

MCLEAN PLANNING DISTRICT OVERVIEW

The McLean Planning District encompasses approximately 19,400 acres, or about seven percent of the county. The planning district is located in the northeast portion of Fairfax County, and is bounded on the north by the Potomac River, on the southeast by Arlington County and the City of Falls Church, on the southwest by Leesburg Pike (Route 7) and the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and on the west by Difficult Run, Leesburg Pike, Towlston Road, and Old Dominion Drive (see Figure 1). The planning district contains the McLean Community Business Center (CBC), the West Falls Church Transit Station Area (TSA), and a portion of the Tysons Urban Center. Plan recommendations for the Tysons Urban Center are included in the Area II volume of the Comprehensive Plan, Tysons Urban Center.

Outside of the Tysons Urban Center, McLean CBC, and West Falls Church TSA, the McLean Planning District is predominantly composed of stable, low-density residential neighborhoods. Commercial uses are limited, with only a few neighborhood-oriented commercial areas throughout the planning district. Large tracts of federally-owned parkland and institutional uses are also present.

In addition to those previously listed, the planning district is traversed by several major roads and highways, including the Capital Beltway/Interstate 495 (I-495), Interstate 66 (I-66), Chain Bridge Road/Dolley Madison Boulevard (Route 123), and the George Washington Memorial Parkway. Metrorail's Orange Line is located in the median of I-66, with the West Falls Church Metro Station located at the junction of I-66 and the DAAR. The planning sector also contains Clemyjontri Park.

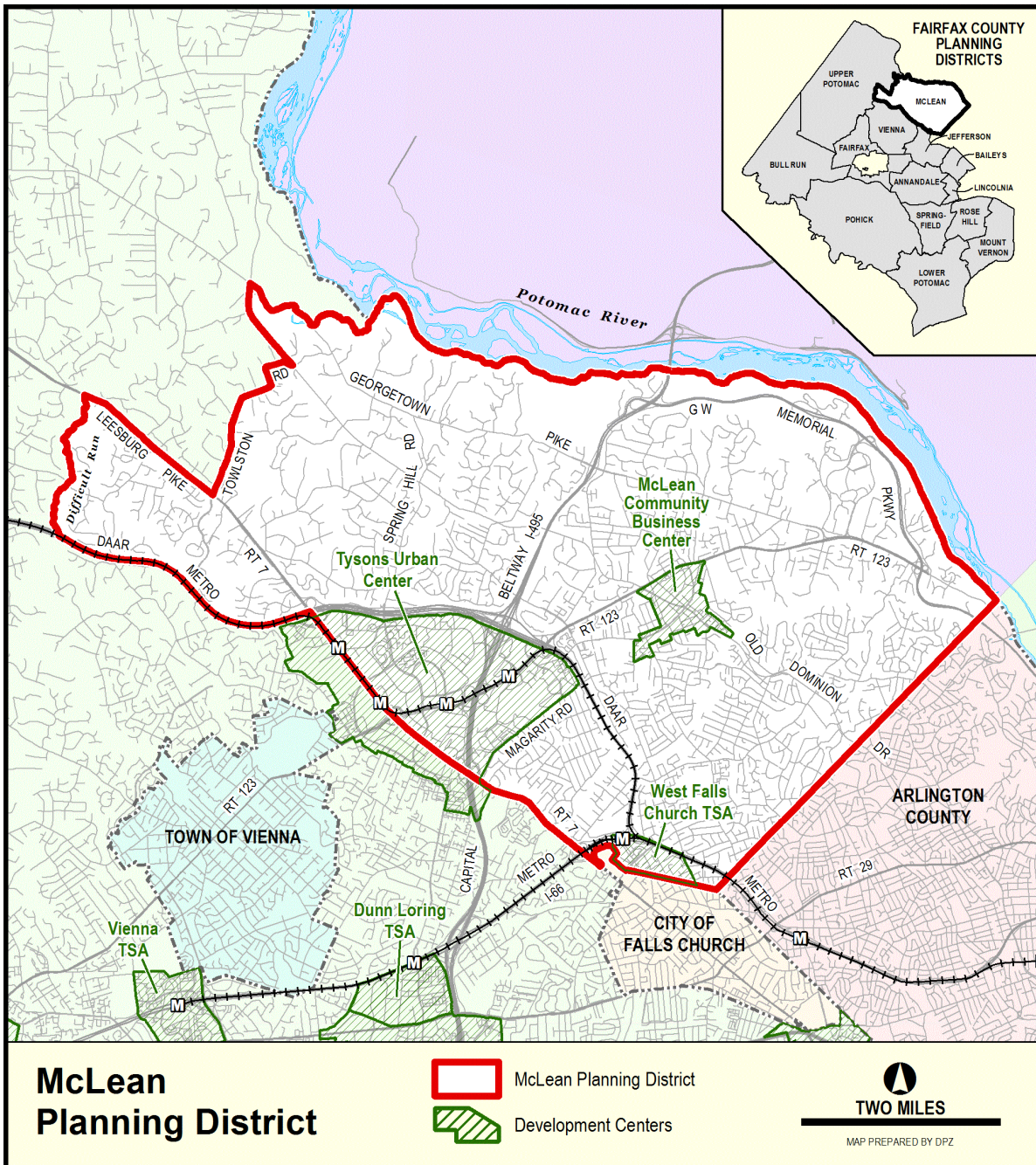
CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for 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.

The majority of the McLean Planning District has been recommended as Suburban Neighborhoods and Low Density Residential Areas in the Concept for Future Development. The Low Density Residential Area is generally located in that portion of the District that borders the Potomac River. Development in this area is generally limited to large lot single-family residential uses. Limited commercial and institutional uses are found in this portion of the District.

Most of the District's residential development is in areas recommended as Suburban Neighborhoods. These areas include a range of housing types, as well as supplemental neighborhood-serving commercial uses, public facilities, and institutional uses.

Several special development areas are located in the District. These include the Tysons Urban Center, the McLean Community Business Center and the West Falls Church Transit Station Area. Tysons is the only area in the county that has been designated as an "urban center." The fact that Tysons is a regional employment center with more nonresidential development than many major cities warrants the special attention suggested by this unique classification. Tysons should consist of a mixture of high intensity office, retail and residential uses. To the extent possible, pedestrian access and an urban character should be promoted.



MCLEAN PLANNING DISTRICT

FIGURE 1

Planning within the McLean Community Business Center is intended to encourage the retention of areas for community-serving retail use. Office, retail and residential uses are encouraged at a scale which strengthens a pedestrian-oriented character for the area.

MAJOR OBJECTIVES

Planning objectives within the McLean Planning District include the following:

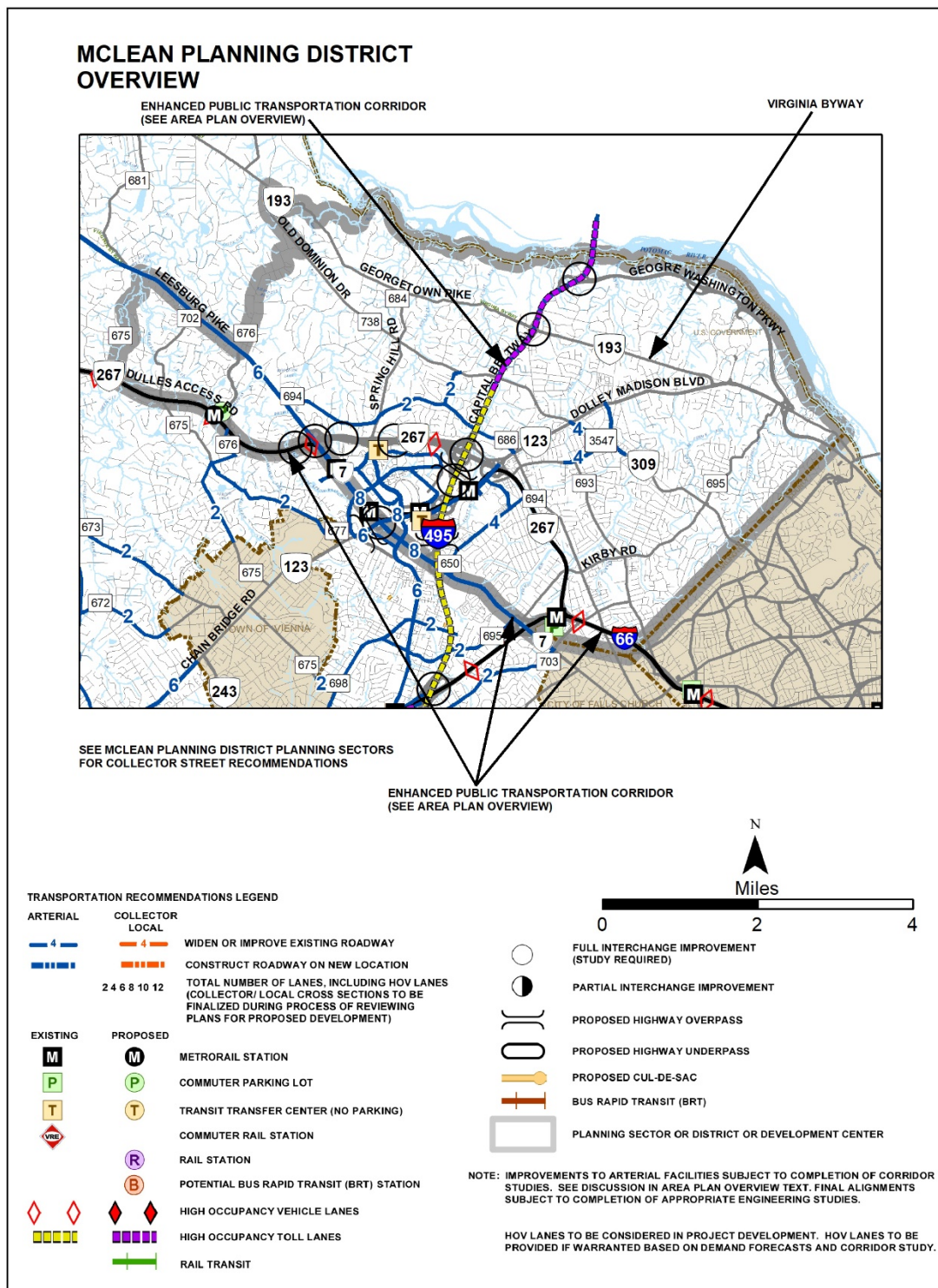
- Balance growth in the Tysons area with internal and external traffic demands generated by regional and local travel;
- Ensure that development within the McLean CBC is at a scale compatible with the service requirements and shopping needs of McLean residents and compatible with the CBC's transportation facilities;
- Provide improved vehicular and pedestrian access to the West Falls Church-VT/UVA Metro Station while at the same time preserving the stability of nearby neighborhoods;
- Contain commercial and higher density residential development within the McLean CBC, Tysons Urban Center, West Falls Church Transit Station Area and the four small shopping areas;
- Provide maximum environmental protection for the Potomac Palisades, its tributary stream valleys and steep slopes, and along Georgetown Pike which is designated as a scenic Virginia Byway;
- Improve the physical condition of nonresidential areas, such as the McLean CBC and Chesterbrook Shopping Center; and
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

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

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



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

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

Assisted Housing

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

Environment

The McLean Planning District has a variety of environmental contrasts. It has unique features such as the Potomac Palisades and contains within its boundaries all of five small watersheds: Bull Neck Run, Scotts Run, Dead Run, Turkey Run, and Pimmit Run. Despite the rapid development of Tysons, the area remains ecologically significant, with extensive stream valleys and related steep slopes, large areas of undisturbed forestland, wetlands, and rugged terrain. The westernmost watersheds remain unsewered.

Policies for the McLean Planning District should account for the contrasts between intense urban development and the remaining open space. A two-fold approach is recommended: environmental mitigation and containment for Tysons and environmental preservation and reclamation of natural areas outside Tysons. The former approach will focus on ways to mitigate the impacts of intense development on the environment through structural means, such as innovative stormwater management controls. The latter approach will focus on land use measures, such as low density development, to preserve and reclaim ecological resources.

The McLean Planning District is impacted by air, noise, and water pollution. Air pollution is a localized problem within the Tysons area. Due to intense automobile traffic, Tysons occasionally violates air quality standards. The solution to poor air quality lies mainly in relieving congestion and decreasing the number of automobiles on the road.

Water pollution is due primarily to nonpoint sources in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Sediment from highly erodible soils finds its way into the stream valleys during construction, especially if these soils are located on steep slopes next to streams.

The McLean Planning District contains an extensive array of environmental resources. The predominant features include the Potomac Palisades and the Georgetown Pike. Outside the Tysons area, development is heavily constrained by rugged terrain associated with the Potomac River,

extensive EQCs, highly erodible soils, and areas of hardwood forests. Low density development and innovative subdivision designs should be used to maximize the preservation of these features. Policies should be addressed to maintaining these areas for the valuable habitat they support. The following are environmental objectives for the McLean Planning District:

- Ensure a diversity of habitat types through the provision of wetland, forestland and meadowland EQCs;
- Protect the aesthetic character of Georgetown Pike, a Virginia byway. Fairfax County should limit densities on the land abutting the Pike running in a band on both sides for a depth of 100 to 150 feet; and
- Encourage continued efforts to conserve land along the Potomac River shoreline by the Northern Virginia Regional Park Authority and the federal government.

Heritage Resources

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

- Langley Fork – This crossroads village includes residential, school, and church structures dating from the early 19th century. Many of these sites are included in a National Register Historic District and are also protected by a county Historic Overlay District.
- Salona – During the Civil War, this Federal-style farmhouse served as headquarters for General George B. McClellan, Commanding Officer of the Army of the Potomac.
- Eight Oaks – Built c. 1858, this residence is one of the few remaining mid 19th century farmhouses in Fairfax County.

Numerous known and potential heritage resources reflect the prehistory and history of the McLean Planning District. The prehistoric sites that exist in deeply buried contexts along the Potomac River shore are some of the most sensitive in the county. Other similar sites have been located in the Pimmit Run, Turkey Run, Dead Run, Scott Run, Bullneck Run and Difficult Run floodplains. Stratified prehistoric sites in upland areas may still exist and, if found, are significant. Historic resources have been identified throughout the District, and potential historic resources may be located in open spaces and within developed areas.

Georgetown Pike is listed in the Virginia Landmarks Register and National Register of Historic Places. It has been designated as a Virginia Byway.

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

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

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

Name	Location	Planning Sector	Parcel Number	Date
Adams-Nelson-Sewell-Hirst-Cemetery	1445 Layman Street McLean	M3	31-1 ((9)) 40A	late 1700s
Andrew Chapel United Methodist Church	9201 Leesburg Pike Vienna	M7	19-4 ((1)) 57	1855
Andrew Chapel School	9325 Leesburg Pike Vienna	M7	19-4 ((1)) 60	1914
Ballantrae	1288 Ballantrae Farm Drive McLean	M3	31-1 ((20)) 26	1925-1928
Beaufort Park	7303 Peter Place McLean	M6	21-3 ((26)) 10	1940
Bethel Primitive Baptist Church	9101 Leesburg Pike Great Falls	M7	19-4 ((1)) 45A	1912
Bienvenue	6800 Churchill Road McLean	M4	30-2 ((22)) (A) 23C	1822/1823
Bull Neck Gold Mine	8008 Georgetown Pike McLean	M5	20-2 ((1)) 13Z	c. 1894
Chesterbrook Methodist Church	1711 Kirby Road McLean	M3	31-3 ((1)) 119	1920
Claude Moore Colonial Farm at Turkey Run	6310 Georgetown Pike McLean	M5	22-3 ((1)) 40	1973
D.C. Boundary Stone A W. Cornerstone N, V	2824 N. Arizona Street Falls Church	M2	40-4 ((26)) 1B	1791
D.C. Boundary Stone B N.W. Line #1 N, V	6403 Oak Meadow Way (adjacent) McLean	M3	41-1 ((1)) 66D (adjacent)	1791
D.C. Boundary Stone C N.W.Line #2 N, V	5145 N. 38 th Street Arlington	M3	41-1 ((23)) 1	1791
D.C. Boundary Stone D N.W. Line #3 N, V	4013 N. Tazewell Street Arlington	M3	31-4 ((15)) 65	1791

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

Name	Location	Planning Sector	Parcel Number	Date
Dower House	7728 Georgetown Pike McLean	M5	20-2 ((1)) 28	Post 1865
Downscrest*	1049 Crest Lane McLean	M5	22-4 ((1)) 28A	c. 1932
Drover's Rest	8526 Georgetown Pike McLean	M5	20-1 ((1)) 13	1757-1785
Eight Oaks	1825 Kirby Road McLean	M3	41-1 ((28)) 8A1	c. 1858
Elmwood	7167 Old Dominion Drive McLean	M4	30-1 ((1)) 60	1905
Faulkner House*	837 Dolley Madison Blvd. McLean	M3	31-2 ((1)) 112	c. 1860- 1870
Filene Center at Wolf Trap Farm Park	1551 Trap Road Vienna	M7	28-2 ((1)) 3	1971; rebuilt 1982-1984
First Baptist Church of Chesterbrook	1740 Kirby Road McLean	M3	31-3 ((1)) 66	1909-1913
Fort Marcy	639 Chain Bridge Road McLean	M3	31-2 ((1)) 40	1862
George Washington Memorial Parkway	From Arlington County border to Capital Beltway	M3, M5	N/A	1952 -1962
Georgetown Pike ¹ N,V	Great Falls and McLean	M3, M4, M5, M6	N/A	1813-1934
Great Falls Park Historic District ¹ N, V	9200 Old Dominion Drive McLean	M5	8-4 ((12)) 3A1, 13-2 ((1)) 35	c. 6,000 BCE-1968
Hickory Hill N,V,H	1147 Chain Bridge Road McLean	M4	31-1 ((1)) 1	c. 1869/ 1870

¹Site is also located in Upper Potomac Planning District

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

Name	Location	Planning Sector	Parcel Number	Date
Hitchcock House	8824 Gallant Green Drive McLean	M6	19-4 ((10)) 7A	c. 1812-1820; moved here c. 1967
Jackson House	1157 Swinks Mill Road McLean	M6	20-4 ((1)) 56	c. 1760
Kenmore	1410 Montague Drive McLean	M7	19-3 ((2)) C	1807
Langley Fork Historic District N, V, H	Georgetown Pike and Chain Bridge Road McLean	M5	22-3; 31-1	Mid-19 th century
Langley Friends Meeting House N,V,H	6410 Georgetown Pike McLean	M5	22-3 ((1)) 48	1893
Langley Ordinary N,V,H	1101 Chain Bridge Road McLean	M4	22-3 ((1)) 63	c. 1856-1861
Langley Toll House and Gunnell's Chapel N,V,H	6324 Georgetown Pike McLean	M5	22-3 ((1)) 43	TH 1889; chapel 1879
Leigh, Vernon, House	9352 Mildred Court Vienna	M7	19-4 ((1)) 63	1914/1915
Lewinsville House/ Meadowbrook	1659 Chain Bridge Road McLean	M3	30-3 ((1)) 65	c. 1860
Lewinsville Post Office	1554 Great Falls Street McLean	M3	30-3 ((2)) 2	1845/1846; moved here 1980
Mackall-Hall House	1011 Turkey Run Road, McLean	M5	22-3 ((1)) 50, 51	c. 1850-1890
Mackall House N,V,H	6418 Georgetown Pike McLean	M5	22-3 ((1)) 49	1858/1859
McLean Baptist Church	1437 Emerson Avenue McLean	M3	30-2 ((9)) 79	1923-1926

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

Name	Location	Planning Sector	Parcel Number	Date
McLean Volunteer Fire Department/Fairfax County Fire Station Number 1	1440 Chain Bridge Road McLean	M4	30-2 ((1)) 25	1948
Merryhill	1222 Stuart Robeson Drive McLean	M4	30-2 ((45)) 19A	c. 1871
Merrywood	700 Chain Bridge Road McLean	M5	31-2 ((1)) 33	1919
Odrick, Alfred, Farmstead*	8425 Lewinsville Road McLean (formerly)	M6	29-1 ((24)) B	c. 1872
Peacock House	8906 Old Dominion Drive McLean	M6	13-4 ((1)) 35	c. 1842
Pleasant Grove Methodist Episcopal Church	8641 Lewinsville Road McLean	M6	29-1 ((1)) 6	1892
Rokeby	800 Dolley Madison Boulevard McLean	M5	31-2 ((1)) 12B	c. 1820
Salona N,V	1214 Buchanan Street McLean	M3	30-2 ((1)) 66A	c. 1812
Sears-Roebuck House	1506 Chain Bridge Road McLean	M3	30-2 ((7)) (2) 5	1927; moved here 1979/1980
Shiloh Baptist Church	8310 Turning Leaf Lane McLean	M6	29-1 ((1)) 58C	1928
Spring Glade	1442 Towlston Road Vienna	M7	19-4 ((14)) 186A	c. 1840
St. John's Catholic Church	6422 Linway Terrace McLean	M3	31-3 ((1)) 25B	1913

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

Name	Location	Planning Sector	Parcel Number	Date
Swinks Mill Miller's House	808 Swinks Mill Road McLean	M6	21-3 ((1)) 6A	c. 1878
Towlston Grange	1213 Towlston Road Great Falls	M6	19-4 ((1)) 14	c. 1767
Watters', William, Grave	6430 Linway Terrace McLean	M3	31-3 ((1)) 22	1827
Windy Hill Farm	7409 Windy Hill Court McLean	M4	30-1 ((26)) 5	1826/1827
Wolf Trap Farmhouse	1551 Trap Road Vienna	M7	28-2 ((1)) 3	1854/1855

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

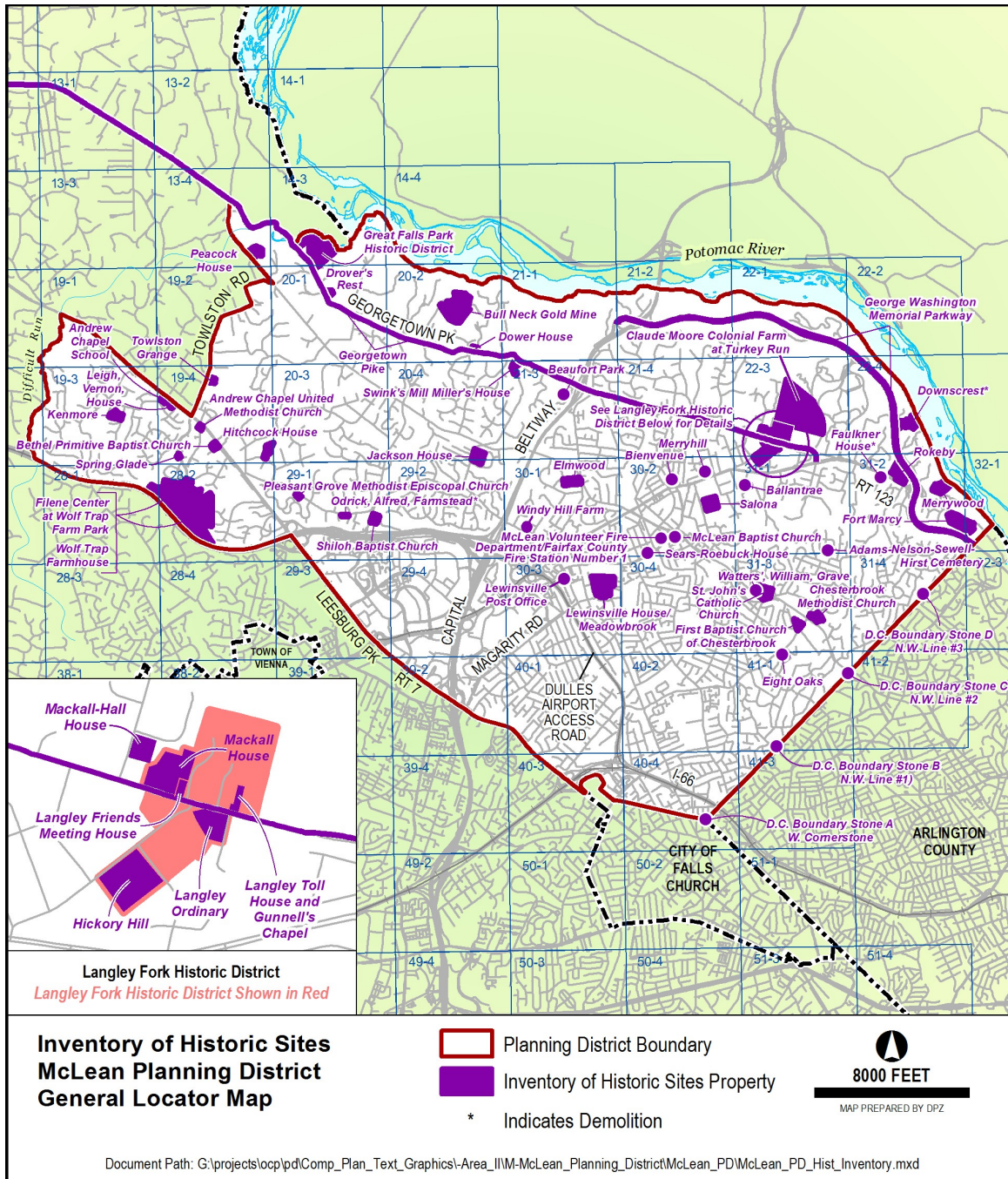


FIGURE 4

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

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

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

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

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

Public Facilities

The existing public facilities located within the McLean Planning District are indicated on Figure 5. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector 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 2232 Review public hearing. The following public facilities are identified as future needs in the McLean Planning District:

FIGURE 5
MCLEAN PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
M1	Westgate Elem.		Tysons Fire Station Co. 29		City of Falls Church Water Storage, Sewage Pumping Station, Va. Power Tysons Substation, City of Falls Church Pumping Station, FCWA Tysons Corner 1 & 2 Storage and Pumping Stations	
M2	Lemon Road Elem., George Mason High, Pimmit Alt. High, Mt. Daniel Elem., (City of Falls Church)	Tysons/Pimmit Regional		Pimmit Hills Senior Center	City of Falls Church Pumping Station, FCWA Pimmit Hills Storage Tank Nos. 1 & 2	
M3	Haycock, Kent Gardens, Chesterbrook, Franklin Sherman Elem., Longfellow Middle, McLean High		McLean Fire Station Co. 1	Lewinsville Adult Day Health, Senior Center and Housing	Recycling Drop-off, Sewage Pumping Station	
M4	Churchill Road Elem., Elem. Site, Cooper Middle	Dolley Madison Comm.	McLean Dist. Police Station	McLean Community Center, McLean Government Center	Sewage Pumping Station, FCWA Langley Pumping Station	
M5	Langley High				Va. Power CIA Substation, Sewage Pumping Station, City of Falls Church Water Pumping Station	
M6	Spring Hill Elem., Elem. Site				Sewage Pumping Station	
M7	Colvin Run Elem.		Wolf Trap Fire & Rescue Station Site		Recycling Drop-off	*Wolf Trap Farm Park (federal)

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

1. In order to meet additional requirements for public water, water storage may be required by the City of Falls Church Department of Public Utilities at its sites in Sectors M1 and M3.
2. Expand the Lewinsville Senior Center and Housing Facilities in Sector M3.
3. In order to meet the growing need for public utilities, an additional electrical substation will be required by Virginia Power in Sector M6.
4. Construct a fire and rescue station near the intersection of Beulah Road and Leesburg Pike in Sector M7.
5. Expand the Tysons-Pimmit Regional Library in Sector M2.
6. Expand the Dolley Madison Community Library in Sector M4 or relocate it to a core area of the McLean Community Business Center.
7. Renovate and expand the McLean Pumping Station in Sector M3.
8. Install the portion of Second River Crossing Transmission Main in Sector M5 parallel to the First River Crossing Transmission Main between the Chain Bridge Pumping Station and Washington Aqueduct Treatment Plant.

Parks and Recreation

Public parks located within the McLean Planning District are identified on Figure 6. Additional recreational facilities are provided at county public school sites. The combination of Countywide Parks and federal lands along the Potomac Palisades provide an extensive greenway system with linkages to the interior of the Planning District via several stream valley parks. These parklands contain a rich and extremely valuable diversity of scenic natural and heritage resources which merit protection.

Major Countywide Parks included in this system are Scotts Run Nature Preserve, Langley Oaks, Marie Butler Leven Preserve and the Difficult Run, Scotts Run, Bull Neck, Pimmit, Little Pimmit and Dead Run Stream Valleys. Federal land holdings include Turkey Run and Great Falls National Parks, the George Washington Memorial Parkway, an undeveloped portion of the CIA and U.S. Bureau of Public Roads sites. Action required to achieve the full potential and preservation of this greenway system are detailed in the district planning guidelines below.

With more than 40 parks and over 500 acres of "community-serving parkland", including applicable portions of public school sites, the McLean Planning District is generally well-served by existing facilities of this type. However, changing demographic trends are generating a commensurate demand for additional and/or improved active recreation facilities.

The inclusion of Urban Parks in future planning and development of the McLean Community Business Center and West Falls Church Transit Station Area will provide a significant amenity and improve the "quality of life" for these vital commercial and transportation focal points.

Major park and recreation guidelines for the McLean Planning District are as follows:

- Interagency coordination with the federal government and Arlington County Potomac Palisades Commission should be initiated to ensure consistent natural and cultural resource management practices on contiguous land holdings;

FIGURE 6
MCLEAN PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL	STATE/ FEDERAL
M1		Westgate		Scotts Run S.V.		
M2	Fisher Griffith Lemon Road Lisle Mt. Royal Pimmit Hills Pimmit View Tysons/Pimmit	Olney		Pimmit Run S.V.		
M3	Bryn Mawr Dolley Madison Estates Franklin Woods Kirby Pathfinder Potomac Hills	Chesterbrook School Site Kent Gardens McLean High Linway Terrace Haycock- Longfellow	Lewinsville	Little Pimmit Run S.V. Pimmit Run S.V. Marie Butler Leven Preserve		Fort Marcy
M4	McLean Knolls	Churchill Road McLean Central		Dead Run S.V.		
M5	Tollbrook Ridge		Langley Fork	Scotts Run S.V. Pimmit Run S.V. Dead Run S.V. Langley Oaks Scott Run Nature Preserve Turkey Run		
M6	McLean Hunt Estates Falstaff	Greenway Heights Old Dominion School Site McLean Hamlet Timberly	Spring Hill	Bull Neck S.V. Difficult Run S.V. Scotts Run S.V.		
M7				Difficult Run S.V. Wolftrap S.V.	Wolftrap	

- Facility development commensurate with, and necessary to, resource management objectives should be completed at Scotts Run Nature Preserve and Langley Oaks, which are classified as Natural Resource Parks, and the Leven Preserve, a Special Purpose Area planned for horticultural development. Additionally, adequate environmental and visual buffering should be ensured for these sites and the ecologically sensitive stream valley areas;
- Private sector involvement should be encouraged through donation/acquisition of conservation and public access trail easements to complete the greenway system;
- Donation of historic preservation easements should be encouraged to protect significant historic properties and archaeological sites on private properties;
- Interconnections of existing trails, especially with the W&OD regional trail, should be made to provide a network of trails for recreation and pedestrian circulation; and
- Existing active recreation facilities should be upgraded and expanded, where possible, to meet projected needs. Major new development should provide additional recreation facilities commensurate with increased demand.

MCLEAN COMMUNITY BUSINESS CENTER

LOCATION AND CHARACTER

The McLean Community Business Center (CBC) is approximately 230 acres in size. The CBC is centered around the intersection of two major roadways, Chain Bridge Road and Old Dominion Drive, as shown on the Locator Map, Figure 7. Comprehensive Plan recommendations for the triangular land area bounded by Old Dominion Drive, Dolley Madison Boulevard, and Chain Bridge Road are in the M4 – Balls Hill Community Planning Sector, while the rest of the CBC is in the M3 – Kirby Community Planning Sector.

