# JEFFERSON PLANNING DISTRICT OVERVIEW

The Jefferson Planning District is located in the eastern section of the county, and encompasses approximately 6,300 acres, which is approximately two percent of the county. The planning district is bounded by the City of Falls Church on the northeast, Leesburg Pike (Route 7) on the north, the Capital Beltway/Interstate 495 (I-495), Prosperity Avenue and Gallows Road on the west and the Holmes Run Stream Valley on the south. (see Figure 1). The Merrifield Suburban Center, the Dunn Loring Transit Station Area, as well as portions of the Tysons Corner Urban Center and the Seven Corners Community Business Center are located in the planning district. Plan recommendations for the Merrifield Suburban Center, the Dunn Loring Transit Station Area and the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan. Plan recommendations for the Tysons Corner Urban Center are included in the Area II volume of the Comprehensive Plan.

The Jefferson Planning District is composed primarily of stable single-family residential neighborhoods, with a sizable number of multifamily residential units along major transportation corridors. The planning district is transected by two major thoroughfares, Arlington Boulevard (Route 50) and Lee Highway (Route 29), and by two interstate highways, I-495 and Interstate 66 (I-66). Commercial activity has, in large part, located in and around the intersections of these major thoroughfares.

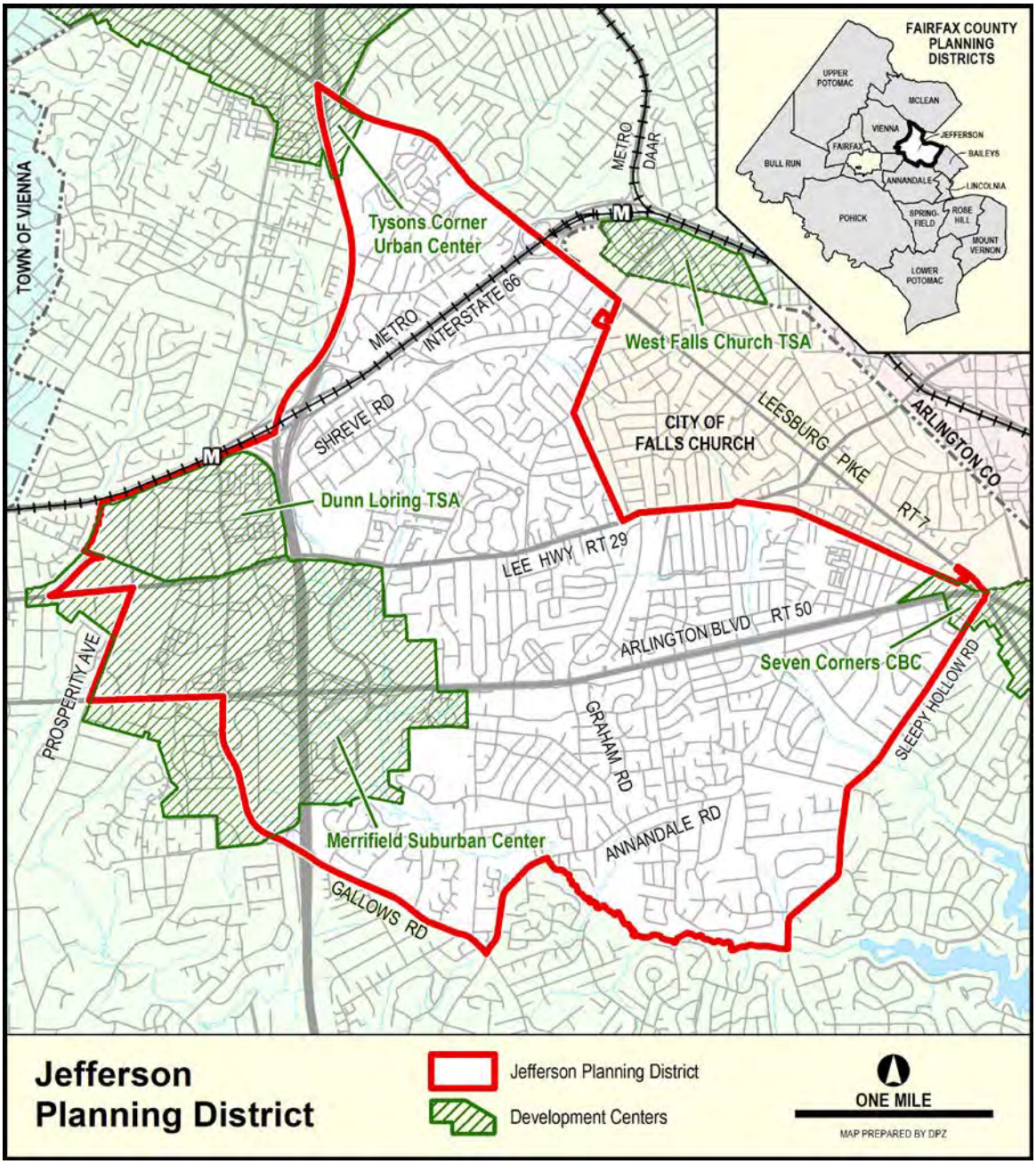
## CONCEPT FOR FUTURE DEVELOPMENT

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 Concept for Future Development recommends that the Merrifield Suburban Center be comprised of areas previously identified as the Merrifield Area and the Arlington Boulevard/I-495 Area. The Dunn Loring Transit Station Area is also included in the Merrifield Suburban Center. The remainder of the Jefferson Planning District is classified as Suburban Neighborhoods.

The Merrifield Suburban Center is generally located south of I-66, north of Woodburn Village, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue. A portion of the Merrifield Suburban Center is located in the Vienna Planning District, Sector V1 and the Fairfax Planning District, Sector F2. There are two core areas for the Merrifield Suburban Center, with one focusing development at/near the transit station and the other core area, located north of Luther Jackson Intermediate School, planned to evolve into a “town center,” with the two core areas to be linked by a new “Main Street.”

