. It would be desirable to retain the parcel adjacent to the south side of the Beltway (tax map 82-2((7))9) as open space with a connection to Burgundy Park to the east. If public acquisition is not achieved, residential use at 2-3 dwelling units per acre is planned provided that it can be demonstrated that highway noise can be appropriately mitigated. Drainage problems associated with surface and/or groundwater flows should be addressed; necessary corrections in accordance with County policies and the Public Facilities Manual should be incorporated into the development.

### Transportation

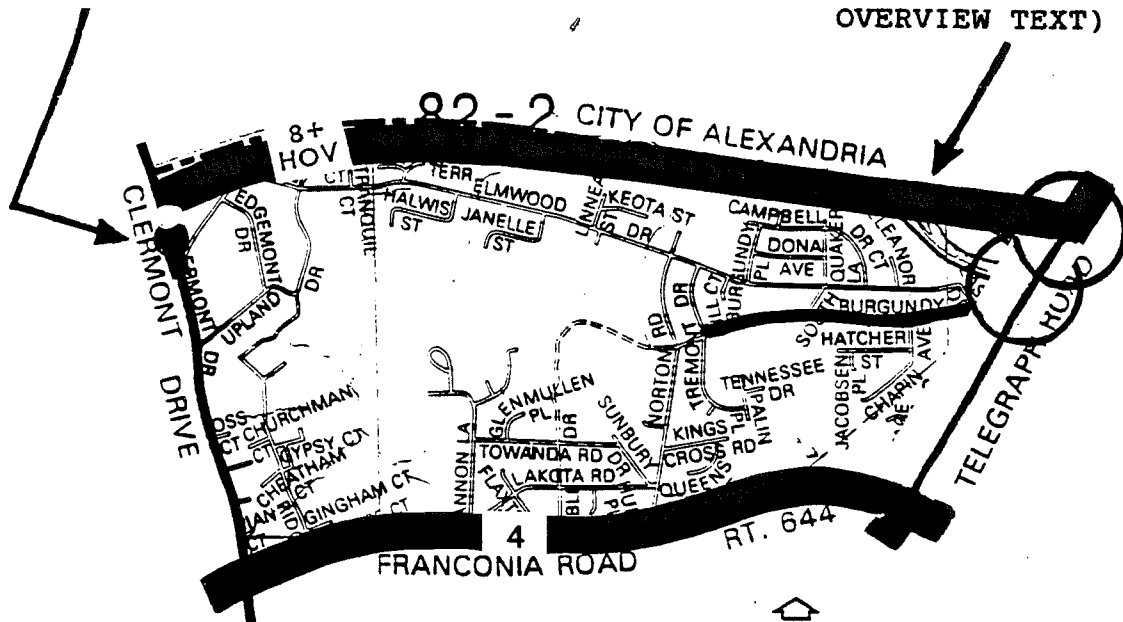
Transportation recommendations for this sector are shown on Figure 103. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

As shown on Figure 103, Clermont Drive is to remain closed at the Capital Beltway. No southbound traffic should be permitted from the City of Alexandria's Clermont interchange into the County or onto Clermont Drive in Fairfax County. Pedestrian and bicycle access should be preserved to Alexandria and Eisenhower Avenue.

# RH3 BURGUNDY COMMUNITY PLANNING SECTOR

CLOSE CLERMONT DRIVE SOUTH OF  
I-95

ENHANCED PUBLIC TRANSPORTATION  
CORRIDOR (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

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.

### Heritage Resources

Burgundy Farm School and Burgundy Farm (tax map 82-2((1))3, 4, 4A, 5, 6 and 8) contain significant heritage resources and should be preserved as much as possible.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 104. 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 105 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 104**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR RH3**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Heritage Hill	No development is planned for this park.
Burgundy	Initiate a master planning process and develop in accordance with the approved plan.  Additional neighborhood park facilities in this sector should be provided in conjunction with new development.
<b>DISTRICT PARKS:</b>	
	This sector lies within the service area of Lee District Park.
<b>COMMUNITY PARKS:</b>	
Clermont School Site	Seek conveyance of entire 40 acre publicly owned site to FCPA to be master planned and developed in conjunction with Loftridge Park. Future development should be coordinated with the surrounding community during the public hearing process.

# **FIGURE 104**

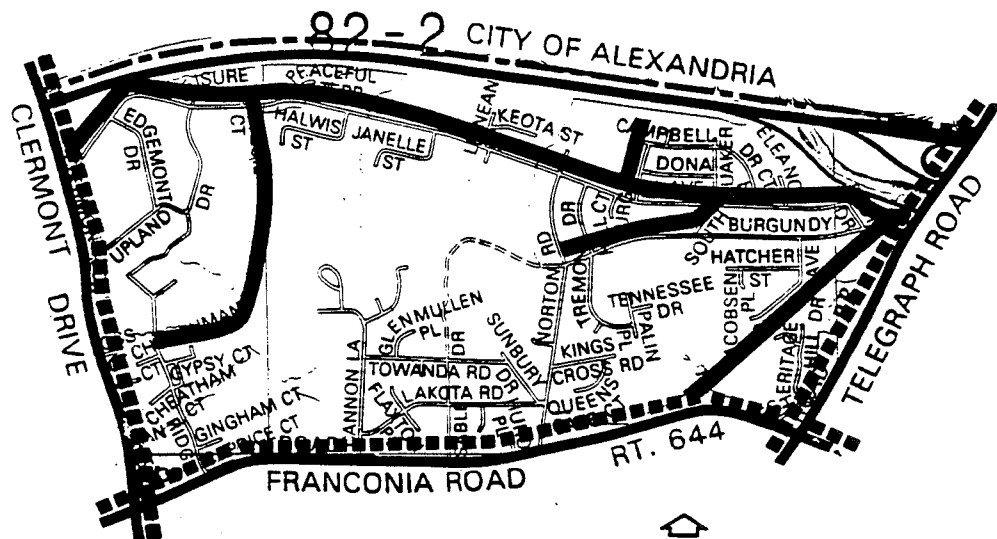
## **PARKS AND RECREATION RECOMMENDATIONS**

### **SECTOR RH3**

(Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
COMMUNITY PARKS:	
Loftridge	Master planning and development should be coordinated with the disposition of the Clermont School site.
COUNTYWIDE PARKS:	
	Seek historic preservation easements to protect selected archaeological sites. (Also noted in Land Use Recommendations.)

# RH3 BURGUNDY 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

105

## **RH4 LEHIGH COMMUNITY PLANNING SECTOR**

### **CHARACTER**

The central portion of the sector consists of much of the land formerly known as the Lehigh Tract. This tract extended from slightly south of Franconia Road to the Newington area in the adjacent Springfield Planning District, between Beulah Street and Telegraph Road. The area was used for many years for natural resources extraction; the worked-out gravel pits have been one of the physical constraints on development in the sector. Much of the land not formerly used for gravel operations contains marine clay soils with unstable characteristics. Steep slopes which are considered unsuitable for construction limit development in many areas. There is also a Virginia Power easement containing overhead power lines extending the length of the sector, from northeast to southwest. Each of these has represented a difficult as well as a highly visible limitation on the development of much of the sector.

The planned residential developments of Kingstowne and Manchester Lakes now occupy much of the former Lehigh Tract in this sector (see Figure 106). Manchester Lakes is the smaller and denser development. It is located on 200 acres and consists of approximately 1400 dwelling units as well as parkland, recreational facilities, and a shopping center. The combination of multi-family and townhouse development in Manchester Lakes yields an overall density of approximately eight dwelling units per acre. Elderly housing or similar uses are planned for an area south of the shopping center and Manchester Lakes Boulevard.

Kingstowne abuts Manchester Lakes and occupies the majority of the sector. It is primarily residential, with a mix of townhouses, mid- and high-rise apartments, and single-family detached dwellings in its over 6,300 dwelling units. Kingstowne covers over 1300 acres and includes a 175-acre Town Center containing approximately 2.1 million square feet of commercial development, primarily office space. Village Center, a 164,000 square foot shopping center at the intersection of South Van Dorn Street and Kingstowne Boulevard, is adjacent to the Town Center.

Much of the development around the edges of Kingstowne and Manchester Lakes consists of stable single-family residential neighborhoods. There are also some townhouse developments along Telegraph Road. In addition, the arterials which form the boundaries of the sector support a mix of uses in some areas. Manchester Lakes shopping center is located at Beulah Street and Manchester Lakes Boulevard. Edison High School occupies a large site on the northern edge of the sector, in the southeast quadrant of Franconia Road and South Van Dorn Street. Some commercial development has occurred along Franconia Road between Edison Drive and Bernard Avenue. The Rose Hill shopping center is located in the northeast corner of the sector, adjacent to a bank and postal facility. Garden apartments south of the shopping center form a transition to single-family detached development along Rose Hill Drive. The County-owned Greendale Golf Course is located between the northeast boundary of Kingstowne and the existing stable neighborhoods along Rose Hill Drive. Hayfield Shopping Center, adjacent to the Hayfield View townhouse development, is located on Telegraph Road at its intersection with Hayfield Road. Hayfield Intermediate and High Schools occupy a large site on the south side of Hayfield Road, immediately north of a small commercial area. The 136-acre Hilltop Landfill is located in the extreme southern portion of the sector.

# RH4 LEHIGH COMMUNITY PLANNING SECTOR



Franconia Road, Telegraph Road, Beulah Street, Rose Hill Drive, and Hayfield Road are the major roadways of this sector. With the extension of Van Dorn Street to Kingstowne from Franconia Road west of the Edison High School property, major access to the north has been provided for Kingstowne. The site has potentially good access to transportation corridors of both rail and highway. Planned improvements include the Franconia-Springfield Parkway and the South Van Dorn Street extension. The South Van Dorn Street link will provide access to the Van Dorn Street Metro Station (less than two miles distant) while the Franconia-Springfield Parkway will provide access to the Franconia-Springfield Metro Station and Transportation Center about one mile away.

The sector has significant environmental features, which may be generally grouped as those associated with topography, drainage, vegetation, and soils.

Generally, the sector slopes downhill from west to east, toward Dogue Creek. The ridge line delineating the divide between the Accotink Creek and Dogue Creek drainage sheds runs either along Beulah Street or between Beulah Street and the Virginia Power easements. Only the part of the area near Fleet Drive, in the north, and the southwest tip of the area slope downhill to the west. The main channel and lateral streams of Piney Run flow toward Dogue Creek in the southeastern portion of the area.

Because substantial mining for gravel has taken place for some time, there are large flat places over much of the sector. These flat areas are separated by the steep slopes generally associated with stream valleys, especially near Dogue Creek's upper tributaries. The stream valleys may also be identified by the presence of tree cover. The only large exception to this is the Dogue Creek floodplain in the northern part of the site. The floodplain area is flat and has a considerable number of trees.

One of the biggest issues in the area concerns how effectively development in the area can deal with a surface often composed of marine clays and gravel pits that have been filled. The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. These factors will govern the load-bearing capabilities of these areas. Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping.