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

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

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

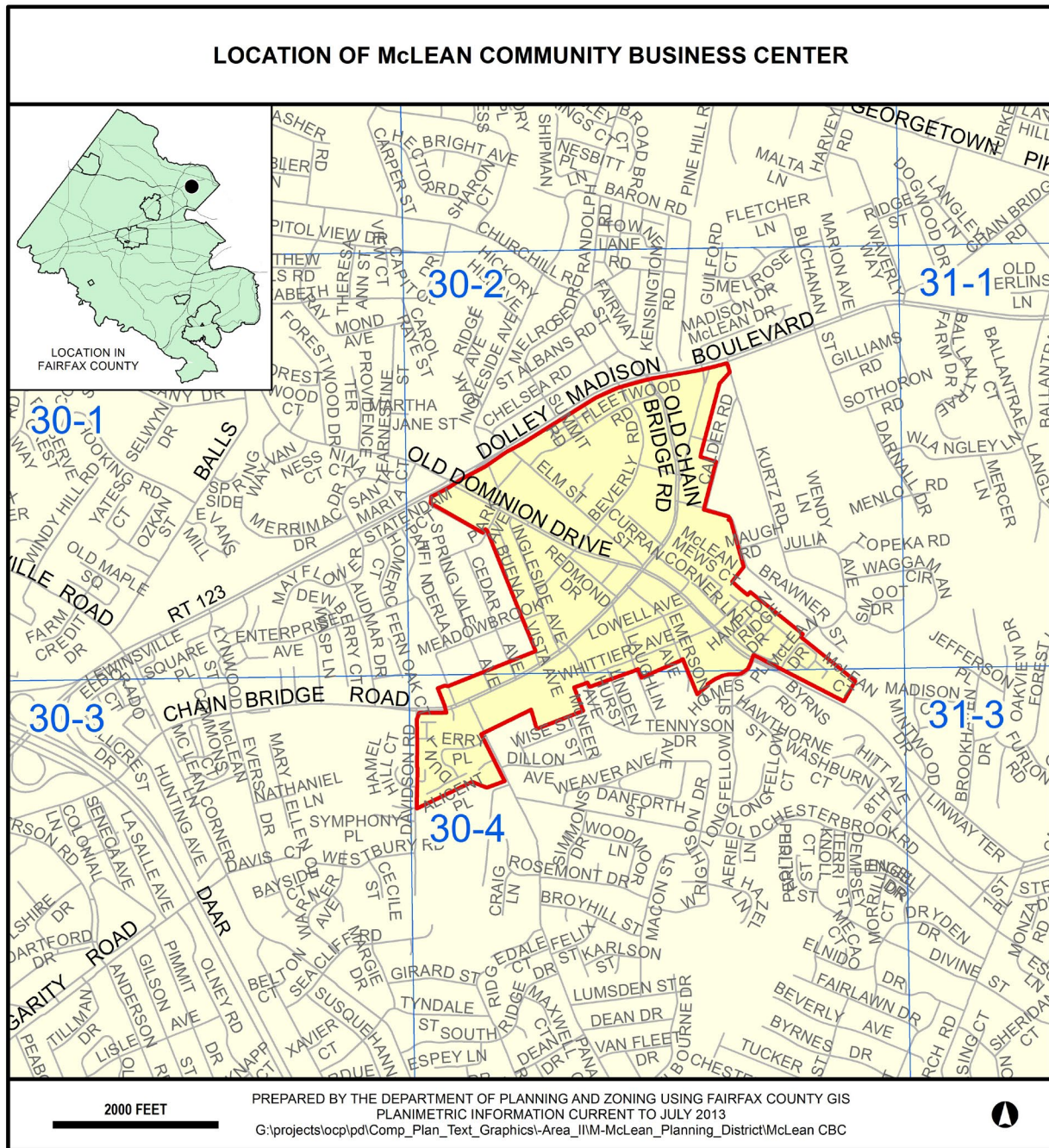


FIGURE 7

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

REVITALIZATION CONSIDERATIONS

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

PLAN HISTORY

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

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

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

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

VISION AND GUIDING PLANNING PRINCIPLES

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

Planning Principles

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

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

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

Zones

The land use plan for the McLean CBC is organized into the three zones - Center, General, and Edge, as shown in Figure 8. The purpose of the zones is to establish a framework for development that identifies distinguishing characteristics for each zone in terms of land uses, site design, building intensity, form and character. The highest intensity and tallest buildings are expected in the Center Zone; development is expected to be primarily mid-rise buildings in the General Zone; and the lower intensity existing character and uses in the Edge Zone are expected to be retained.

Each zone is divided into land units, as described in the Land Units section. For each land unit, there is a base plan that generally reflects the existing and/or approved uses and intensities. The preferred vision is recommended as an optional level of development above the base plan. The preferred vision for the Center and General Zones employs a form-based approach that encourages flexibility in the mix of uses within a total amount of development potential for those zones, as shown in Figure 9. The preferred vision for the Edge Zone employs dwelling units per acre (du/ac) or floor area ratio (FAR) recommendations.

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

Center Zone and General Zone Form-Based Approach

Implementation of the Plan options in the Center and General Zones follow a form-based approach that uses building form, building location, design, and height to inform the development potential of properties in lieu of a maximum FAR or du/ac. A maximum total development potential for these zones is recommended in terms of residential units and non-residential square feet as shown in Figure 9. The maximum building heights for the Center and General Zones are shown in Figure 10. The Plan allows for flexibility within the overall square footage for types of non-residential uses in the Center and General Zones, provided that the total amount of recommended non-residential use is not exceeded. The form-based recommendations provide flexibility for individual proposals so they may best achieve the vision of the community and respond to the market. A development at an intensity of 3.0 FAR may be achievable based on parcel size and building height as guided by this Plan. The maximum residential development potential shown in Figure 9 is inclusive of bonus density associated with the ADU Ordinance or with the WDU Policy, within the recommended maximum building heights.

Figure 9: Planned Development Potential for the Center and General Zones

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

Center Zone

The Center Zone is approximately 75 acres in size and is planned for the highest intensity development and the tallest building heights of the three zones. Building heights are recommended up to a maximum of seven stories and 92 feet; however, included within the Center Zone is a smaller Bonus Height Area in which taller building heights for residential purposes may be considered. For a single consolidated proposal of up to six acres, a building height up to a maximum of ten stories and 128 feet may be considered for a signature building, if the proposal creates a vibrant, mixed-use, pedestrian-oriented place and provides a signature urban park that is a minimum 2/3 acre in size.

More than one building above seven stories and 92 feet in height may be appropriate as part of a consolidated proposal only if careful consideration is given to the mitigation of the potential additional visual impact within and adjacent to the project. Appropriate transitions, such as step-backs in height, both within the project and between project and adjacent properties should be considered to minimize visual impacts. The option for taller heights in the Bonus Height Area is limited to a project that provides the signature urban park as discussed above. Once the signature urban park is provided, the ability to achieve the heights recommended in the Bonus Height Area is no longer an option.

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



Conceptual Rendering of Center Zone along Elm Street

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

General Zone

The General Zone is approximately 54 acres in size. Planned low to mid-rise development in this zone is intended to provide a transition from the Center Zone to the Edge Zone, and in some cases to single-family neighborhoods outside of the CBC. Building heights are recommended up to five stories and 68 feet to effectuate appropriate transitions. A mix of uses is recommended in the

General Zone. For mixed-use development where pedestrian activity is desired, active ground floor uses such as retail should be considered. Development is expected to yield public benefits such as new public parks, and improved access and mobility. Single-family attached or stacked townhomes (“two-over-two” townhomes) may be considered along the periphery of the General Zone as a transition between zones or to neighborhoods outside of the CBC.



Conceptual Rendering of General Zone along Chain Bridge Road

Edge Zone

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

Building Heights

Maximum building heights shown in Figure 10 are guided by the number of stories and feet. Height limits do not include mechanical penthouses, architectural elements, or features affixed to buildings which are part of energy technology such as solar panels, provided that these features do not exceed 20 feet or 25 percent of the overall building height, whichever is less. Except for architectural elements, these features should be effectively screened from adjoining uses. Height maximums are inclusive of any additional units that could result from meeting the Affordable Dwelling Unit (ADU) Ordinance in the Zoning Ordinance or the Guidelines for the Provision of Workforce Housing (WDU) in the Policy Plan.

Parcels that are split by two zones should be evaluated on a case-by-case basis when development applications are reviewed, to allow for careful consideration of transitions. Figure 10 depicts the recommended maximum building heights. The following recommendations are also provided regarding building height within the McLean CBC:

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

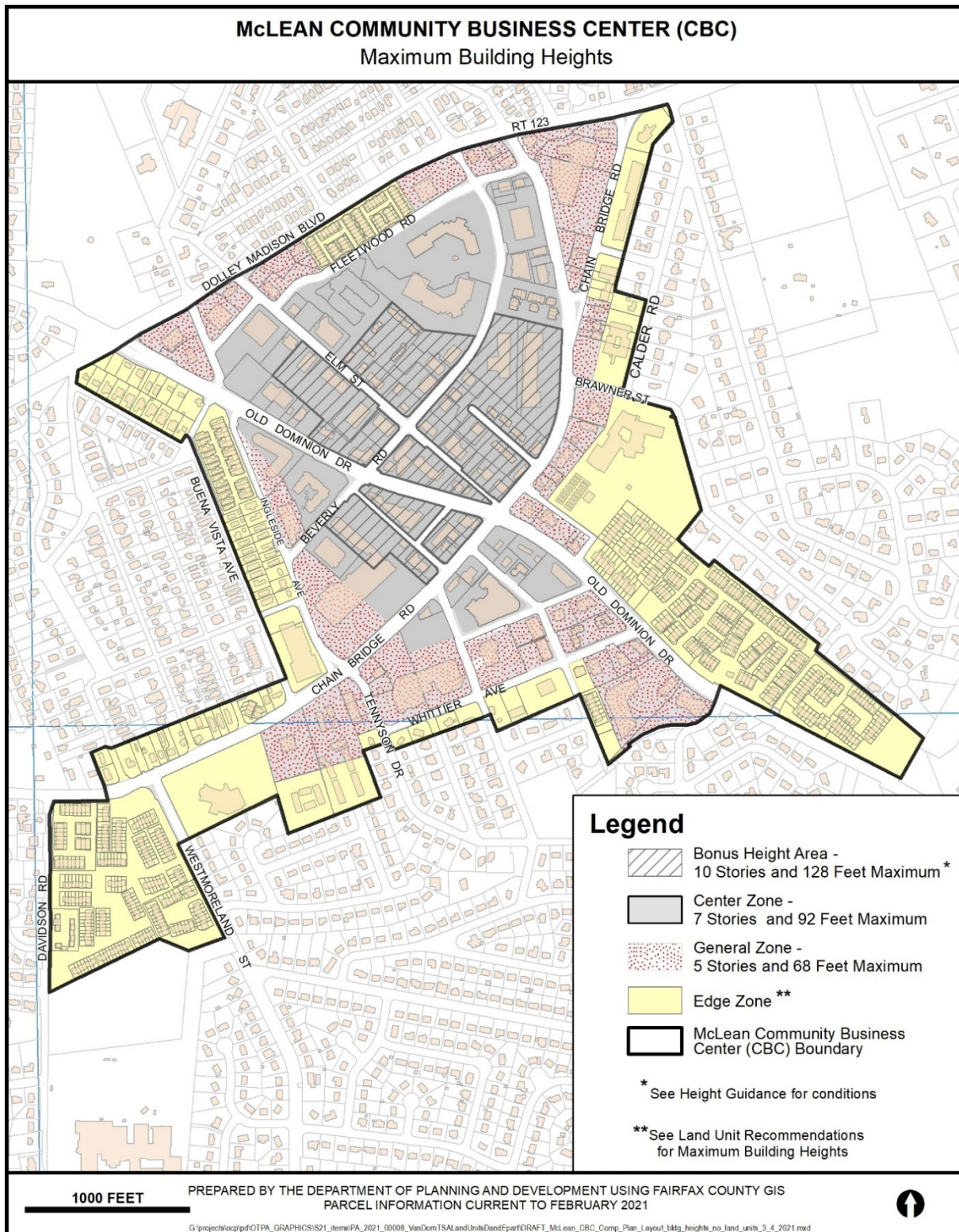


FIGURE 10

HOUSING

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

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

PARKS AND RECREATION

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

Current Conditions

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

Urban Parks Framework

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

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

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

Parks, Recreation, and Connectivity Concept

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

The Conceptual Parks, Recreation, and Connectivity Concept, Figure 11, shows the general location of the signature urban park space and potential general locations of a series of smaller urban parks. These locations should not preclude alternative or additional park spaces. Pedestrian connectivity between the McLean Central Park and the Franklin Sherman Elementary School is envisioned; this can be achieved by as a series of urban park spaces with pedestrian and bicycle facilities along the length of roadway(s) that connect these destinations. The concept plan also indicates other connections to link future parks in the CBC. As applicable, developments should include connections between the urban parks and the public realm, and safe pedestrian and bicycle-friendly pathways throughout the CBC and to the surrounding residential neighborhoods. Opportunities to protect, connect to, and enhance existing park facilities in and near the McLean area are also encouraged as part of the overall park network serving the CBC.

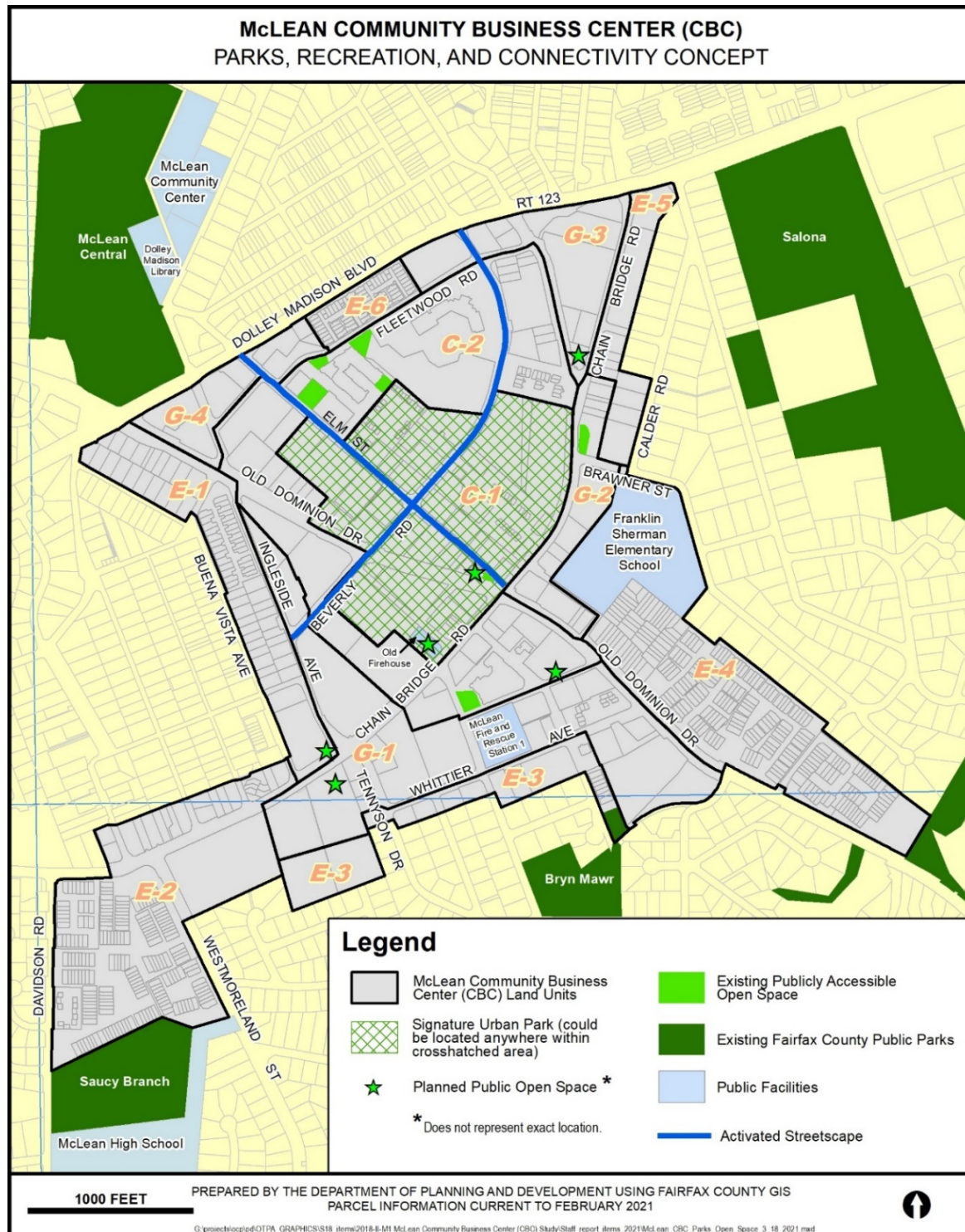


FIGURE 11

Center Zone Signature Urban Park

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



Conceptual Rendering of Signature Urban Park Area

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

- Be visible from the public realm, and accessible for users of a variety of ages and abilities;
- Provide connections to surrounding pedestrian and bicycle infrastructure, with access supported by wayfinding signage as needed;
- Contain a variety of seating options and shade elements;
- Include an area designed for community gatherings such as farmer's markets, art exhibitions, festivals, concerts, fitness classes, and other events;
- Designate space(s) for unscheduled uses such as unstructured play;
- Incorporate a focal point which may include but is not limited to water features or public art; and

- Include interactive elements to engage park users. Examples of these types of elements include climbing/interactive art, an interactive musical element, a splash pad, or a bocce court.

PUBLIC FACILITIES

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

Schools

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

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

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

A capacity assessment of Fairfax County public schools that serve the McLean CBC is recommended to be undertaken by the county in collaboration with FCPS in 2031 or when 1,660 residential units are built or entitled in the Center and General Zones, whichever occurs first. The assessment should evaluate the effectiveness and sufficiency of school mitigation measures. The assessment should include approved and constructed projects with a residential component, a comparison of estimated potential student yield at the time the application was reviewed with the most currently available actual and projected student yield for constructed projects, any school mitigation measures that were provided with each approved application, and potential solutions FCPS has identified as appropriate.

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

Libraries

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

Police and Fire and Rescue

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

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

Wastewater Management

Wastewater generated in the McLean CBC is treated at the Blue Plains treatment plant, a regional facility located in Washington, DC. The service agreement that Fairfax County has with

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

Fairfax Water

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

Utility Lines

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

IMPLEMENTATION

Successful implementation of the Plan for the Mclean CBC will require a commitment to the overall vision set forth in the Plan. Key components for the vision include a multimodal street network that is responsive to the needs of pedestrians and bicyclists as well as automobiles, an appropriate mix of uses, activated streetscapes, building height maximums, compatible transitions, and a network of public parks. New buildings, streets, infrastructure, and public spaces will be completed over time, some of which may warrant public investment. Implementation will occur primarily through the rezoning process, where reviews are conducted to evaluate the extent to which a development proposal achieves the Plan recommendations and whether a development's impacts are adequately addressed. As part of the development review process, the provisions of the McLean Commercial Revitalization Overlay District contained in the Zoning Ordinance and design guidelines are expected to be implemented.



Conceptual Transition between General and Edge Zones

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

Community Involvement

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

Flexibility for Non-Residential Uses

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

Discouraged Uses

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

Phasing with Public Facilities and Infrastructure

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

Transportation Infrastructure

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

Transportation Pilot Project

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

Interim Development Conditions

Achieving the Plan's long-term vision can take many years and can occur incrementally. In the meantime, reinvestment or development may occur that does not achieve the ultimate Plan vision. Furthermore, in some instances, development that will ultimately achieve the vision may take place in phases resulting in interim site conditions during those phases. For a phased project, interim conditions that enhance the urban character and contribute to placemaking are encouraged for portions that will not be built until later phases. Examples include pop-up parks, interim recreational facilities, or low intensity temporary uses. It may also be acceptable to maintain existing uses in lieu of an interim use as long as they do not preclude the achievement of other priorities and Plan goals.

The following are examples of interim development conditions:

1. Temporary conditions that are created when a project is constructed in phases and the development plan is not fully realized; and
2. Developments, generally those smaller in scale and potentially for a limited duration, that do not strictly conform to the ultimate vision in the Plan.

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

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

Parcel Consolidation

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

ENVIRONMENT

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

Ecology

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

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

Urban Forest

Urban forestry is focused on the planting, maintenance, care, and protection of tree populations in urban settings. These tree populations provide benefits to the community, including physiological, social, economic, aesthetic, and environmental benefits. Environmental and human health benefits include stormwater management, energy conservation, and the mitigation of air pollution. From a design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise.

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

Stormwater Management

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

To help address these conditions, the county completed numerous stormwater improvement projects in the Dead Run and Pimmit Run watersheds between 2007-2017. While these projects addressed some stormwater management challenges, redevelopment offers opportunities for continued watershed improvement through the use of modern stormwater management controls and

reductions in impervious cover. The benefits of modern stormwater controls are significant, given that much of the existing development in the McLean CBC was constructed in the mid-1900s prior to the stormwater management requirements that are expected today.

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

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

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

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

- Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Green Stormwater Infrastructure (GSI). GSI is designed to protect, restore, and/or mimic nature and to evapotranspire water, filter water through vegetation and/or soil, return water into the ground, and/or reuse water.
- For sites of less than one acre, the peak runoff rate for the 10-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.
- For sites of one acre and larger, the peak runoff rate for the 10-year, 24-hour storm in the post-developed condition should be at least 40 percent less than the existing condition peak runoff rate for the same storm.
- Phosphorus load reductions should be provided on-site and should meet the most current regulatory requirements.

- The identification of partnership opportunities with Fairfax County is encouraged to provide additional stormwater volume and water quality controls for proposed stormwater management facilities.
- For wooded sites with good forested conditions or for other pervious sites in good hydrologic condition, water quantity controls should meet the most current regulatory requirements.
- If, on a given site, stormwater quantity and quality goals are demonstrated not to be fully achievable, all available measures should be implemented to the extent practicable to support these goals.

Green Building Practices

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

Residential and Other Noise-Sensitive Uses

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

HERITAGE RESOURCES

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

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

by the Heritage Resource Management Plan and the Comprehensive Plan Policy on Heritage Resources.

TRANSPORTATION

Multimodal Vision

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

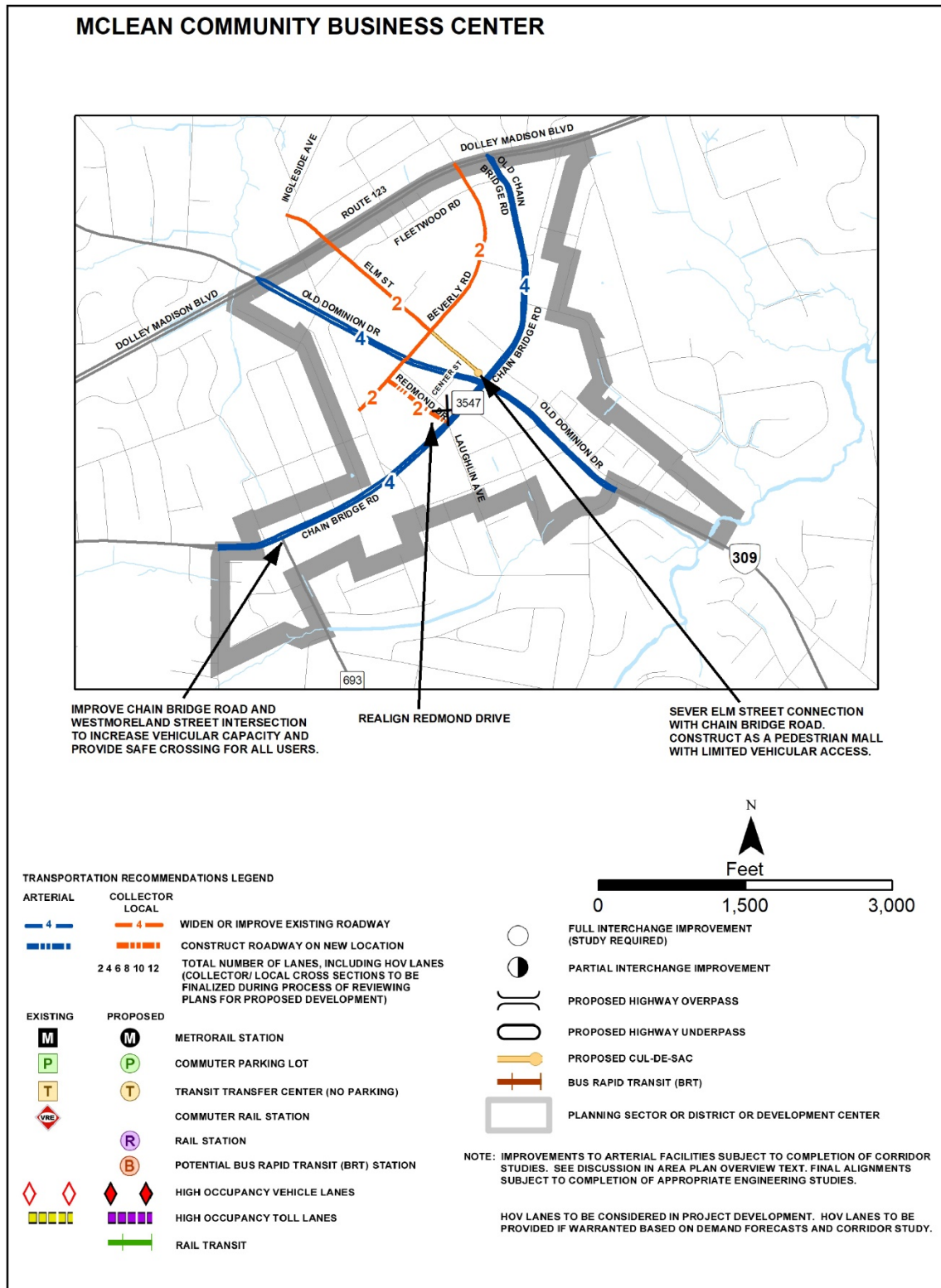
Transportation Improvements

The following sections provide transportation recommendations for the CBC.

Street Network

The street network should provide access to, through and within the McLean CBC. Several modifications to the existing street network are recommended to achieve these goals. These modifications are reflected on Figure 12, Transportation Recommendations and are stated below:

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



TRANSPORTATION RECOMMENDATIONS

FIGURE 12

Transit Service

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

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

Pedestrian Facilities

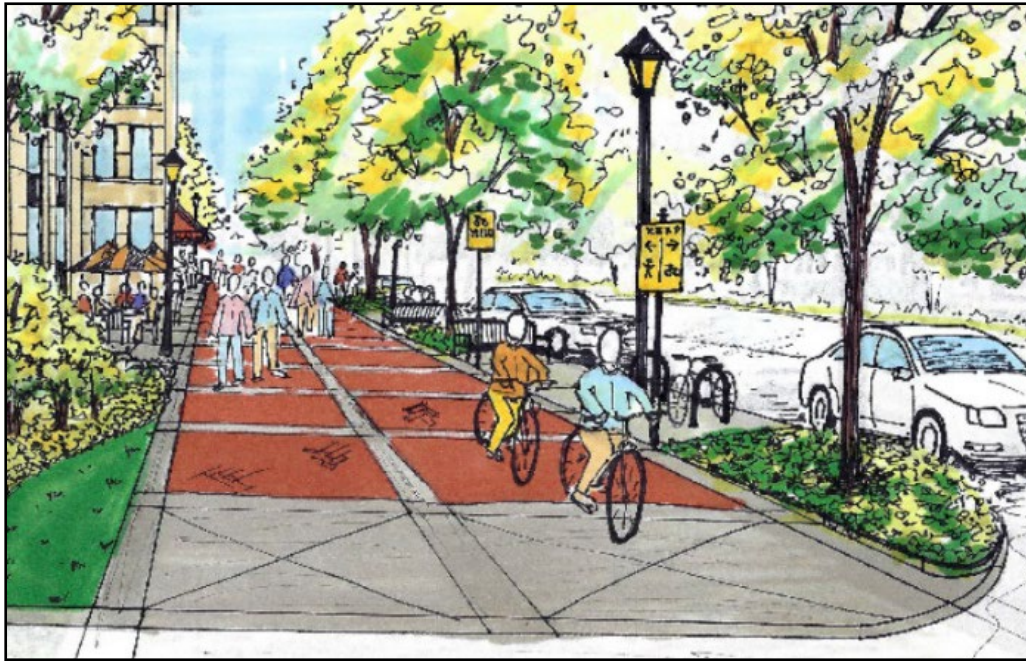
Pedestrian facilities within the McLean CBC should accommodate users while also contributing to placemaking. Sidewalks should be constructed on both sides of all roadways to provide a complete pedestrian network. The recommended network of pedestrian facilities is shown in Figure 14, Multimodal Network Map.

The following recommendations apply:

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

Bicycle/Trail Network

A comfortable, well-marked, and well-connected bicycle and trail facility network should be provided in the McLean CBC. Bicycle and trail facilities will provide important connections through, to and from the CBC. The facilities should be designed, maintained, and operated to a standard that accommodates and attract users and contribute to place making. Recommendations for bicycle facilities are shown on the Multimodal Network Map, Figure 14.



Conceptual Rendering of Shared Use Path

The following recommendations apply:

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

Access Management

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

The following recommendations apply:

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

Transportation Demand Management

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

The following recommendations apply:

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

Functional Classification of Streets

The Commonwealth of Virginia supports the goal of providing communities with a multimodal transportation system. To advance this goal, the Virginia Department of Rail and Public Transportation (DRPT), in collaboration with FCDOT and other entities developed the Multimodal System Design Guidelines (MMDG). In urban or urbanizing areas those guidelines can be used as an alternative to VDOT's functional classification system, which is more applicable to suburban and rural environments. Major features of the MMDG are alternative road classifications, reduced intersection spacing standards, wider pedestrian and bicycle facility standards, and designation of modal priorities. Use of the MMDG's context sensitive and multimodal approach is consistent with the vision planned for the McLean CBC. Figure 13 provides a cross-reference between VDOT's and MMDG's classification methods.

The recommended design of streets based on the MMDG classification includes consideration for the roadway and the adjacent streetscape areas with the goal of achieving "complete streets" and connected networks. Complete streets provide safe access and movement for pedestrians, bicyclists, and transit riders of all ages and abilities, while networks ensure that those users can travel and make connections throughout the area. As shown in Figure 14, the Multimodal Network Map, Avenues and Local Streets are proposed within the McLean CBC. Additional or alternative connections that are not depicted on the Multimodal Network Map may be necessary to improve or maintain pedestrian or bicycle connectivity and acceptable vehicular and transit operations.

Cross-Reference between Traditional Highway Classification and Multimodal Street Types

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

FIGURE 13

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

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

Cross-Sections and Streetscape Design

The typical cross-sections are depicted below with the understanding that flexibility will need to be applied in identifying the dimensions of some of the elements to respond to the particular circumstances of a location. The general right-of-way widths depicted do not include any additional turn lanes that may be needed to support new development, although creating new right turn lanes should be avoided, except where needed for safety or where other traffic impact mitigation strategies are not feasible.

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

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

width. Exceptions to the building zone width may occur where plazas, urban parks, or spaces for public art are located. Upper levels of a building may be set back further than the ground floor to allow light and air to reach the street.

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

Multimodal Network Map

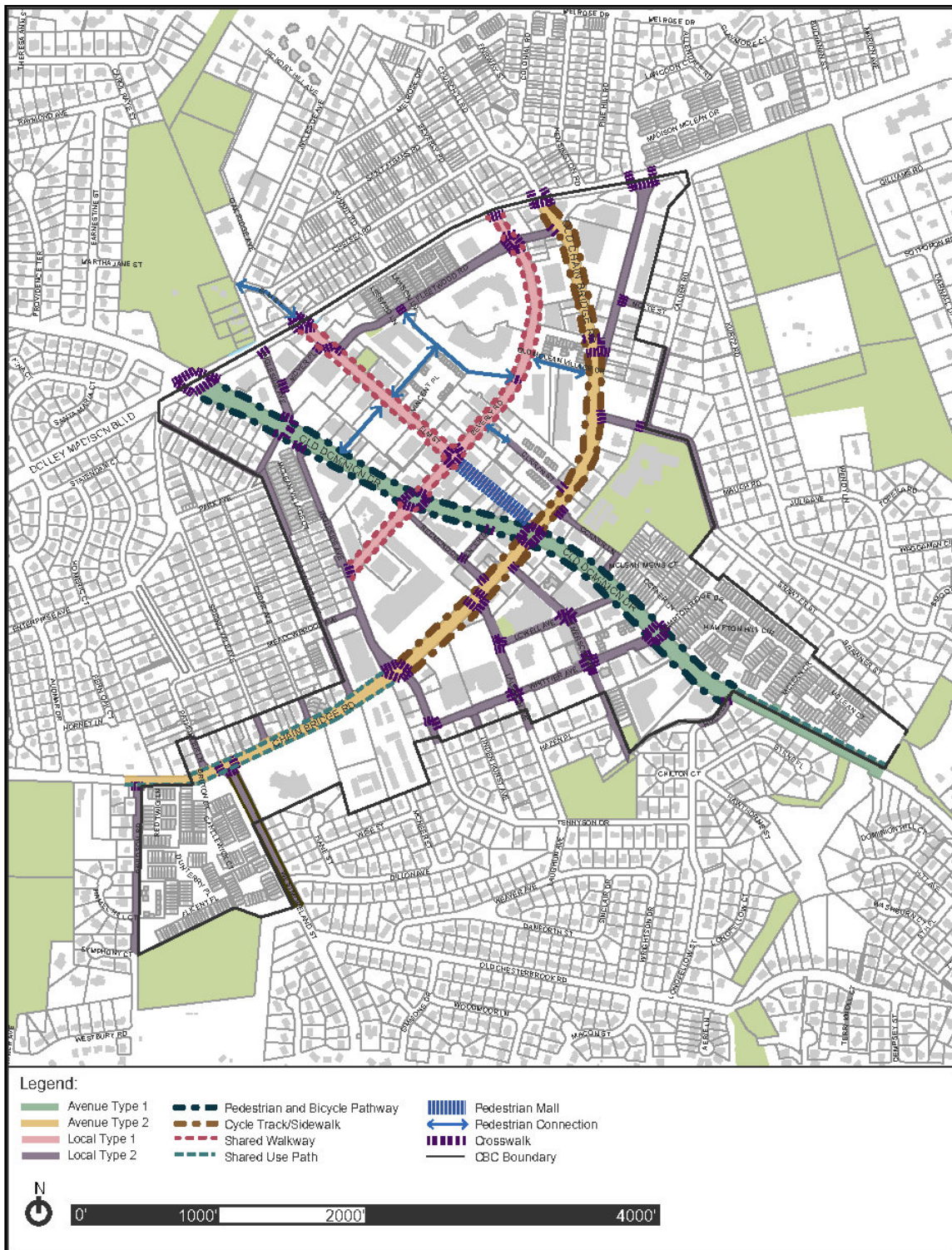


FIGURE 14

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

Old Dominion Drive is an arterial road (Figure 15) that connects local streets to higher-speed, higher-volume facilities, like Dolley Madison Boulevard. The existing and planned roadway condition is four lanes from Dolley Madison to Corner Lane, transitioning to three lanes at Lowell Avenue, then two lanes at Whittier Avenue to the southeastern boundary of the CBC. Continuous bicycle facilities and sidewalks are recommended to accommodate bicycle and pedestrian travel for the entire length of the CBC. A median area may be necessary to provide a pedestrian refuge and/or allow for the provision of turn lane(s).

For the section of roadway south of Holmes Place, where the cross-section does not apply, the streetscape elements should transition to connect to existing trails and sidewalks as shown in Figure 14 Multimodal Network Map.