A portion of the Seven Corners Community Business Center (CBC) is also within the Planning District and is generally located near Hillwood Avenue, Arlington Boulevard and Sleepy Hollow Road. The Seven Corners CBC includes retail, office, cultural and residential uses. The vision includes the development of high-quality, mix of pedestrian-oriented uses. A portion of the district is part of the Seven Corners Community Business Center.




**JEFFERSON PLANNING DISTRICT** **FIGURE 1**

Suburban Neighborhoods comprise the remainder of the Jefferson Planning District and are to be protected and enhanced by ensuring compatible relationships between uses.

## MAJOR OBJECTIVES

The primary planning objectives for the Jefferson Planning District are:

- Preserve stable residential neighborhoods, well buffered from higher intensity use and through-traffic arterials;
- Concentrate commercial activity and higher density residential units in the Merrifield Suburban Center;
- Provide for improved pedestrian and vehicular access and circulation; and
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

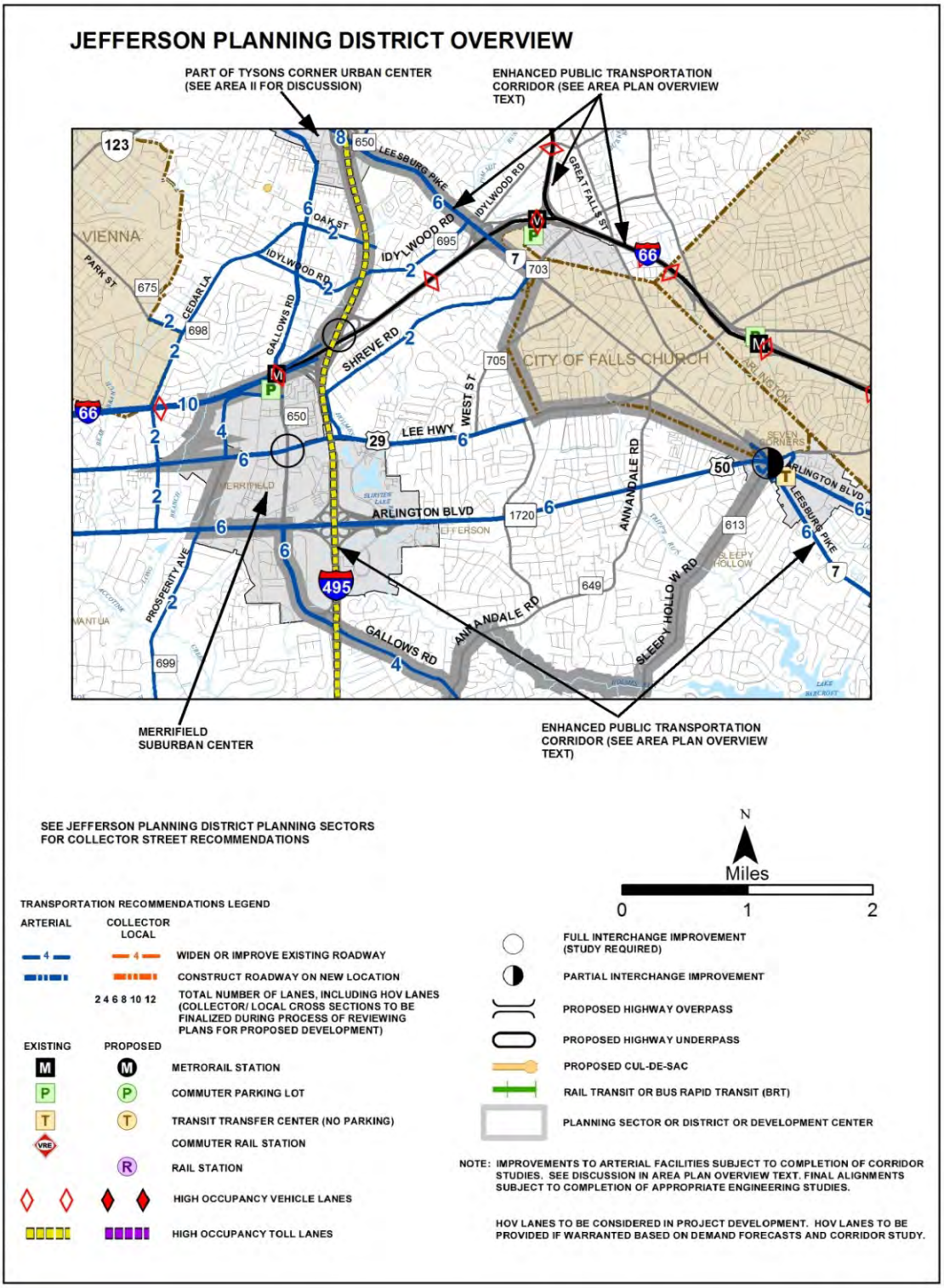
Travel within and through the Jefferson Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadway 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 guidance regarding the provision of access to selected land areas.

### Housing

A list of existing, under construction, and proposed assisted housing for the Jefferson Planning District is shown in Figure 3. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from federal, state, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to




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

**FIGURE 3**
**JEFFERSON PLANNING DISTRICT**
**ASSISTED HOUSING**
**(Occupied or Under Construction, as of October 2004)**

| Location | Planning Sector | Number of Assisted Units | Type of Ownership And Program |
|---|---|---|---|
| Rental Projects | | | |
| Jefferson Park<br>Nicosh Circle | J6 | 10 | Private/ADU Rental Program |
| Merrifield Commons<br>Porter Road | J6 | 124 | Private/VHDA Financing |
| Kingsley Commons<br>Arlington Boulevard | J7 | 81 | Private/FCRHA Financing |
| Kingsley Park<br>Linda Lane & Allen St. | J7 | 108 | Public Housing |
| Hopkins Glen<br>Broadway Drive | J8 | 91 | Fairfax County Rental/Section 221-d-3 |
| Orrington Court<br>Goodwin Court | J9 | 25 | Private/Rental/Mixed Financing |
| Fairfax Towers<br>Pimmit Drive | J10 | 8 | Private/Section 8 |
| Homeownership | | | |
| | | 42* | MIDS, First Time Home Buyers, or Affordable Dwelling Units |

*Scattered Units

privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental Program;

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;

- Federal Section 8 project based rental subsidy units, which are usually privately owned;

- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate

income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Jefferson Planning District typifies the environmental constraints and opportunities of older suburban sections of Fairfax County. Relative to other sections of the county, a limited opportunity to preserve environmental amenities remains. Therefore, environmental policies for Jefferson should focus on reclamation and improvement.