The filled areas and areas of marine clay require special design and construction techniques. The location of the filled areas and the extent of the marine clays are therefore one determinant of the locations and density of development.

The considerable amount of undeveloped land and old neighborhoods in this sector means that significant archaeological resources may exist, particularly in the Dogue Creek watershed.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that most of the Lehigh Community Planning Sector develop as Suburban Neighborhoods. The Kingstowne Town Center, including the Village Center shopping center, is recommended as a Community Business Center (CBC). The approved plans for this mixed-use center include a large office component and an industrial area, which distinguishes the Kingstowne core from the generalized characteristics for other CBCs in the County.

## RECOMMENDATIONS

Recommendations for the RH4 sector begin with general recommendations that apply to both the Kingstowne and Manchester Lakes areas. This is followed by specific recommendations for Kingstowne, recommendations for Manchester Lakes, and recommendations for the remainder of the RH4 sector.

### General Kingstowne/Manchester Lakes Policies

#### **Land Use**

1. Promote a balanced planned development community that will serve as a showcase community and future focal point of the County.
2. Plan residential densities within Kingstowne to a maximum overall average of 3-4 dwelling units per acre with bonuses, as appropriate. A balanced mix of housing types is encouraged in order to promote diversity and avoid the excessive development of any one dwelling unit type. A broad range of affordable dwelling units that meet the needs of all ages, family sizes and income levels should be provided. At any given time, the level of residential or commercial development should be related to the densities and character of adjoining properties, as well as transportation and environmental constraints, while recognizing the objective of achieving a planned mixed-use commercial/community activity center. Kingstowne should be developed as a unified element with additional parcel consolidation provided where appropriate.
3. Compatible land use and streetscape design should occur throughout the development, especially where Manchester Lakes meets Kingstowne.
4. Encourage a planned development with a mixed-use commercial/community activity center as its focal point. The center should operate much like a downtown area, with the residential, retail and office uses all easily accessible by public transit, by foot or bicycle, as well as by automobile. The center should include residential densities sufficient to support a major core area in conjunction with recreational and leisure activities, commercial retail, office, service uses and compatible high-quality industrial uses, such as high technology. This core or town center should be located at the South Van Dorn Street/Kingstowne Boulevard junction.
5. Protect stable adjoining neighborhoods through the use of compatible densities, type, design and/or natural features (e.g., trees, topography) which effectively screen or buffer incompatible or adverse uses.
6. Encourage neighborhood areas that exhibit a distinct character with clearly defined boundaries and setbacks so as to provide a unique sense of identity. Clustering of residential neighborhoods should be planned in order to accomplish this objective, as well as promote usable open spaces within a reasonable walking distance.
7. Promote an identifying theme for the entire planned development center to foster a sense of place including superior urban design features which should be a prerequisite to develop above the low end of the planned density range. Through the application of these design features, the relationship of all land uses within the planned community should exhibit an order, coherent arrangement of uses, identity and aesthetic/sensory appeal.

8. Ensure that the necessary public facilities are in place prior to the completion of residential or commercial development. Public parkland dedication and parkland facilities should be provided in accordance with requirements and standards set by the County Park Authority.
9. Any phased development techniques, if used, should plan the arrangement and relationship of uses, buildings, streets and other permanent elements so as not to preclude future alternative development considerations to achieve an overall coherent design.

### **Transportation**

10. Dedicate all rights-of-way necessary to accommodate planned transportation improvements.
11. Construct improvements which are necessary to accommodate development-generated traffic, particularly at locations adjacent to the site where new or expanded access points are provided onto existing roads.
12. Contributions toward resolving area road problems by performing construction or pre-construction activities on other roads in the area, or through financial contributions for such improvements, are needed to support higher intensity developments.
13. Commit that needed transportation facilities will exist prior to completion of each phase of development to satisfactorily accommodate the anticipated traffic of each phase. Specific examples of locations where these measures should be applied include, but are not limited to:
  - The intersections of Franconia Road/South Van Dorn Street, Beulah Street/Springfield-Franconia Parkway, South Van Dorn Street/I-95 interchange, Old Telegraph Road/Hayfield Road;
  - Proposed interior collector or arterial roadways within the Kingstowne/Manchester Lakes area that are associated with planned developments; and
  - Hayfield Road and the South Van Dorn Street connector to Telegraph Road.
14. Provide plan designs that create safe and harmonious vehicular and pedestrian access, especially in areas where high vehicular traffic volumes may exist. In particular, the pedestrian access system must provide good access to the core area.
15. Promote alternative transportation strategies, including use of more transportation, ride-sharing, car/van pooling, shuttle service and satellite parking, among others.
16. Provide improvements for individual entrances to neighborhoods and major development areas, including appropriate deceleration and storage lanes.
17. Provide the minimum number of controlled access points to the surrounding street system to sufficiently disperse site-generated traffic and provide multiple access routes where applicable.

18. Design neighborhood road systems to accommodate bus feeder lanes to Metro stations.
19. Satisfy Virginia Department of Transportation and Fairfax County design standards.

#### **Environment**

20. Before development occurs, areas suspected of containing toxic substances should be thoroughly tested to determine the contents of the ground water and soil. If contamination at potentially detrimental levels is found, exhaustive measures must be taken to eliminate the source(s) of the contamination or to prevent development within contaminated areas.
21. Encourage the development to take into account the opportunities for energy conscious design, such as proper solar orientation of buildings.

#### **Trails**

22. Promote a complete network of hiking, biking and riding trails to be incorporated into the development plan for Kingstowne/Manchester Lakes. Facilities should be provided, not only for safe and convenient pedestrian access to and from residential neighborhoods, commercial and employment centers. This network should also provide access through EQC(s), other open space areas and for exercise and recreational use. Circuitous routes are especially conducive to recreational activities and should be incorporated, where possible.

#### **Public Facilities**

23. Public facilities to serve development in Kingstowne, including schools, parks, libraries, among others, should be provided as needed.

More specific recommendations for certain portions of the Kingstowne/Manchester Lakes area follow:

#### **Policies for the Kingstowne Town and Village Centers**

24. A mixed-use activity center should be planned in the core area at the intersection of South Van Dorn Street and Kingstowne Boulevard. Uses should include a balanced mix of residential, retail, office, research and development and recreation/leisure activities, and attractive public open spaces and amenities. Industrial uses may be appropriate within the southeastern portion of the core area provided adequate assurances are made that any such industrial uses will be compatible with nearby uses, existing or planned, and of high quality and low intensity, such as high technology.
25. Development of high-rise and high-density residential use within the mixed-use activity center is appropriate. Densities and building heights should decrease in relation to the distance from the core area so as not to cause adverse impacts on adjoining existing and planned residential areas.

### Policies for the Kingstowne South Village

26. More intensive development should be oriented to Hayfield Road. Lower density development near the Piney Run stream valley would help to minimize the impacts of erosion and sedimentation and would help to alleviate post-development nonpoint water pollution. Other methods to control erosion and sedimentation and water or air pollution should be implemented.
27. Substantial buffers should be provided in proximity to the Hilltop landfill property and existing stable areas.

### Policies for Manchester Lakes

28. The parcels north and south of Hayfield Road, east of Beulah Street, will achieve a strategic location with the construction of the Franconia-Springfield Parkway. A shopping center in the northeast quadrant of the intersection, and a residential development focused on the shopping center, exist and are planned to continue in the area.

Any future development in the area should meet the following conditions:

- The development should provide for and should be oriented towards the extension from the parkway alignment traversing the property;
  - Development should be set back from Beulah Street with sufficient transition and buffer next to that street to support the Plan recommendation for strictly residential use, sometimes at a low density, across Beulah Street;
  - Beulah Park should be adequately screened from development in this area; and
  - The type, intensity and siting of any development next to the Virginia Power line should appropriately recognize that the power line is an undesirable neighbor.
29. The residential development known as Manchester Lakes is planned for continued residential use at 5-8 dwelling units per acre. Ongoing development activity in Manchester Lakes should:
    - Coordinate development with that of adjacent planned commercial and residential properties;
    - Show sensitivity to the environmental and soil constraints on the property;
    - Provide necessary road improvements involving Hayfield Road and Beulah Street. Hayfield Road should be four lanes to Telegraph Road;
    - Provide internal access to the commercial uses at the intersection of Hayfield Road and Beulah Street;
    - Provide pedestrian access for parcels south of Manchester Lakes Boulevard to the commercial use;
    - Utilize transportation strategies such as van service to minimize local-serving trip generation;

- Ensure provision of housing and services for the elderly;
  - Provide development or upgrading of active recreation facilities at adjacent Beulah and/or Manchester Lakes Parks as appropriate; and
  - Provide a substantial buffer along the periphery of the site next to areas planned for lower residential densities.
30. Elderly housing and related facilities are planned for two areas located on tax map 91-1((12))J and O, which flank Manchester Lakes Boulevard. Uses such as churches, nursing homes, medical facilities and other public-serving uses such as quasi-public and institutional uses may also be considered on Parcel O subject to achievement of a high standard of design and traffic minimization measures.