Cross-section elements and dimensions for Old Dominion Drive between Dolley Madison Boulevard and Holmes Place (Arterial):

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

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

Outside of the right-of-way:

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

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

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

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

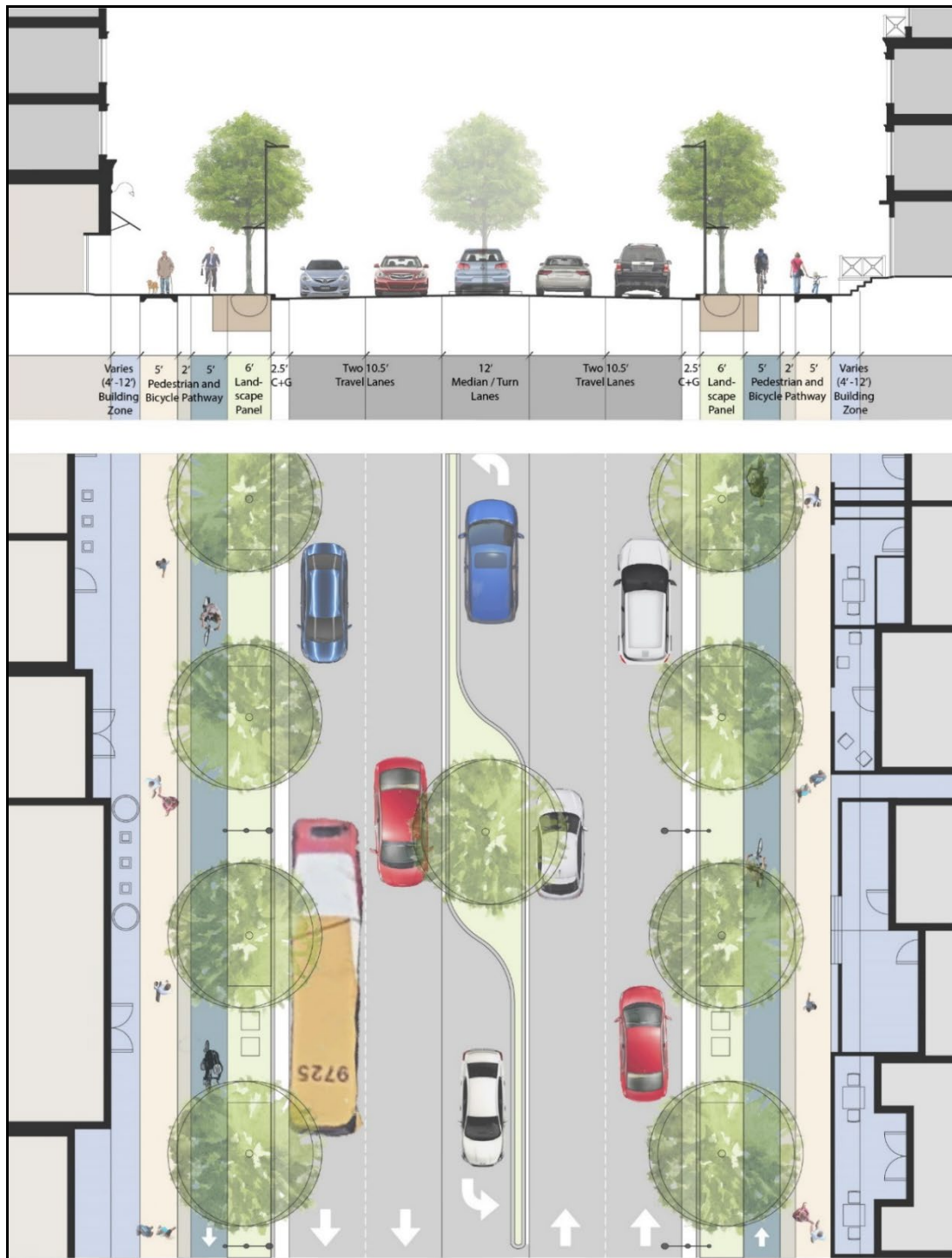


FIGURE 15

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

Chain Bridge Road is a minor arterial (Figure 16) within the McLean CBC while Old Chain Bridge Road is a collector. Like Old Dominion Drive, Chain Bridge Road and Old Chain Bridge Road connects local streets to higher-speed, higher-volume facilities or other major streets. The existing and planned roadway condition is four lanes for Chain Bridge Road from Pathfinder Lane to Chain Bridge Road and for Old Chain Bridge Road from Chain Bridge Road to Dolley Madison Boulevard. Continuous bicycle facilities and sidewalks are recommended to accommodate bicycle and pedestrian travel. Medians may be necessary to provide a pedestrian refuge and/or turn lane(s).

West of the intersection of Chain Bridge Road, Ingleside Avenue and Tennyson Drive, where the cross-section does not apply, the streetscape elements should transition to Urban Shared Use Paths and connect to existing trails and sidewalk as shown in Figure 14, Multimodal Network Map.

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

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

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

Outside of the right-of-way:

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

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

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

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

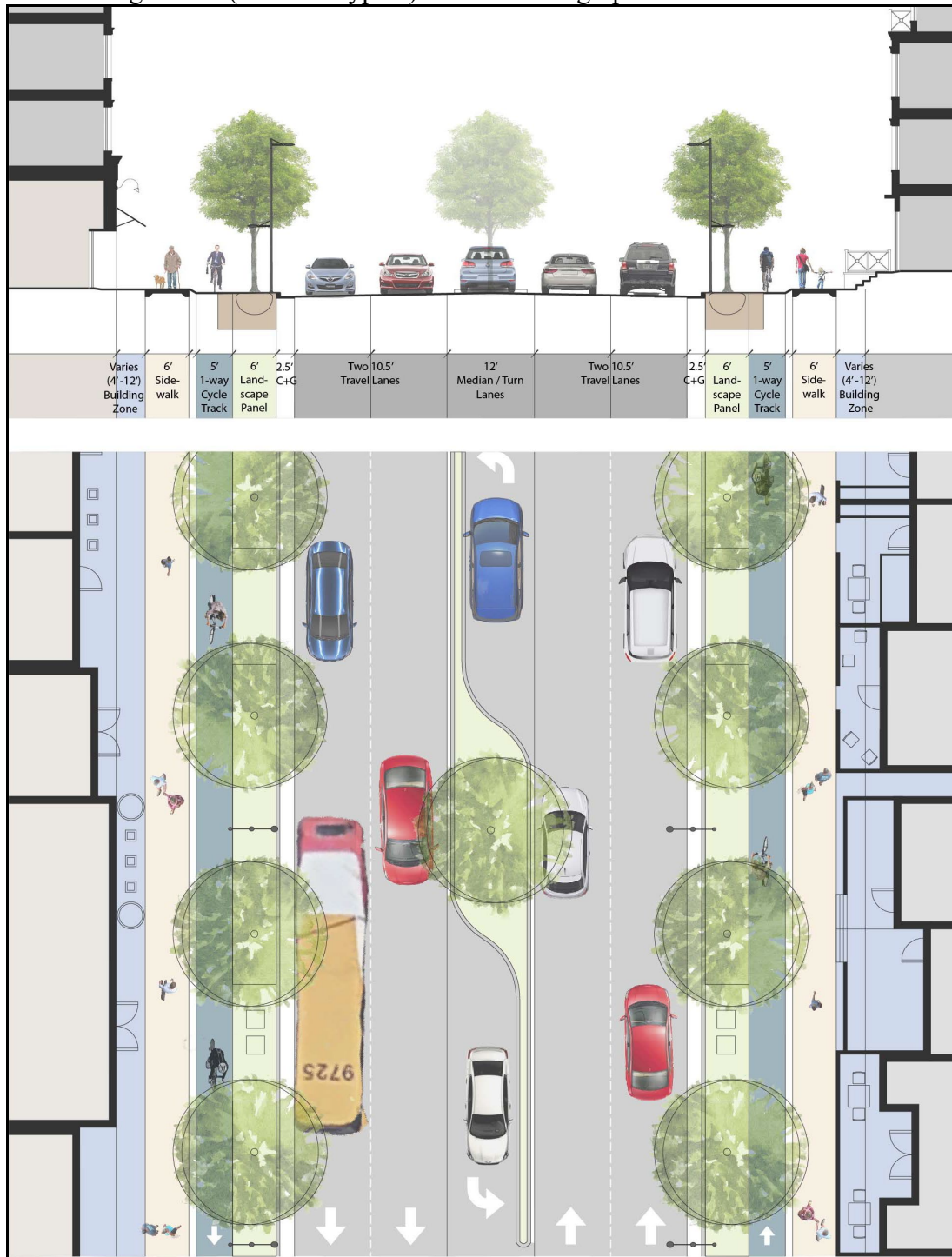


FIGURE 16

Local Street Type 1

Beverly Road and Elm Street are recommended to be classified as Local Streets, Type 1 (Figure 17) within the McLean CBC. These streets will generally have lower traffic volumes and slower moving traffic, compared to Chain Bridge Road and Old Dominion Drive. The cross-sections are narrow, with one drive lane in either direction. They are recommended to have parallel, on-street parking on one side of the road, at a minimum, with parallel parking on both sides of the road wherever feasible and appropriate. Measures to slow traffic such as raised mid-block pedestrian crossings, pedestrian-activated flashing lights, and sidewalk bulb-outs at intersections may be appropriate pending further study and coordination with VDOT.

Local Street Type 1 Cross-section dimensions:

Within the right-of-way (61-foot minimum):

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

Outside of the right-of-way:

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

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

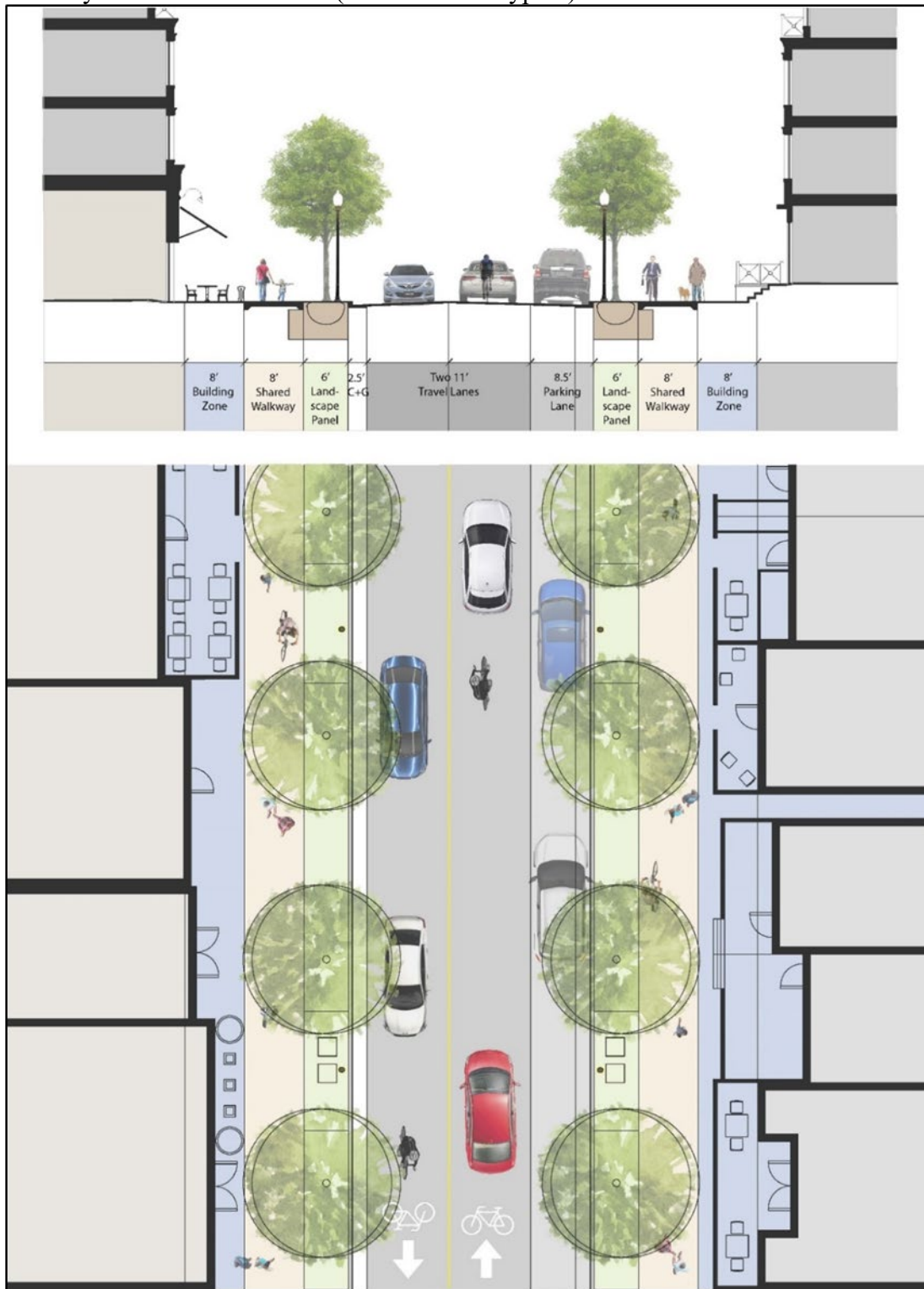


FIGURE 17

Local Street Type 2 – Other Streets and New Streets

Like Beverly Road and Elm Street, the other local streets within the McLean CBC (Figure 18) will generally have low traffic volumes and slow-moving traffic. The cross-sections are narrow, with one lane in either direction, and are recommended to have parallel, on-street parking on one side of the road, with parallel parking on both sides of the road, wherever feasible. Measures to slow traffic, such as raised mid-block pedestrian crossings and sidewalk bulb-outs at intersections, may be appropriate pending further study and coordination with VDOT. The character of the streetscape, including dimensions of elements, should generally be determined by the type of pedestrian activity generated by the adjacent land uses.

Due to low vehicle speeds, bicycles may be accommodated in the travel lane, rather than in a dedicated bicycle lane, unless otherwise noted on the Multimodal Network Map, Figure 14.

Local Street Type 2 Cross-section dimensions:

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

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

Outside of the right-of-way:

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

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

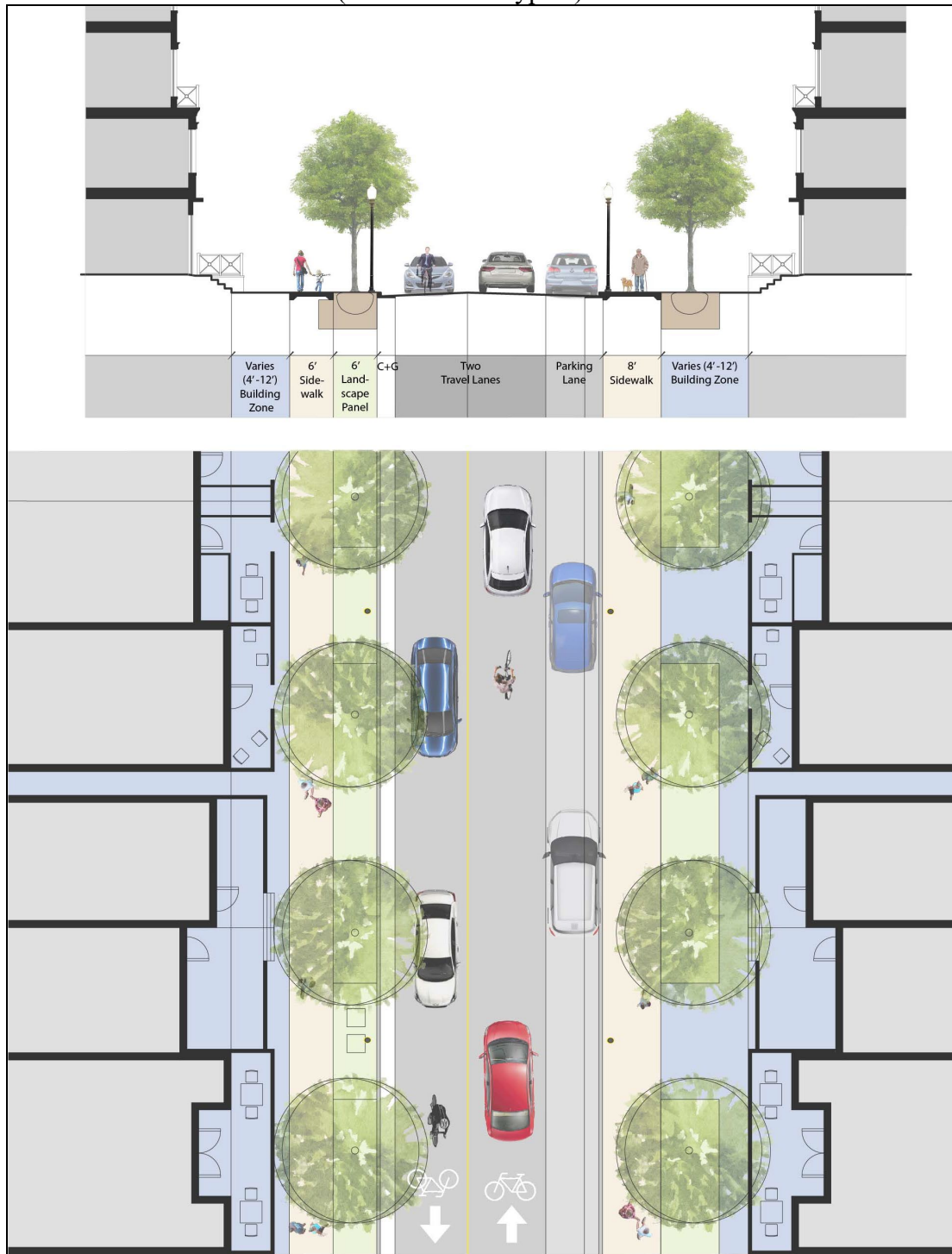


FIGURE 18

URBAN DESIGN

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

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

Site Design and Street Network

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

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

Building Articulation and Facades

Building articulation, or changes in the façade, should be used to visually reduce the scale of a building and avoid monotonous building elevations. The façades of ground floor uses such as residential lobbies and common areas should be primarily transparent. Windows should provide building detail and visual interest and not contain opaque, mirrored, or translucent glass. Long expanses of blank walls without windows or entrances detract from the pedestrian experience and are discouraged. If blank façades cannot be avoided, strategies should be used to mitigate their impact on the public realm.

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

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

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

Signage and Wayfinding

Generally, signage should be integrated with building architecture to avoid visual clutter. Building-mounted signs or monument-style ground-mounted signs incorporated within the building zone are encouraged. Pedestrian-scaled signage should be incorporated into all new uses. Pole-mounted signs are discouraged. Wayfinding includes tools to orient people within their surroundings and to enhance their understanding of places. Wayfinding measures should be incorporated as appropriate to help people navigate the physical environment and to contribute to the overall identity of McLean through use of consistent themes. A coordinated program of public art, signage, historic markers, and/or other way-finding elements throughout the CBC should be considered to facilitate placemaking and navigation as well as to provide information about McLean.

Public Art

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

Parking Types and Design

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

Underground and Structured Parking

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

Throughout the CBC, parking structures are strongly encouraged to be integrated into buildings. The facades of parking structures should not be visible on streets where higher volumes of pedestrian activity are anticipated, but rather should be lined with more active uses. In all cases, efforts should be made to limit the visual impacts of structured parking on the community. Exposed parking structure facades are strongly discouraged adjacent to parks and plazas.

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

On-Street Parking

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

Surface Parking

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

Both surface parking and structured parking can be appropriate in the General Zone. In particular, convenience and neighborhood-serving retail, located in the General Zone may be surface parked. In these cases, it is generally preferable to locate surface parking to the side or rear of a building, with clearly delineated pedestrian connections to the associated building. Such lots should be well-landscaped and well-lit. They also should be designed to contribute to onsite stormwater management by using elements such as planter areas and permeable paving in the parking stall area. The redesign and consolidation of existing private surface parking lots is encouraged. Surface parking is appropriate in the Edge Zone.

LAND USE

Land Units and Development Potential

The McLean CBC is divided into twelve land units that comprise the Center, General, and Edge Zones as shown in Figure 19, Land Units Map. Land Units C-1 and C-2 comprise the Center Zone; Land Units G-1 through G-4 comprise the General Zone; and Land Units E-1 through E-6 comprise the Edge Zone. Recommendations for a baseline and optional level of development are described below. Plan recommendations regarding park spaces, the character of development, urban design, transportation, implementation, building heights, and other guidance found in this Plan should be used in the evaluation of development proposals.

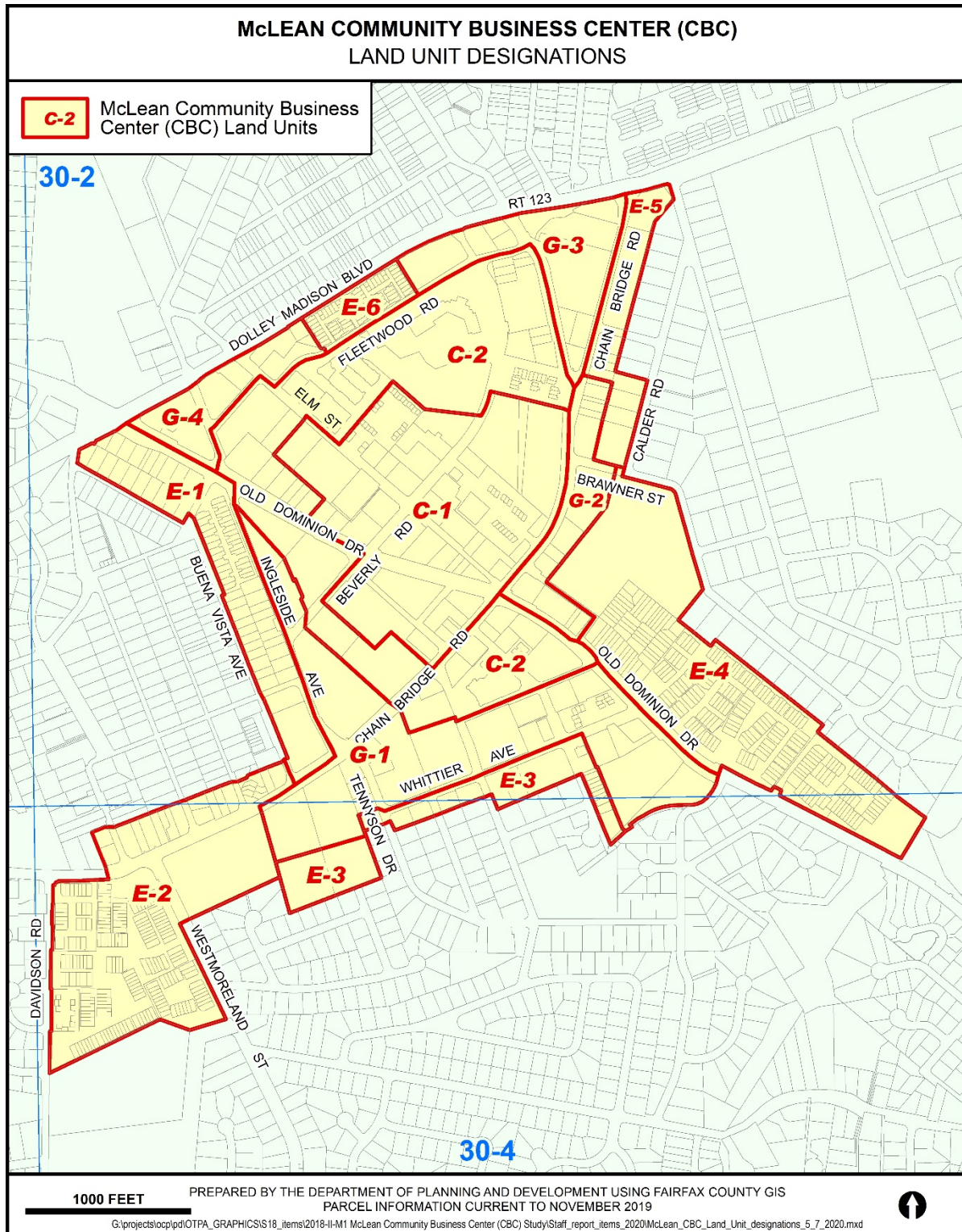


FIGURE 19

Base Plan

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

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

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

Figures 20 and 21 include the maximum planned development potential for the entire McLean CBC and individually for the Center and General Zones, respectively. The Plan potential is expressed in terms of a total amount of residential dwelling units and as a total amount of square feet of nonresidential use. The Plan potential for the Edge Zone is described in the individual land units that comprise that zone.

Figure 20: Planned Development Potential for the McLean CBC

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

Figure 21: Planned Development Potential for the Center and General Zones

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

Note: In Figures 20 and 21, the residential development potential is inclusive of housing bonuses allowed under the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Dwelling Units.

Milestone Residential Development Level

The vision plan was developed for a 10-year horizon, while the Comprehensive Plan plans for a longer horizon. A Milestone Residential Development Level of 1,660 units (existing as of 2021 and proposed) in the Center and General Zones was established as a means of evaluating how the Plan for the McLean CBC is being implemented. An analysis of development and associated infrastructure improvements that have occurred should be completed before the Milestone Residential Development Level number of units has been entitled. The findings and recommendations from the analysis should be reported to the Dranesville District Supervisor, who will work with the community and staff to determine next steps.

The analysis should review the impacts of new development on the multi-modal transportation system, schools and other public facilities and assess whether those impacts have been mitigated, and whether similar planned mitigation measures will be sufficient to support the maximum residential development potential for the CBC of 3,850 residential units. If sufficient, the maximum residential development potential may be achieved if consistent with other Plan goals.

If the analysis determines that the existing and planned transportation, schools, and other public facilities infrastructure is not adequate to mitigate the impacts of the residential development, additional mitigation measures should be implemented, or the maximum development potential adjusted (lowered) to align with the ability of the public facilities to support the planned level of development.

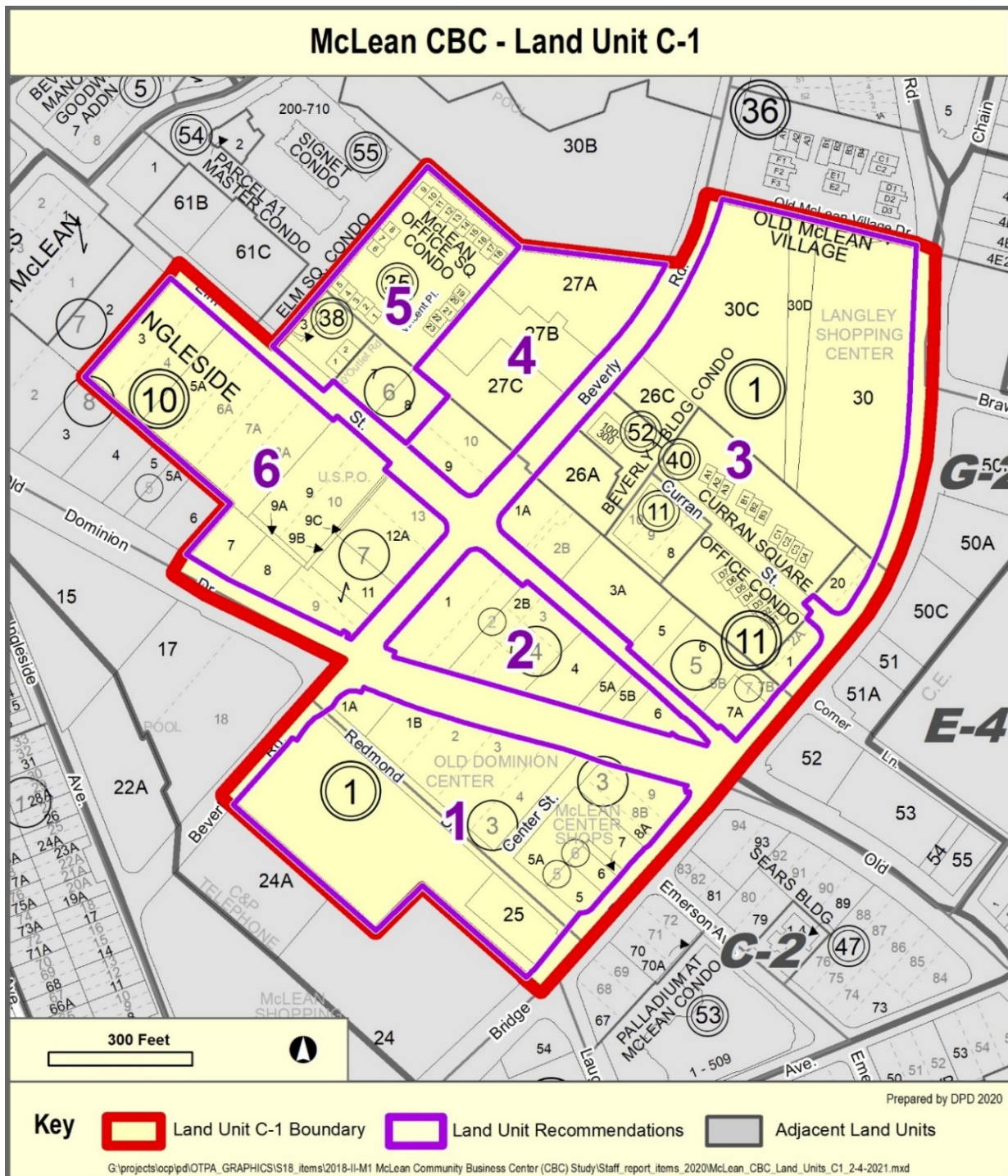


FIGURE 22

Center Zone: Land Unit C-1

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

Base Plan

The specific base plan recommendations below are for groups of parcels corresponding to Figure 22, Land Units C-1.

- 1) The area bounded by Chain Bridge Road, Old Dominion Drive, Beverly Road, and Land Unit C-2 is planned for neighborhood serving retail and office uses at an intensity up to 0.35 FAR. The “Old Firehouse” has been adaptively reused and should be maintained as an historic structure. The areas around it are planned for a public gathering space.
- 2) The triangular area bounded by Old Dominion Drive, Beverly Road, and Elm Street is planned for office and retail uses at an average intensity of approximately 0.45 FAR.
- 3) The area bounded by Elm Street, Chain Bridge Road, Land Unit C-2, and Beverly Road is planned for retail and office uses at an intensity of 0.35 FAR.
- 4) The parcels along the northside of Beverly Road (Tax Map 30-2 ((1)) 27A, 27B, and 27C; and 30-2 ((10)) (6) 9 are planned for office at an intensity up to 0.35 FAR.
- 5) The parcels along the north side of Elm Street (Tax Map Parcels 30-2 ((10)) (6) 7, and 8; Tax Map Parcels 30-2 ((38)) 1, 2, and 3; and Tax Map Parcels 30-2 ((35)) 1-23) are planned for office and ground-floor retail uses at an average intensity up to 0.45 FAR.
- 6) The parcels along Old Dominion Drive, Beverly Road, and the south side of Elm Street (Tax Map Parcels 30-2((10)) (7) 3, 5A, 9, 11, and 12A; Tax Map Parcels 30-2 ((10)) (8) 7, and 8), are planned for office and retail uses at an average intensity of 0.75 FAR.

Optional Level of Development – Special Considerations

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

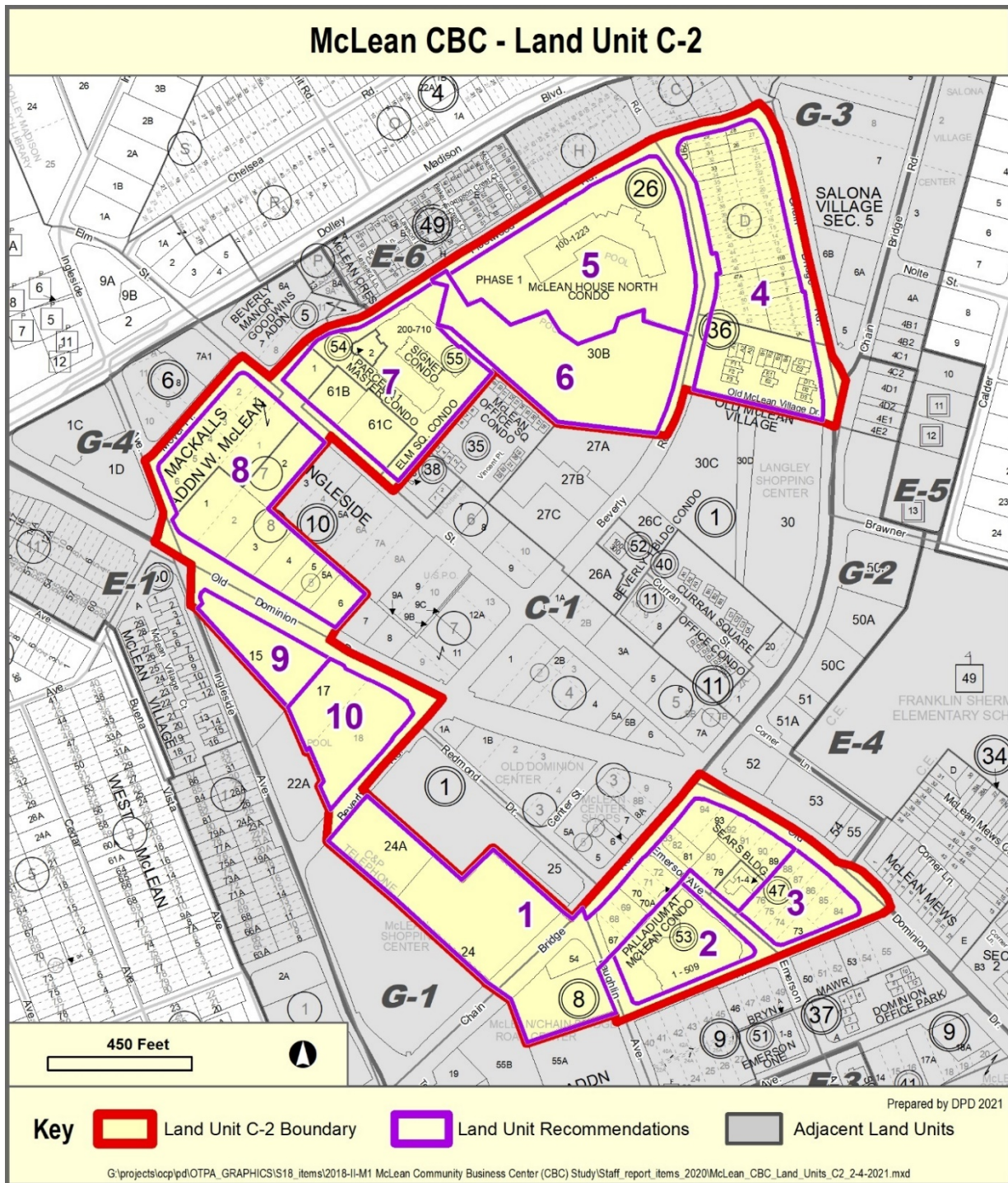


FIGURE 23

Center Zone: Land Unit C-2

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

Base Plan

The specific base plan recommendations below are for groups of parcels corresponding to Figure 23, Land Unit C-2.