The most significant environmental features of the Jefferson Planning District include the Tripps Run and Holmes Run Stream Valleys which constitute the watershed for Lake Barcroft. The lake is an important source of private recreation. In addition, major impoundments have been constructed in the Arlington Boulevard/I-495 area to protect Holmes Run and Lake Barcroft.

Older, developed portions of the county often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Older suburban areas such as the Jefferson Planning District do not have the benefit of state-of-the-art water quality control practices except in the more recently developed Arlington Boulevard/I-495 area. Therefore, they are a particular challenge in the county's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act.

Air quality standards have been exceeded at both the Tysons Corner and Seven Corners monitoring stations which are located at opposite ends of this district. Transportation management strategies and mixed-use development are appropriate strategies to help address the air quality impacts of future growth.

Heritage Resources

The Jefferson 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 4, and a map of those resources is shown on Figure 5. 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:

- Holmes Run Acres – This 1950s suburban housing development is a National Register Historic District, noted for its modern-style dwellings and neighborhood design. It is located northwest of the intersection of Gallows Road and Annandale Road.

- James E. Lee Negro Elementary School – This 1940s school served African-American students in the Falls Church area.

Although much of the district has been developed, important prehistoric archaeological sites have been identified in Sub-Unit I1 of the Merrifield Suburban Center. Potential historic resources may be located in undeveloped areas and within existing developments, especially in the James Lee Conservation Area.

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

**FIGURE 4**
**INVENTORY OF HISTORIC SITES**
**JEFFERSON PLANNING DISTRICT**
**(Inventory as of 2015)**

| Name | Location | Planning Sector | Parcel Number | Date |
|---|---|---|---|---|
| Annandale Grange/Pioneer Grange | 3464 Annandale Road Annandale | J4 | 60-1 ((1)) 36A | c. 1922 |
| Fountain of Faith in National Memorial Park | 7400 Lee Highway Falls Church | J8 | 50-1((1))30 | 1952 |
| Highland View/Flagg House | 7272 Highland Estates Place Falls Church | J10 | 40-3 ((36)) 16 | 1879 |
| Hillwood Square* | 2900 Cherry Street Falls Church | J1 | 50-4 ((1) 44A | 1942 |
| Hollywood Farm | 2322 Dale Drive Falls Church | J10 | 40-3 ((38)) 6 | c. 1750 |
| Holmes Run Acres N, V | Gallows Road at Annandale Road (subdivision) Annandale | J4 | 59-2; 60-1 | 1951-1958 |
| Idylwood Presbyterian Church | 7617 Idylwood Road Falls Church | J10 | 40-3 ((1)) 22 | 1915 |
| Jackson, Luther P., School | 3020 Gallows Road Falls Church | J6 | 49-4((1))14 | 1954 |
| Lee, James E., Negro Elementary School | 2855 Annandale Road Falls Church | J1 | 50-4 ((1)) 50A | 1947/1948 |
| Long View | 2606 Ogden Street Falls Church | J8 | 49-2((12))41 | c. 1770 |
| Mount, The | 2312 Colonel Lindsay Court Falls Church | J10 | 40-3 ((32)) 7 | c. 1766 |

**FIGURE 4**
**INVENTORY OF HISTORIC SITES**
**JEFFERSON PLANNING DISTRICT**
**(Inventory as of 2015)**
**(continued)**

| Name | Location | Planning Sector | Parcel Number | Date |
|---|---|---|---|---|
| Second Baptist Church | 6626 Costner Drive<br>Falls Church | J1 | 50-2 ((1)) 54 | 1926 |
| Tinner Hill Historic District | 106-120 Tinner Hill Road,<br>Falls Church | J1 | 50-2 ((7)) 1, 2, 3, 4, 4A, 4B, 6, 7, 8, 8A, 9 | c. 1900-1940 |
| Victorian Farmhouse | 7500 Idylwood Road<br>Falls Church | J2 | 40-3((1))12 | 1871 |

* indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

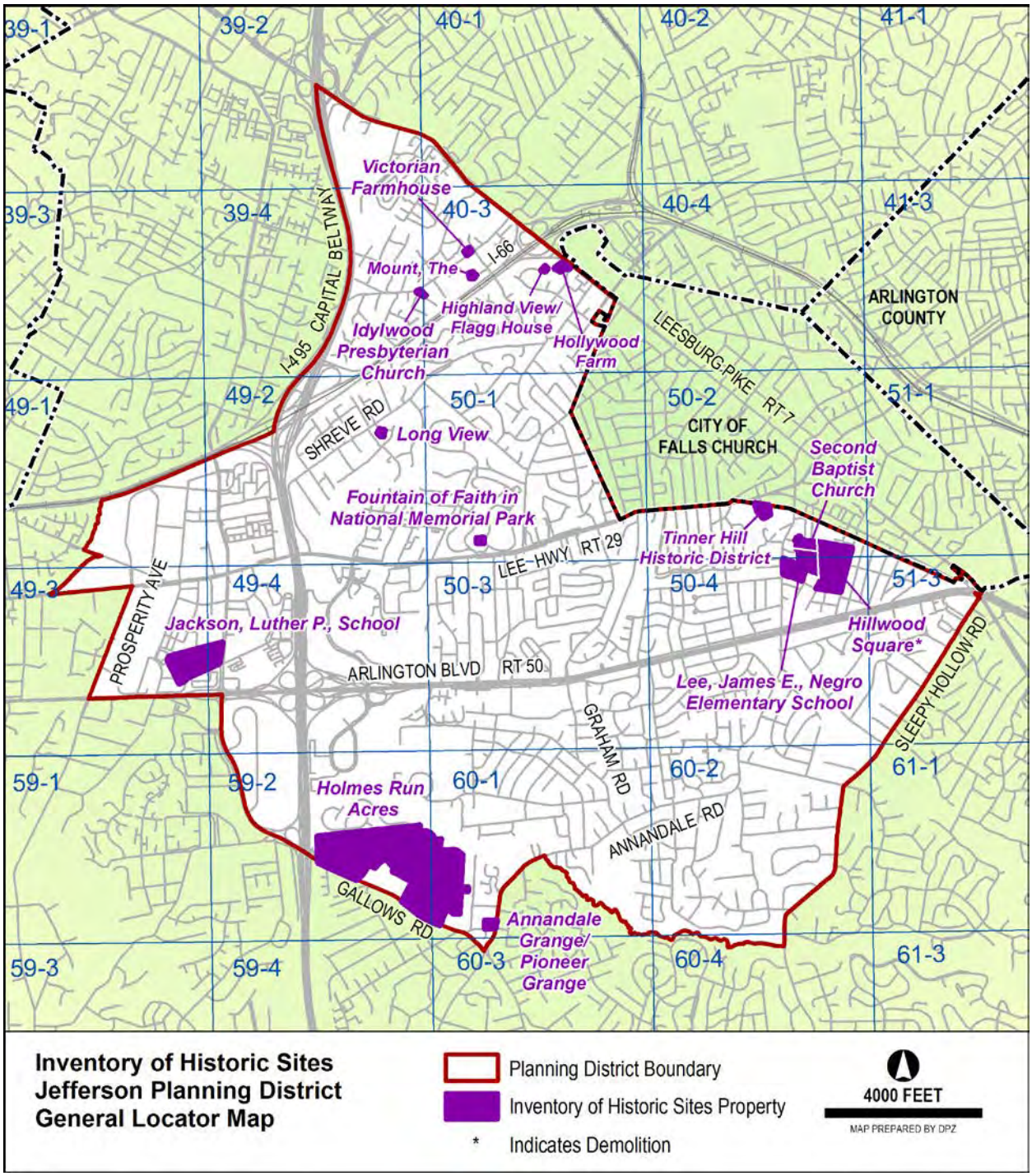

39-1
39-2
40-1
40-2
41-1
39-3
39-4
40-3
40-4
41-3
Victorian Farmhouse
Mount, The
I-66
Highland View/ Flagg House
Idylwood Presbyterian Church
Hollywood Farm
I-495 CAPITAL BELTWAY
LEESBURG PIKE RT 7
ARLINGTON COUNTY
49-1
49-2
50-1
50-2
51-1
SHREVE RD
Long View
CITY OF FALLS CHURCH
Second Baptist Church
Fountain of Faith in National Memorial Park
Tinner Hill Historic District
LEE HWY RT 29
49-3
49-4
50-3
50-4
51-3
PROSPERITY AVE
Jackson, Luther P., School
Hillwood Square*
ARLINGTON BLVD RT 50
Lee, James E., Negro Elementary School
SLEEPY HOLLOW RD
GRAHAM RD
59-1
59-2
60-1
60-2
61-1
Holmes Run Acres
ANNANDALE RD
GALLOWS RD
Annandale Grange/ Pioneer Grange
59-3
59-4
60-3
60-4
61-3
Inventory of Historic Sites
Jefferson Planning District
General Locator Map
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
4000 FEET
MAP PREPARED BY DPZ

**FIGURE 5**

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, 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.

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. Staff from the Cultural Resource Management and Protection Branch of 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 Jefferson Planning District are indicated on Figure 6. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the county Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

## FIGURE 6
## JEFFERSON PLANNING DISTRICT
## EXISTING PUBLIC FACILITIES

| | Schools | Libraries | Public Safety | Human Services | Public Utilities | Other Public Facilities |
|---|---|---|---|---|---|---|
| J1 | | | | James Lee Community Center | Sewage Pumping Station | Whittier School |
| J2 | Beech Tree Elementary | | | | | |
| J3 | Westlawn Elementary | | Jefferson Fire Station Co. 18 | | | |
| J4 | Woodburn Elem., Falls Church High, Leis Admin. Center | Thomas Jefferson Community | | | Two Storm Drainage Regional Detention Ponds, Va. Power Gallows Road Substation | |
| J5 | | | | | | |
| J6 | Jackson Middle | | | | F.C.W.A. General Offices | |
| J7 | Pine Springs, Graham Road Elem. | | | | Storm Water Detention | |
| J8 | Timber Lane, Shrevewood Elem. | | | | Va. Power Idylwood Substation, Fairfax Water Storage Tanks | |
| J9 | Devonshire Admin. Center | | | Falls Church Senior Center | | |
| J10 | Marshall High | | East County Juvenile Court Probation Services | Health Dept. Falls Church District Office | Fairfax Water Storage Tanks | |

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

**FIGURE 7**
**JEFFERSON PLANNING DISTRICT**
**EXISTING PUBLIC PARKS**
**(As of 10/10/94)**

| | NEIGHBORHOOD | COMMUNITY | DISTRICT | COUNTYWIDE | REGIONAL |
|---|---|---|---|---|---|
| J1 | Azalea | James Lee School Site | | Tripps Run Stream Valley | |
| J2 | Bel Air<br>Sleepy Hollow | Roundtree | | Holmes Run Stream Valley | |
| J3 | | Westlawn School Site | | | |
| J4 | Broyhill | Luria | Providence | Holmes Run Stream Valley | |
| J5 | | | | | |
| J6 | | | | | |
| J7 | Pine Spring<br>Tyler | | | Holmes Run Stream Valley | |
| J8 | Hollywood Road<br>Lee Landing | | | Jefferson Park and Golf Course | W&OD Trail |
| J9 | Greenway Downs | Devonshire<br>Jefferson Village | | | |
| J10 | | Idylwood | | | W&OD Trail |

1. Expand the Thomas Jefferson Community Library in Sector J4 consistent with the Policy Plan standards for community libraries.