#### Rest of Sector

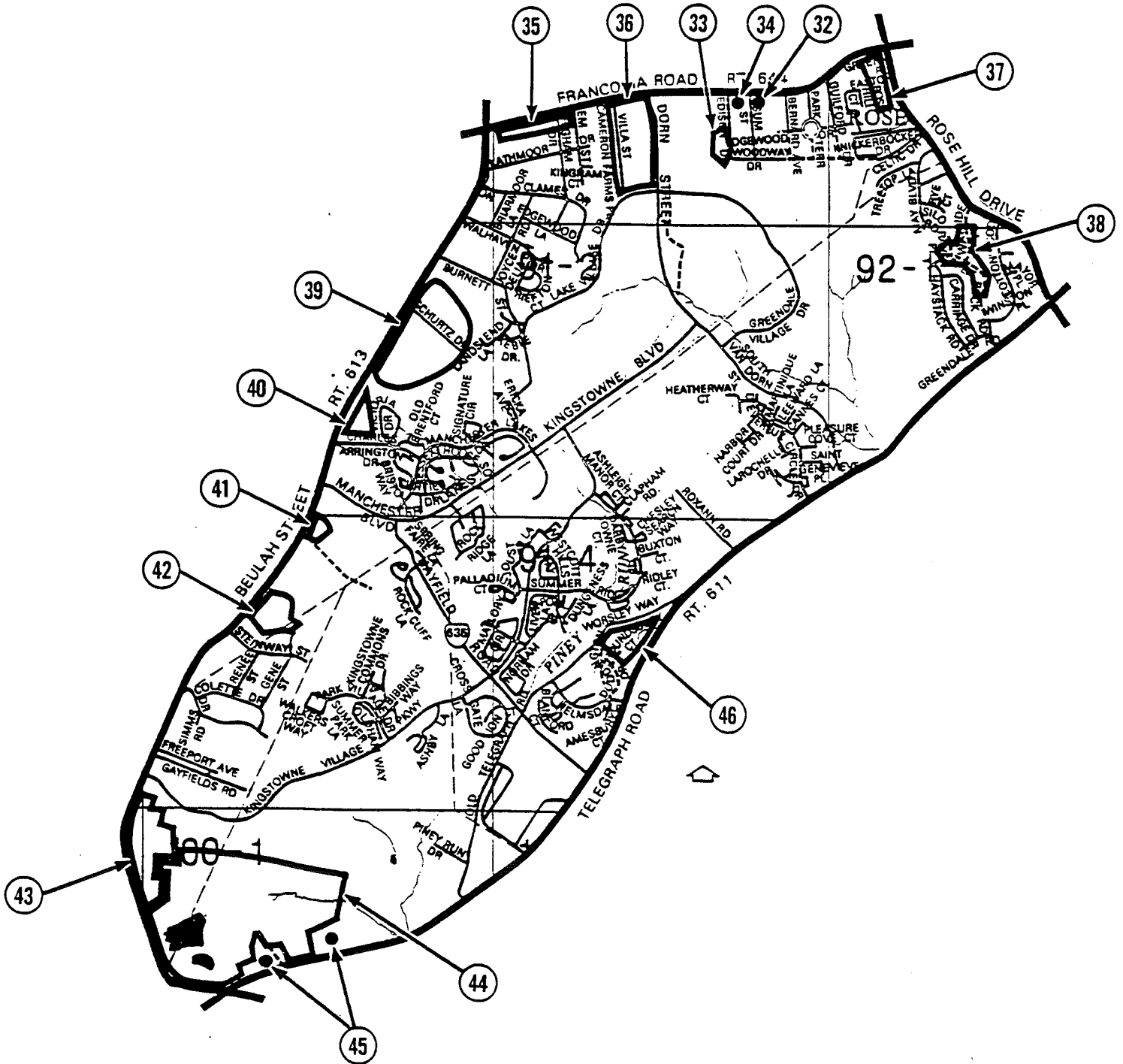
Much of the rest of the sector is substantially developed in stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14. The densities planned and approved for Kingstowne and Manchester Lakes are, in many cases, greater than those planned for the residential areas surrounding these developments. These two large developments were approved after extended study and careful consideration of their size and characteristics including the amenities and public improvements provided. Other areas adjacent to or near these development are planned for lower densities.

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

31. No additional commercial development along Franconia Road is planned or recommended. Development on existing commercial land should provide extensive screening and buffering and be of a compatible scale in order to protect adjacent stable residential neighborhoods. [Not mapped]
32. Parcel 81-4((12))1 in the southeastern quadrant of the intersection of Franconia Road and Gum Street is planned for transitional low-rise office use up to .35 FAR with a substantial landscaped, open space buffer provided adjacent to the existing residential community to the south.
33. Residential uses should be maintained on the parcels east of Thomas Edison High School with development at 2-3 dwelling units per acre.
34. The parcels fronting on Franconia Road between Edison Drive and Gum Street (tax map 81-4((4))8, 9 and 19) are planned for office use up to .35 FAR. A maximum building height of 40 feet is recommended, and consolidation or coordination with the commercially-zoned parcel to the east to reduce access points on Franconia Road and ensure quality design should be provided.
35. Parcels fronting on the south side of Franconia Road from Franconia Elementary School to east of Em Street (including tax map 81-4((1))14) are planned for 1-2 dwelling units per acre.

# RH4 LEHIGH COMMUNITY PLANNING SECTOR



**FAIRFAX  
COUNTY**

**LAND USE RECOMMENDATIONS**  
GENERAL LOCATOR MAP

FIGURE  
**107**

36. The area fronting on the south side of Franconia Road from South Van Dom Street west to the existing institutional use and extending south along the western edge of the lettered parcels to the northern boundary of Kingstowne is planned for 2-3 dwelling units per acre. An option for residential development at 4-5 dwelling units per acre may be considered if the following conditions are met:
- Substantial consolidation, which must include Parcels 81-4((3))2b, 3, 8 and those north of them;
  - The wooded slopes and stream valleys of the Dogue Creek headwaters are preserved;
  - Provision for planned transportation improvements, including the applicable portions of a new interchange at Franconia Road and South Van Dom Street, so that the site's access points and adjacent highways operate at an acceptable level of service. Access should be only from Villa Street and South Van Dom Street with right turns only at Franconia Road and Villa Street. An extension of Villa Street to Lake Village Drive may be preferable in order to address access needs, provided that environmental issues can be adequately addressed at the time of a rezoning application;
  - Provision of effective transitions and a substantial buffer along all boundaries with lower density residential development;
  - Provision of appropriate internal circulation, both pedestrian and vehicular; and
  - Provision of an adequate setback from adjacent highways.
37. The site of the Rose Hill shopping center is planned for continued retail use up to .30 FAR. Although larger in gross floor area than some other neighborhood centers, it functions as a neighborhood shopping center and is constrained by surrounding development. Future improvements to the shopping center should incorporate adequate pedestrian connections to the surrounding neighborhoods and effective screening and buffering to the adjacent residential areas.
38. The vacant parcels within the subdivision west of Rose Hill Drive, along Split Rock Road, Raven Place and Wayside Place, are planned for residential use at 2-3 dwelling units per acre to be compatible with the surrounding community. Development of these parcels may be severely constrained due to environmental factors in the form of steep slopes and slippage-prone soils.
39. South of Walhaven and north of Manchester Lakes, the parcels fronting on the east side of Beulah Street and along Schurtz Drive are planned for residential use at 3-4 dwelling units per acre. Development above the low end of this range may be considered only if substantial consolidation is achieved resulting in a high quality site design which:
- Provides appropriate transitions and buffering to adjacent residential and park uses;
  - Demonstrates sensitivity to the environmental constraints and opportunities found in the area;
  - Allows for well designed and coordinated development of any residual properties;

- Provides coordinated access and pedestrian circulation including connections which facilitate pedestrian and bicycle travel to adjacent park and shopping facilities; and
  - Incorporates appropriate open space and site amenities.
40. The triangular area on the east side of Beulah Street, south of the cemetery, north of Charles Arrington Drive, west of Manchester Lakes, is planned for institutional use.
  41. Immediately north of Beulah Park, the three residential Parcels (tax map 91-3((9))1, 2 and 3) are planned for continued residential use at 1-2 dwelling units per acre. As an alternative, incorporation into the elderly housing/similar uses development to their immediate east may be considered if all three parcels are consolidated.
  42. Parcels 91-3((8))1, A and B are planned for residential use at 1-2 dwelling units per acre to be compatible with the existing residential neighborhood to the south.
  43. The parcels along the east side of Beulah Street, south of Kingstowne Village Parkway and north of the Hilltop landfill, are planned for residential use at 1-2 dwelling units per acre. As an option, development at 3-4 dwelling units per acre may be considered if development achieves substantial parcel consolidation and provides consolidated access, adequate internal circulation, and interparcel access if appropriate.
  44. At such time as the Hilltop landfill ceases operation and is properly reclaimed, any alternative use of the site will require extensive review and significant engineering measures. The property is planned for private recreation; however, 3-4 dwelling units per acre may be considered on portions of the property if sufficient documentation can be provided to verify that the landfill site is suitable and safe for building. Restoration or re-use of any historic structures on the property should be explored.
  45. It is recommended that Parcels 100-1((1))14-17, 19 and 20 be consolidated with the development which takes place on the site of the Hilltop landfill. Until that time, interim uses which acknowledge the significance of the environmental constraints and opportunities found on the parcels, and which do not generate undesirable impacts on transportation facilities, may be considered.
  46. The property between Telegraph and Old Telegraph Roads, north of the Hayfield View subdivision and south of the northern junction of those two roads, is planned for residential use at 4-5 dwelling units per acre. Development on the property should incorporate substantial parcel consolidation to facilitate an effective realignment of the Telegraph Road/Old Telegraph Road junction to current design standards. The high end of the planned density range may only be considered if construction of the new alignment and intersection is provided. Additionally, such development should cluster the dwellings and include effective landscape treatment and consolidated open space areas.

### Transportation

Transportation recommendations for this sector are shown on Figures 108 and 109. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

### Heritage Resources

The Mount Calvary Community Church, on the east side of Beulah Street north of Manchester Lakes, and the old structure near the southern tip of the Hilltop landfill property should be surveyed for possible inclusion on the Fairfax County Inventory of Historic Sites.

### Public Facilities

1. Locate a fire and rescue station in the vicinity of Beulah Street and Telegraph Road in order to meet the established criteria for fire and rescue stations.
2. Implement the Senior Center Study by locating a senior center in the sector.
3. Relocate the Crossroads drug treatment center to the publicly-owned site on the north side of Telegraph Road, west of the planned intersection with South Van Dorn Street.

### Parks and Recreation

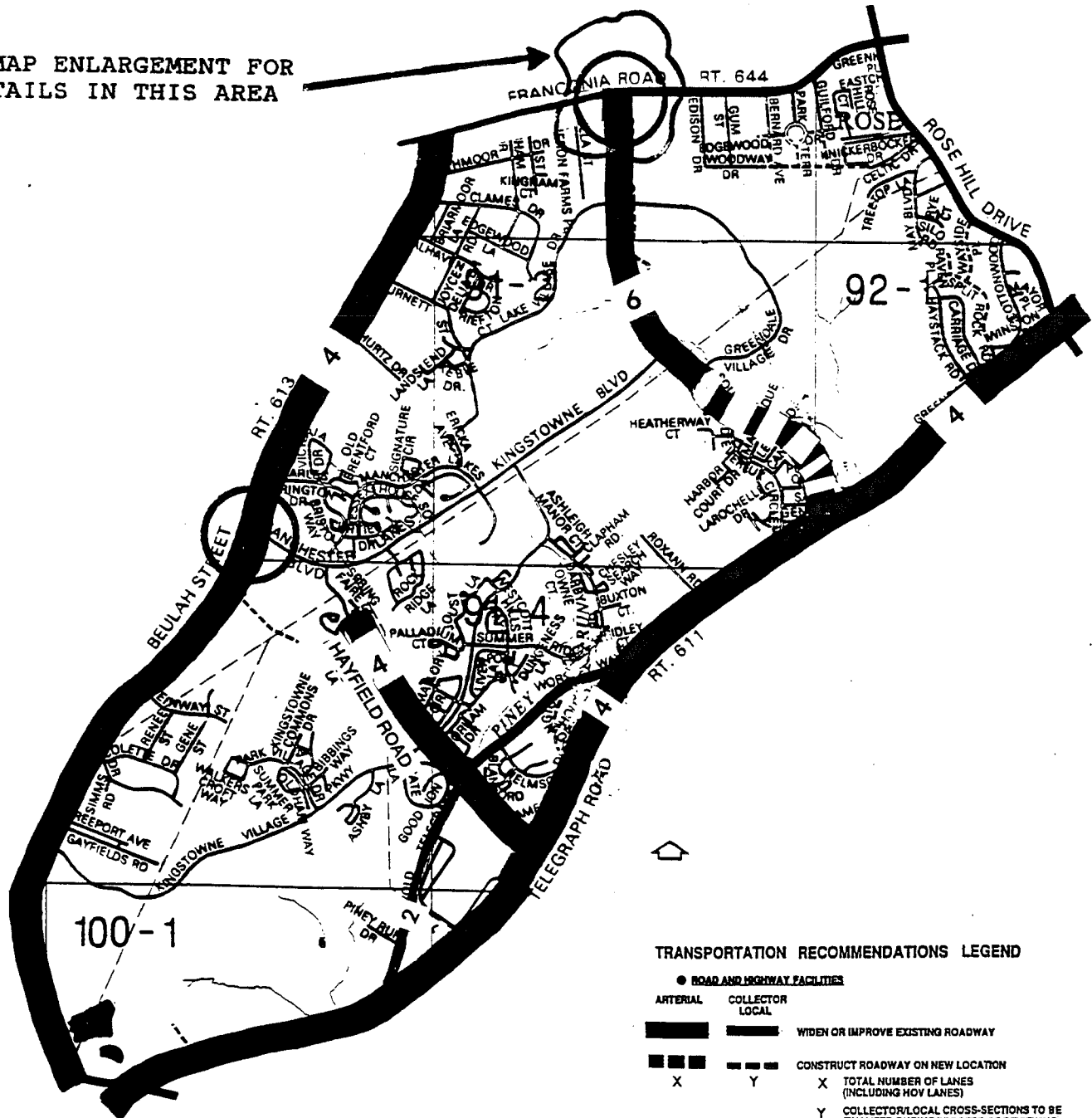
Park and recreation recommendations for this sector are shown on Figure 110. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates 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 111 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.