- 1) The area bounded by Chain Bridge Road, Land Unit C-1, Beverly Road and Land Unit G-1 and the parcels located along the south side of Chain Bridge Road and Old Dominion Drive are planned for neighborhood serving retail and office uses up to 0.35 FAR.
- 2) The Palladium is planned for and developed with approximately 70 residential units, with ground floor commercial uses and publicly accessible open space.
- 3) Tax Map 30-2 ((9)) 73 is planned for office uses with ground floor retail and multifamily residential use at an intensity up to 2.0 FAR. Intensities above 0.50 FAR should be comprised of predominantly residential use; the number of residential units should be limited to a maximum of 50; the height of any new residential building should not exceed 90 feet; building facades should be articulated with upper floors stepped back to promote compatibility with adjacent nearby buildings; structured parking should be integrated into building design and architectural treatments should be used to minimize visual impacts; access to garages should be internal to the site and garages should not front onto streets; and adequate, useable on-site open space should be provided to serve the residents and provide amenities for the community.
- 4) The northeast portion of Land Unit C-2 located between Beverly Road and Old Chain Bridge Road, south of Fleetwood Drive is planned for office and retail uses at an intensity up to 0.35 FAR. Tax Map 30-2 ((4)) D-11B and D-47A is planned for office and self-storage at an intensity up to 1.25 FAR.
- 5) The McLean House is planned for and developed with residential use at a density of approximately 40 du/ac.
- 6) The Ashby at McLean is planned for and developed with residential use at a density of approximately 60 du/ac with limited ground floor retail use.
- 7) The Signet and Tax Map 30-2 ((1)) 61C are planned for and developed with office and residential uses with ground floor retail at an intensity of 1.95 FAR. Tax Map 30-2 ((10)) (6) 1 is planned for office and ground floor retail at an intensity of 0.70 FAR.
- 8) The area bounded by Old Dominion Drive, Moyer Place, Elm Street, and Land Unit C-1 is planned for office use with ground floor retail use at an average intensity up to 0.50 FAR.
- 9) Tax Map Parcel 30-2 ((1)) 15 is located in both Land Units C-2 and G-1 and is planned for office use at an intensity of approximately 0.80 FAR.
- 10) Tax Map Parcel 30-2 ((1)) 17 located at the southwest corner of Old Dominion Drive and Beverly Road is planned for hotel use at an intensity of approximately 1.0 FAR.

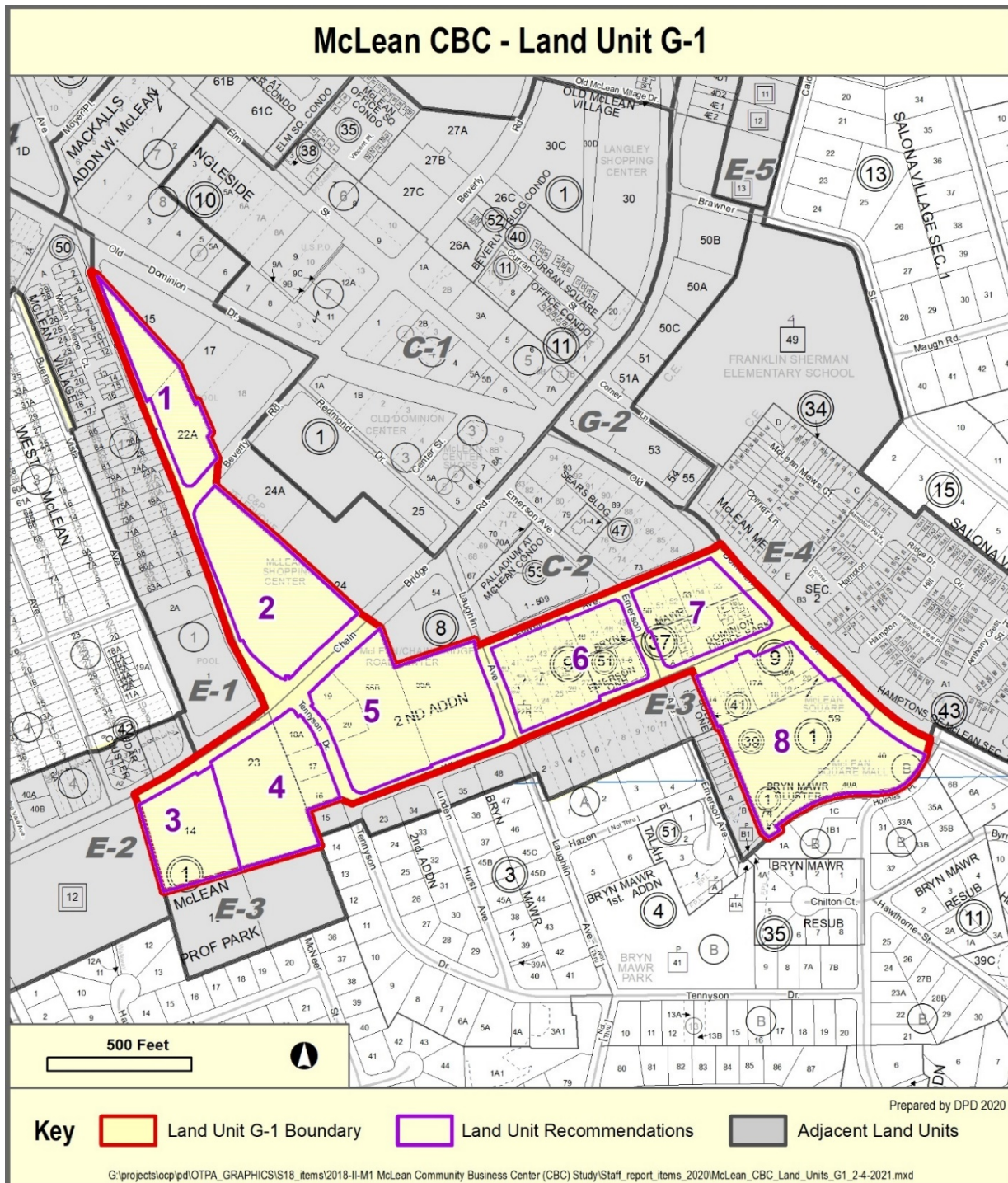


FIGURE 24

General Zone: Land Unit G-1

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

The specific base plan recommendations below are for groups of parcels corresponding to Figure 24, Land Unit G-1.

Base Plan

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

Optional Level of Development – Special Considerations

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

property boundary should be provided. A landscaped buffer that is a minimum of 50 feet along the western property boundary should be provided; noise impacts to the residential uses should also be mitigated.

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

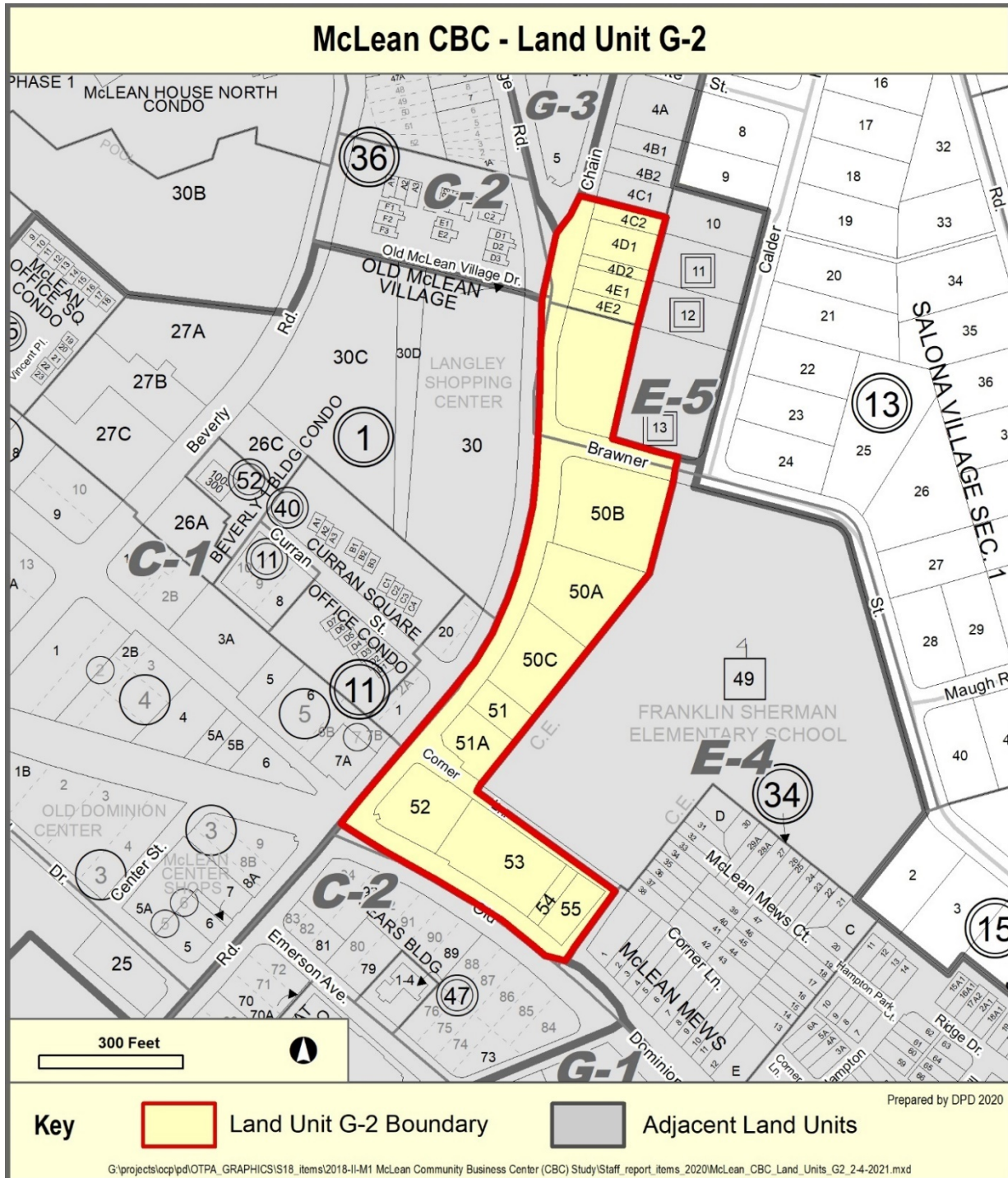


FIGURE 25

General Zone: Land Unit G-2

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

Base Plan

The baseline recommendation is for non-residential uses, including community-serving retail and office uses at an intensity up to 0.35 FAR at a maximum height of 40 feet. The mini-park on Chain Bridge Road should be retained.

Optional Level of Development – Special Considerations

Land Unit G-2 is bounded by Franklin Sherman Elementary School and McLean Baptist Church along the eastern and northern edge. A maximum height of 40 feet is recommended for Land Unit G-2. Additionally, transitions between new development and the school, as well as to Land Units E-4 and E-5 should be carefully designed, particularly as related to height.

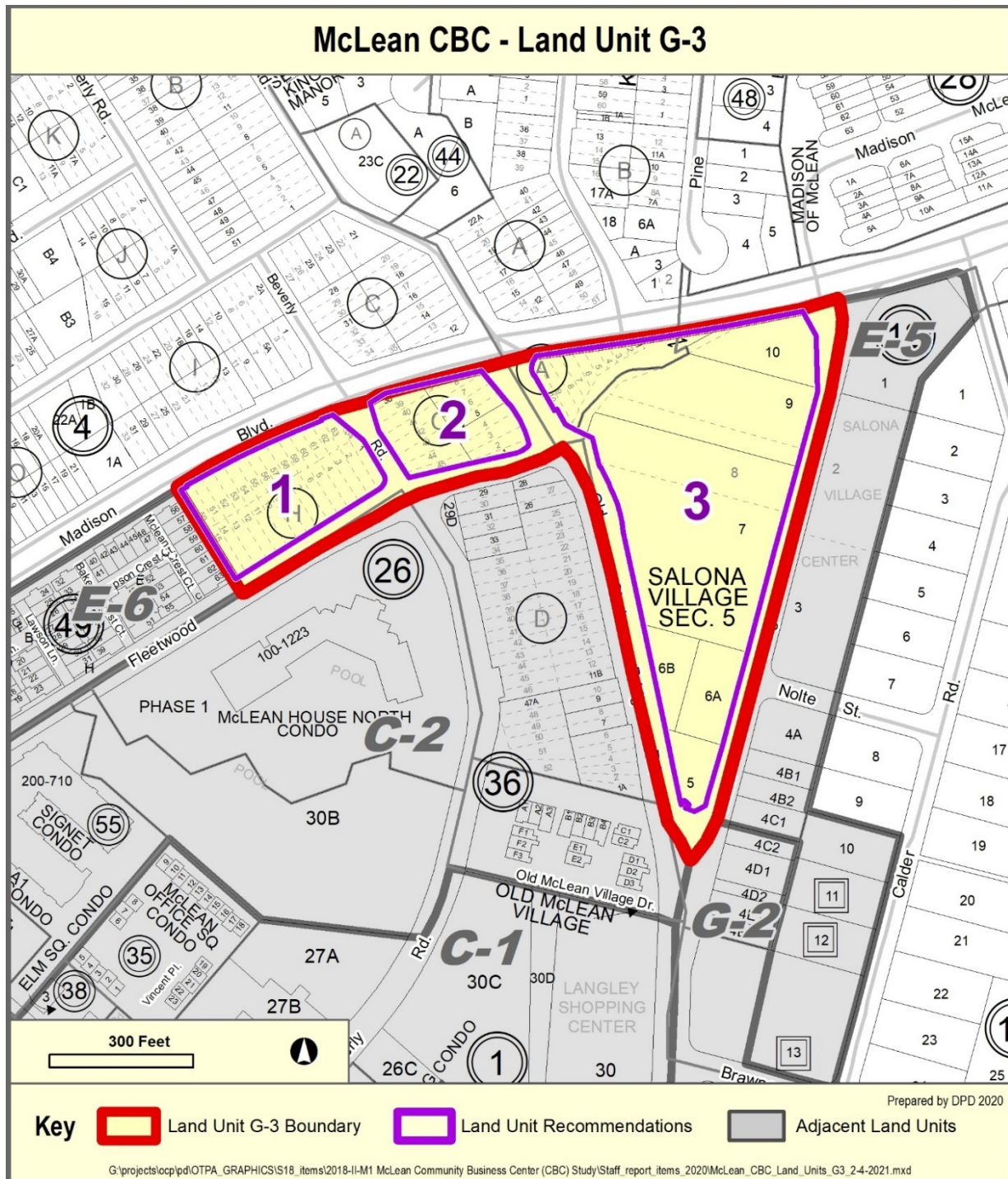


FIGURE 26

General Zone: Land Unit G-3

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

Base Plan

The specific base plan recommendations below are for groups of parcels corresponding to Figure 26, of Land Unit G-3.

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

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

Optional Level of Development – Special Considerations

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

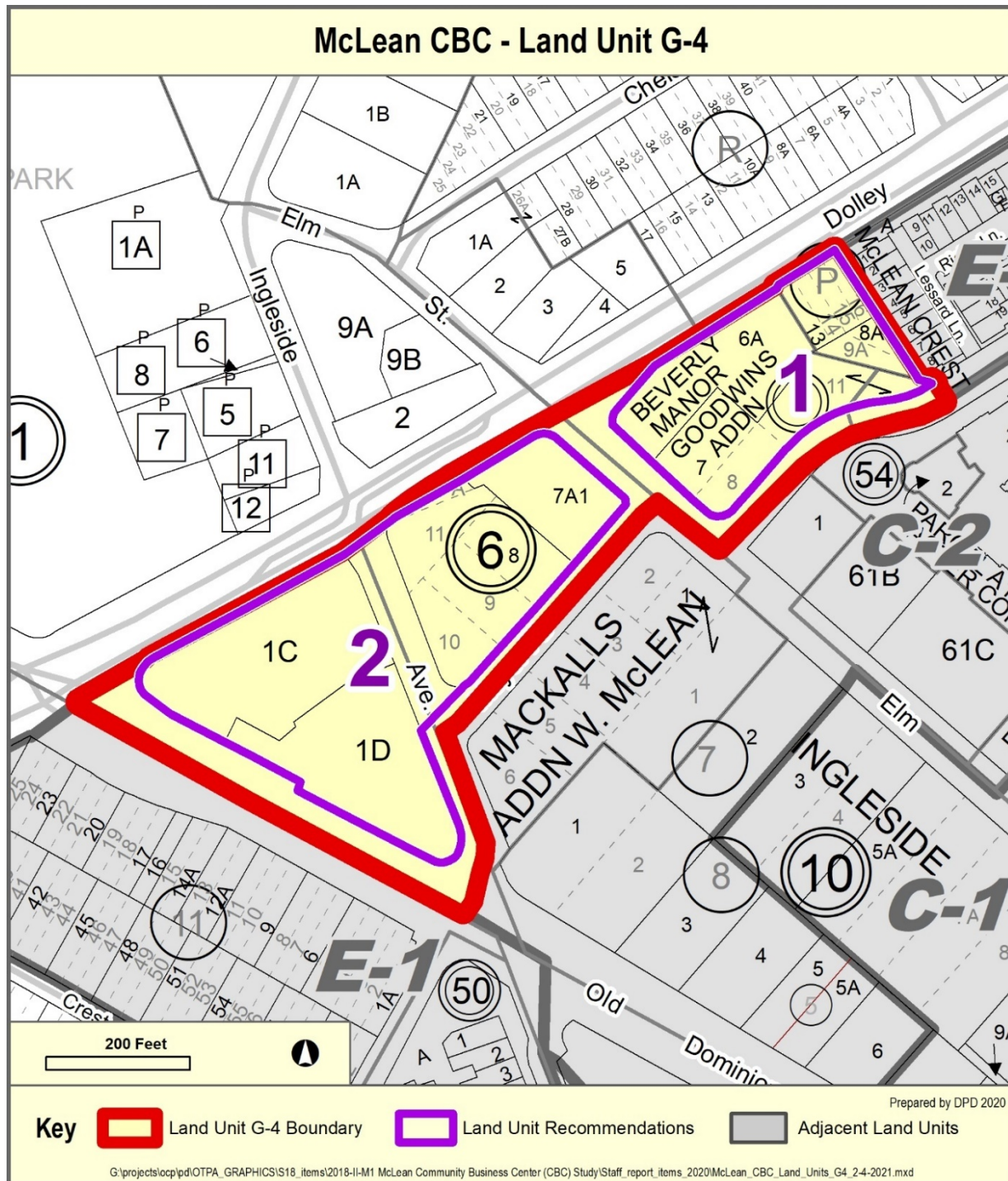


FIGURE 27

General Zone: Land Unit G-4

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

Base Plan

The specific base plan recommendations below are groups of parcels corresponding to the Figure 27, Land Unit G-4.

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

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

Optional Level of Development – Special Considerations

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

Edge Zone: Land Unit E-1

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

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

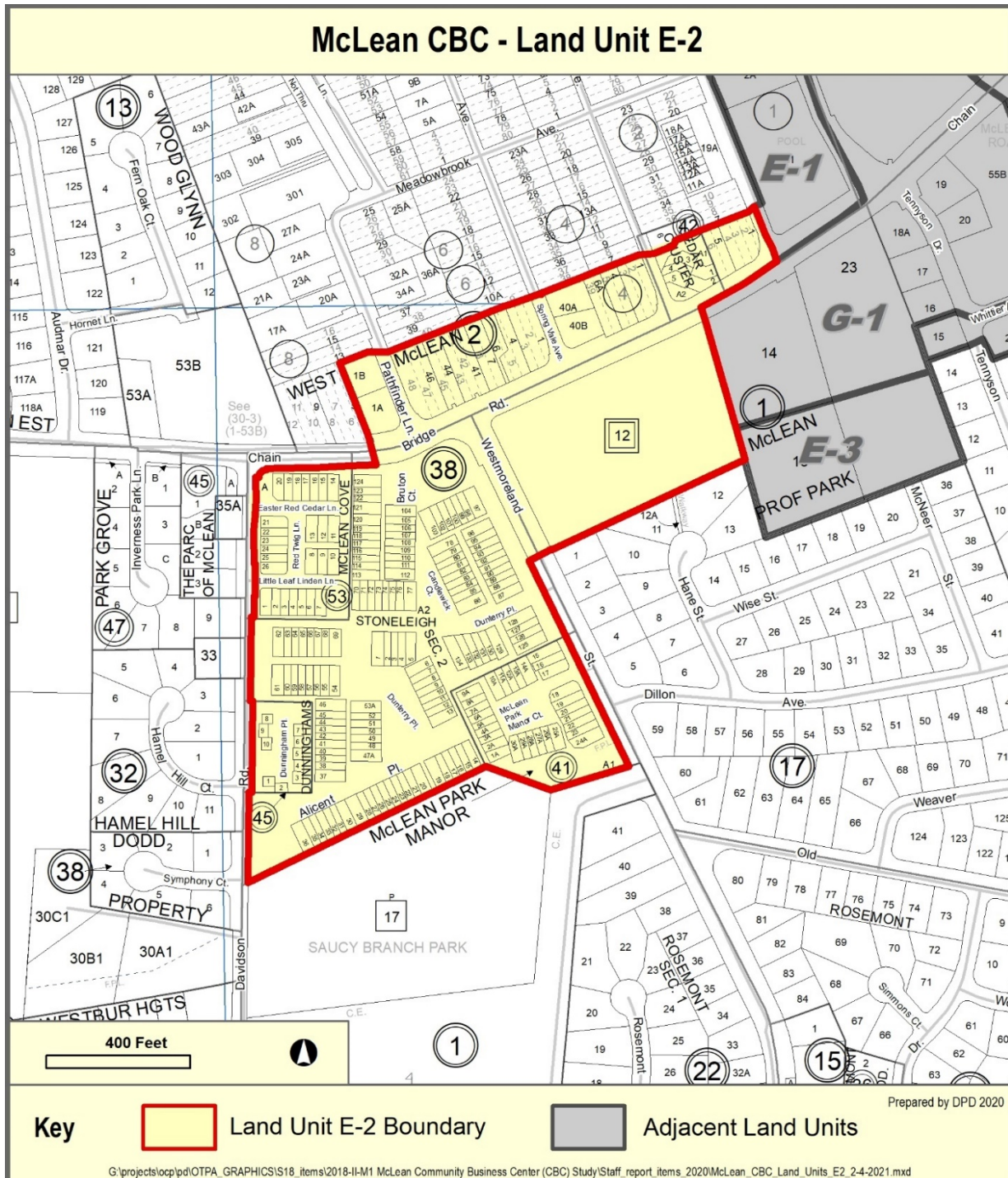


FIGURE 29

Edge Zone: Land Unit E-2

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

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

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

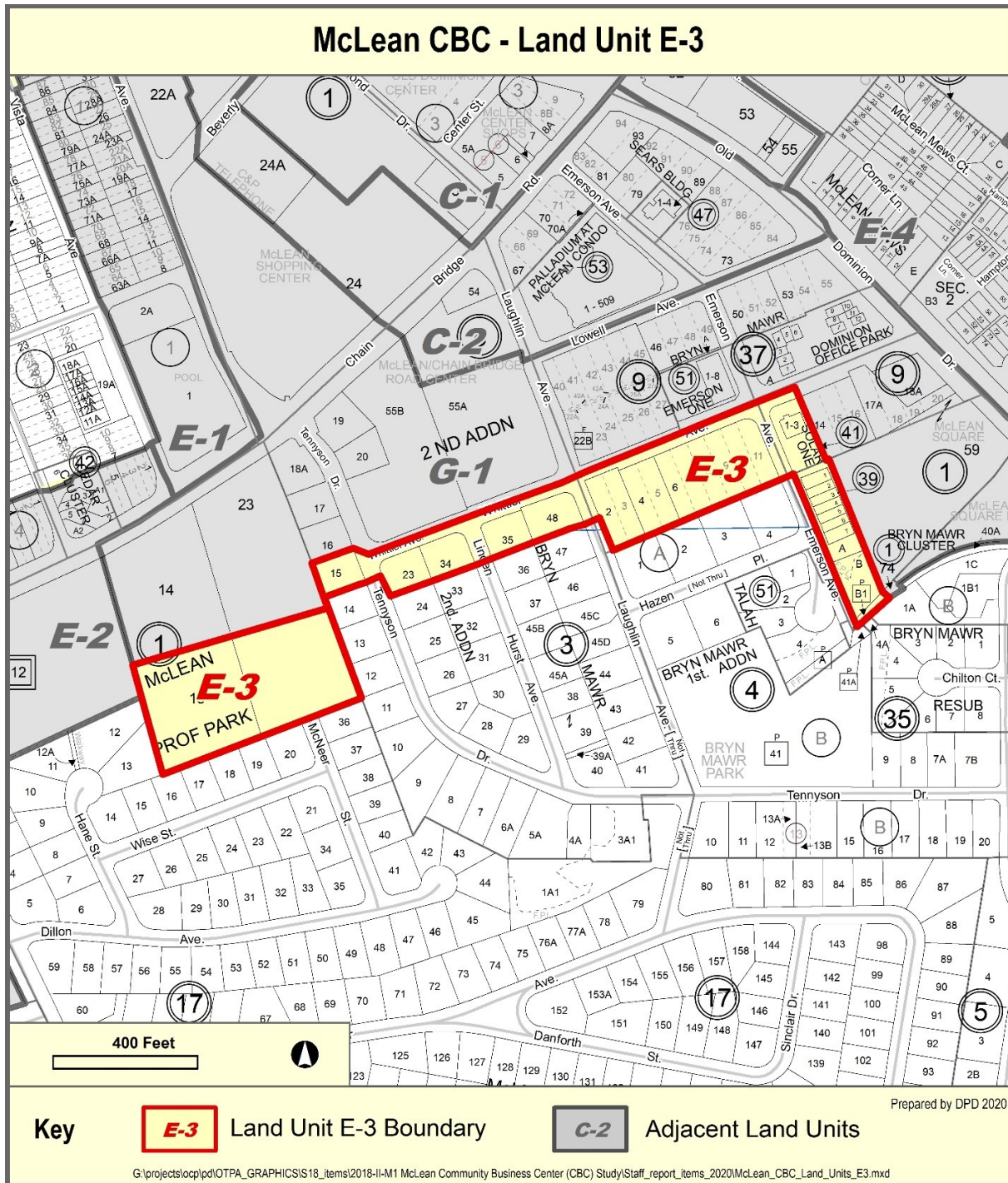


FIGURE 30

Edge Zone: Land Unit E-3

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

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

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

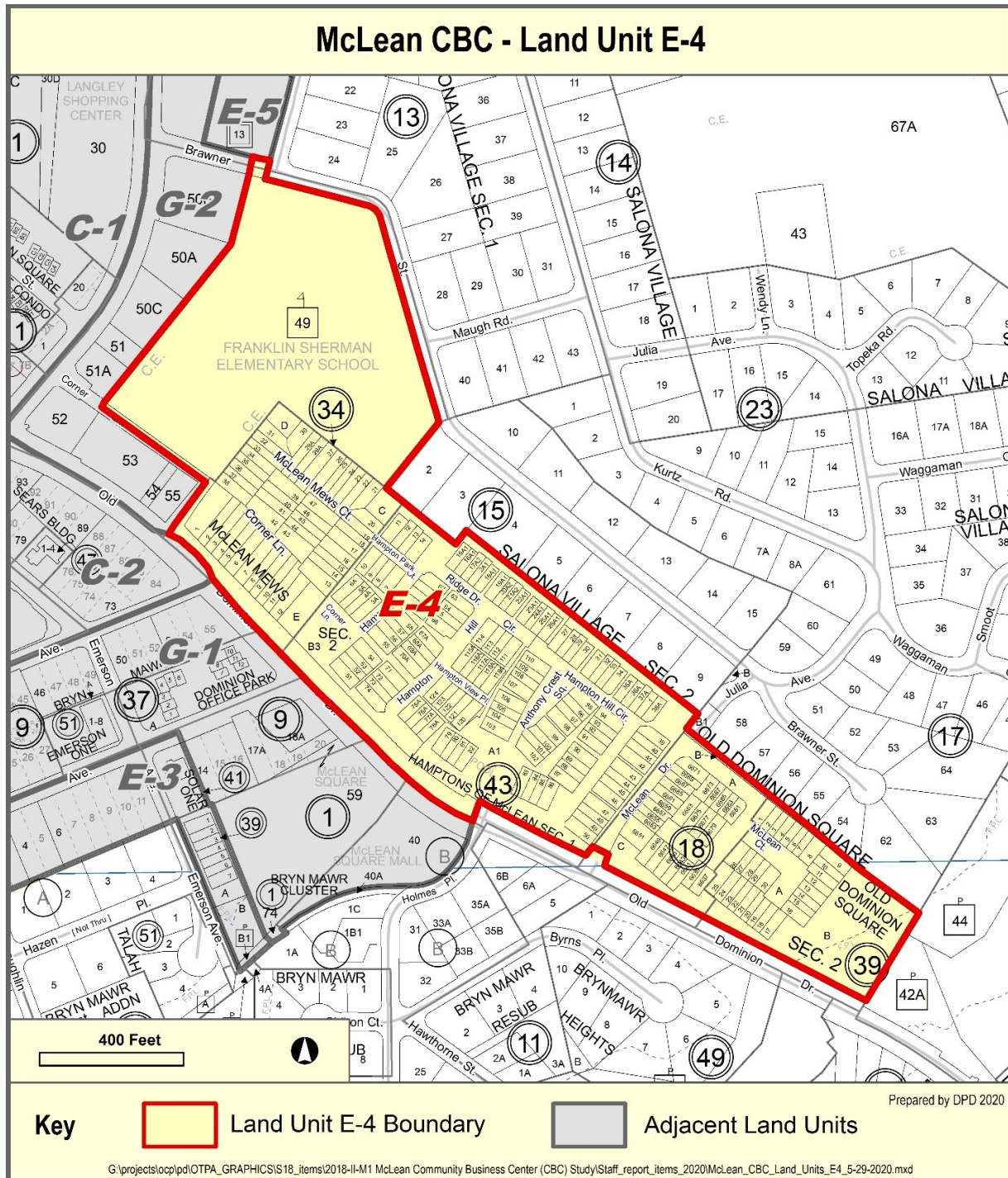


FIGURE 31

Edge Zone: Land Unit E-4

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

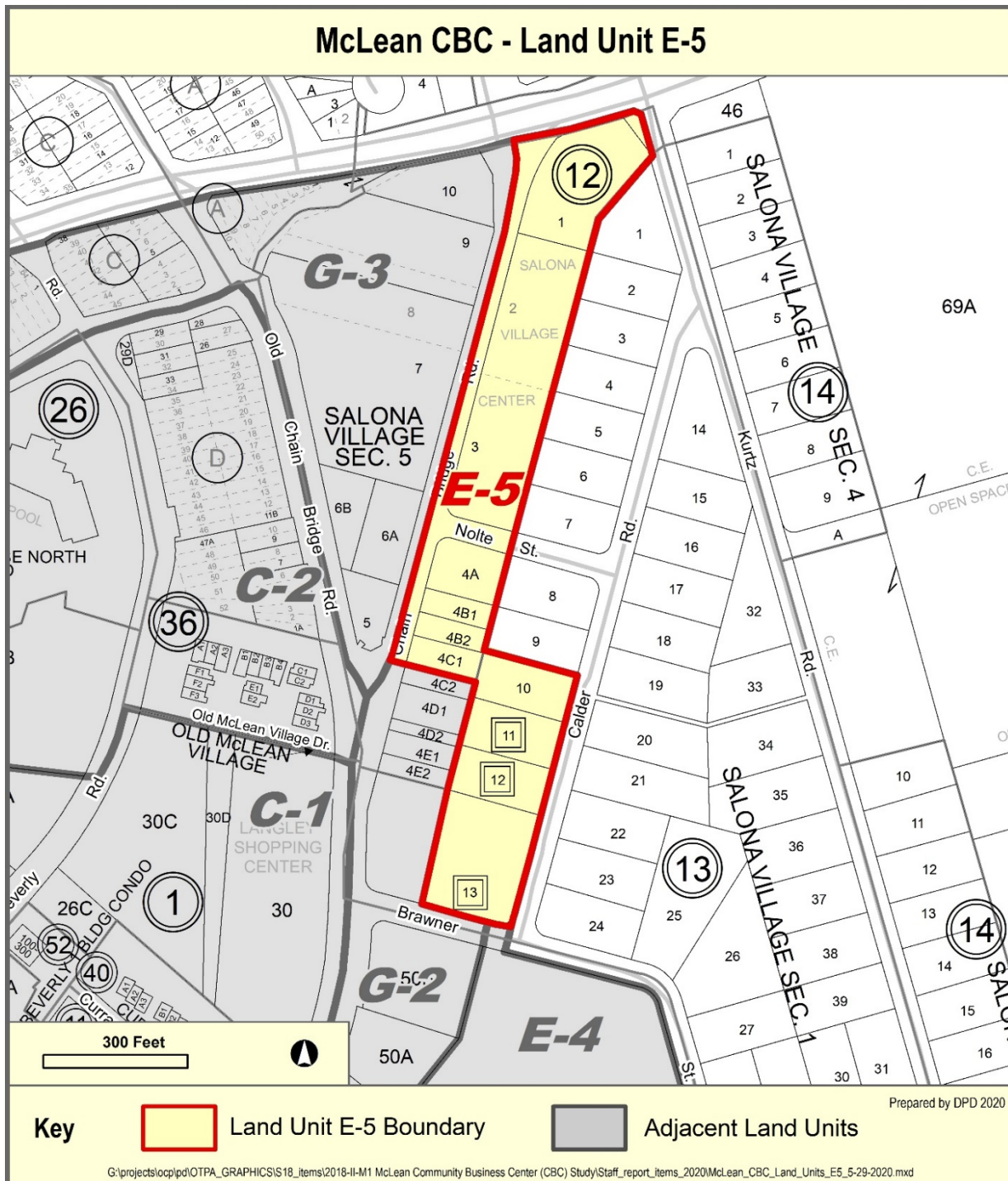


FIGURE 32

Edge Zone: Land Unit E-5

The majority of Land Unit E-5 is planned for predominately community-serving retail use (Salona Village Shopping Center) with limited office at an average intensity up to 0.40 FAR. Buildings are limited to a maximum height of 40 feet. Land Unit E-5 is also developed with a place of worship (McLean Baptist Church). If the church site redevelops, the portion of the property within Land Unit E-5 should be developed with single-family detached residential use.