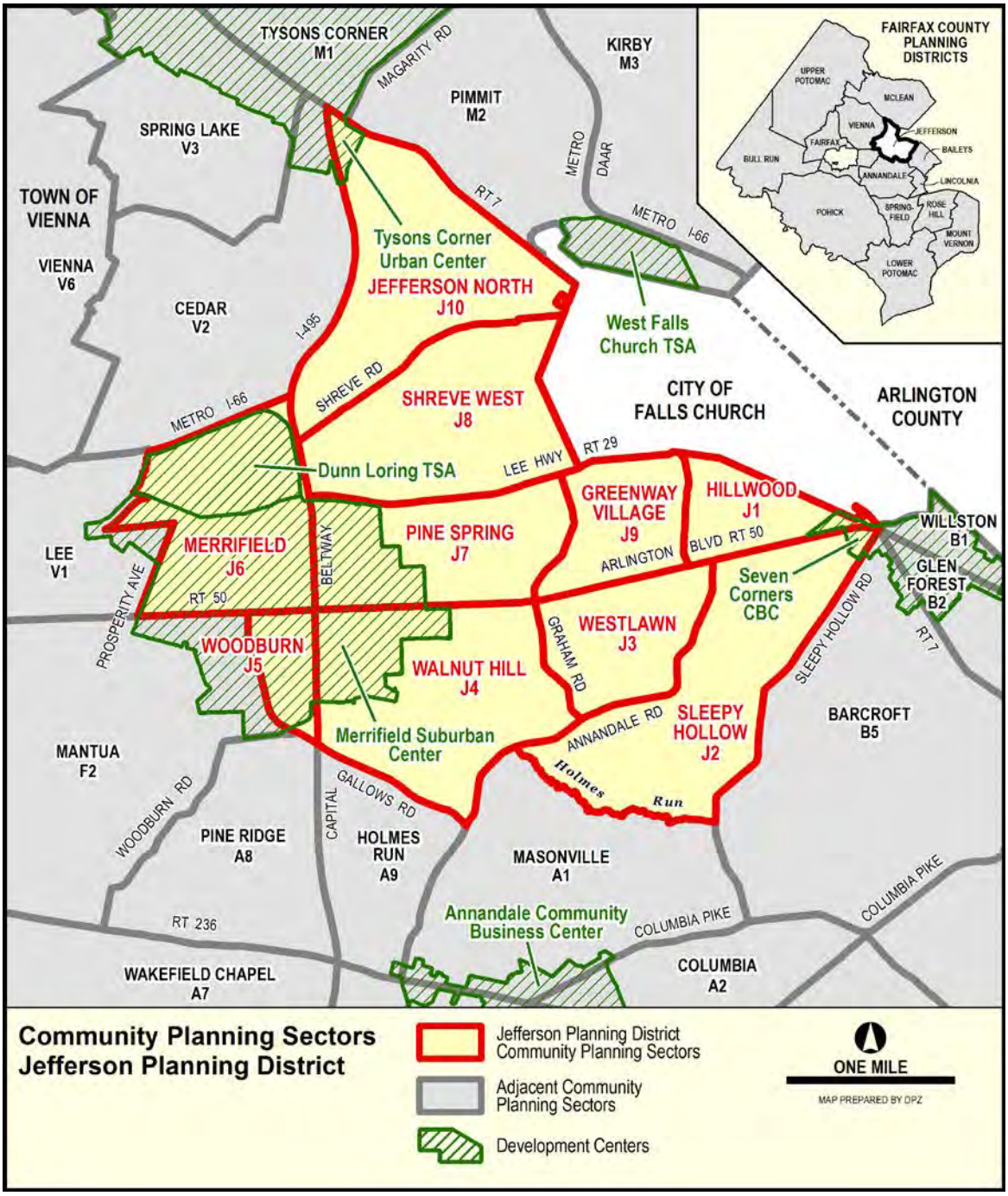
Parks and Recreation

Public Parks for this district are shown on Figure 7. Additional recreational facilities are provided at public school sites. Although the Jefferson Planning District contains a number of smaller parks, there is an overall deficiency of public open space in this almost completely developed district. Only three parks--Roundtree, Jefferson Park and Golf Course, and the linear Holmes Run Stream Valley Park--are over 40 acres in size.

Neighborhood Park facilities should be provided in conjunction with any new residential development. There is a potential opportunity to acquire additional parkland in Sector J8; otherwise community level park and recreation needs will have to be satisfied at parks in adjoining planning districts.

Providence Recreation Center is a countywide park located in the Merrifield Suburban Center. An Urban Park should be provided in conjunction with additional commercial development in the center.

The Holmes Run Stream Valley represents the most important natural resource area in the district. Only small fragments of this EQC are not in public ownership. These sections should be protected through acquisition or donation of open space easements to facilitate completion of the countywide Trail System through this portion of the stream valley.