# RH4 LEHIGH 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.

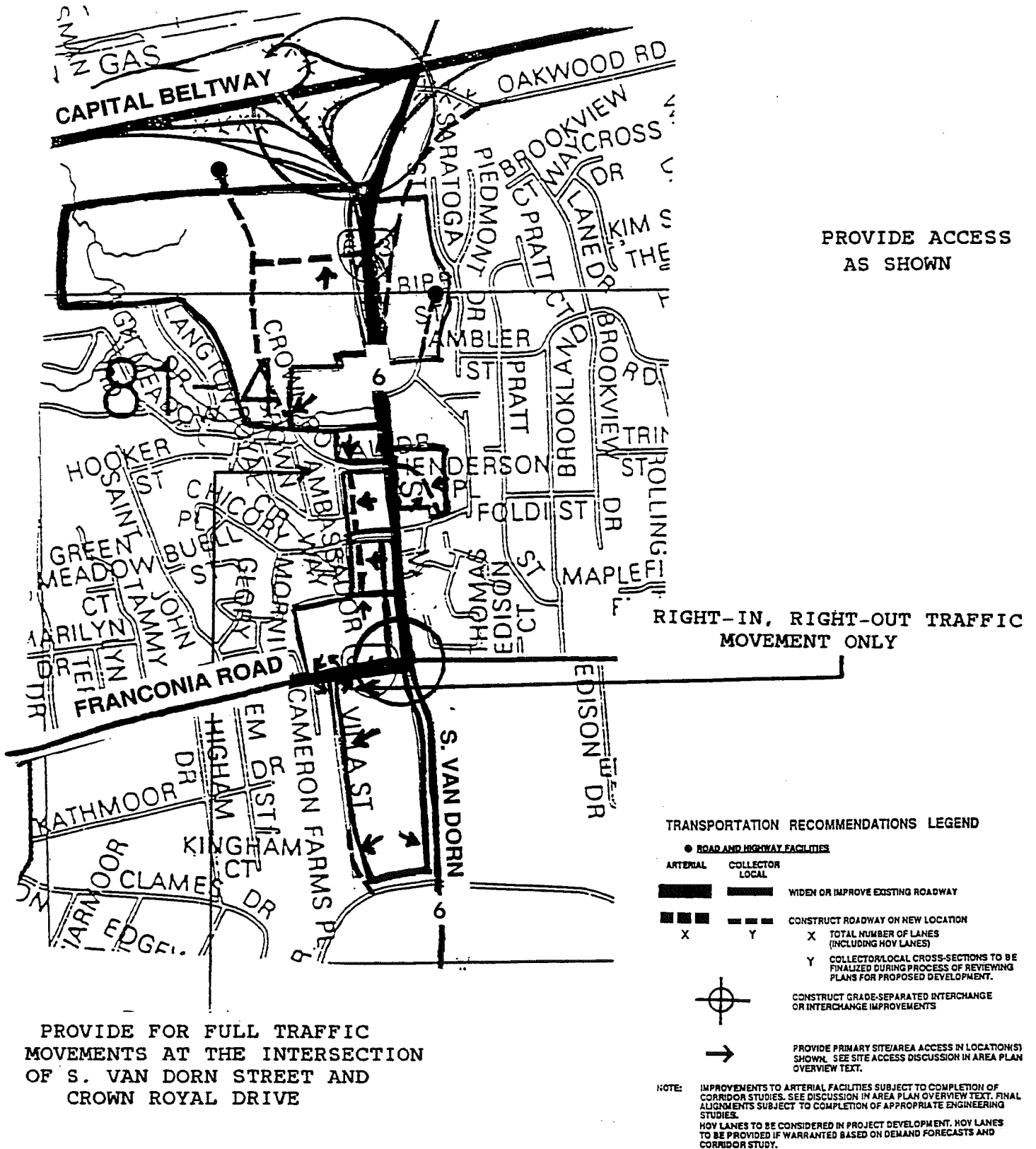


CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS



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.



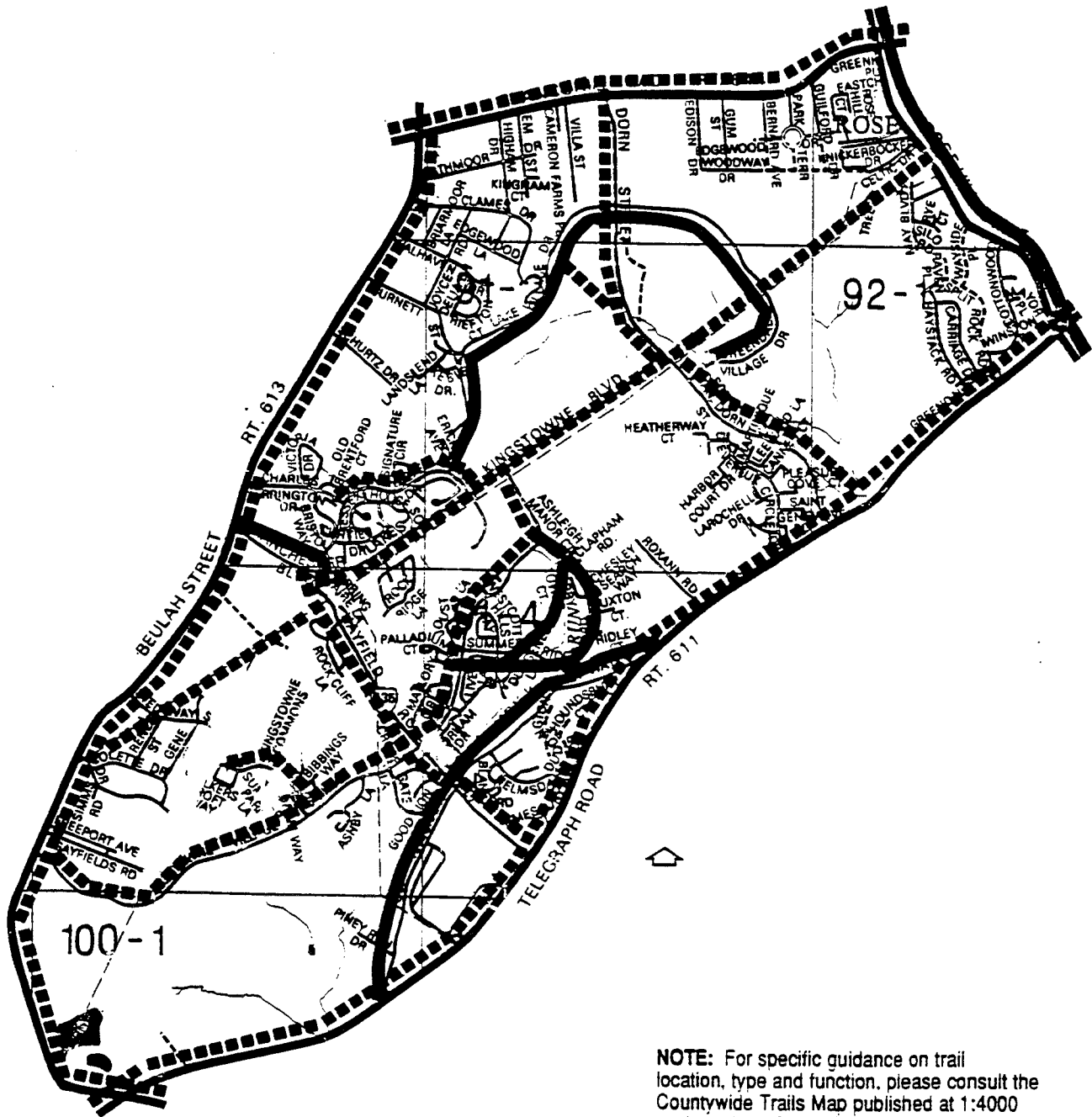
**FIGURE 110**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR RH4**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Tara Village	No development is currently planned for this park.
<b>COMMUNITY PARKS:</b>	
Beulah	Upgrade existing facilities in accordance with the approved master plan. (Also noted in Land Use Recommendations.)
Manchester Lakes Park Kingstowne Park	Initiate a master planning process and develop for active recreation in accordance with the approved plan. (Also noted in Land Use Recommendations.)  New parkland and recreation facilities to serve the Kingstowne community are needed and planned. (Also noted in Land Use Recommendations.)
<b>DISTRICT PARKS:</b>	
	This sector lies within the service area of Lee District Park.

**FIGURE 110**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR RH4**  
(Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Greendale Golf Course	If suitable land becomes available, develop additional golf-related facilities.
Dogue Creek Stream Valley	Ensure protection of EQC and public access to stream valley through acquisition of land and/or open space easements on privately owned property where appropriate.

# RH4 LEHIGH COMMUNITY PLANNING SECTOR



## KEY

### PRIMARY TRAIL FUNCTION:

- PEDESTRIAN —————
- BICYCLE - - - - -
- EQUESTRIAN ..... (dotted line)

**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

111

## **RH5 WILTON WOODS COMMUNITY PLANNING SECTOR**

### **CHARACTER**

The Wilton Woods Sector consists almost completely of stable, single-family detached residential development. There are few substantial areas of vacant land; the most significant consists of approximately 16 acres in the southwest quadrant of the Franconia and Telegraph Roads intersection. The only non-residential land in the sector consists of several acres located on the north side of Telegraph Road. Shopping is available in facilities located in adjacent planning sectors or districts. A lateral stem of Pike Branch traverses the sector, with a Virginia Power easement running roughly parallel to it. Franconia Road, Telegraph Road and Rose Hill Drive carry heavy volumes of traffic, as well as some local pedestrian and bicycle traffic, much of which is destined for the Huntington Metro Station or Lee District Park which are located in adjacent planning sectors.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that the entire Wilton Woods Planning Sector develop as Suburban Neighborhoods.