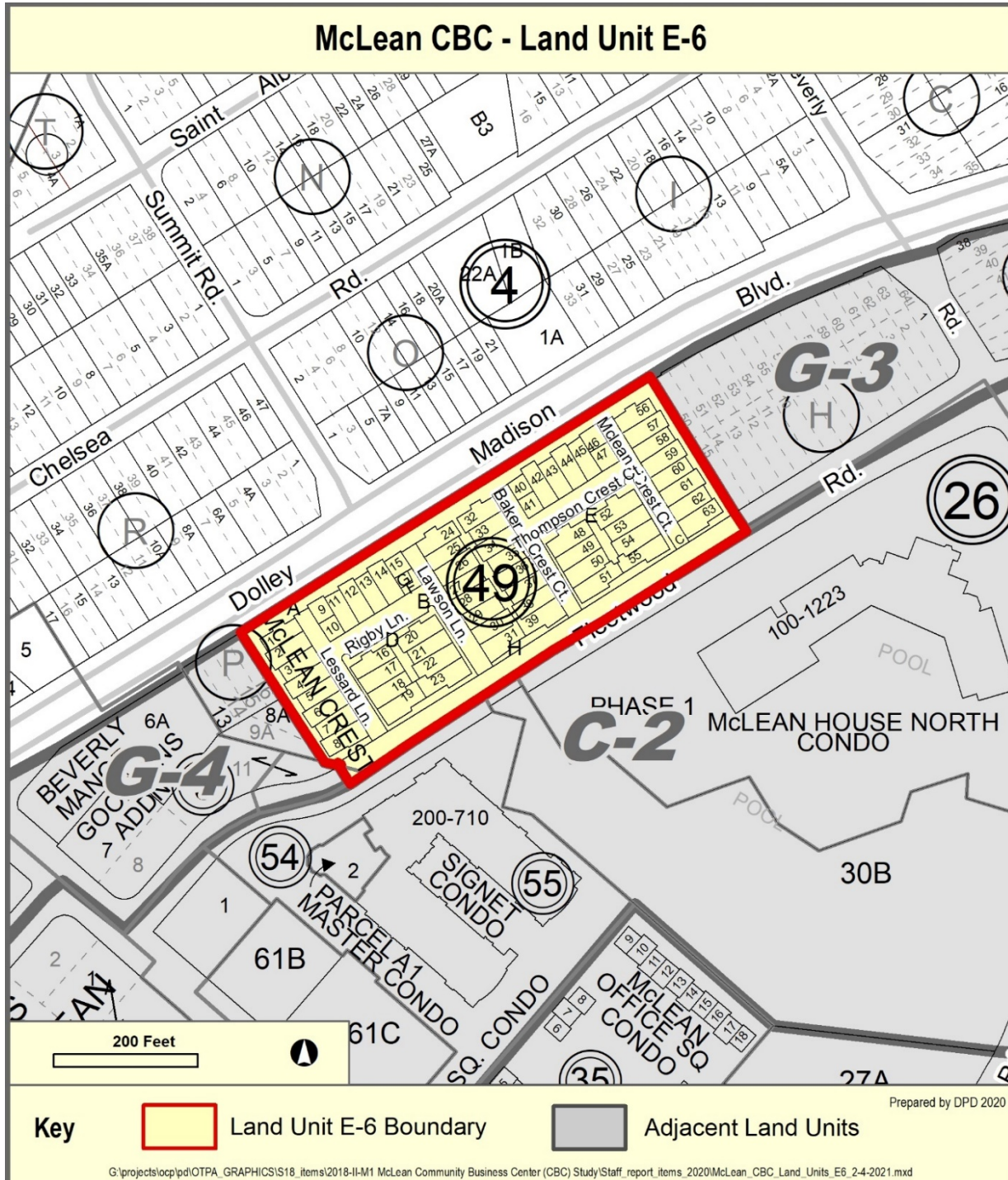


FIGURE 33

Edge Zone: Land Unit E-6

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

WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

The West Falls Church Transit Station Area (TSA) is located north of the City of Falls Church along the I-66 corridor north of Route 7 and south of I-66 and the Dulles Connector Road, (Route 267). The TSA encompasses the Washington Metropolitan Area Transit Authority (WMATA) West Falls Church Metrorail Station, which lies in the median of I-66 and is bordered to the north by the WMATA Service and Inspection Yard. The TSA is bounded to the west by the Fairfax County – City of Falls Church boundary. The City of Falls Church’s George Mason High School, Mary Ellen Henderson Middle School, and athletic fields are west of Land Unit A – the portion of the TSA nearest to the Metrorail station. The land southeast of the schools, and also within the City of Falls Church, is planned for mixed-use development. Multifamily residential development is located along Haycock Road. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

Key considerations regarding the West Falls Church TSA are intended to guide appropriate transit-oriented development at sites adjacent to the station and to protect the existing residential communities. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metrorail related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the West Falls Church TSA as one of several specialized planning areas in Fairfax County that contain a Metrorail station which is part of the Metrorail Adopted Regional System. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development. The intention of the TSA designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses.

Figure 34 shows the boundary of the West Falls Church TSA, which is divided into separate "land units" for the purpose of organizing Plan recommendations.

RECOMMENDATIONS

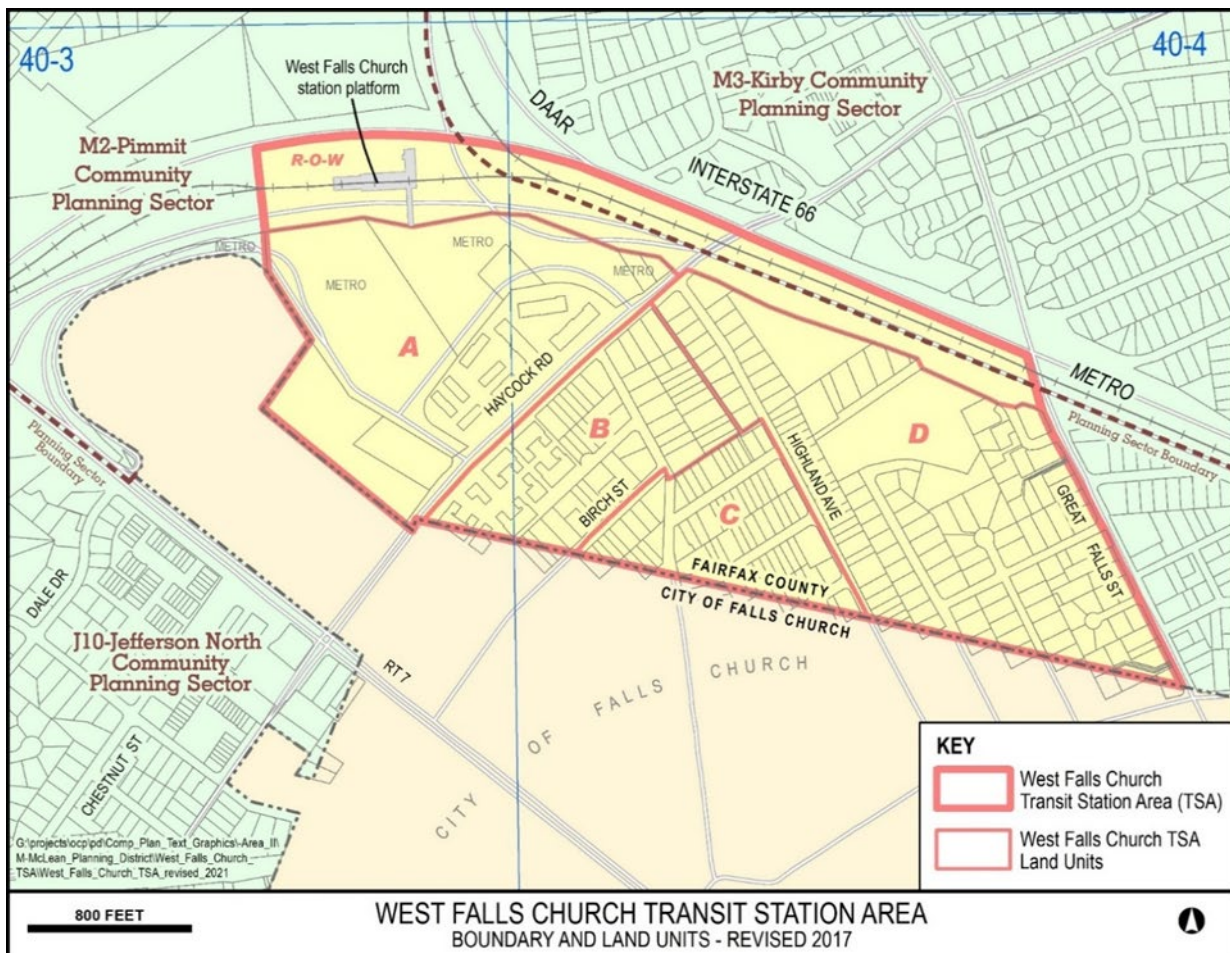
Land Use

The purpose of the planning recommendations for the West Falls Church TSA is to guide and direct future growth in the area by recognizing both opportunities and constraints. The land use recommendations are based upon the concept of concentrating development in a limited area nearest to the Metro station and preserving the existing stable neighborhoods around the station.

Where parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of

unconsolidated parcels in conformance with the Plan. Infill development in residential neighborhoods within and surrounding the West Falls Church TSA, should be of a compatible use, type, and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

By its distinct character, the West Falls Church TSA warrants special development conditions and incentives that apply to development at relatively higher densities and intensities as recommended by the Plan.



WEST FALLS CHURCH TRANSIT STATION AREA
BOUNDARY AND LAND UNITS

FIGURE 34

Transportation

Planned roadway improvements in the vicinity of the West Falls Church TSA are shown on Figure 35.

Recommended Public Transit Improvements

A high-quality transit system is expected along the Route 7 corridor. Provisions for this transit system, such as appropriately sized bus bays and shelters, should be accommodated along Route 7 and adjacent to the WMATA Metrorail station entrance. Standards for transit-serving infrastructure should be reviewed with FCDOT's Transit Services Division during the entitlement process for individual developments.

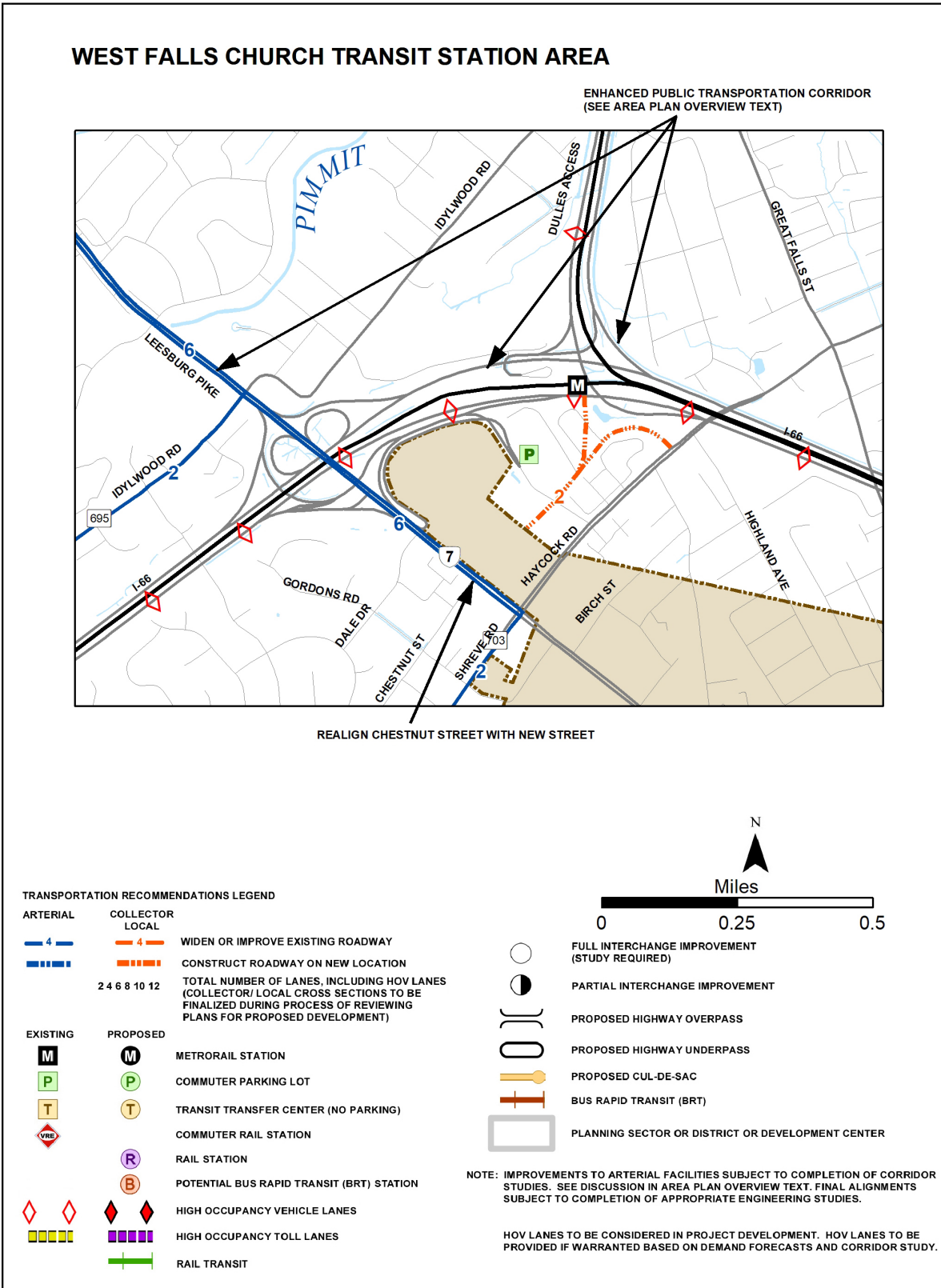
Implementation and Phasing of Transportation Improvements

The transportation impact of any proposed development in the TSA should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements to assure a balance that accommodates people, bicyclists, transit services, and vehicles.

West Falls Church Active Transportation

Travel within and surrounding the TSA should be safe, accessible, comfortable, and intuitive for all modes of active transportation including walking, bicycling, and other forms of non-motorized travel. Infrastructure should be of sufficient size and have adequate connections for people trying to access the West Falls Church Metrorail station, including from neighborhoods along Haycock Road toward Westmoreland Street, the Falls Hill area along Route 7, and from the Washington & Old Dominion (W&OD) Trail, a major regional trail located about a half mile south of the West Falls Church Metrorail Station. The County should develop a plan for the area which will recommend improvements to the active transportation infrastructure to increase connectivity, fill in missing or inadequate facility segments, and promote programs which encourage walking and bicycling. Walksheds, school routes, and bicycle routes should be considered when developing the scope of the plan. Opportunities to fund these improvements through private contributions and/or public funds should be explored to advance the implementation of these active transportation recommendations. Community outreach and coordination should continue to assist in prioritizing the improvements in the plan.

Active transportation recommendations for the West Falls Church area should be integrated with the Countywide ActiveFairfax Plan.



**TRANSPORTATION RECOMMENDATIONS
 WEST FALLS CHURCH TRANSIT STATION AREA
 M2 COMMUNITY PLANNING SECTOR**

FIGURE 35

Pedestrian Circulation Recommendations

A comprehensive pedestrian circulation system is recommended that provides an interconnected system of walkways linking pedestrians to their destinations. This system would propose new pedestrian routes, improves existing pedestrian facilities, and provide special physical treatments to enhance the pedestrian experience (Figure 37). Connections should be provided within the site and to the existing pedestrian network surrounding the site, with an emphasis on pedestrian safety, accessibility, and comfort.

A streetscape program should be developed for interior streets and the segments of Route 7, Haycock Road and Great Falls Street that lie within the vicinity of the TSA to provide a benefit to commuters and to make the walk to the Metro station more pleasant. Special treatment along both sides of these streets should include street trees, pedestrian-level lighting, coordinated graphics and street furniture. Streetscape design should transition into existing and programmed sidewalks and should be provided as part of any new development.

Throughout the TSA and surrounding communities, new sidewalks and sidewalk improvements should be constructed after soliciting and receiving community feedback to facilitate access between the Metrorail station, new development, and existing neighborhoods. For those pathways that can accommodate possible bicycle trails, the decision regarding specific bicycle routes should consider the input of each affected community.

TRANSIT DEVELOPMENT AREA (TDA)

The portion of the West Falls Church TSA that is generally defined as the area within a five-to-seven-minute walk of the station is appropriate for higher intensity, mixed-use development and is identified as the “Transit Development Area” (TDA). The TDA is divided into two land units and three subunits, as illustrated in Figure 36. The 47-acre TDA-area offers the most viable opportunities for development and redevelopment. The TDA includes the WMATA property (Sub-unit A-1) and the Virginia Tech (VT) property (Sub-unit A-2). Other property within the TDA includes The Village at West Falls Church and The Pavilion communities which are currently developed as planned, and comprise Sub-unit A-3. The TDA also includes The Gates of West Falls Church and the northern portions of the Ellison Heights neighborhood along Haycock Road (Land Unit B) west of Grove Avenue.

The plan for the TDA orients new development to the Metrorail station while addressing the impact on the surrounding community. New development should serve to enhance the character, appearance and function of the area and improve access to the station for all modes of travel. Open spaces should consider a range of activities that support community needs. Pedestrians and cyclists should be prioritized through high-quality streetscapes that incorporate wide sidewalks, trees, street furnishings, and bike facilities, where appropriate. Urban design should be context-sensitive, resulting in positive impacts for the community by encouraging redevelopment efforts that respect the scale and character of nearby stable residential areas.

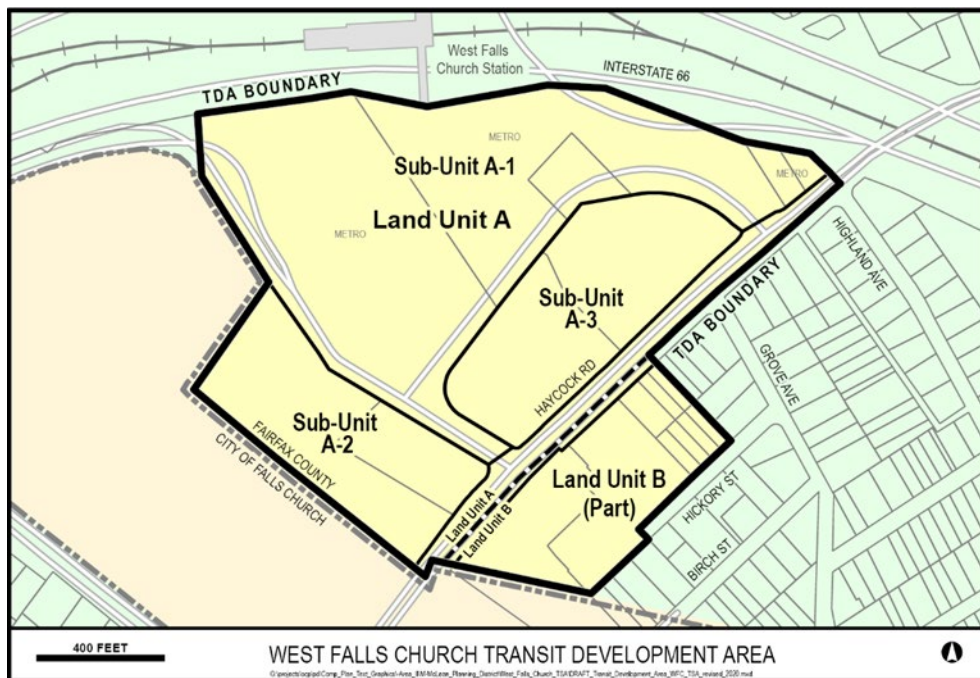
Each of the land units/sub-units has a base level recommendation that reflects how the land unit is currently zoned or developed. An optional level of development is recommended to achieve the goals and objectives for the West Falls Church TSA, especially those relating to the promotion of Metrorail ridership, renewal and improvement of the community, and the reduction of auto dependency while maintaining commuter accessibility. To achieve these goals and objectives, it is

necessary that new development be responsive to general criteria and site-specific conditions which further guide the character of new development and mitigate potential impacts. To achieve the optional level of development, all site-specific conditions and all of the general development criteria must be met. For any proposed development beyond the base level, discretion exists on the part of the Board to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

The TDA is planned for a maximum level of development, which includes both existing and new development of:

- 1,720 dwelling units;
- 301,000 square feet of office use;
- 48,000 square feet of retail use;
- 160,000 square feet of institutional use.

This maximum development potential is divided among the land units and sub-units, each of which is subject to a maximum recommended FAR.



WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA

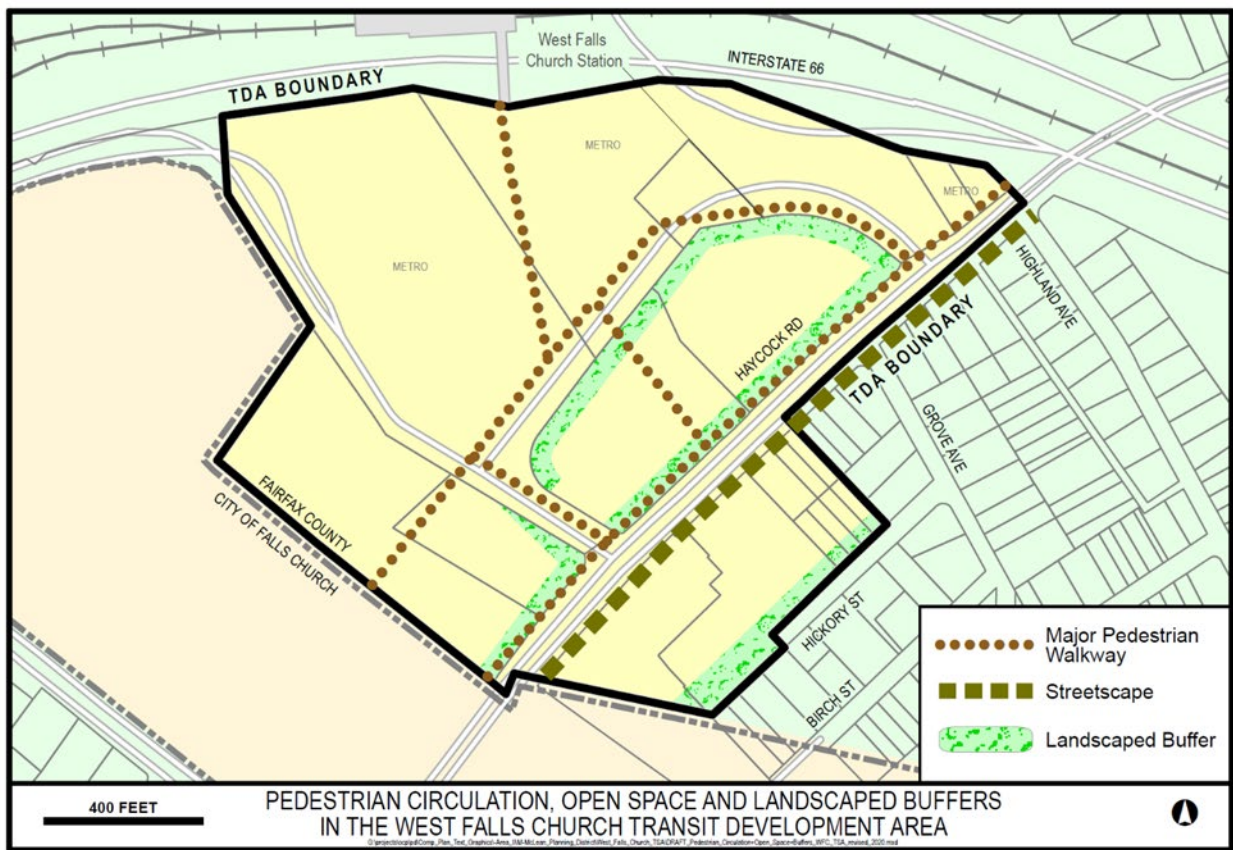
FIGURE 36

Transportation for the TDA should facilitate multimodal travel by providing high-quality transit infrastructure, enhancing the pedestrian and bicycle network, and providing a grid of streets that connects to major roads, such as Route 7 and Haycock Road. Improvements are needed throughout the TSA to enable access to the Metrorail station and any new development. Within the TDA, specific attention should be given to a system of pedestrian walkways and bicycle facilities which not only facilitate safe and comfortable access to the station and surrounding development, but also serve as a cohesive element to tie adjacent neighborhoods, parcels and uses together. The following are recommendations that will help shape the transportation network in the TDA:

1. Create primary automobile, pedestrian, and bicycle routes within the TDA that generally reflect those shown in Figures 35 and 37.
2. With any new development in Sub-units A-1 and A-2, construct a parallel street to Haycock Road that serves as a direct route to the Metrorail station, as depicted in Figures 35, 37, and 38. The parallel street should be implemented with the first phase of development. Accommodations for pedestrian and bicycle travel should be made along this route, including continuous dedicated bicycle lanes from the County boundary line to Haycock Road.
3. Improve pedestrian and bicycle connectivity between the WMATA Metrorail station and neighborhoods within and surrounding the TDA, including but not limited to Idylwood Road across the WMATA rail yard and along Haycock Road to Great Falls Street.
4. Maintain an adequate amount of structured parking to serve park-and-ride Metrorail users.
5. Improve the intersection of Chestnut Street and Route 7 to better distribute traffic and provide access to area destinations for pedestrians, bicyclists, and vehicles, while protecting the adjacent neighborhoods from cut-through traffic.
6. Provide connectivity to neighborhoods surrounding the TSA by including safe and convenient crossings for pedestrians at signalized intersections along Haycock Road and Route 7. Pedestrian crossing distances should be minimized.
7. Provide a minimum 10-foot-wide sidewalk on streets with ground floor commercial and institutional uses and along the primary pedestrian routes. Walkways within the TDA should be landscaped and well-lit at the pedestrian level.
8. Implement design features that provide separation between pedestrians, bicyclists, and vehicles. Within the TDA, accommodate bicycle traffic off-street where possible.
9. Provide a seamless transition for pedestrian and bicycle facilities across the boundary between Fairfax County and the City of Falls Church by maintaining continuity of facility types.
10. Ensure that the road network provides all users with intuitive routes to major destinations, such as the Metrorail station. Wayfinding signage should be provided to direct users to and along these routes.
11. Plant street trees between the street and sidewalk and install pedestrian-scale lighting along roads within Sub-units A-1 and A-2, and along existing roads such as Haycock Road, Metro Access Road, and Falls Church Drive. These amenities should be designed to contribute to

pedestrian comfort and should be further developed with streetscape plans that accompany any development plans.

12. Provide for efficient transit bus access to the Metrorail station.
13. Provide secure bicycle parking/storage facilities within the TDA. At a minimum, facilities should be provided proximate to the Metrorail station entrance and to the Virginia Tech campus.



**WEST FALLS CHURCH LANDSCAPED BUFFERS AND
PEDESTRIAN/BIKE CIRCULATION IN THE TRANSIT
DEVELOPMENT AREA**

FIGURE 37

Road improvements, public transit improvements and Transportation Demand Management (TDM) goals at the high end of the trip reduction range or beyond are recommended for the TDA. Careful planning and implementation efforts are required to successfully reduce peak hour vehicle trips. Reductions in traffic volumes contribute to improved livability, walkability, and bikability through more efficient use of the multi-modal transportation system. Development proposals should commit to reduce vehicle trips during peak travel times through the use of TDM strategies per the Fairfax County Comprehensive Plan, Transportation Policy Element and Fairfax County TDM Guidelines. Trip reductions for commercial and residential developments within the TSA should meet or exceed the higher end of the range as outlined in the Fairfax County TDM Guidelines. These TDM efforts include (but are not limited to) ridesharing programs; bus transit planning and promotion; parking management programs; alternative work schedules and teleworking; and non-motorized connections.

All development proposals within the TDA must be responsive to the following development criteria:

1. Provide a development plan that demonstrates high quality site and architectural design, streetscaping, landscaping, urban design, and development amenities.
2. Provide development that is in accordance with height and open space guidance illustrated in Figures 37, 38, and 39. In addition, applicable urban design recommendations for the specific land unit/sub-unit should be used.
3. Provide off-site public road improvements, or funding of such improvements, to accommodate trips generated by the development. Off-site transportation improvements that accommodate safe access to the Metrorail station should be strongly encouraged. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provide and implement a plan which reduces development traffic to a level deemed satisfactory to the County including through TDM programs, especially those which encourage the use of Metrorail and transit services.
4. Provide design, siting, style, scale, and materials that are compatible with adjacent development and the surrounding community, and which maintain and/or enhance the stability of existing neighborhoods.
5. Construct visual cues to indicate transitions from commercial to residential areas, such as tree plantings, landscaping, and signage.
6. For residential uses, provide energy conservation features that will benefit future residents of the development.
7. Provide price-appropriate housing that will serve the needs of the county's population. Residential developments should comply with the County's Affordable Dwelling Unit (ADU) Ordinance and the Workforce Dwelling Unit (WDU) policy, except as otherwise specified with the income tiers and commitment levels listed below for the WDUs.

Income Tiers for WDU's in the TDA		
<u>Income Tiers</u>	<u>For-Sale Units</u>	<u>Rental Units</u>
<u>Up to 120% of AMI</u>	<u>2%</u>	<u>--</u>
<u>Up to 100% of AMI</u>	<u>3%</u>	<u>--</u>
<u>Up to 80% of AMI</u>	<u>5%</u>	<u>5.0%</u>
<u>Up to 70% of AMI</u>	<u>3%</u>	<u>2.5%</u>
<u>Up to 60% of AMI</u>	<u>2%</u>	<u>2.5%</u>
<u>Total</u>	<u>15%</u>	<u>10%</u>

8. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.
9. Provide structured parking (above or below grade). If surface parking is permitted, it should include sufficient screening to visually shield views at street level.
10. Consolidate vehicular access points to minimize interference with commuter access to the Metrorail station.
11. Provide stormwater management using Fairfax County's Best Management Practices.

In addition to these general development criteria, site-specific conditions are identified for each of the land units and sub-units within the TDA. The following sections of this document describe the recommended land uses and development levels for each of the four sub-units that comprise the TDA. These recommendations ensure a balanced mixed-use development which is both Metrorail-oriented and compatible with the surrounding community.

LAND UNIT RECOMMENDATIONS

Land Unit A

Land Unit A, shown in Figure 36, is designated primarily for mixed-use development. All such development should be well coordinated to ensure that the area functions as a cohesive whole. Plans should demonstrate that any proposed development will not preclude development of other parcels in the land unit in conformance with the Plan. Considerations should include site design; building location and design; urban design; open space amenities and signage; inter-parcel access, including pedestrian- and bicycle-only connections, where appropriate; roadway realignment or improvements; and parking facilities. Development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner and are consistent with the land use guidance and development potential of the TSA. Proposals should also be compatible with the development on adjacent properties and reflect coordinated phasing of improvements as needed (for example, frontage improvements). Development should be sequenced such that infrastructure and public amenities to support the project, such as roads, sidewalks, and parks, are completed with each phase as required. Consideration should be given to the existing topography of the land unit, which is at its highest point in Sub-unit A-2, and gently slopes downward toward I-66, quickly dropping off immediately before the stormwater pond and I-66.

Land Use Recommendations

Land Unit A is planned for a maximum of 1,600 dwelling units, 301,000 square feet of office use, 48,000 square feet of retail use, and 160,000 square feet of institutional use. Multifamily residential use should be the predominant residential building type.