**COMMUNITY PLANNING SECTORS** **FIGURE 8**
**JEFFERSON PLANNING DISTRICT**

## J1 HILLWOOD COMMUNITY PLANNING SECTOR

### CHARACTER

The Hillwood Community Planning Sector generally extends from the intersection of Leesburg Pike (Route 7) and Arlington Boulevard (Route 50) at Seven Corners to Tripps Run, which forms the western boundary and Hillwood Avenue on the north. The planning sector includes a portion of the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The eastern portion of the planning sector lies within the Seven Corners CBC. South Street serves as the boundary between the stable residential neighborhoods to the west and the CBC. Outside of the CBC, housing consists largely of single-family detached units. A substantial area of multifamily housing is located west of Cherry Street. The remainder of the sector is stable and in predominantly single-family residential uses. There is a mix of commercial, institutional and high density residential uses along the Arlington Boulevard and the Annandale Road corridors, and abutting portions of the City of Falls Church. Jefferson Village Shopping Center is located at the intersection of Arlington Boulevard and Annandale Road. A commercial strip with primarily retail uses extends along the Arlington Boulevard service drive between Jefferson Village Shopping Center and the Seven Corners CBC. Many of these retail uses are located in houses converted to commercial uses.

The western boundary of the sector is a channelized segment of the Tripps Run Stream Valley. The southern portion of Tripps Run is owned by the county.

James E. Lee Negro Elementary School, now the James Lee Community Center, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

#### James Lee Conservation Area

The James Lee community is located adjacent to the City of Falls Church, west of the Seven Corners Shopping Center. The Fairfax County Board of Supervisors and the Falls Church City Council approved and adopted the Falls Church/James Lee/Southgate Neighborhood Improvement Program and Conservation Plan in December 1980. The revised neighborhood improvement program and conservation plan were adopted by the Board of Supervisors on November 20, 2006. The conservation area is generally bounded by Hillwood Avenue on the north, Tripps Run Stream Valley on the west, and Hillwood Square Apartments on the east, Clearview Drive on the southeast, and James Lee Street on the southwest. The Conservation Plan was developed in order to reverse the trend toward deterioration and to preserve the assets of the James Lee neighborhood. It includes recommendations on storm drainage, street lighting, and road improvements.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Hillwood Planning Sector develop in Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

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

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

Figure 9 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. South Street serves as the western boundary of the Seven Corners commercial area. Commercial encroachment into adjacent neighborhoods should be discouraged. [Not shown]

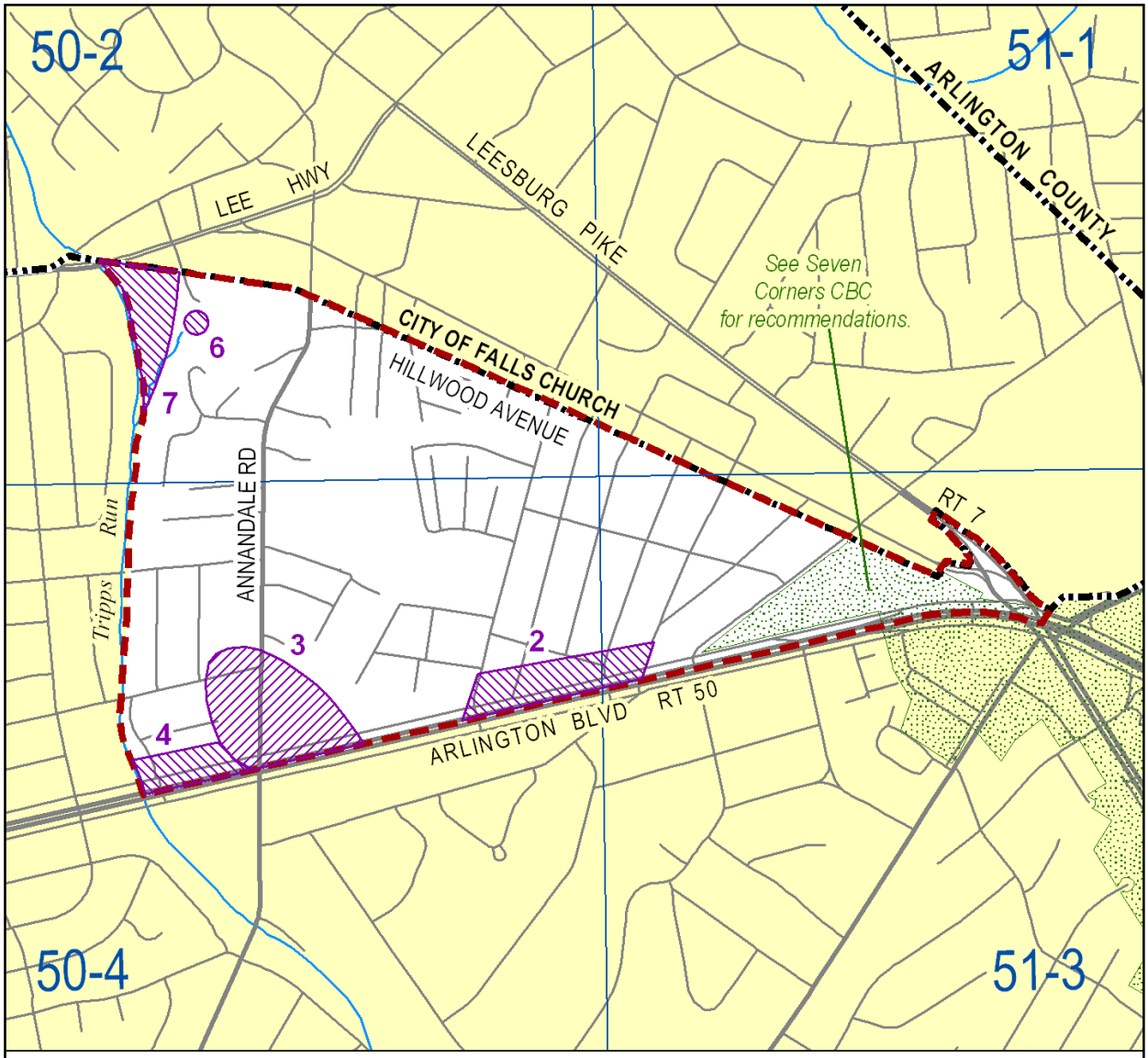
2. The commercial strip along the north side and fronting on Arlington Boulevard between Cherry Street and Cleave Road is planned for neighborhood-serving retail and office uses up to .25 FAR. Commercial development should be limited to the present configuration, with the remainder of the strip being maintained as well-buffered stable single-family residential uses. Special use permits and special exceptions in this corridor should generally be discouraged in order to maintain the residential character of the adjacent single-family neighborhood and to prevent commercial encroachment.