### **RECOMMENDATIONS**

#### **Land Use**

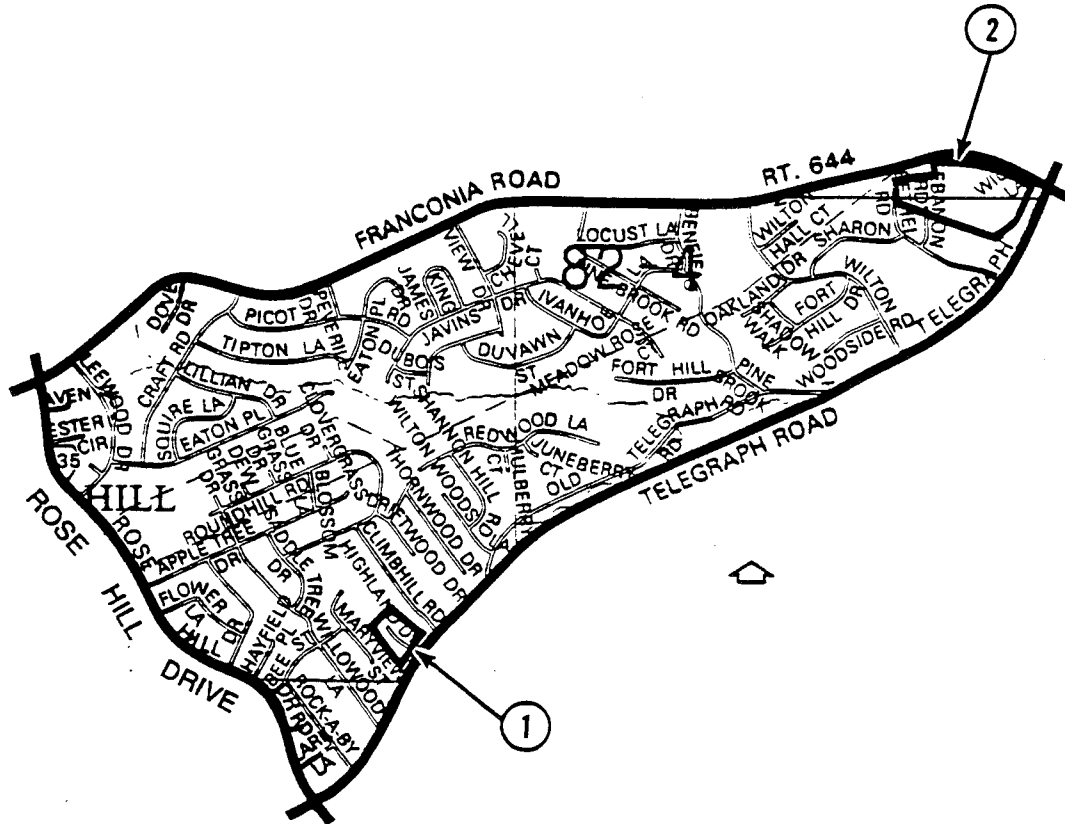
The Wilton Woods Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

1. Commercial development in the sector should be limited to the existing commercially-zoned parcels at Highland Drive and Telegraph Road. These parcels are planned for neighborhood-serving commercial activities up to .25 FAR. In order to have a minimal impact on the surrounding neighborhoods, the development should:
  - Provide substantial screening and buffering along boundaries adjacent to residential and recreational uses;
  - Discourage automobile-oriented commercial uses;
  - Provide pedestrian access to adjacent residential areas;
  - Provide architecturally compatible development, good site design and effective landscaping along Telegraph Road;

# RH5 WILTON WOODS COMMUNITY PLANNING SECTOR



- Limit building height to 35 feet; and
  - If the existing structure is retained, the facade should be upgraded to ensure architectural compatibility with the surrounding area.
2. The parcels southwest of the intersection of Franconia and Telegraph Roads (tax map 82-2((1))55A and 57) are planned for residential development at an overall density of 2-3 dwelling units per acre. Clustered development may be appropriate on this site due to environmental constraints. Achievement of the high end of the Plan density range is contingent upon provision of the following:
- Consolidation of both parcels;
  - Access is limited to only one entrance on either Franconia Road or Telegraph Road;
  - Development is sensitive to the environmental constraints of the property; and
  - Substantial landscape buffers are provided next to the existing or planned detached single-family residential subdivisions.

### Transportation

Transportation recommendations for this sector are shown on Figure 113. 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.

Design plans for improvement of Telegraph Road from Franconia Road to Highland Drive should reflect the historic, environmentally sensitive, and stable single-family nature of this corridor. Environmental issues associated with Pike Branch Creek between the two entrances to Old Telegraph Road, and the steep and fragile marine clay hillsides to the west of Telegraph Road between Wilton Road and Old Telegraph Road in the Wilton Woods subdivision, should be considered carefully in any plan for widening. These sensitive areas should be left undisturbed to the extent possible during any construction. Existing bicycle trails through this corridor should be reflected in any future plans.

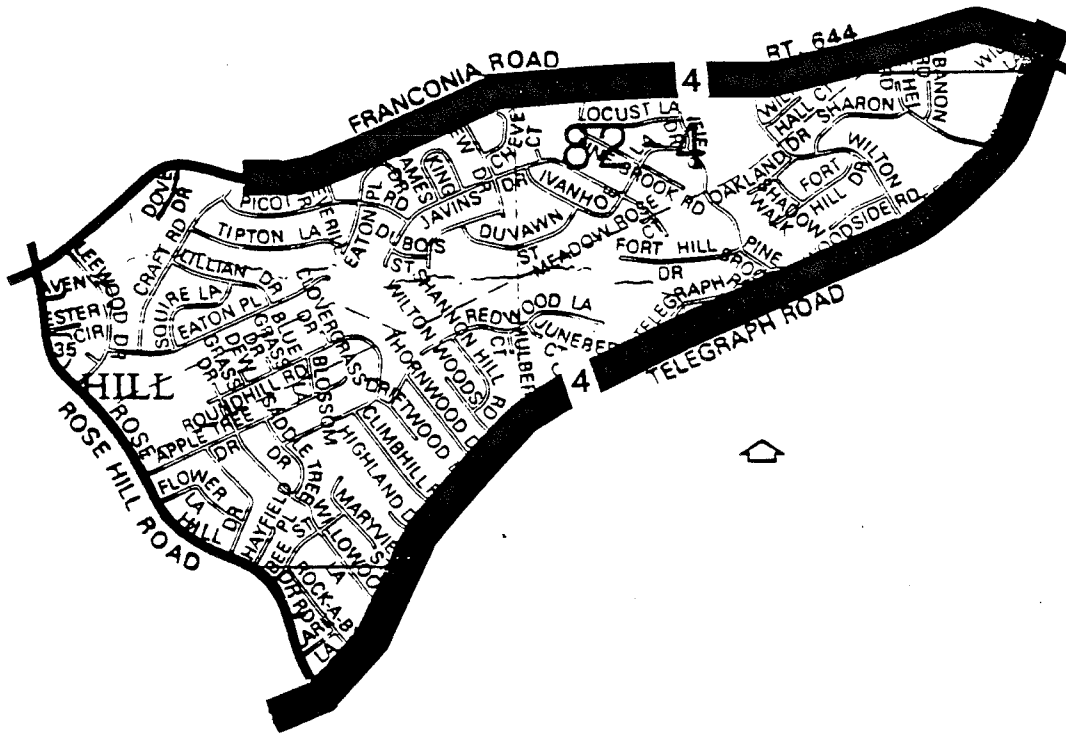
Because of these environmental concerns and development patterns, a maximum width of three lanes (with the third lane intended as a turning lane) should be considered for improvement of the section of Telegraph Road between Sharon Chapel Road and Highland Drive. Right-of-way acquisition should also be minimized because of these restrictions. The use of Telegraph Road as an alternative to through traffic on I-95 and Route 1 should be discouraged.

### Environment

Pike Branch between Telegraph and Old Telegraph Road, as well as the tributary stream from Ridgeview Park to Pike Branch, should be retained as an EQC and stabilized.

# RH5

## WILTON WOODS 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.

NOTE: A CORRIDOR STUDY SHOULD BE CARRIED OUT BEFORE ANY WIDENING OF TELEGRAPH ROAD OCCURS

### Heritage Resources

1. The remains of the 19th century mansion known as Wilton Hall should be identified and studied.
2. The center of the sector and residential areas along Telegraph and Franconia Roads may contain significant heritage resources. Development of these areas, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.
3. The following properties should be studied for possible inclusion on the Fairfax County Inventory of Historic Sites:
  - House (c. 1860) and old cemetery at 5918 Telegraph Road;
  - House at 5966 Telegraph Road (old Valley School);
  - Old cemetery and site of All Saints Sharon Chapel Church at 3421 Franconia Road; and
  - Existing ruins of Civil War fortifications, all of which should be reviewed by the County archaeologist before any development is approved.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 114. 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

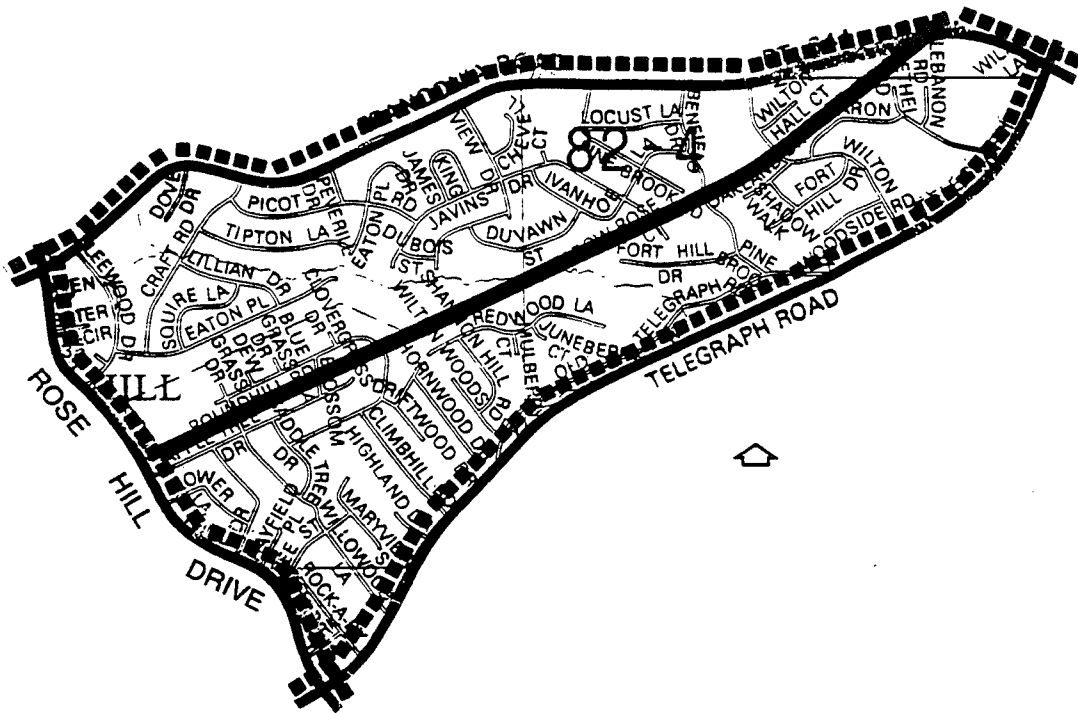
Trails planned for this sector are delineated on Figure 115 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 114**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR RH5**

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Wilton Woods School Site	Initiate master planning process and develop neighborhood park facilities on open space area of this site under an interim use agreement.
COMMUNITY PARKS:	
Ridgeview	Initiate master planning process and develop in accordance with the approved plan.
DISTRICT PARKS:	
	This sector lies within the service area of Lee District Park.