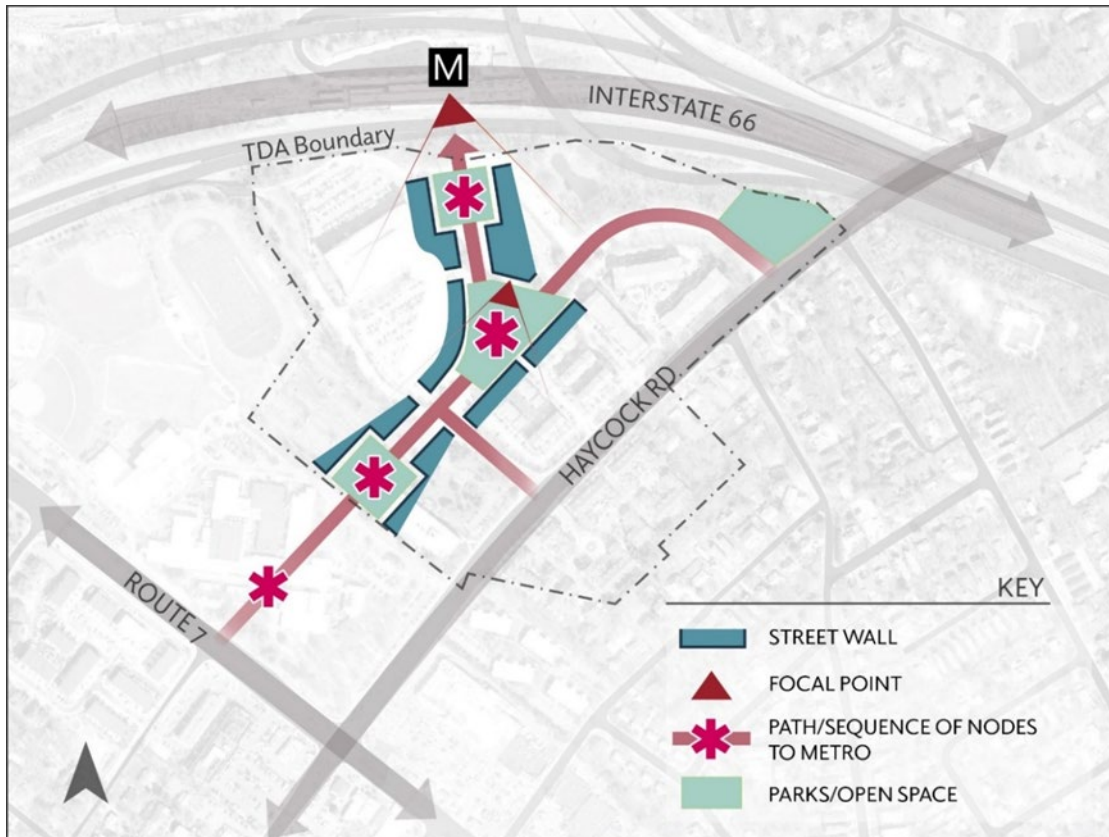
To create activity during the day and in the evenings and to encourage the use of transit and public spaces while supporting the daily needs of residents, retail or other activating ground floor uses should be included in Sub-units A-1 and A-2. Active ground floor uses, which may include retail, building amenity areas, and other creative spaces that promote street-level activity, should be focused along the main route from adjacent development in the City of Falls Church to the Metrorail station entrance, rather than on peripheral streets.

Urban Design Recommendations

In Sub-units A-1 and A-2, development should be organized around a street network that connects and orients the surrounding neighborhoods to the station entrance. Development should generally reflect the Urban Design Framework (Figure 38). Along the parallel street to Haycock Road, buildings should face the street and be designed to create a consistent street wall with minimal setbacks and with entrances that open on to it. To further orient transit riders and development towards the station, a visual axis should be created from the center of the WMATA property to the station entrance. This visual axis can be achieved using street alignments and focal points such as parks and plazas, vertically designed public art, and/or signage. Local streets are encouraged to break up larger blocks, provide access to buildings and improve and encourage pedestrian connectivity through the site.

The WMATA commuter parking garage should be treated to minimize the impact of the structure on the public realm. Treatments may include organizing new buildings around the garage to screen it from adjacent streets and public spaces; orienting streets away from it so that it is a less dominant feature of the site; and/or using a combination of architectural screening and landscaping to treat the facades of the structure. Similar treatments should be utilized to minimize the impact of bus bays and kiss-n-ride areas. The site design of Sub-unit A-1 should not preclude future redevelopment of the WMATA commuter parking garage.

Specific urban design recommendations are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. Implementation of these recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the TSA. The implementation of these recommendations should address the recommendations contained in Volume I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas, specifically those chapters pertaining to streetscapes, open space, building design, and placemaking elements. While the West Falls Church TSA is not within a Commercial Revitalization District or Area, the guidelines contain recommendations and urban design ideas for streets, streetscapes, parks, landscaping, parking, building exteriors, and special placemaking features that are appropriate for a TSA and that assist in the creation of complete streets, enhance walkability, and promote a sense of place.



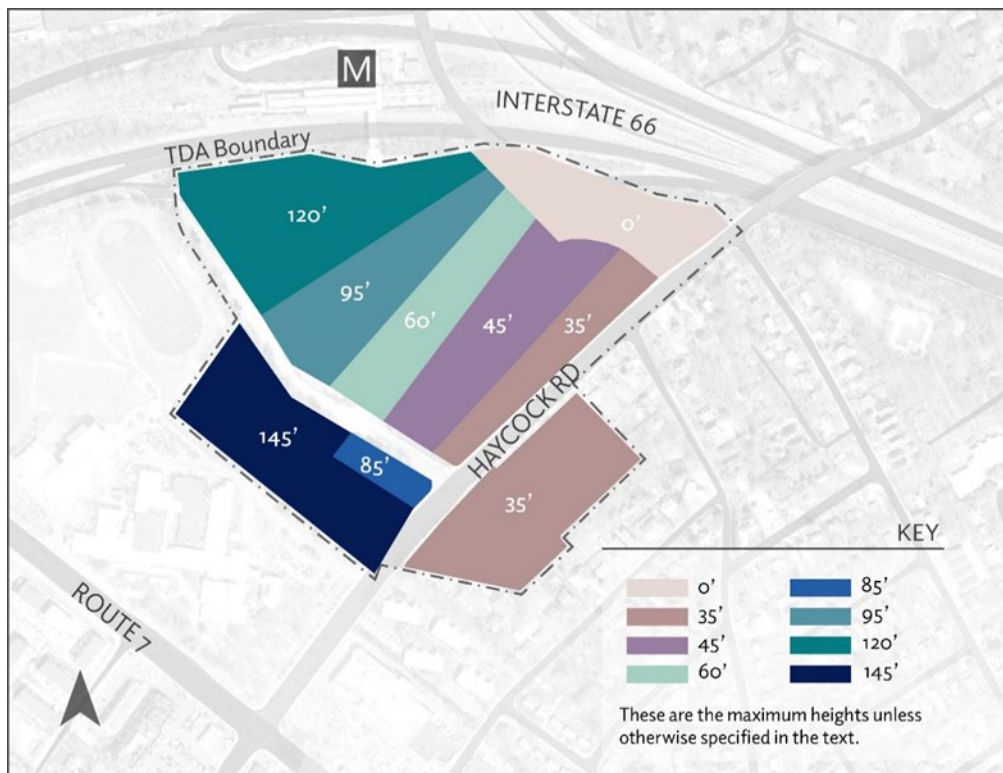
WEST FALLS CHURCH URBAN DESIGN FRAMEWORK

FIGURE 38

Building Massing and Heights

In Sub-units A-1 and A-2, any new development should be designed to achieve the desired intensity goals while addressing impacts on the surrounding community. Building design should avoid large undifferentiated horizontal or vertical massing using techniques such as façade breaks, roof line modulation, balconies, and variations in materials. These variations create visual interest and variety, allow light to permeate down to the street reducing the impacts of shadows, and can result in elevated outdoor terraces. Building location and massing should minimize long periods of shadow on the street, on adjacent buildings, or in open space, as demonstrated by shadow studies (also called sunlight or solar shading analyses).

Changes in materials, colors, and/or textures should be used to differentiate the ground floor, which, should be designed to engage the street and have active uses. Active ground floor uses can include storefronts, building lobbies, amenities spaces, residential entrances with porches or spaces for residents to congregate, or other creative uses that contribute to vibrant street life. Active ground floor uses, along with façade treatments that enliven the street and public spaces, should be provided particularly on the primary pedestrian route to the Metrorail station entrance. Visibility into buildings from the street as well as onto the street from within ground floors is encouraged to create lively and active street frontages.



HEIGHT LIMITS IN THE TRANSIT DEVELOPMENT AREA

FIGURE 39

Maximum building heights are depicted in Figure 39. To create an appropriate transition to established neighboring uses and to reduce the visual impact of new development upon surrounding residential communities, building heights should taper with the tallest buildings adjacent to I-66 and the Fairfax County-City of Falls Church boundary. Building modulation and variations in building heights within a block should be incorporated to distinguish uses, create variety, and to provide light, views, privacy, and effective transitions to existing residential communities. Given the sensitivity to building heights within this site, the developer is expected to work with the community during the design phase to collaborate on the lighting and architectural design of any building façade greater than 85 feet. Step-downs may be appropriate when adjacent to, or across from existing residences (see locations in Figure 39). Portions of the buildings that are directly across from The Village should be no more than 85 feet high. Mechanisms such as shadow studies, cross sections, and building design should be provided to demonstrate that the proposed height does not adversely impact residences in that development.

Transportation

Efficient access to the Metrorail station should be accommodated for all modes of travel, particularly buses. Pedestrian and bicycle connectivity should be provided between Sub-units A-1 and A-2 and neighboring communities. Streetscape amenities such as street trees, sidewalks,

plazas, street furniture, and landscaping should be provided to encourage pedestrian activity. Pedestrian and bicycle facilities within the Sub-units A-1 and A-2 should accommodate and be designed to attract users while contributing to placemaking. To provide a complete network, redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation; active transportation facilities should be constructed on both sides of all roadways. The following are recommendations that will help shape the transportation network in the Land Unit:

1. Complement the station's use as a transit hub by ensuring efficient circulation and enhancing the station entrance area. The surrounding road, pedestrian and bicycle network should support additional development while maintaining access to the station for all modes of travel.
2. Provide walkways along Haycock Road and the primary road linking the City of Falls Church, Sub-unit A-2, and Sub-unit A-1.
3. Construct a 10-foot-wide shared use path along Falls Church Drive between Haycock Road and the proposed parallel street to establish a connection between Haycock Road and the West Falls Church Metrorail station. In addition, this path should be extended along Falls Church Drive to the existing pedestrian/bicycle connection that runs along the ramp access road to Route 7.
4. Accommodate and/or install stations for bikeshare programs and micromobility programs, and designate storage space for dockless bikeshare and micromobility options.
5. Accommodate most parking in structures, either below grade or above ground. On-street parking is strongly encouraged. Surface parking should consist of on-street parking, kiss-n-ride at the Metrorail station, and pick-up/drop-off spaces adjacent to residential, institutional, and commercial uses, as well as the Metrorail station transit plaza.
6. Maintain or provide a new direct pedestrian access to the Metrorail station from Land Unit A-3 through Land Unit A-1, taking into account site design, building placement, open space, and roadway alignment.

Parks, Open Space, and Landscaped Buffers

In Sub-units A-1 and A-2, publicly accessible open space should be provided in accordance with the Urban Parks Framework, including minimum park acreage standards. Figures 37 and 38 show the recommended location of open space and landscaped buffer areas, which are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development. Landscaped buffers should be provided in accordance with Objectives 8 and 14 of the Land Use Element of the Policy Plan.

In Sub-units A-1 and A-2, the open space concept should include a network of urban park spaces that support both transit and resident activities. The network should consist of a range of park types, such as civic plazas, common greens, pocket parks, and recreational parks. A central green space should incorporate amenities and activities that complement the adjacent uses. A plaza with public art, or gateway features should be provided to mark the entrance to the Metrorail station and provide space for transit station amenities.

Parks, open spaces, and landscaped buffers should promote environmental stewardship and the creation of a connected network of environmental features throughout Sub-units A-1 and A-2.

Planting areas should incorporate a diversity of native trees, shrubs, and perennials to increase the habitat value of each site and be designed to ensure healthy growing conditions for all plantings. Corridors should be designed to incorporate continuous planting areas, where feasible, with healthy soils and trees planted at regular intervals, helping to manage the quantity and quality of water entering the stormwater system and community waterways, regulate ambient temperatures and air quality, provide comfortable pathways for exercise, and serve as wildlife habitat.

Enhanced wayfinding and pedestrian access should be provided for major destinations, such as the Metrorail station entrance and to the recreational park. In Sub-units A-1 and A-2, public art in public spaces is encouraged both to help foster a sense of place and community identity and to contribute to wayfinding.

Environment

The following environmental recommendations apply to proposed development in Sub-Units A-1 and A-2:

1. Create a more sustainable community by applying best practices and sustainable technologies in site design, streetscapes, stormwater management, resource conservation, and other efforts to protect and enhance the built environment and ecological resources, to improve energy and natural resource conservation and management, and to enhance the human environment.
2. Prioritize the preservation of healthy, native plant species, particularly surrounding the stormwater management pond and where landscaped buffers are identified in Figure 37.
3. Provide stormwater quantity and quality control measures with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. Green Stormwater Infrastructure (GSI) should be incorporated to help achieve runoff reduction goals. Examples of GSI include urban bioretention, permeable pavements, and green roofs. GSI is designed to protect, restore, and/or mimic nature and to evapotranspire water, filter water through vegetation and/or soil, return water into the ground, and/or reuse water. Stormwater management measures should be phased in with those portions of the site being redeveloped. Each phase should adequately meet stormwater quality and quantity standards.
4. The peak runoff rate released from the site in the post-developed condition for the 10-year, 24-hour storm should be at least 40% less than the peak runoff rate released in the existing condition for the same storm.
5. Provide phosphorus load reductions on-site that meet the most current regulatory requirements.
6. Incorporate natural landscaping within each site for the creation of a larger landscape in which the aesthetic and ecological functions of landscapes installed in the built environment are improved with a focus on clean air, clean water, runoff control, the maintenance of healthy soils, mitigation of the urban heat island effect, the provision of habitat, and support for human health and well-being.
7. Minimize light pollution and glare in accordance with Objective 5 of the Environment element of the Policy Plan, especially for taller buildings with the potential to cast light on nearby residential properties. This may be accomplished through the use of full cutoff

fixtures, directional shields, and lower color temperature bulbs, among other methods. Lighting should promote a safe environment while enhancing the character and appeal of the public realm.

SUB-UNIT RECOMMENDATIONS

Specific recommendations and the distribution of development potential among sub-units is noted below:

Sub-unit A-1

This sub-unit (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2) is planned for public facility use at the base level. At the optional level, the site is planned for mixed-use at a maximum intensity up to 0.96 FAR, inclusive of bonus intensity, with between 105,000 and 120,000 square feet of office use, and between 10,000 and 30,000 square feet of ground floor, community-serving retail or active ground floor uses. Residential use should not exceed a maximum of 900 dwelling units, including approximately 80 townhomes. The 900 units are inclusive of affordable and workforce dwelling units and associated bonus units. Development should be sequenced such that infrastructure and public amenities, such as roads and parks, are provided with the first phase. Other than the park noted in Figure 38, no development is anticipated in the area planned for 0' maximum building height adjacent to I-66.

To achieve the optional level of development, proposals should conform to the recommendations for the TSA, TDA, and Land Unit A, as well as the following site-specific conditions:

Land Use and Urban Design

- 1.1. Townhouse and/or stacked townhouse uses are preferred on the periphery of the sub-unit to provide a transition to The Villages at West Falls Church and the Pavilion developments in Sub-unit A-3. Townhouses may be appropriate elsewhere in the sub-unit if they further the urban design guidance and other TDA and Land Unit recommendations and contribute to the sense of place. These units may include live-work units, office space, or other uses that promote interaction with the adjacent street. Townhome ground floors should be elevated from the street so that there some degree of privacy from the right-of-way. Front gardens may also be utilized for privacy. Tall ceiling heights are encouraged on the ground floor to promote flexibility for the use of the space.
- 1.2. The office component should be located adjacent to the Metrorail station entrance and should be oriented toward the station entrance.

Parks and Open Space

- 1.3. A civic plaza with a focal element, unique placemaking features, and adjacent active ground floor uses should be provided near the Metrorail station entrance. The plaza should be located and designed to minimize any potential adverse impacts from the transit facility/bus bays.

- 1.4. One or more parks with neighborhood recreational facilities, such as a playground, dog park, sport court, or other similar active uses should be incorporated to support residential uses.
- 1.5. Linear recreation spaces such as outdoor fitness trails should be incorporated as a link between the core of the development and nearby recreational areas within the Land Unit. Continuous linear spaces for recreation can provide amenities that can be linked with pedestrian and bicycle street elements and enhance visual connections between urban park spaces.
- 1.6. The area identified for a maximum building height of 0' in Figure 39 should remain a natural area.

Sub-unit A-2

This sub-unit (Tax Maps 40 3((1)) 92 and 92A) is planned for institutional use at its base level, as it is currently developed.

At the optional level, the sub-unit is planned for mixed-use development up to an intensity of 2.5 FAR, inclusive of bonus intensity, with a maximum of 440 multifamily residential units, approximately 18,000 square feet of retail use, up to 181,000 square feet of office use, and up to 160,000 square feet of institutional use. The 440 units are inclusive of affordable and workforce dwelling units and associated bonus units. Development should be sequenced such that infrastructure and public amenities, such as roads and parks, are provided with the first phase. To achieve the optional level of development, proposals should conform to the recommendations for the TSA, TDA, and Land Unit A as well as the following site-specific conditions:

Land Use and Urban Design

- 2.1. To create appropriate transitions to established neighboring uses in Sub-unit A-3, careful consideration should be given to building heights, including tapering down in height, use of step-backs, and/or other creative design solutions.

Parks and Open Spaces

- 2.2. A linear park should be incorporated along the primary road through the sub-unit, providing continuity between the City of Falls Church, Sub-unit A-2, and Sub-unit A-1.
- 2.3. A civic plaza-type park with a focal element, visual amenities, and unique placemaking features should be provided near the entrance to the Virginia Tech building to provide for a public gathering space set aside for civic purposes and commercial supporting activities.
- 2.4. Pocket parks and small-scale open spaces should be incorporated into the design for casual use by people living and working in the immediate area. These spaces may consist of hardscape elements or lawn and landscaped areas, and seating and visual amenities.
- 2.5. An open space amenity with significant landscaped buffering such as a linear park should be provided on the south side of Falls Church Drive as a transition between Sub-units A-2 and A-3.

Sub-unit A-3

(Tax Map 403((35)) and Tax Map 40-4((42))). This sub-unit is developed with 252 dwelling units and is planned for residential use not to exceed a maximum of 260 dwelling units.

Portion of Land Unit B - Haycock Road South

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing and the Gates at Westfalls townhouse development. (See Figure 34). Parcels immediately to the west of Grove Avenue are not included in the area recommended for redevelopment. (See Figure 36). The portions that are recommended for redevelopment should provide a transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

At the base level, 4 dwelling units are appropriate for Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23. For Land Unit B an intermediate level of development of 17 dwelling units has been identified, which would require that the following conditions be met:

- All site-specific conditions;
- Criteria #1, #2, #3 and #4 of the general development criteria; and
- One-half of the remaining general development criteria.

At the optional level, this area is planned for 120 dwelling units. It is recommended for redevelopment at a residential density between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;
- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and
- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

Recommendations Outside of the Transit Development Area

Balance of the Transit Station Area (Portions of Land Unit B and Land Units C and D)

Portions of Land Unit B adjacent to the TDA and on the same block may be reviewed for potential redevelopment in the future pending changing conditions. This area should generally not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher

densities in the TDA and stable neighborhoods to the east and south. Review of any changes to the recommendations for this area should be based upon mitigation of any transportation impacts.

The balance of the TSA is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken to provide pedestrian amenities which allow access to the Metrorail station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties.

Heritage Resources

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector

Public Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Parks and Recreation

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Trails and Bicycle Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector

M1 TYSONS COMMUNITY PLANNING SECTOR

CHARACTER

The Tysons Community Planning Sector is entirely within the Tysons Urban Center area. Plan guidance for this area is in the Tysons Urban Center area portion of the Area II volume of the Comprehensive Plan.

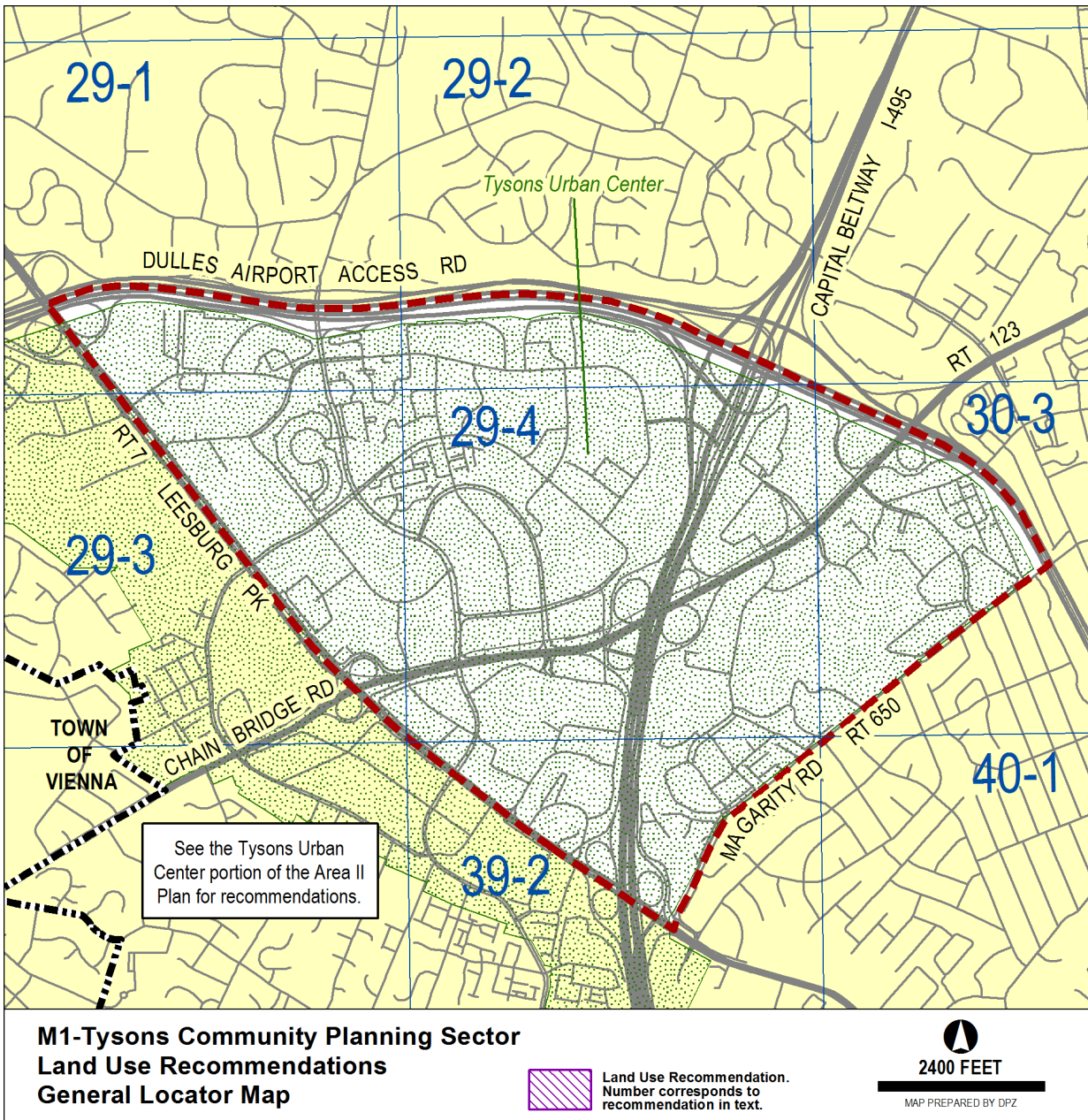


FIGURE 40

M2 PIMMIT COMMUNITY PLANNING SECTOR

CHARACTER

The Pimmit Community Planning Sector is located to the north of the City of Falls Church, and is generally bounded by Magarity Road, the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Interstate 66 (I-66), and Leesburg Pike (Route 7). The planning sector includes the West Falls Church Transit Station Area (TSA). Plan recommendations for the West Falls Church TSA area can be found in a previous section of the McLean Planning District text, following the McLean Community Business Center (CBC) section.

Outside of the West Falls Church TSA, the planning sector consists primarily of stable, single-family detached residential neighborhoods. Commercial activities are limited, with neighborhood-serving retail and office uses located along Leesburg Pike in the western portion of the planning sector. Multifamily residential units are present along Leesburg Pike near the commercial uses.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 3 and 4.

Generally this planning sector is developed and has few areas of undisturbed space. However, in the residential neighborhood of Pimmit Hills, prehistoric artifacts in excess of 2,000 years old have been reported. Therefore, it is possible that significant heritage resources can be found elsewhere within this planning sector. The Pimmit Hills neighborhood represents one of the early post-World War II Veterans Administration financed housing communities.

CONCEPT FOR FUTURE DEVELOPMENT

Most of this sector is recommended as Suburban Neighborhoods under the Concept for Future Development. It contains predominantly single-family residential uses at 2-3 and 3-4 dwelling units per acre. Commercial and institutional uses are limited to the West Falls Church Transit Station Area and the already developed northeast side of Leesburg Pike.

RECOMMENDATIONS

Land Use

The West Falls Church Transit Station Area is located in this planning sector. Recommendations for this area are found in the section of the Plan entitled “West Falls Church Transit Station Area.”

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

Where substantial parcel consolidation is specified, it is intended that such consolidations will

provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 41 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To preserve the stable residential portions of the sector, infill should be residential in nature and compatible with existing development. Specifically,
 - a. Low density residential infill should be continued northwest of Idylwood Road, between Leesburg Pike and Great Falls Street, to preserve the character of the neighborhood, which is planned for development at 2-3 dwelling units per acre. [Not shown]
 - b. The single-family residences with access to Leesburg Pike, adjacent to the Reddfield community and northwest of Idylwood Road, are planned for residential use at 2-3 dwelling units per acre. A service road should connect to Idylwood Road as far away from Leesburg Pike as possible (see Figure 42). Buffering should be included along Leesburg Pike as well as between new development and the Reddfield community. [Not shown]
2. The area located southeast of Idylwood Road, west of the Dulles Airport Access Road and north of the West Falls Church Transit Station Area, is planned for 2-3 dwelling units per acre with the exception of Mount Royal Park which is located to the west of the single-family housing. The single-family dwellings should have landscaped buffering from noise and nonresidential uses with appropriate pedestrian and vehicular access.

Transportation

Transportation recommendations for this sector are shown on Figure 42. 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 Pimmit Hills neighborhood should be evaluated for inclusion in the Inventory of Historic Sites. It is located east of Margarity Road between Leesburg Pike and DAAR.

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

Public Facilities

1. Expand the Tysons-Pimmit Regional Library.

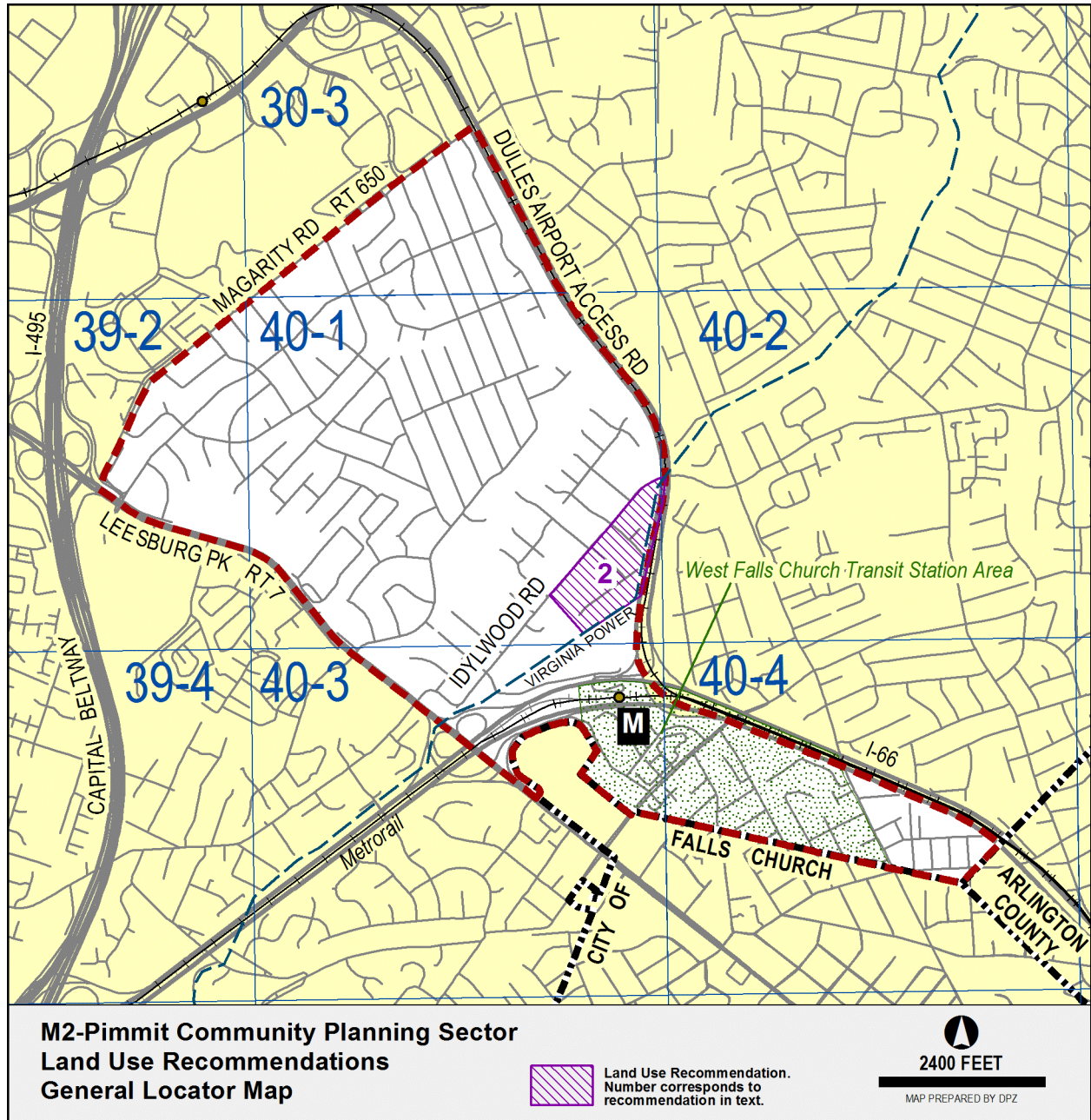
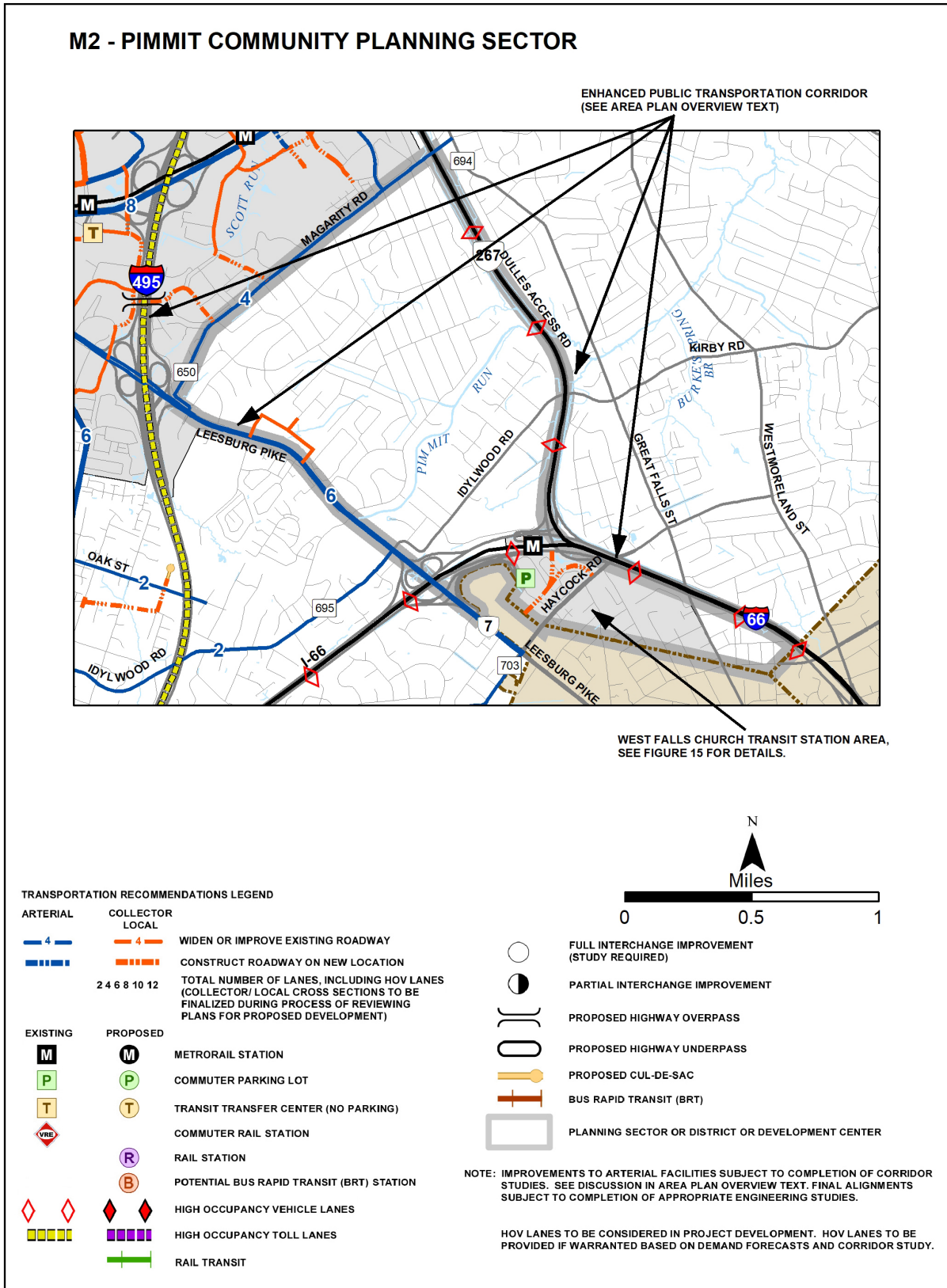


FIGURE 41



TRANSPORTATION RECOMMENDATIONS

FIGURE 42

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 43. The column “Park Classification” includes existing park facilities. The “Recommendations” column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

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

FIGURE 43
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Fisher Griffith Lemon Road Lisle Mt. Royal Pimmit Hills Pimmit View Tysons/Pimmit	Complete development of existing parks where needed in accordance with master plans. Incorporate an urban park into development of the West Falls Church Transit Station Area (TSA). Provide Neighborhood Park facilities accessible to the existing residential areas as part of new residential development planned for TSA.
COMMUNITY PARKS:	
Westgate Olney	Initiate an interagency coordination effort to optimize active recreation opportunities for local residents at the City of Falls Church Park and School properties adjacent to the TSA.
DISTRICT PARKS:	
This sector lies within the service area of Jefferson District Park to the south and Lewinsville District Park north of I-66.	
COUNTYWIDE PARKS:	
Scotts Run Stream Valley Pimmit Run Stream Valley	Seek conservation/trail easements to protect Pimmit Run Stream Valley and facilitate completion of trails system.