3. The present boundary of the commercial area along Annandale Road (north of Arlington Boulevard) and fronting on the north side of Arlington Boulevard should be maintained. This area is planned for community-serving retail uses up to .35 FAR. Substantial buffering should be provided between the residential and nonresidential uses. Redevelopment/revitalization of these areas should provide substantial buffering to the adjacent residential neighborhoods. Infill development in the single-family detached residential area north of Parcel 50-4((1))28 is planned at 3-4 dwelling units per acre.

4. The area which fronts the north side of Arlington Boulevard at the northwest quadrant of Arlington Boulevard and Annandale Road, just west of the Jefferson Village Shopping Center is planned for single-family residential with an alternative to convert existing single-family structures to office use. As an option, these parcels (Tax Map 50-4((13))(2)9-14) could be consolidated and redeveloped for townhouse office or low-rise office uses up to .25 FAR, not to exceed 40 feet in height. These parcels should provide a transition to residential development to the north and stabilize the western boundary of the designated commercial area as East Tripps Run Road.

5. Development of the remaining vacant land within and adjacent to the James Lee Conservation Area should be consistent with the goals and objectives of the James Lee Neighborhood Improvement Program and Conservation Plan.

6. Parcels fronting on Tinners Hill Road are planned for residential use at 3-4 dwelling units per acre. As an option, residential development at 8-12 dwelling units per acre may be appropriate if the following conditions are met:




**J1-Hillwood Community Planning Sector**
**Land Use Recommendations**
**General Locator Map**

**Land Use Recommendation. Number corresponds to recommendation in text.**

**1200 FEET**

MAP PREPARED BY DPZ

**FIGURE 9**

- Consolidation of all parcels fronting on Tinners Hill Road and adjacent Parcels 50-2((1))6 and 34; and

- Substantial buffering should be provided to mitigate any noise impact from Lee Highway.

7. Recommendations for the area between Tinners Hill Road and Tripps Run and the adjacent areas, fronting on the south side of Lee Highway are addressed in Sector J9.

8. Tax Map Parcel 50-2((1))29 is planned for residential use at 3 to 4 dwelling units per acre. Abutting this property is Tax Map Parcel 50-2((1))40, which is zoned C-8, the only property located within the James Lee Conservation District zoned commercial. In order to avoid commercial encroachment, there should be no expansion of commercial uses into the adjacent residential areas of the James Lee Conservation Area.

Transportation

Transportation recommendations for this sector are shown on Figure 10. 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

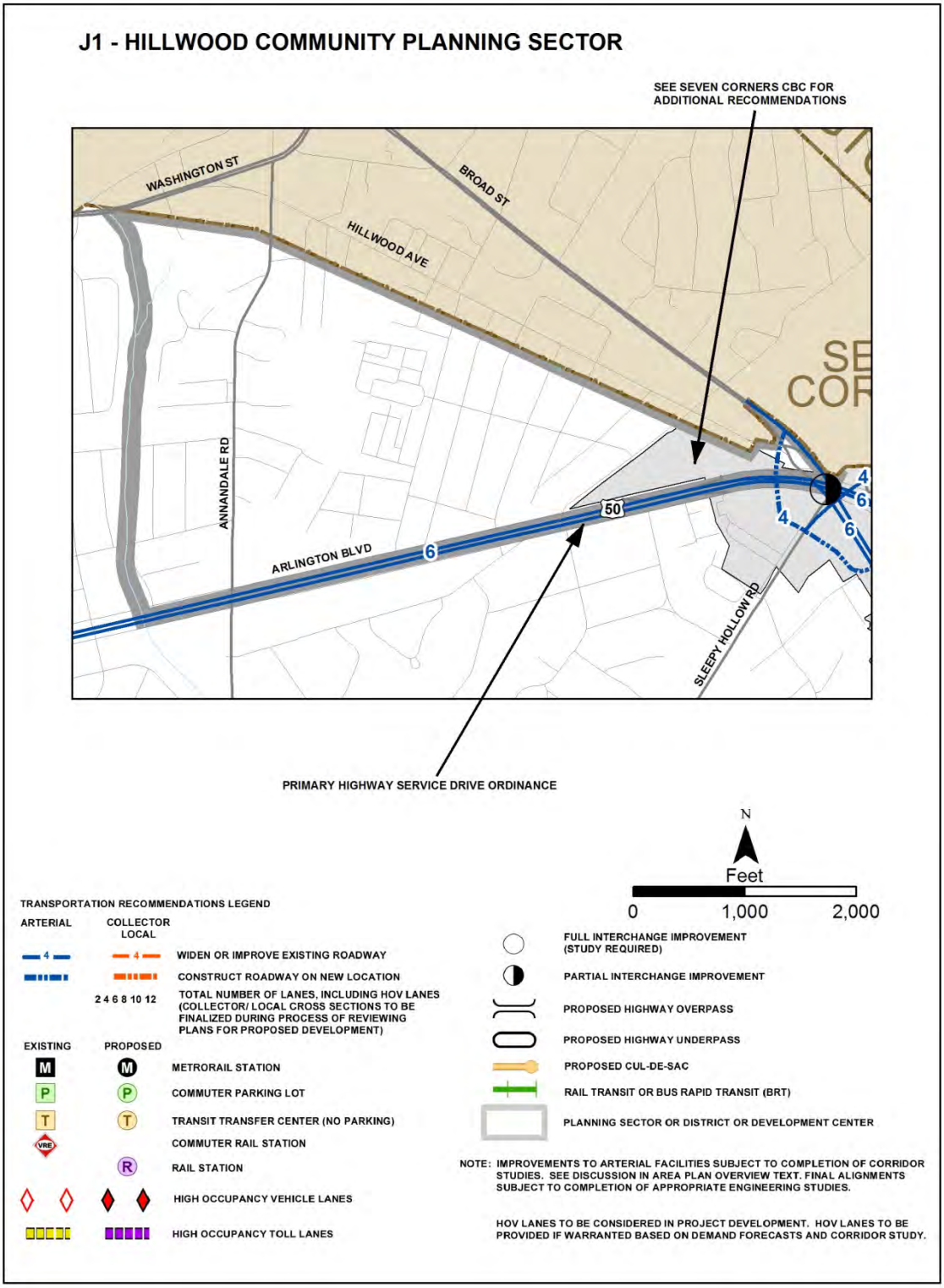
Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage 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