# RH5

## WILTON WOODS 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  
**115**

## **RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR**

### **CHARACTER**

Much of the Mount Comfort Community Planning Sector is currently developed, with single-family detached housing being the predominant use. Two recent extensions of the Groveton Community Improvement Plan, along Memorial and Benson Streets on the north side of South Kings Highway, project into the southern portion of the sector. These projects are designed to assist in the preservation and improvement of the existing residential neighborhoods. Other major land uses in the sector include Mount Comfort Cemetery and the Lee District Park. Shopping is provided by facilities in nearby planning sectors and districts. Telegraph Road and South Kings Highway are the major roadways in this sector.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that the Mount Comfort Planning Sector develop as Suburban Neighborhoods.

### **RECOMMENDATIONS**

#### **Land Use**

The Mount Comfort Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and 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.

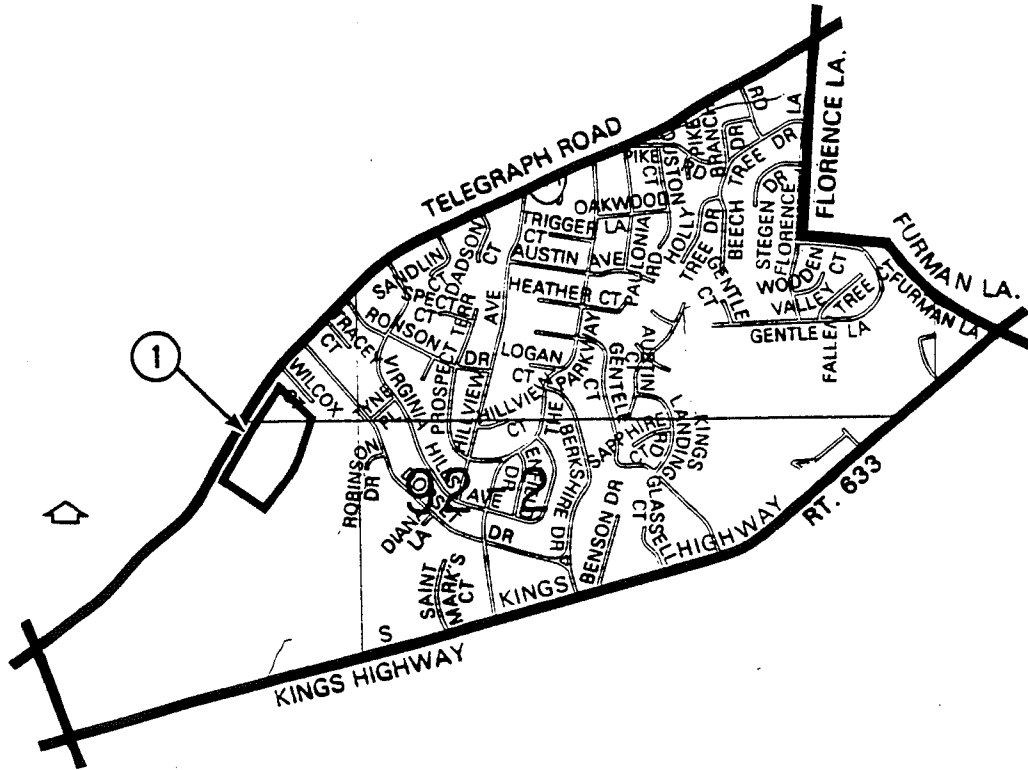
Figure 116 indicates the geographic location of land use recommendations for this sector. Where recommendations are not mapped, it is so noted.

1. The parcels between Telegraph Road and the Lee District Park (tax map 92-1((1))23, 24, 25, 26, 28, 29, 30 and 82-3((1))52, 52A and 52B) are planned for residential use at 2-3 dwelling units per acre. Development above the low end of this range should be considered only if substantial consolidation and coordinated access are provided.
2. The Virginia Hills subdivision is planned for continued residential use at 2-3 and 3-4 dwelling units per acre as mapped. The parcel located at tax map 82-4((14))(7)A is publicly owned and should remain as public open space. [Not mapped]

#### **Transportation**

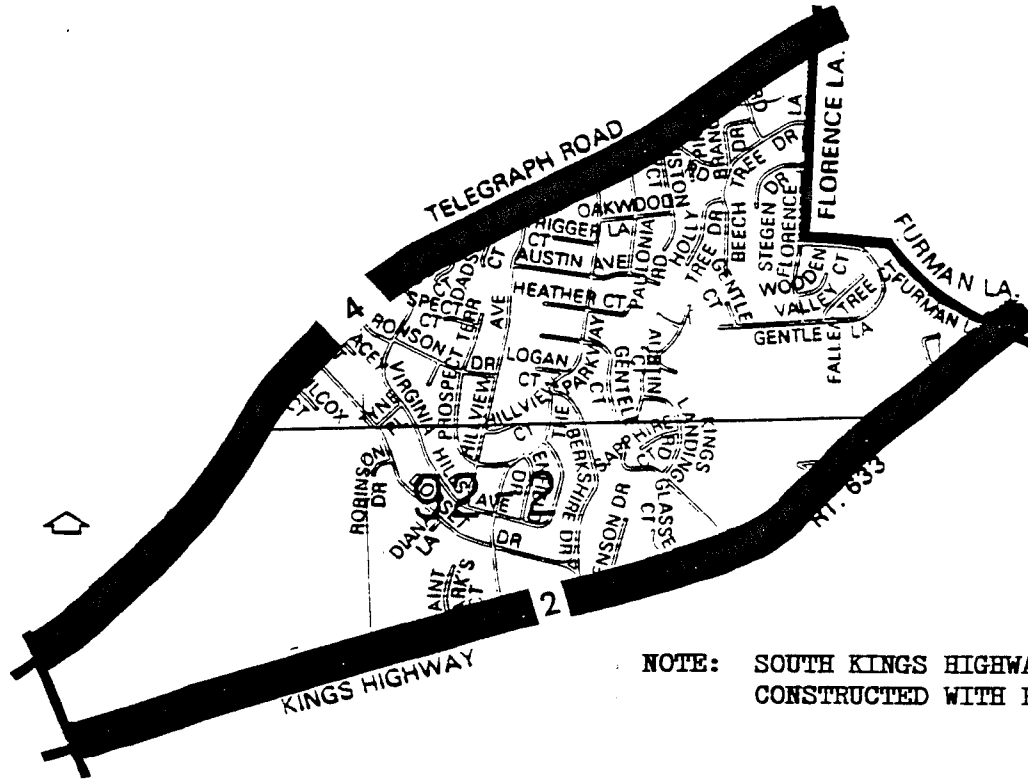
Transportation recommendations for this sector are shown on Figure 117. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

# RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR



# RH6

## MOUNT COMFORT COMMUNITY PLANNING SECTOR



### TRANSPORTATION RECOMMENDATIONS LEGEND

- **ROAD AND HIGHWAY FACILITIES**
- |          |           |  |  |  |
|----------|-----------|--|--|--|
| ARTERIAL | COLLECTOR |  |  |  |
|          | LOCAL     |  |  |  |
- WIDEN OR IMPROVE EXISTING ROADWAY  
 CONSTRUCT ROADWAY ON NEW LOCATION  
 TOTAL NUMBER OF LANES (INCLUDING HOV LANES)  
 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.

### Environment

Pike Branch, between Telegraph and Old Telegraph Roads, should be retained as an EQC and stabilized.

### Heritage Resources

Large open space areas and older neighborhoods exist in this sector. These contain known and potential significant heritage resources. Development of these areas, including parkland, should be preceded by heritage resource surveys and appropriate preservation of significant heritage resources.

### Public Facilities

The Virginia Hills Elementary School is currently being used as an administrative facility. If it is declared surplus by the School Board, alternative uses such as a community or senior citizen center, active recreation, or affordable housing should be considered. The fields should continue to be used for active recreation as an addition to Lee District Park.

### Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 118. 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

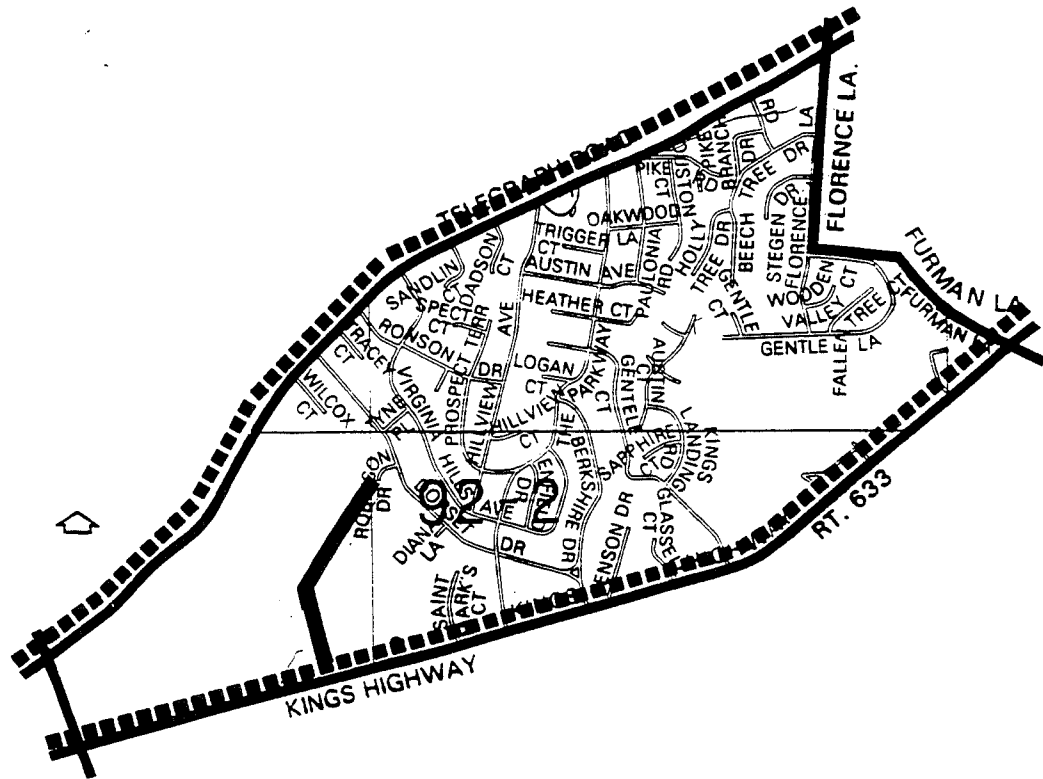
Trails planned for this sector are delineated on Figure 119 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 118**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR RH6**

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	No additional acquisition or development of Neighborhood Parks is planned. Facilities are available at Lee District Park.
COMMUNITY PARKS:	No additional acquisition or development of Community Parks is planned. Facilities are available at Lee District Park.
DISTRICT PARKS:	
Lee District	Upgrade existing athletic fields at adjacent Virginia Hills school site. Seek interim use agreement as an addition to the park.  Any additional development of Lee District Park should carefully consider steep slopes and forested areas.
COUNTYWIDE PARKS:	Seek historic preservation easements on selected historic properties.