M3 KIRBY COMMUNITY PLANNING SECTOR

CHARACTER

The Kirby Community Planning Sector is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Dolley Madison Boulevard (Route 123)/Chain Bridge Road, and Arlington County. The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

Outside of the McLean CBC, the planning sector is characterized by stable residential development. The predominant housing type is single-family detached residential units. Throughout the planning sector, there are several residential developments, such as Westmoreland Square and Hallcrest Heights, which have been developed with townhouses. Neighborhood-serving commercial uses are located in the Chesterbrook area along Old Dominion Drive.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, three being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 3 and 4. Numerous other historic sites in this planning sector are also included in the inventory, most notably Salona, which is also listed in the National Register of Historic Places.

CONCEPT FOR FUTURE DEVELOPMENT

This sector is recommended as Suburban Neighborhoods under the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

Figure 44 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To preserve the residential nature of this sector, infill in this sector should be primarily single-family detached housing. Exceptions should be made for inclusion of medium density townhouse developments or mixed housing development which may include townhouses on selected sites. These sites are generally in the vicinity of Kirby Road and Great Falls Street. Two major locations are suitable for new development:

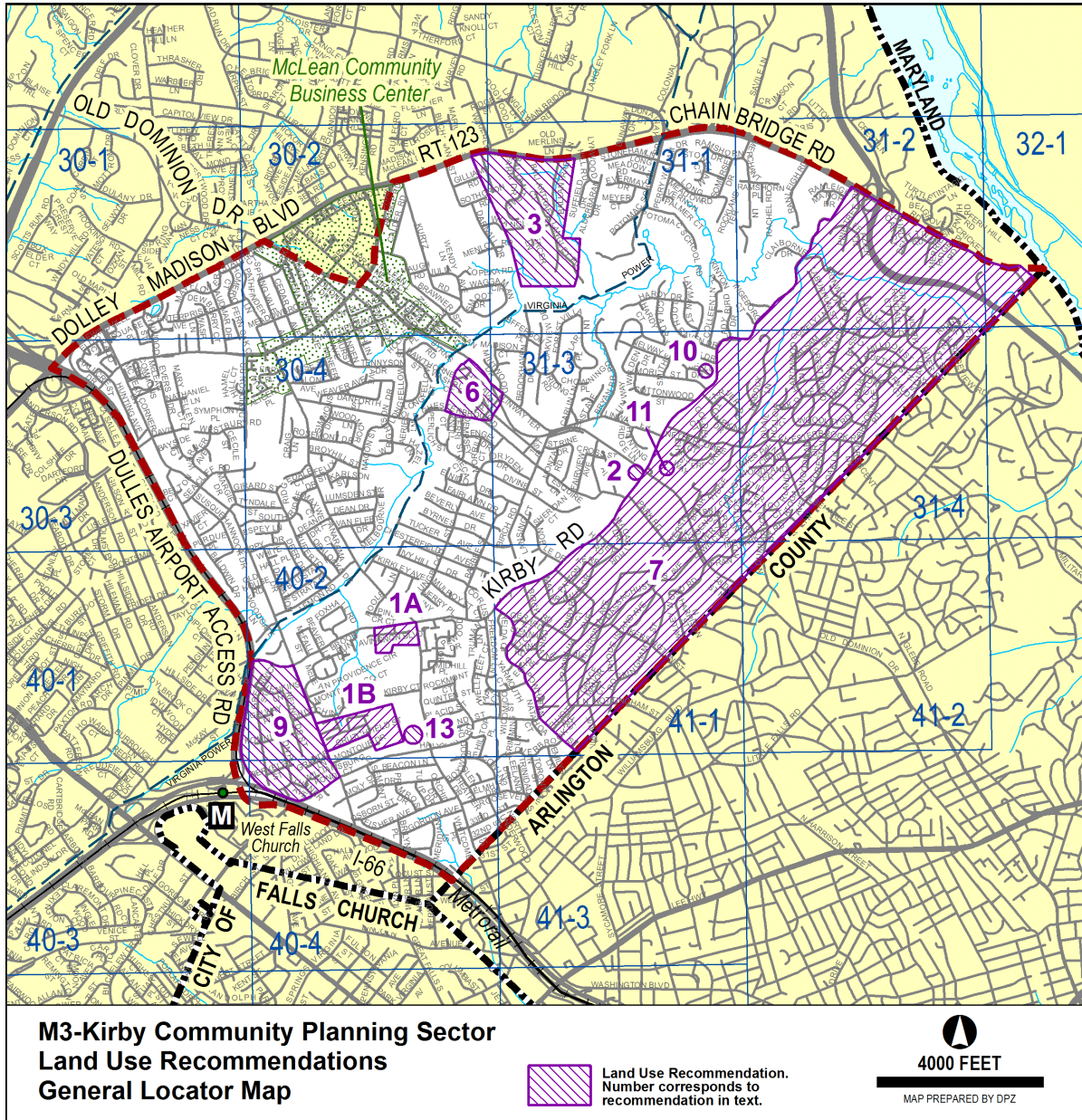


FIGURE 44

- a. A major site is located east of the intersection, south of Kirby Road and north of Longfellow Intermediate School. Development here is planned for residential use at 4-5 dwelling units per acre and should provide adequate buffers to the single-family residences across Kirby Road. No more than one entrance onto Kirby Road is recommended. Adequate provisions for improvement to the intersection of Kirby Road should be provided.
 - b. Another site is located south of the intersection, east of Great Falls Street and south of Montevideo Square. Mixed housing development at 4-5 dwelling units per acre is planned. To minimize impacts on the surrounding area, development should include: reverse frontage; a heavily treed buffer; single-family detached housing at the perimeter to interface with existing types; exclusion of tall buildings which are incompatible with the vistas of the surrounding community; and an efficient internal circulation system.
2. Residential development on the vacant and underdeveloped acreage in the vicinity of the Linway Terrace Park, west of Kirby Road, is planned for 2-3 dwelling units per acre. The higher end of the range should only be attained with substantial land consolidation.

As an option, parcels 31-3((1))67 and 74, if consolidated, may be appropriate for housing for the elderly up to .25 FAR. Any development application for this option should provide the following:

- Adequate buffering and screening along the perimeter of the site adjacent to surrounding residential development; and
 - Access from Kirby Road to parcels located immediately west of Parcels 67 and 74.
3. Compatible infill not to exceed one dwelling unit per acre is planned for the area south of Dolley Madison Boulevard, north of Pimmit Run, west of Potomac School and the Lynwood subdivision and east of the Salona Village subdivision.
 4. Residential development at 2-3 dwelling units per acre is planned for vacant or resubdivided parcels on both sides of Pimmit Run between Kent Gardens Park and Old Dominion Drive. [Not shown]
 5. Residential development at 2-3 dwelling units per acre is planned for the vacant or resubdivided land in the area south of the McLean CBC, east and north of Tennyson Drive and west of Longfellow Street. Since the substantial existing development is single-family detached housing at a lesser density than that permitted by current zoning, it is desirable that new development be limited to the same structure type and density as the existing development, which is generally 2 dwelling units per acre. [Not shown]
 6. Residential development on vacant or resubdivided land in the area bounded by Old Chesterbrook Road, Old Dominion Drive, Sixth Place and Pimmit Run should be permitted only at the low end of the range, which is 3-4 dwelling units per acre.
 7. The area bounded by the Arlington County line, Powhatan Street, the eastern boundary of the Nantucket and Marlborough subdivisions, the northern boundary of the Marlborough subdivision, Kirby Road, and Dolley Madison Boulevard is planned for residential use at 1-2 dwelling units per acre.

Because of the character of existing development in the northern portion of this area, which is bounded on the south by Dumbarton Street and the Chesterbrook Shopping Center, new

development at or near the high end of the 1-2 dwelling units per acre range may be appropriate, except in those subareas where steep slopes and stormwater runoff into the streams feeding Little Pimmit Run require less density to maintain adequate environmental protection.

The Franklin Park area to the south of the Chesterbrook Shopping Center, which is located between Powhatan and Dumbarton Streets and the Arlington County line and Kirby Road, has predominantly steep slopes and sensitive stream valleys and heavily treed areas. Because of these environmental constraints, infill development is appropriate only at the lower end of the 1-2 dwelling units per acre density range. Other specific recommendations include:

- The creation of nonconforming pipestem lots should only be encouraged where the result is the protection of EQCs and where the environmental impact of a multi-lot infill development will be minimized by their use.
 - Consolidation of narrow and grandfathered nonconforming lots should be encouraged through strict adherence to setback requirements for the areas planned for 1-2 dwelling units per acre.
 - New multi-lot infill development, which might ordinarily call for a full street, should be accomplished with pipestem drives, where safe access permits, to preserve the character of the neighborhood. Where a standard street is necessary for safe access, adherence to Virginia Department of Transportation standards in such a way so as to conform with the existing character of the roadway network in the area is recommended.
 - To preserve open space and the character of the existing neighborhood, the abandonment and preservation of rights-of-way for segments of eight unbuilt streets in the area is recommended. The abandoned rights-of-way, termed 'natureways' or 'greenways', should be left in their natural wooded state supplemented by a trail, if appropriate, to promote pedestrian circulation, safety and park access. Recommended for preservation as greenways are segments of Rhode Island Avenue, Birch Road, Maryland Avenue, North Harrison Street, MacArthur Drive, North Kensington Street, John Place and Amherst Avenue.
8. Low density residential uses at 1-2 dwelling units per acre are planned for vacant and underdeveloped properties adjacent to Ballantrae Farms on the north side of Dolley Madison Boulevard to provide a transition between the 2-3 dwelling units per acre development planned to the east and the less than one unit an acre in Ballantrae Farms to the west. Reverse frontage development should be required. [Not shown]
 9. The area bounded by the DAAR, Idylwood Road and Great Falls Street is planned for residential use at 2-3 dwelling units per acre, except for the area south of Haycock Road which is planned for 3-4 dwelling units per acre. Development proposals throughout the area should provide landscaped buffers, noise attenuation measures and appropriate pedestrian and vehicular access.
 10. The infill land (Tax Map 31-3((1))185) being farmed at Mori Street and Kirby Road should be retained as farmland or parkland. It is planned for residential use at 2-3 dwelling units per acre. If residential development should occur, it should be low density single-family detached development consistent with the surrounding area.
 11. The expansion and design improvements of Chesterbrook Shopping Center should be considered within the constraints of currently-zoned commercial space with a maximum

intensity of .25 FAR. This facility serves Sector M2 as well as M3 with convenience commercial uses.

12. The service station at the intersection of Kirby Road and Dolley Madison Boulevard, while considered to serve a function to area motorists using the George Washington Memorial Parkway, represents a nonconforming use and no commercial rezoning or special exception for expansion should be granted. Any modernization should be consistent with the current restrictions on such nonconforming uses. Dolley Madison Boulevard from the Parkway to Tysons should be protected from abutting commercial uses except along the frontage of the McLean CBC. The approach to Washington from Dulles International Airport should continue to be protected from commercial development. [Not shown]
13. Parcel 40-2((1))17, which is located on Haycock Road, is planned for public facilities, governmental and institutional use. As an option, public park use may be appropriate.

Transportation

Transportation recommendations for this sector are shown on Figures 45 and 46. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

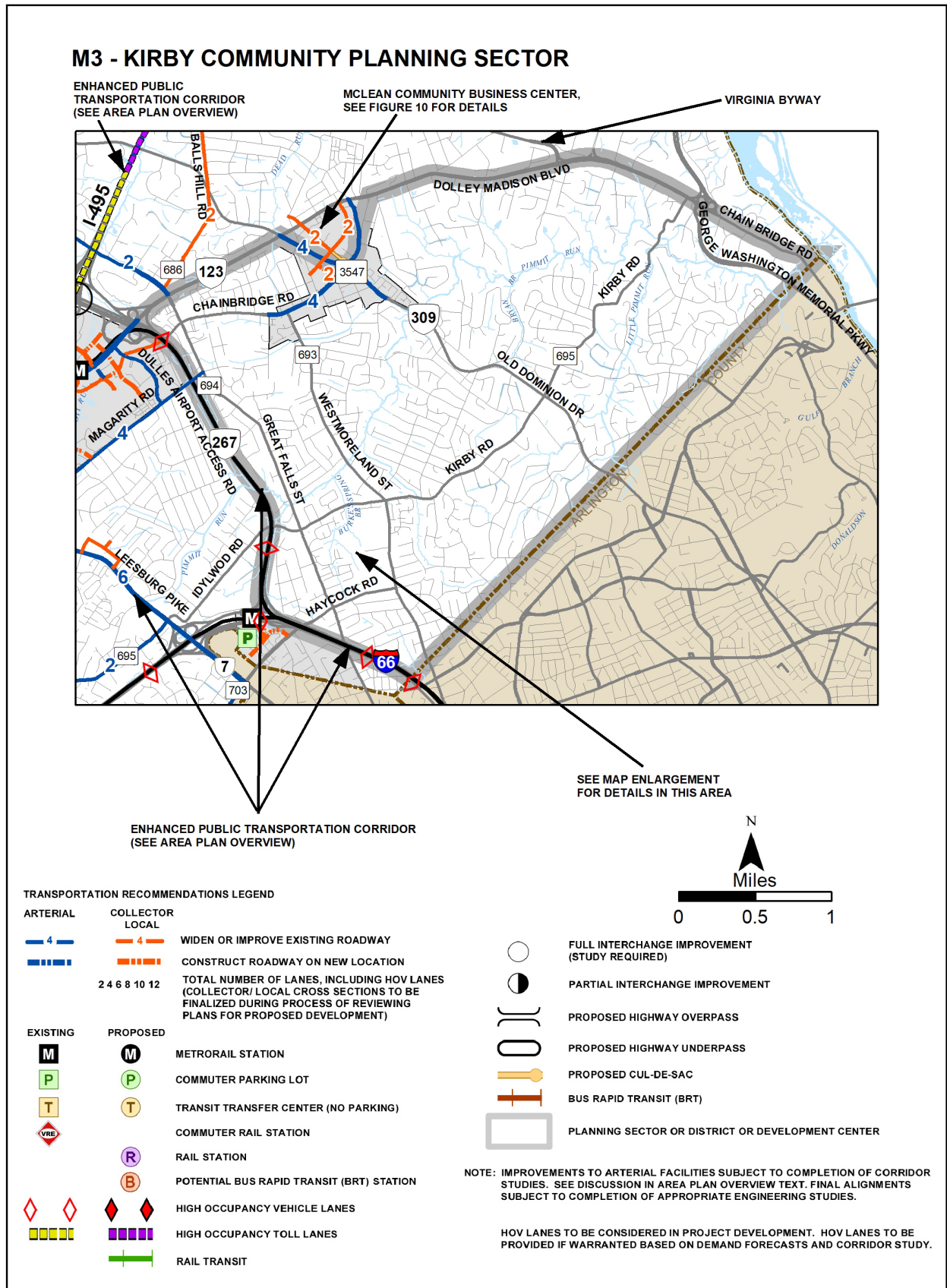
Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However,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

Heritage Resources

The Franklin Sherman School archaeological site should remain as a playground.

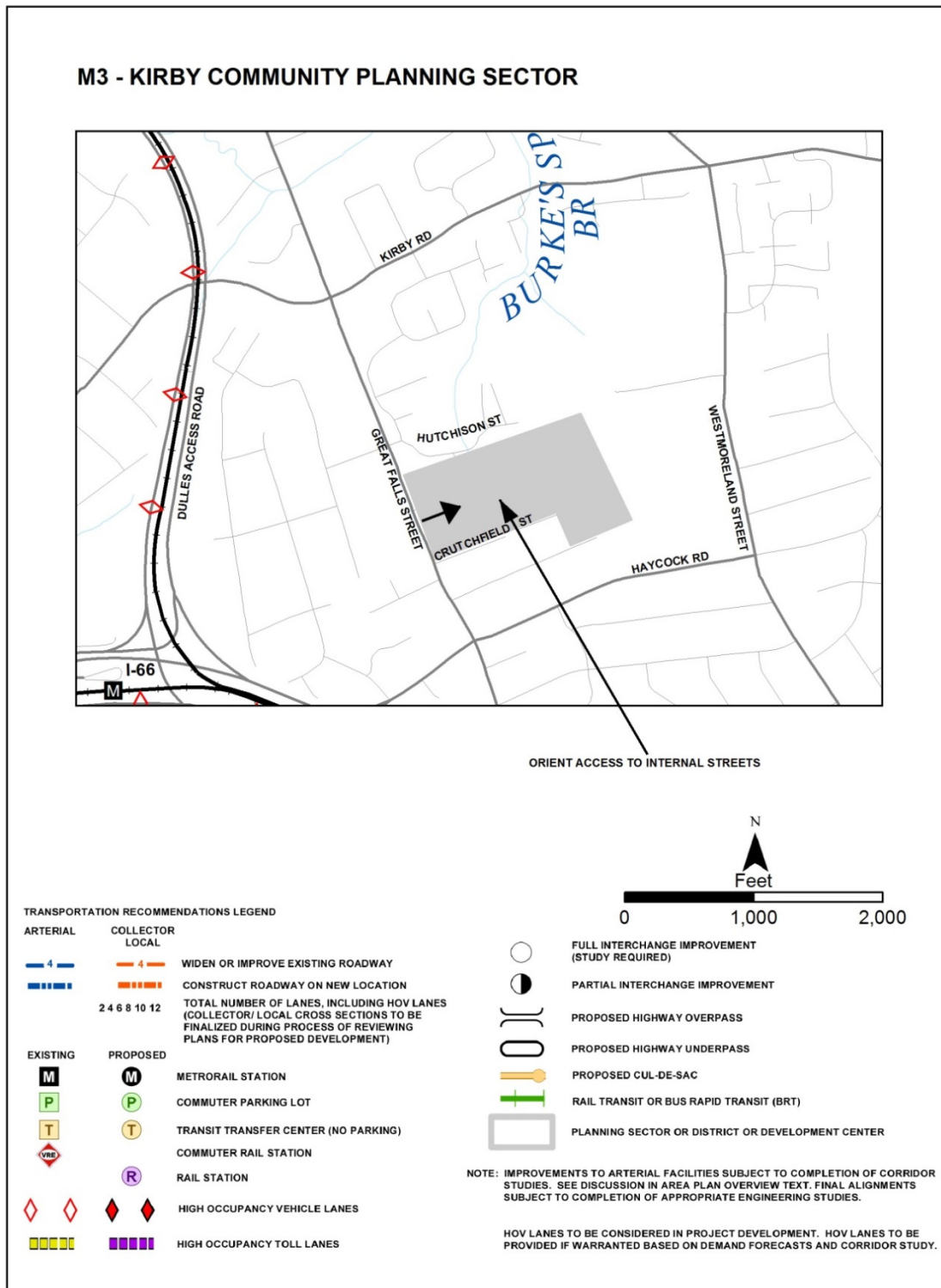
Georgetown Pike (Route 193) is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.

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



TRANSPORTATION RECOMMENDATIONS

FIGURE 45



ACCESS RECOMMENDATIONS **FIGURE 46**
M3 KIRBY COMMUNITY PLANNING SECTOR

Public Facilities

1. Renovate and expand the McLean Pumping Station at 1615 Dolley Madison Boulevard (Tax Map 30-1((1))88B) from 10.0 MGD to 13.0 MGD.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 47. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

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

FIGURE 47
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Bryn Mawr Dolley Madison Estates Franklin Woods Kirby	Expand park through acquisition of Pimmit Run EQC on adjacent property to the north.
Pathfinder Potomac Hills	Improve access.
COMMUNITY PARKS:	
Kent Gardens McLean High Chesterbrook School Site	Upgrade existing athletic fields to address other recreational needs. Expand park uses and improve pedestrian access through acquisition of adjacent property.
Linway Terrace	Expand park uses through acquisition of the adjacent property.
Haycock-Longfellow	Upgrade existing athletic fields at Longfellow Intermediate School to enhance community use.
DISTRICT PARKS:	
Lewinsville	Complete development in accordance with approved master plan including renovation of the historic property.
COUNTYWIDE PARKS:	
Marie Butler Leven Preserve	Complete development in accordance with master plan and Horticulture Plan.
Pimmit Run Stream Valley Little Pimmit Run Stream Valley	Explore feasibility of a joint public/private sector initiative in cooperation with local civic organizations to establish a “Pimmit Fork” greenway encompassing Pimmit and Little Pimmit Stream Valleys to the Arlington County line and Leven Preserve.
STATE/FEDERAL:	
Fort Marcy (National Parks Service) Old Georgetown Pike	Acquire scenic easements to protect aesthetic character of this Virginia Bypass.

M4 BALLS HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Balls Hill Community Planning Sector is generally bounded by Georgetown Pike (Route 193), Dolley Madison Boulevard (Route 123), and the Capital Beltway/Interstate 495 (I-495). The planning sector includes a portion of the McLean Community Business Center (CBC). Recommendations for this area can be found in a previous section of the McLean Planning District text, following the Overview section.

The planning sector is characterized by stable residential development. The predominant housing type is single-family detached residential units, as well as some townhouses including Kings Manor, Merryhill and Madison of McLean. Office uses are located along the southern portion of the planning sector, south of Lewinsville Road.

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 3 and 4. Additional historic sites in this planning sector are included in the inventory, most notably Bienvenue. The planning sector also contains Clemyjontri Park.

CONCEPT FOR FUTURE DEVELOPMENT

This sector is recommended as Suburban Neighborhoods under the Concept for Future Development. The area is planned for residential use at predominantly 1-2 and 2-3 dwelling units per acre, except for the area north of Dolley Madison Boulevard and adjacent to the McLean CBC, which is planned as a transitional density at 4-5 and 5-8 dwelling units per acre.

RECOMMENDATIONS

Land Use

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

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

Figure 48 indicates the geographic location of land use recommendations for this sector.

1. Infill development should be primarily single-family detached residential. The area opposite the CBC is planned for 4-5 dwelling units per acre in the area of the Madison of McLean townhouses. Any new development west of the Chain Bridge Road intersection should respect the existing scattered development through buffering or compatible structure types.

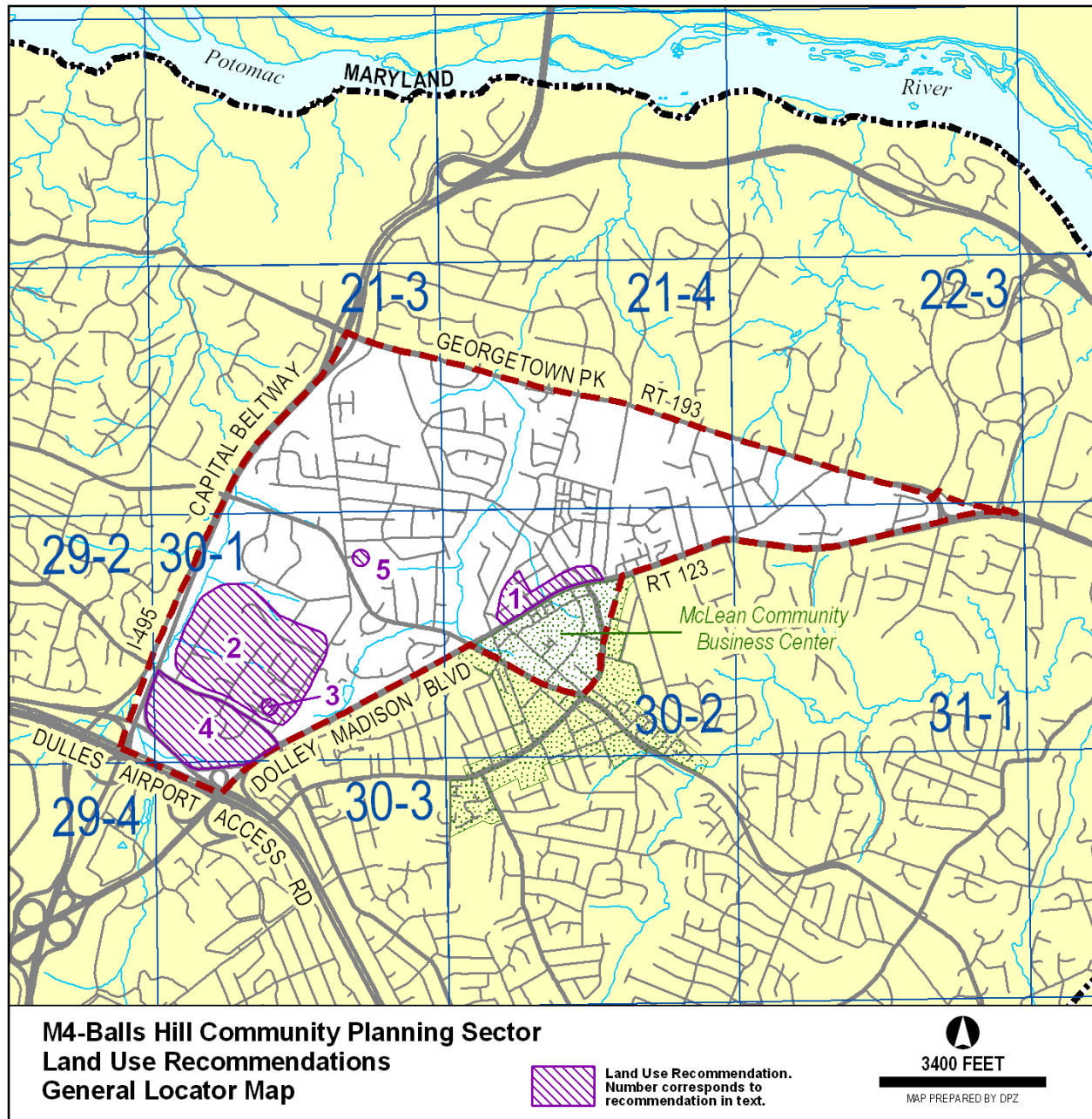


FIGURE 48

2. Single-family detached residential use at 1-2 dwelling units per acre is planned for the area north of Lewinsville Road, south of Elmwood Estates and west of Balls Hill Road except for those parcels having frontage on Balls Hill Road where a range of 2-3 dwelling units per acre is planned. Development in this area planned for 1-2 dwelling units per acre should be at the low end of the Plan density range to foster compatibility with existing development. To further ensure compatible development on Scotts Run Road, Tax Map 30-1((9))4, 4A, 5 should develop at the low end of the density range with lot sizes similar in size to the adjacent residential subdivisions or provide buffers to these existing subdivisions. Tax Map 30-1((1))13A and 13B should not exceed 1 du/ac due to environmental constraints; and any development proposal(s) for these parcels should ensure that an Environmental Quality Corridor (EQC) is identified and protected.
3. Given its strategic location to provide a transitional land use, Tax Map 30-1((29)), located at the intersection of Lewinsville Road and Balls Hill Road, may develop at the high end of the Plan density range if access is limited to Lewinsville Road at the intersection of Farm Credit Drive.
4. The area west of Lewinsville Road is developed as offices. The current covenant restrictions should be retained and no intensification of use should be considered. No structure shall be located within 440 feet of the property line along Lewinsville Road and no building roof line should exceed the 400 feet elevation (USGS Datum), with the exception of mechanical penthouses.
5. Tax Map 30-1((1))72 and 72A are planned for residential use at 2-3 du/ac. As an option, public park use may be appropriate if environmentally sensitive or unique areas are preserved.

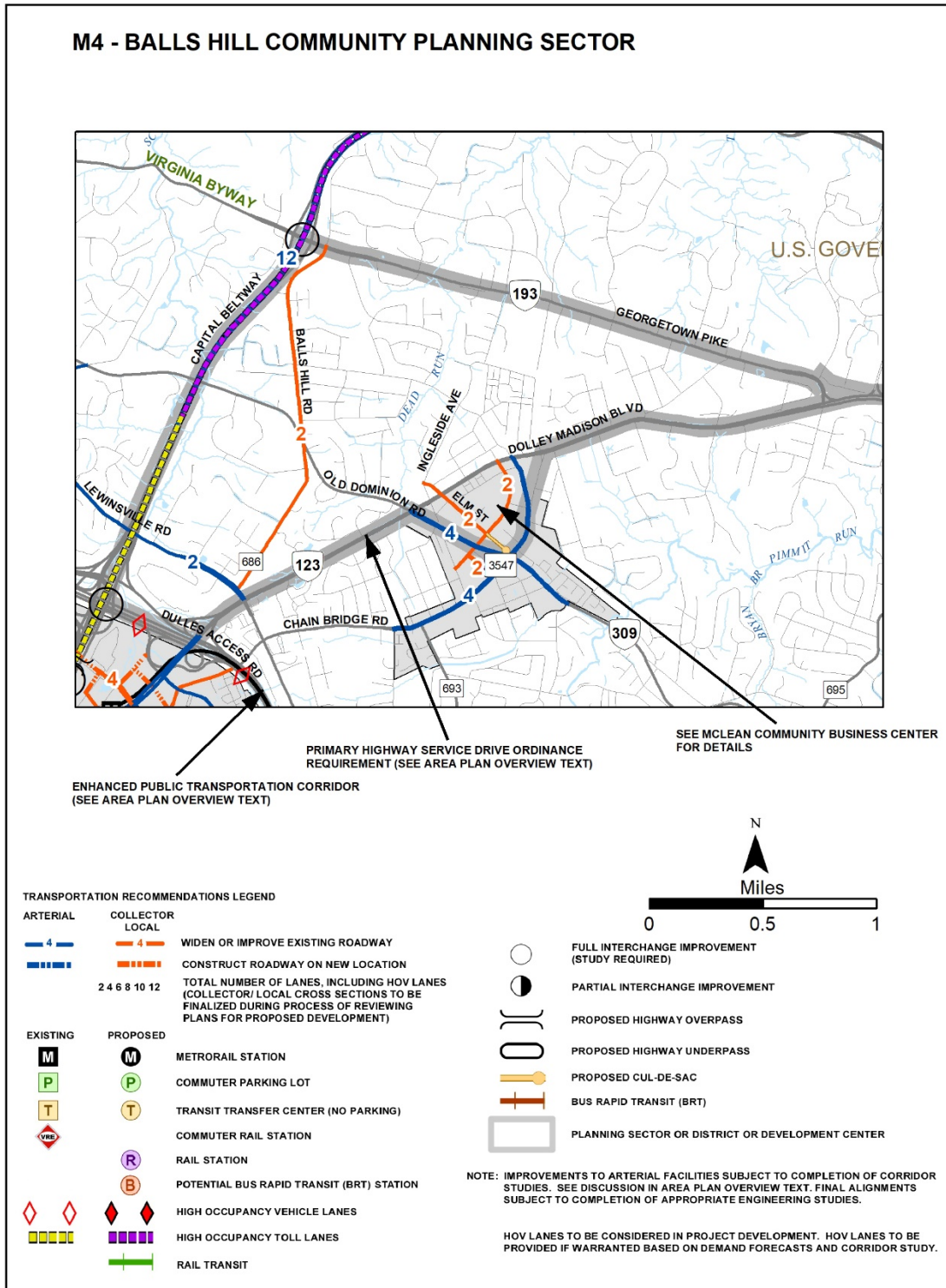
Transportation

Transportation recommendations for this sector are shown on Figure 49. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

Heritage Resources

Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.



TRANSPORTATION RECOMMENDATIONS

FIGURE 49

A portion of the Langley Fork Historic Overlay District is located within this sector. The provisions of the Langley Fork Historic Overlay District (Appendix 1, A1-900 of the Zoning Ordinance) limit development within the historic overlay district to residential uses. However, present uses include a church and school as well as a service station with a grandfathered use on residential land. All exterior improvements should be designed to be compatible with the scale and appearance of the cluster of historic sites. All development proposals must be reviewed by the Architectural Review Board as specified in Part 7-200 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Langley Fork Historic Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district.

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

Public Facilities

1. Expand the Dolley Madison Community Library or relocate it to a core area of the McLean Community Business Center.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 50. The column “Park Classification” includes existing park facilities. The “Recommendations” column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

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

FIGURE 50
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
McLean Knolls	Complete development in accordance with master plan. Develop an urban park in the McLean CBC in conjunction with private development to provide a focus for pedestrian oriented activities.
COMMUNITY PARKS:	
Churchill Road McLean Central	
DISTRICT PARKS:	
	This sector lies within the service areas of Lewinsville and Langley Fork District Parks.
COUNTYWIDE PARKS:	
Scotts Run Stream Valley Dead Run Stream Valley	Preserve Scotts Run Stream Valley/EQC and facilitate completion of the trail system from Tysons to the Potomac River through donation/acquisition of conservation and public access trail easements on privately owned properties.