# RH6

## MOUNT COMFORT 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  
119

## **RH7 HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR**

### **CHARACTER**

The dominant feature in the sector is Huntley Meadows Park which occupies over 1,260 acres. Other uses in the sector include detached single-family residential development and some townhouse development. A small shopping center is located where South Kings Highway meets Telegraph Road, although the sector is primarily served by shopping areas in adjacent planning sectors and districts. Immediately east of the shopping center is a U.S. Army Reserve Center, between the commercial use and the Lee District Park, and a U.S. Coast Guard Station abuts Huntley Meadows Park to the west. The sector contains the historic Huntley site, the centerpiece of an historic district which also extends east into part of the Mount Vernon Planning District. There is vacant land to the southwest of Huntley Meadows Park.

A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the sector (See Sector MV2 in the Mount Vernon Planning District).

The elimination of the planned Lockheed Boulevard Connector, from the extension of South Van Dorn Street to the present alignment of Lockheed Boulevard and on to Route 1, creates a need for an east-west connection that does not utilize existing neighborhood streets.

Because of the alluvial nature of Huntley Meadows Park, there is a high probability for significant, deeply buried archaeological and paleo-environmental resources there. Paleo-environmental resources are buried bogs and lake bottoms that contain the record of past plant and animal communities which reveal what the County's environment was like thousands of years ago.

### **CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that most of the Huntley Meadows Planning Sector develop as Suburban Neighborhoods. Huntley Meadows, the large County-owned park, is designated in the Low Density Residential Area classification. There are no plans for its development as other than a natural area.

### **RECOMMENDATIONS**

#### **Land Use**

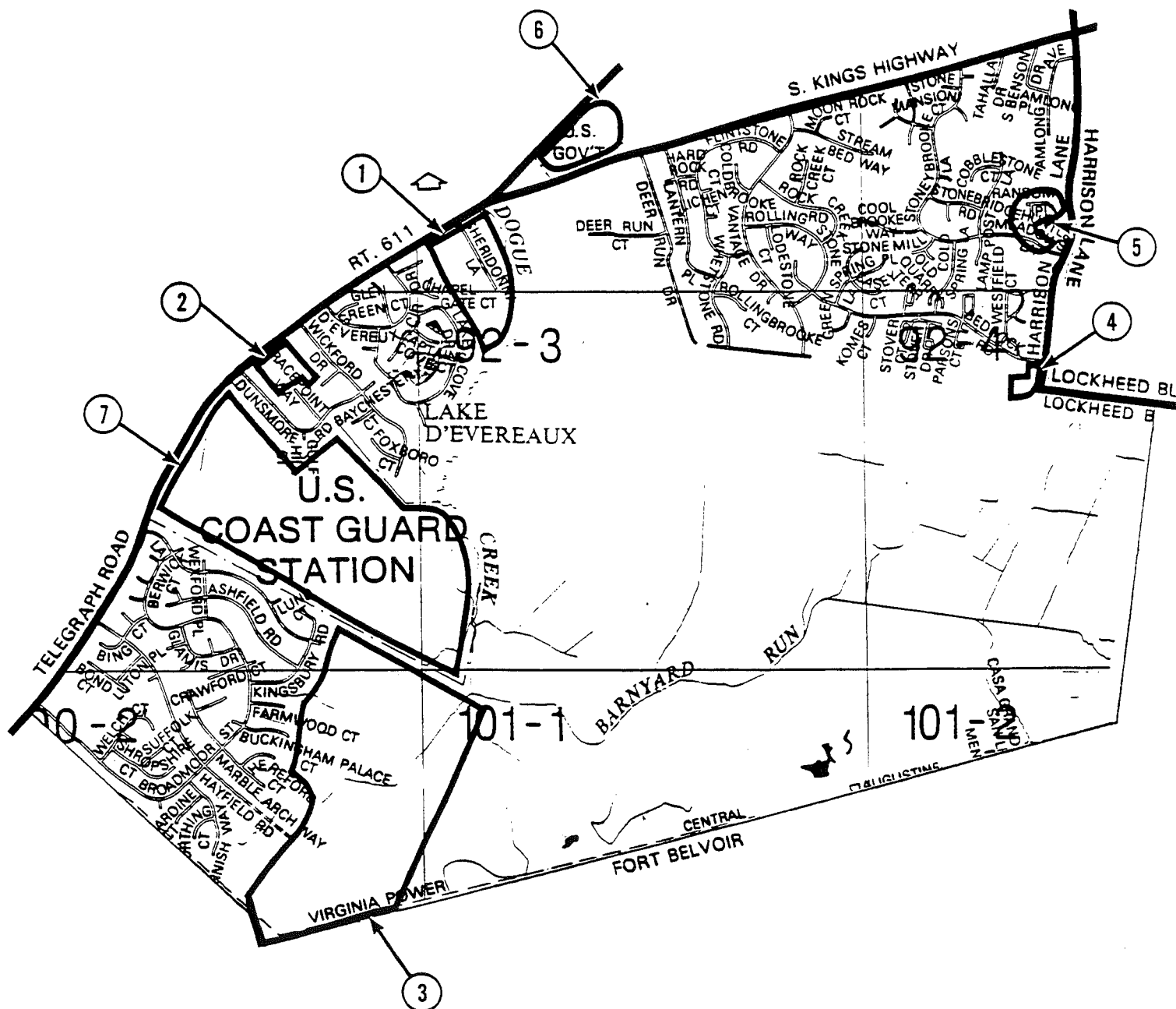
The Huntley Meadows Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

# RH7

## HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR



1. The privately-owned parcels along Sheridonna Lane, between Dogue Creek and the Lake Devereaux subdivision, should be considered for purchase by the County to buffer Huntley Meadows Park. This area contains floodplains associated with Dogue Creek. If appropriate, non-floodplain areas should be made available for wetland mitigation purposes. If public acquisition is not achieved, the area is planned for residential use at 1-2 dwelling units per acre.
2. The three parcels fronting on Telegraph Road between the Wickford and Wellfleet subdivisions (tax map 91-4((1))43, 44 and 45) are planned for residential use at 2-3 dwelling units per acre. Development above the low end of this range should only be considered if all three parcels are consolidated, resulting in a site design that coordinates access to Telegraph Road.
3. The vacant parcels (tax map 91-4((1))30A and 100-2((1))3) south and east of the Hayfield subdivision consist primarily of floodplain and are planned for open space uses. To that end, the County should consider acquisition of the remaining privately-held vacant land east of the Hayfield subdivision and south of the Coast Guard station for which preservation commitments have not been made. This land should be incorporated into Huntley Meadows Park.
4. The parcels south of Bedrock Road, fronting on the west side of Harrison Lane north of the entrance to Huntley Meadows Park, are planned for residential use at 3-4 dwelling units per acre. Significant specimen trees and possible hydric soils on the site will necessitate sensitivity in the design of development on these parcels. Development above the low end of this range should be considered only if the following conditions are met:
  - Preservation of existing vegetation as determined appropriate by the County Arborist;
  - Compliance with all of the restrictions of the Huntley Historic District;
  - Subject to environmental constraints, clustering to provide substantial buffering for the adjacent Huntley Meadows Park entrance and development designed to enhance the appearance of the gateway area to the park as approved by the Park Authority;
  - Dedication of land necessary to construct a trail to Huntley Meadows Park across the frontage of the property on Harrison Lane; and
  - Significant water quality protection measures to mitigate any adverse impacts on Huntley Meadows Park.
5. The land around the Huntley property (tax map 92-2((1))8D) has been subdivided to provide for preservation of the historic property and its environs as well as residential development at approximately six dwelling units per acre (see also the Heritage Resources recommendations in this sector). Consideration should be given to acquisition of additional land to protect the cultural landscape. Any requests for modifications to the approved development plan should comply with the following conditions:
  - Provision for the preservation and restoration of Huntley and its environs, including the approaches to and the vistas related to Huntley;

- Compatibility of proposed development with the Huntley Historic District, including such aspects as style and density, proximity to the main house and its outbuildings, and extent of screening to minimize visual distractions;
  - Limitation of density, siting of development and provision of screening and buffering so that no precedent would be set for development on adjoining properties in a manner incompatible with the Huntley Historic District or with the Plan recommendations for these properties;
  - Sensitivity of development to the environmental constraints of the property;
  - Provision of a substantial buffer sufficient to minimize adverse visual impacts on the Stoneybrooke subdivision, with no access through that subdivision; and
  - Vehicular and pedestrian traffic should be oriented toward Harrison Lane.
6. The Lieber Army Reserve Center is owned by the federal government and is planned for Public Facilities. Any future development by the federal government should be closely coordinated with the County and should be in conformance with the County's policies, goals and objectives. In the event that the property is declared surplus, acquisition by the County should be considered. If it is developed by the public or private sector, consideration should be given to development of affordable housing.
7. The U.S. Coast Guard Station is owned by the federal government and is planned for Public Facilities. Any future development by the federal government should be closely coordinated with the County and should be in conformance with the County's policies, goals and objectives. In the event that the property is declared surplus, acquisition by the County should be considered in order to consolidate the environmentally sensitive portions with Huntley Meadows Park and possibly provide for active recreation on the remainder of the site. A survey of the facilities located on the site should be carried out to determine if other County uses could be appropriately located here.