M5 POTOMAC PALISADES COMMUNITY PLANNING SECTOR

CHARACTER

The Potomac Palisades Community Planning Sector is generally located along the Potomac River, north of Georgetown Pike (Route 193) and Chain Bridge Road (Route 123).

The planning sector is primarily characterized by stable residential development. Housing consists primarily of single-family detached residential units, many of which are located on large wooded lots with private drives. There is one townhouse community, Merrywood on the Potomac, located in the easternmost portion of the planning sector. Large portions of this planning sector are devoted to public or institutional uses such as federal agencies and parks; county parkland and a school; and the Madeira School. Special attention is required in this environmentally fragile area to the impact of future development.

A portion of the Langley Fork Historic Overlay District is located within this planning sector. Langley Fork is listed in the National Register of Historic Places. Significant heritage resources located within the Historic Overlay District are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 3 and 4. Additional historic sites in this planning sector are included in the inventory, most notably Rokeby.

CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods, as recommended on the Concept Map, with existing institutional uses, but no planned commercial development.

RECOMMENDATIONS

Land Use

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

To protect this scenic and environmentally fragile sector, low density development should be continued throughout this sector.

Figure 51 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. West of the Beltway, where three stream valleys cross the sector and where the land is not sewerred, a density not to exceed .2 dwelling unit per acre is planned.
2. East of the Beltway where the land is partly sewerred and most of the land is already developed, compatible infill at a density not to exceed 1 dwelling unit per acre is planned.
3. Commercial development is not planned for and should not be permitted in this sector. [Not shown]

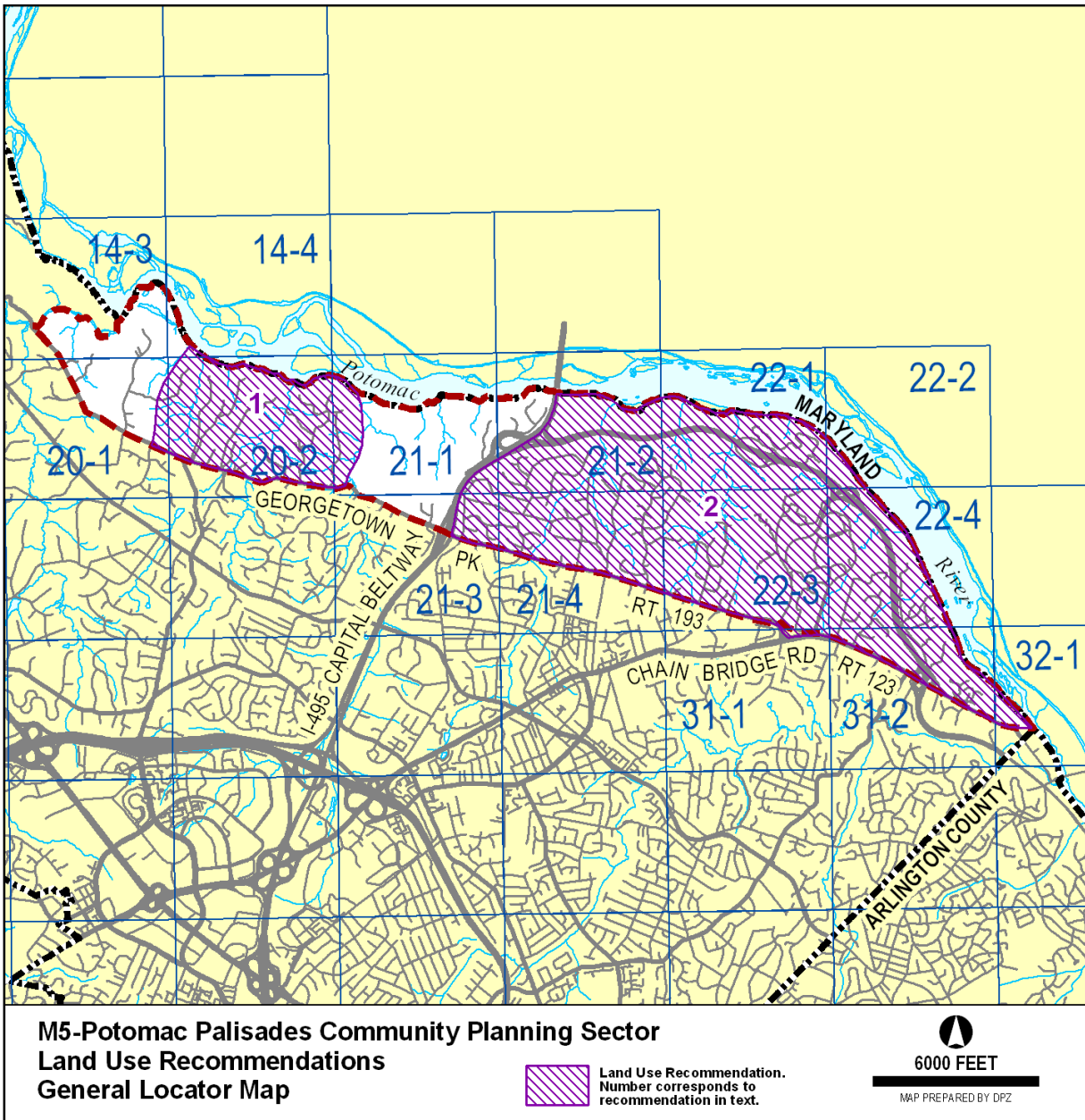


FIGURE 51

Transportation

Transportation recommendations for this sector are shown on Figure 52. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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

Heritage Resources

A portion of the Langley Fork Historic Overlay District is located within this sector. The provisions of the Langley Fork Historic Overlay District (Appendix 1, A1-900 of the Zoning Ordinance) limit development within the historic overlay district to residential uses. However, present uses include a church and school as well as a service station with a grandfathered use on residential land. All exterior improvements should be designed to be compatible with the scale and appearance of the cluster of historic sites. All development proposals must be reviewed by the Architectural Review Board as specified in Part 7-200 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Langley Fork Historic Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district.

Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.

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

Public Facilities

1. Install portion of Second River Crossing Transmission Main parallel to the First River Crossing Transmission Main between the Chain Bridge Pumping Station and the Washington Aqueduct Treatment Plan (Tax Map 22-4).

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 53. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

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

FIGURE 53
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Tollbrook Ridge	Initiate a master planning process and develop this park site. Additional Neighborhood Park facilities are not required in this low density residential area.
COMMUNITY PARKS:	
	No new Community Park sites are recommended for this sector. Active recreation facilities are available at Langley Fork District Park and the large amounts of publicly owned land provide high quality open space in this sector.
DISTRICT PARKS:	
Langley Fork	Since this park is the only site in the northeastern quadrant of the planning district developed with athletic fields, these facilities should be upgraded and expanded to maximize their utilization. Should the western portion of the CIA property ever become available, priority should be placed on acquiring a portion of that site to connect Langley Fork with Langley Oaks Natural Resource Park. This addition to Langley Fork Park would also preserve open space to buffer the significant ecological resources of the Countywide Park and facilitate continuity of trail development along the boundary of Turkey Run Park.
COUNTYWIDE PARKS:	
Scotts Run Nature Preserve	Complete development in accordance with approved master plan.
Langley Oaks	Initiate a master planning process and develop with facilities consistent with management objectives for a Natural Resource Park. (See above for additional recommendation.)
Scotts Run Stream Valley Turkey Run Pimmit Run Stream Valley	Preserve stream valley/EQCs and facilitate completion of designated trails through acquisition of open space and public access trail easements.
	Seek historic preservation easements on identified historic properties.

M6 SPRING HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Spring Hill Community Planning Sector is generally bounded by Georgetown Pike (Route 193), the Capital Beltway/Interstate 495 (I-495), the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Leesburg Pike (Route 7), Towlston Road, and Old Dominion Drive.

The planning sector is characterized as a stable low-density residential area consisting of single-family detached residential units. A limited amount of neighborhood-serving commercial uses are located at the intersection of Old Dominion Drive and Spring Hill Road. An industrial use is present in the eastern quadrant of the Leesburg Pike and Towlston Road intersection.

A list and map of heritage resources are included in the McLean Planning District Overview section, Figures 3 and 4. Additional historic sites in this planning sector are also included in the inventory, most notably Pleasant Grove Methodist Church.

CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods as recommended by the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

Figure 54 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Low density residential development should be continued in this sector. Large-lot (2 acres) or estate (5 acres or more) development in the western portions of the sector and extending into the Upper Potomac Planning District is partly in the Difficult Run headwaters and is recommended as a means of achieving the low density development sought in the Difficult Run Environmental Quality Corridor. This area is bordered on the south and east by the Woodside, Woodhaven, Springhaven Estates, and Greenway Heights subdivisions, and the site of the former Hazelton Laboratories, Inc. (Tax Map 19-4((1))16 and 16A).
2. Vacant land south of Lewinsville Road and east of Gordon Lane is planned for residential use at 2-3 dwelling units per acre. Cluster development is encouraged so that land immediately adjacent to the Dulles Airport Access Road would remain as open space and provide a buffer to the residential area.

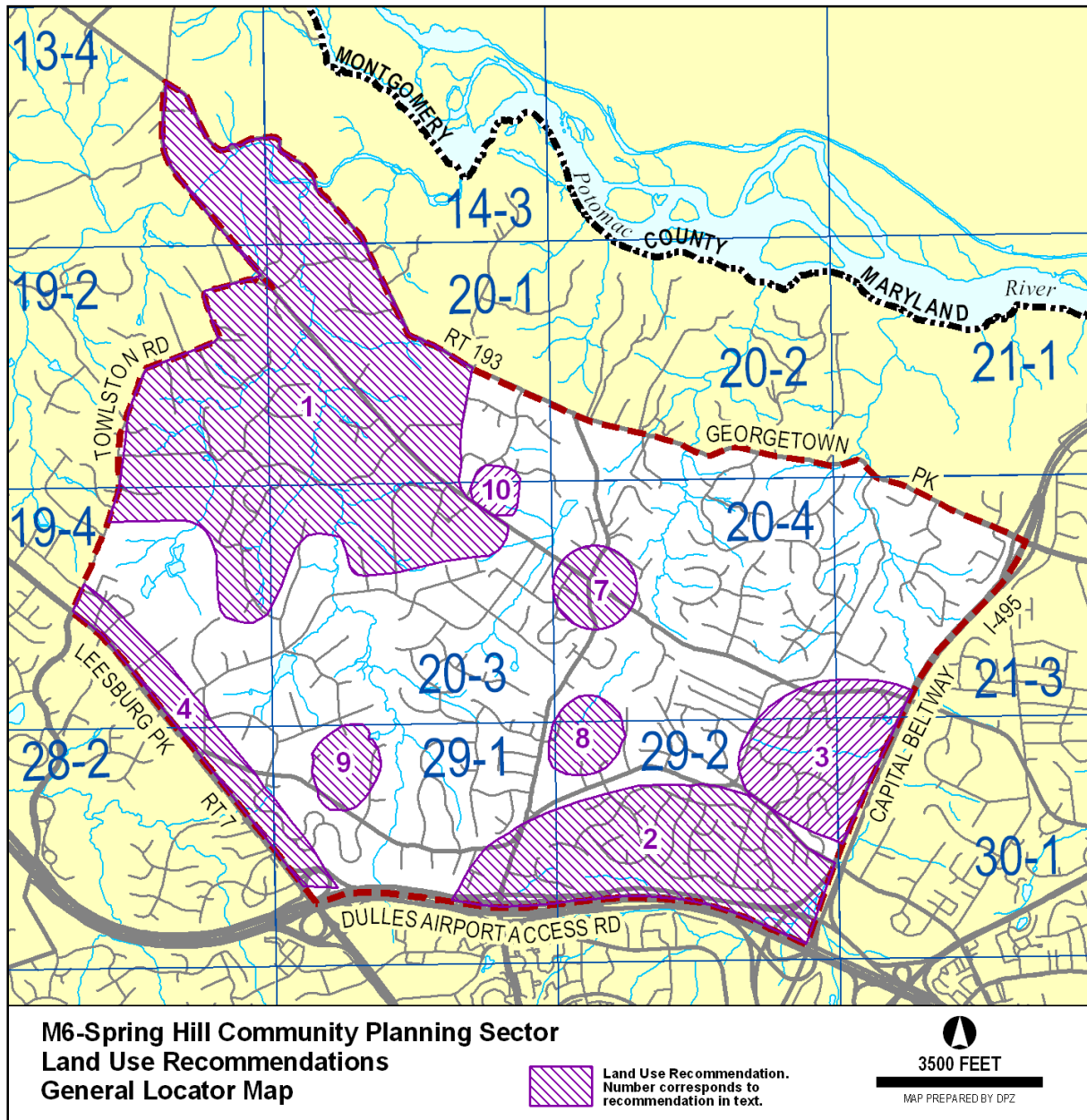
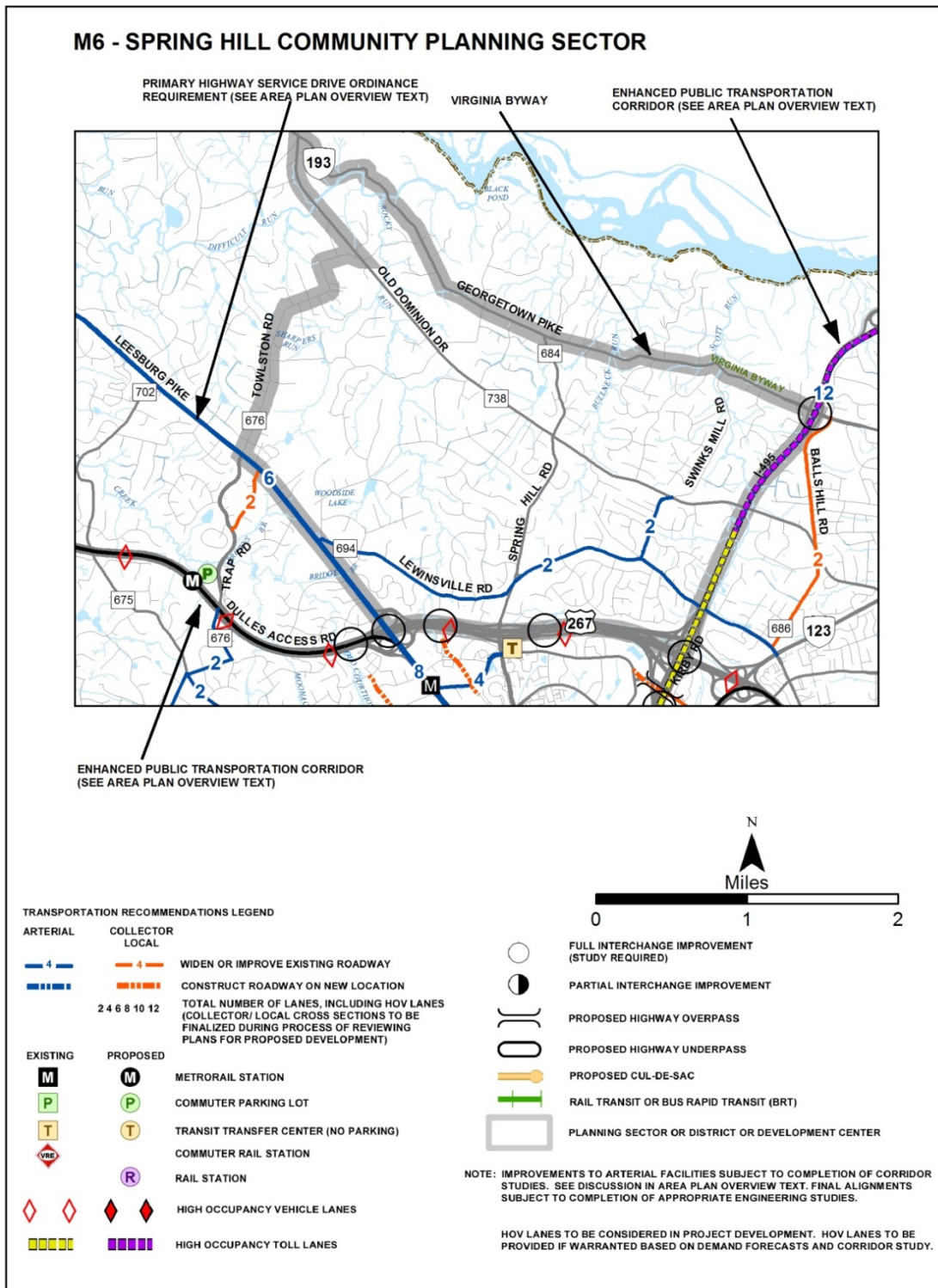


FIGURE 54

3. Vacant land between McLean Hunt and I-495 is planned for residential use at 1-2 dwelling units per acre and should be developed at the same density as McLean Hunt, with clustering to protect Bradley Branch and buffer the residences from the Beltway.
4. Vacant and underdeveloped land along Route 7 should maintain the present maximum 1 dwelling unit per acre density, but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.
5. All other residential development in this sector except as noted above is recommended for a density not to exceed 1 dwelling unit per acre. The area already has substantial development at 1 unit per acre and varies from the large lot and estate development in the western portions of the sector. [Not shown]
6. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]
7. Commercial use is limited to a small existing area at the junction of Old Dominion Drive and Spring Hill Road.
8. Tax Map 29-2 ((1))1D is planned for a public park or public facility use. Any development proposal for this parcel should ensure that an Environmental Quality Corridor (EQC) is identified and protected, consistent with Objective 9 of the Environment section of the Policy Plan. The EQC in this area should, at a minimum, include all undeveloped land within 100 feet of Bulls Neck Run (i.e. the northern portion of the stream that has not been piped). This recommendation does not preclude the continued use and maintenance of recreational facilities that are already located within 100 feet of the stream.
9. Tax Map #s 29-1((1))70V, 70Z, 71V, 71Z, 72V, 72Z are currently planned at a density not to exceed 1 dwelling unit per acre. Due to the property's size and convenient access, as an option, public park use may be appropriate.
10. Tax Map 20-1((1))16A is currently planned for an elementary school. Until there is a need for a school on this site, park use may be appropriate.

Transportation

Transportation recommendations for this sector are shown on Figure 55. 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.



TRANSPORTATION RECOMMENDATIONS **FIGURE 55**

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

Heritage Resources

Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.

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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 56. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

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

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

FIGURE 56
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M6

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
McLean Hunt Estates Falstaff	Complete development of existing parks. No additional neighborhood park facilities are needed in this Low Density Residential Area.
COMMUNITY PARKS:	
Greenway Heights McLean Hamlet Timberly	Complete development of Greenway Heights and McLean Hamlet Parks.
Old Dominion School Site	There is a critical shortage of active recreation facilities in this sector; therefore, an interim use agreement to develop athletic fields at the “Old Dominion” school site should be considered.
DISTRICT PARKS:	
Spring Hill	Acquire additional land to expand outdoor recreation facilities. The southwestern portion of this sector lies within the service area of Clarks Crossing District Park south of the Dulles Airport Access Road.
COUNTYWIDE PARKS:	
Difficult Run Stream Valley Bull Neck Stream Valley Scotts Run Stream Valley	Ensure protection of EQC and public access to stream valley parks by acquisition, dedication or donation of open space easements on privately owned properties. Complete development of countywide stream valley trails. These parklands contain environmentally sensitive natural, cultural and recreational resources. Intrusion of non-recreational development should therefore be restricted or prohibited. Environmental and visual impacts should be mitigated. Seek historic preservation easements on identified historic properties.

M7 WOLF TRAP COMMUNITY PLANNING SECTOR

CHARACTER

The Wolf Trap Community Planning Sector is generally bounded by Leesburg Pike (Route 7), the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), and Difficult Run.

This planning sector is primarily a stable area of low-density, single-family detached residential units. Public parkland is present within the Difficult Run Stream Valley and the Wolf Trap Stream Valley along the planning sector's western edge. A prominent institutional use, the Wolf Trap National Park for the Performing Arts, is located in the eastern portion of the planning sector.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of these heritage resources are included in the McLean Planning District Overview section, Figures 3 and 4. Vernon Leigh House and Kenmore are significant heritage resources in this planning sector. Additional historic sites are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

This sector consists of Low Density Residential Areas and Suburban Neighborhoods at residential densities of .5 to 3 dwelling units per acre as recommended in the Concept for Future Development.

RECOMMENDATIONS

Land Use

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

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

Figure 57 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Low-density residential development at 1-2 dwelling units per acre is planned for the area east of Beulah Road.
2. Development west of Beulah Road, which is partly located in the Difficult Run and not sewered, is planned for .2-.5, .5-1 and 1-2 dwelling units per acre as shown on the Plan map. Developers should design with varying lot sizes corresponding to the planned land use densities on the map and existing development even if the area to be developed covers more than one residential density. Further guidance is found in the environmental section of the Area Overview for Area II.

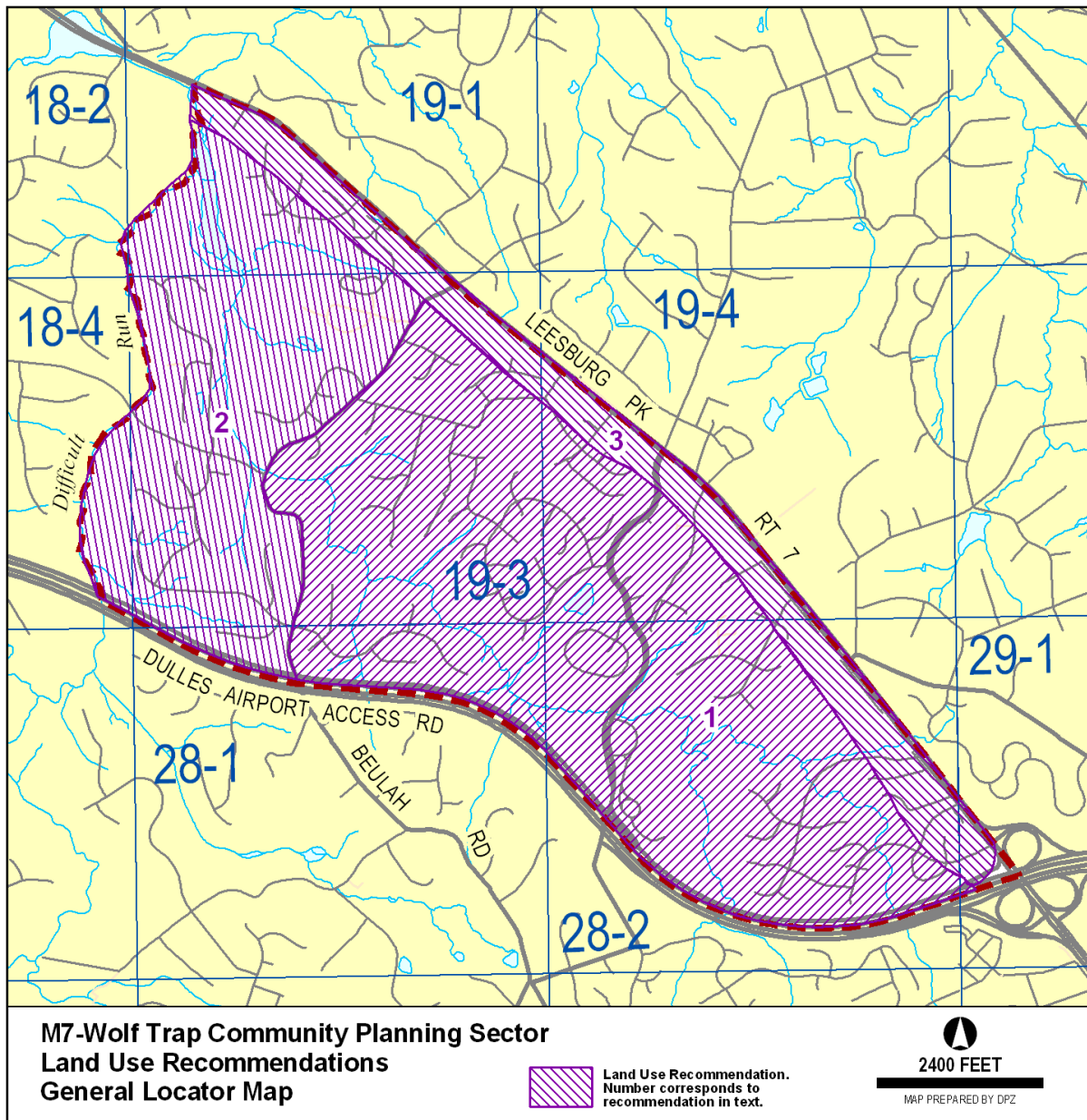


FIGURE 57

3. Land along the south side of Leesburg Pike should maintain the pattern of an average density of 1-2 dwelling units per acre, but permit cluster development so that land immediately adjacent to the highway would remain as open space and provide a buffer for the residential area.
4. To maintain the present scenic attractiveness of Leesburg Pike in this area, site plans for all developments should be encouraged to feature greater than normal setbacks from the highway and natural buffering as many developments have done. [Not shown]
5. The Route 7 corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 corridor. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figures 58 and 59. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

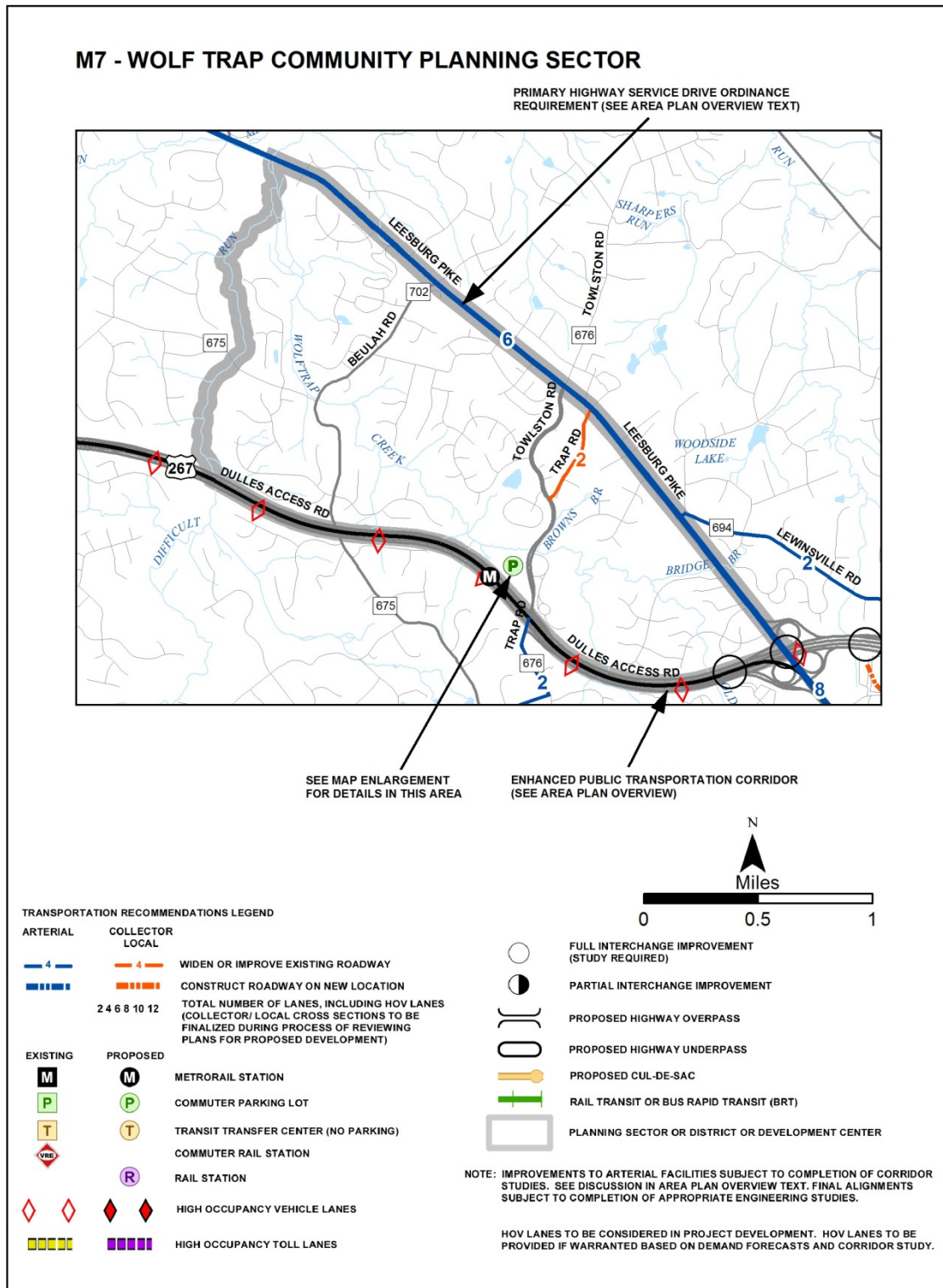
Heritage Resources

Part of the Colvin Run Mill Historic Overlay District lies within this sector. Regulations for this district are discussed in the Hickory Community Planning Sector of the Upper Potomac Planning District.

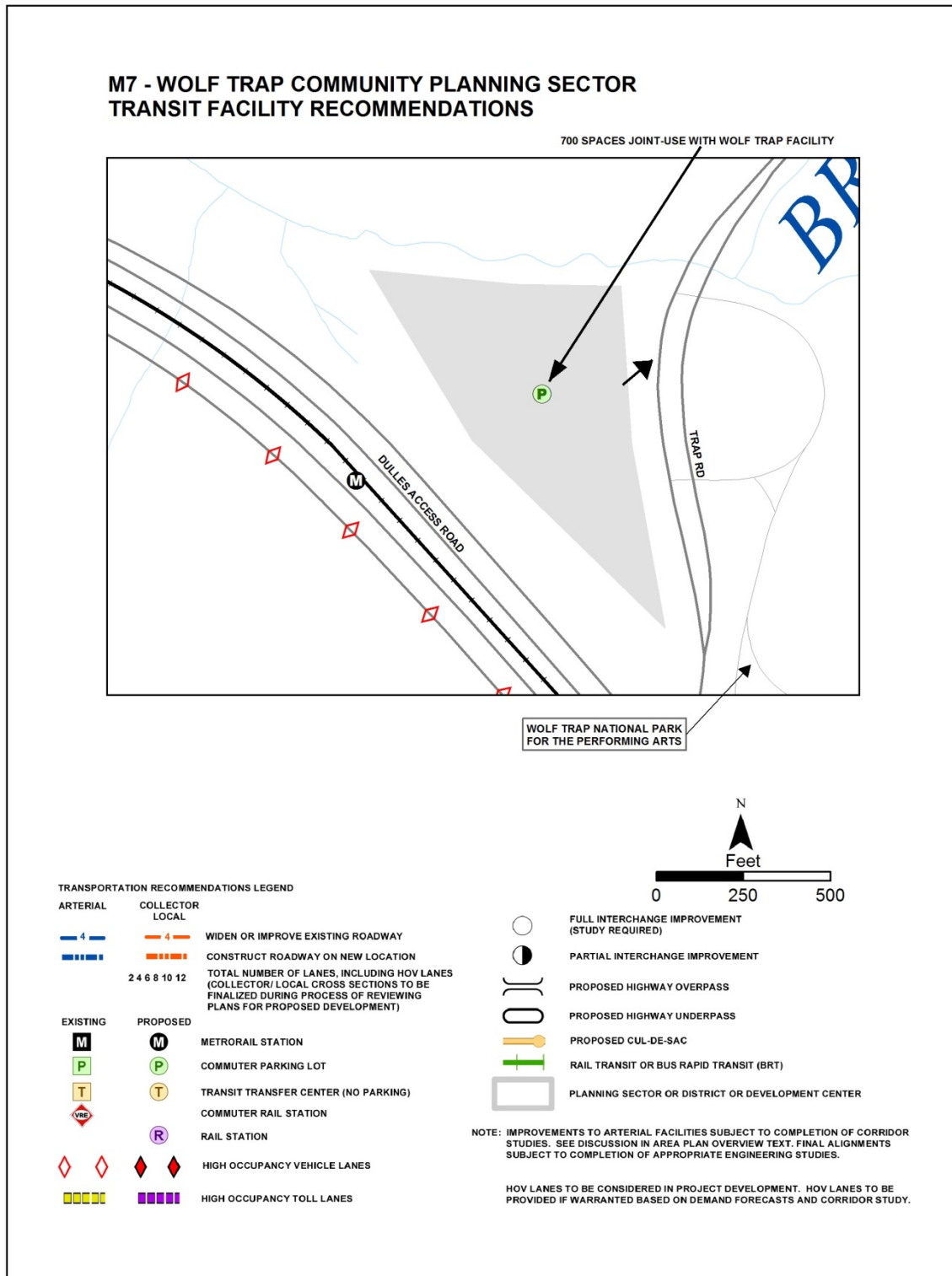
Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage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

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 60. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.



TRANSPORTATION RECOMMENDATIONS **FIGURE 58**



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 59**
M7 WOLF TRAP COMMUNITY PLANNING SECTOR

FIGURE 60
PARKS AND RECREATION RECOMMENDATIONS
SECTOR M7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities are not required in this Low Density Residential Area.
COMMUNITY PARKS:	Initiate a master plan process and develop the Fire House site for active recreation. There is a scarcity of active recreation facilities in this sector. An interim use agreement for development of athletic fields at the “Andrew Chapel” School site should be considered.
DISTRICT PARKS:	This sector lies within the service area of Clarks Crossing District Park.
COUNTYWIDE PARKS:	Acquire public parkland and/or seek conservation/public access trail easements to preserve ecological resources in these stream valleys and complete development of the Difficult Run “Parks to River” trail.
STATE/FEDERAL:	Wolf Trap (National Park Service)

Trails and Bicycle Facilities

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

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