### Transportation

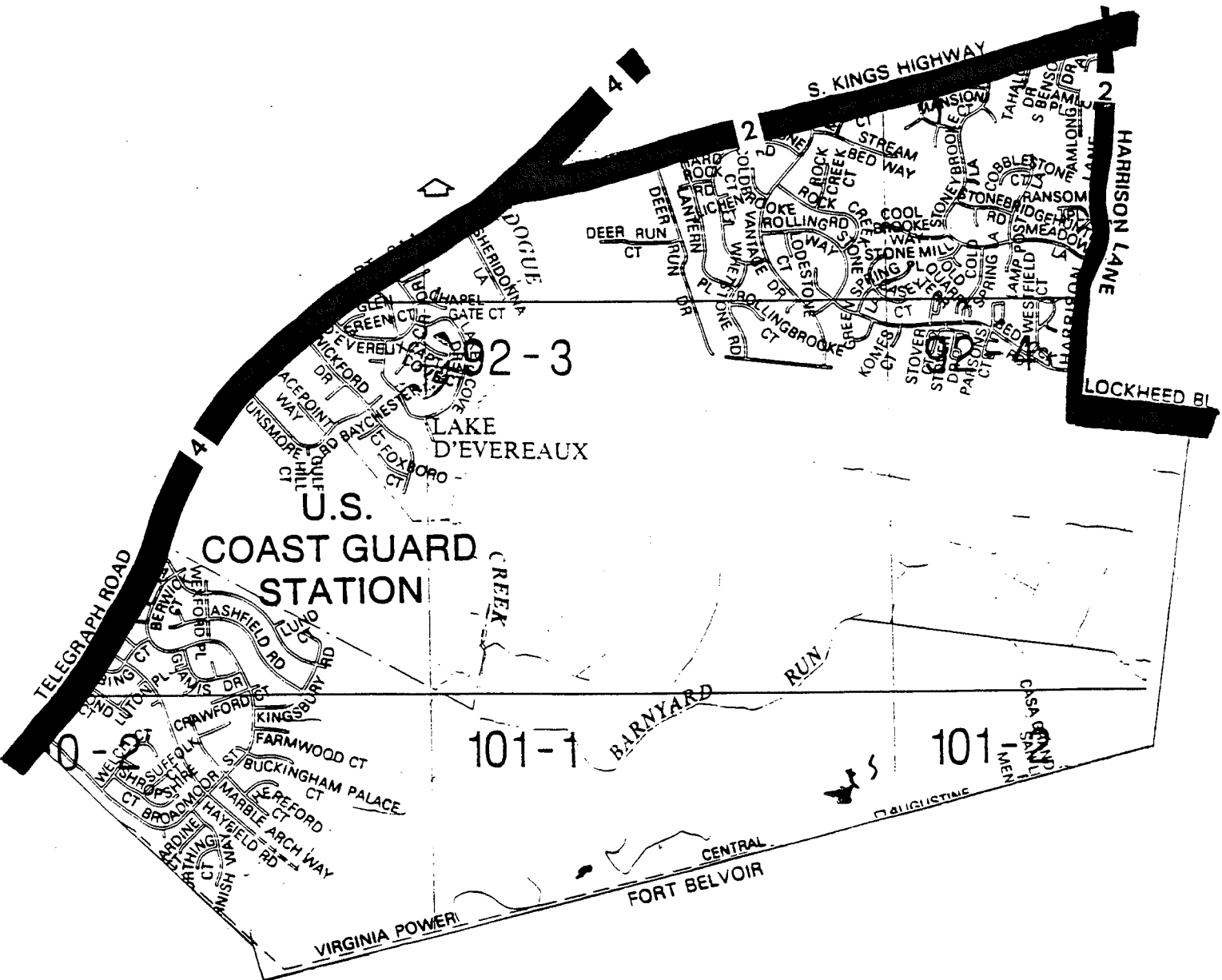
Transportation recommendations for this sector are shown on Figure 121. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

### Environment

Periodic inspection of stormwater management systems flowing into the park should be made to ensure water quality protection and the minimization of siltation and erosion.

# RH7

## HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR



**NOTE: SOUTH KINGS HIGHWAY SHOULD BE CONSTRUCTED WITH FULL TURN LANES**

### TRANSPORTATION RECOMMENDATIONS LEGEND

- ROAD AND HIGHWAY FACILITIES
- |  |                 |   |
|--|-----------------|---|
| ARTERIAL   | COLLECTOR LOCAL |   |
| WIDEN OR IMPROVE EXISTING ROADWAY  |                 |   |
| CONSTRUCT ROADWAY ON NEW LOCATION  |                 |   |
| X  | Y               | X |
|  |                 | Y |
| TOTAL NUMBER OF LANES (INCLUDING HOV LANES)  |                 |   |
| COLLECTOR/LOCAL CROSS-SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT. |                 |   |

- 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.
- 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.

**FAIRFAX  
COUNTY**

TRANSPORTATION RECOMMENDATIONS

FIGURE  
121

## Heritage Resources

### **Huntley Historic District**

1. The provisions of the Huntley Historic District (Appendix 1, A1-800 of the Zoning Ordinance) detail restrictions on residential development and specify that commercial and industrial uses should be prohibited.
2. Any future development proposals in this area should be restricted to residential or institutional uses which are compatible with the following design guidelines:
  - All improvements, including public facilities structures, signs, fences, street furniture, outdoor graphics and public and private utilities 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. No structure should exceed 35 feet in height and freestanding signs are limited to 5 feet in height. Any improvement to Harrison Lane should be accomplished without the destruction of the spring house on the Huntley property. All development in the historic district should be reviewed by the Architectural Review Board.
  - Any development adjacent to Huntley should provide sufficient buffering to ensure the scenic integrity of this historic property.
  - Mechanisms such as public acquisition, restrictive easements or revolving funds should be used to protect Huntley and its environs.
3. Paleo-environmental studies should be conducted within Huntley Meadows Park.

In Huntley Meadows Park and the Dogue Creek terrace system, any heritage resource surveys should involve deep testing to the depth of proposed disturbance or ten feet, whichever is less.

## Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 122. 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 123 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 122**  
**PARKS AND RECREATION RECOMMENDATIONS**  
**SECTOR RH7**

PARK CLASSIFICATION	RECOMMENDATIONS
<b>NEIGHBORHOOD PARKS:</b>	
Hayfield Wickford	Develop in accordance with the approved master plan.
South Kings Forest	Initiate a master planning process and develop in accordance with the approved plan.
<b>COMMUNITY PARKS:</b>	
Stoneybrooke	Maintain mansion grounds and recreation areas.
<b>DISTRICT PARKS:</b>	
	This sector lies within the service area of Lee District Park where active recreation facilities are available.
<b>COUNTYWIDE PARKS:</b>	
Huntley Meadows	Complete development in accordance with the master plan and resource management plan.  Vacant land adjacent to the western boundary of the park (91-4 ((1)) 30A and 100-2 ((1)) 3,4) along with other adjacent sensitive wetlands, should be incorporated as part of Huntley Meadows Park.

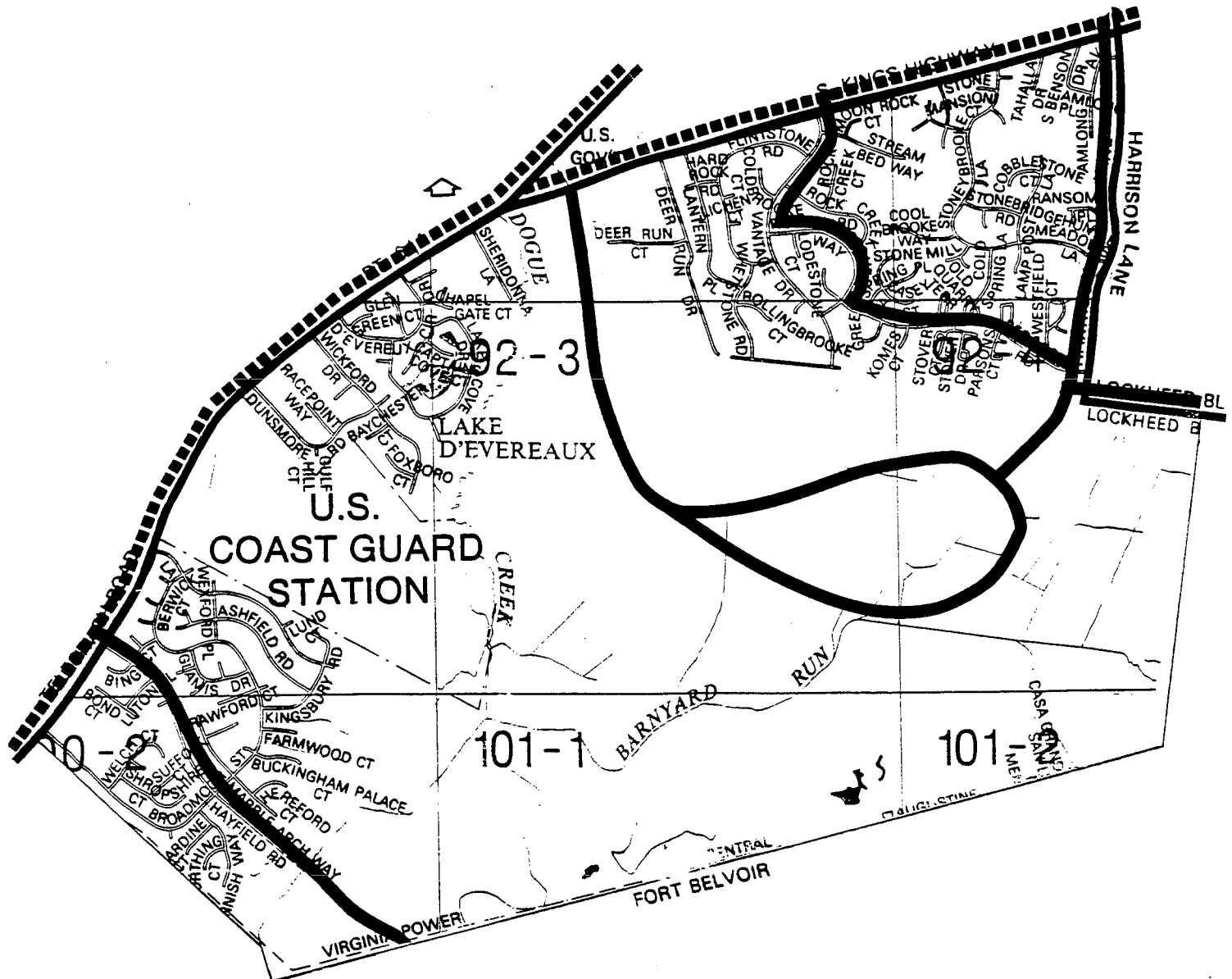
## FIGURE 122

### PARKS AND RECREATION RECOMMENDATIONS

#### SECTOR RH7 (Continued)

PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Dogue Creek Stream Valley	<p>Due to ecological and engineering constraints including flooding and unconsolidated soils, development of the proposed perimeter trail on the western and southern boundaries of Huntley Meadows Park would not be prudent. This portion of the trail should either be relocated or deleted from the Countywide Trail System. The connecting link between South Kings Highway and the Visitor Center should be completed.</p>
Huntley Mansion	<p>Acquire land adjacent to Huntley Meadows Park through dedication, donation of easements and/or purchase by the County to protect this extremely sensitive natural resource area. Some areas contiguous to the western boundary of Huntley Meadows should be incorporated into that park. (Also noted in Land Use Recommendations.)</p> <p>Seek historic preservation easements and/or additional land acquisition to protect the cultural landscape. (Also noted in Land Use Recommendations.)</p> <p>A trail connection between Huntley Mansion and Huntley Meadows Park should be provided. (Also noted in Land Use Recommendations.)</p>

# RH7 HUNTLEY MEADOWS 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

**123**