Expand the James Lee Community Center by 6,400 square feet and renovate approximately 3,000 square feet of the existing facility.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 11. 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 10**

**FIGURE 11**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J1**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Azalea | Neighborhood Park facilities should be provided in conjunction with new residential development. |
| COMMUNITY PARKS: | |
| James Lee School Site | Consider conveyance of land to expand park uses. Upgrade existing athletic fields at James Lee School site to meet active recreation needs of the sector. |
| DISTRICT PARKS: | This sector is in the service area of Mason District Park. |
| COUNTYWIDE PARKS: | |
| Tripps Run Stream Valley | |

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.

## J2 SLEEPY HOLLOW COMMUNITY PLANNING SECTOR

### CHARACTER

The Sleepy Hollow Community Planning Sector generally extends from the intersection of Arlington Boulevard (Route 50) and Sleepy Hollow Road, to Annandale Road on the west, and to the Holmes Run Stream Valley on the south. The northeastern portion of this sector, generally east of Aspen Lane (excluding existing residences) lies within the Seven Corners Community Business Center (CBC). Plan recommendations for the Seven Corners CBC are included in the Area I volume of the Comprehensive Plan, Baileys Planning District.

The remaining area is predominantly developed with low density residential uses, the exceptions being the commercial strip north of South Street and east of Annandale Road, and a small commercial strip on the east side of Annandale Road north of Tripps Run Stream Valley. A medium density residential townhouse development east of Aspen Lane provides a transition between the low density residential uses along Sleepy Hollow Road and the commercial uses in the Seven Corners CBC.

The sector is crossed by two major stream valleys, Tripps Run and Holmes Run, which flow into Lake Barcroft. Both stream valleys possess naturally broad floodplains. In addition to the need to control excessive stormwater runoff in these streams and into Lake Barcroft, Holmes Run can be used to provide linear pedestrian pathways throughout neighborhoods.

The Tripps and Holmes Run Stream Valleys are particularly sensitive for prehistoric resources. The Roundtree Park site is significant. Other heritage resources can be expected in the more dispersed neighborhoods. Victorian Farmhouse is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Sleepy Hollow Planning Sector develop as Suburban Neighborhoods and as a portion of the Seven Corners Community Business Center.

### RECOMMENDATIONS

#### Land Use

The Sleepy Hollow sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Policy 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 12 indicates the geographic location of land use recommendations for this sector.

1. The eastern boundary of the Seven Oaks Townhouses serves as the boundary between the Seven Corners CBC and residentially planned development. A substantial natural buffer should be maintained between development of this tract and the adjacent single-family residences, minimizing visual and other impacts of development. Parcels fronting on the east side of Aspen Lane (Tax Map Parcels 51-3((5))7A, 7B and 51-3((6))13A and 13B), are planned for 2-3 dwelling units per acre and Tax Map 51-3((6))20 is planned for 1-2 dwelling units per acre as shown on the Plan Map.

2. The portion of the Route 50 corridor from the intersection with Aspen Lane to South Street should remain in single-family residential use. Commercial encroachment in this area should be discouraged and access to South Street between its intersection with Arlington Boulevard and Holmes Run Road should be prohibited. South Street should serve as a barrier between the commercial activity and the residentially planned areas to the south.

3. The southeastern quadrant of Annandale Road and South Street is planned for low-rise neighborhood-serving office use up to .25 FAR with substantial buffering along the adjacent residential neighborhood. As an option, residential development at 5-8 dwelling units per acre with substantial buffering along Annandale Road and South Street may also be appropriate.

4. Parcels bounded on the west and north by Annandale Road and Kerns Road (Tax Map 60-2((1))9, 10, 11A, 13B, 15-22) are planned for residential use at 1-2 dwelling units per acre. Development above one dwelling unit per acre requires substantial consolidation in order to provide for a well-designed project.

5. The commercial strip along the south side of Arlington Boulevard, between Annandale Road and South Street, is planned for neighborhood-serving retail and office uses. Parcel 50-4((1))14 and all parcels to the east are recognized as stable commercial development.

   The primary access to all development should be from Arlington Boulevard, its service drive to the south, or Annandale Road. With the exceptions of Parcel 11A (i.e. convenience store), an integrated development of parcels 13A, 13B, 13C, 13D and Parcel 21A (i.e. gas station), no access to South Street should be permitted. Adequate on-site circulation and parking should be provided such that there is no spillover traffic onto adjacent properties.

   Development proposals that result in piecemeal development or further fragmentation of this area should be discouraged. Drive-in uses (with the exception of a drive-through pharmacy or a similar low intensity drive-through use), auto-oriented uses, and non-neighborhood- serving uses should be discouraged.

   New development or redevelopment throughout this area should provide substantial screening and buffering to the stable single-family detached neighborhood immediately to the south.

Transportation

Transportation recommendations for this sector are shown on Figure 13. 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

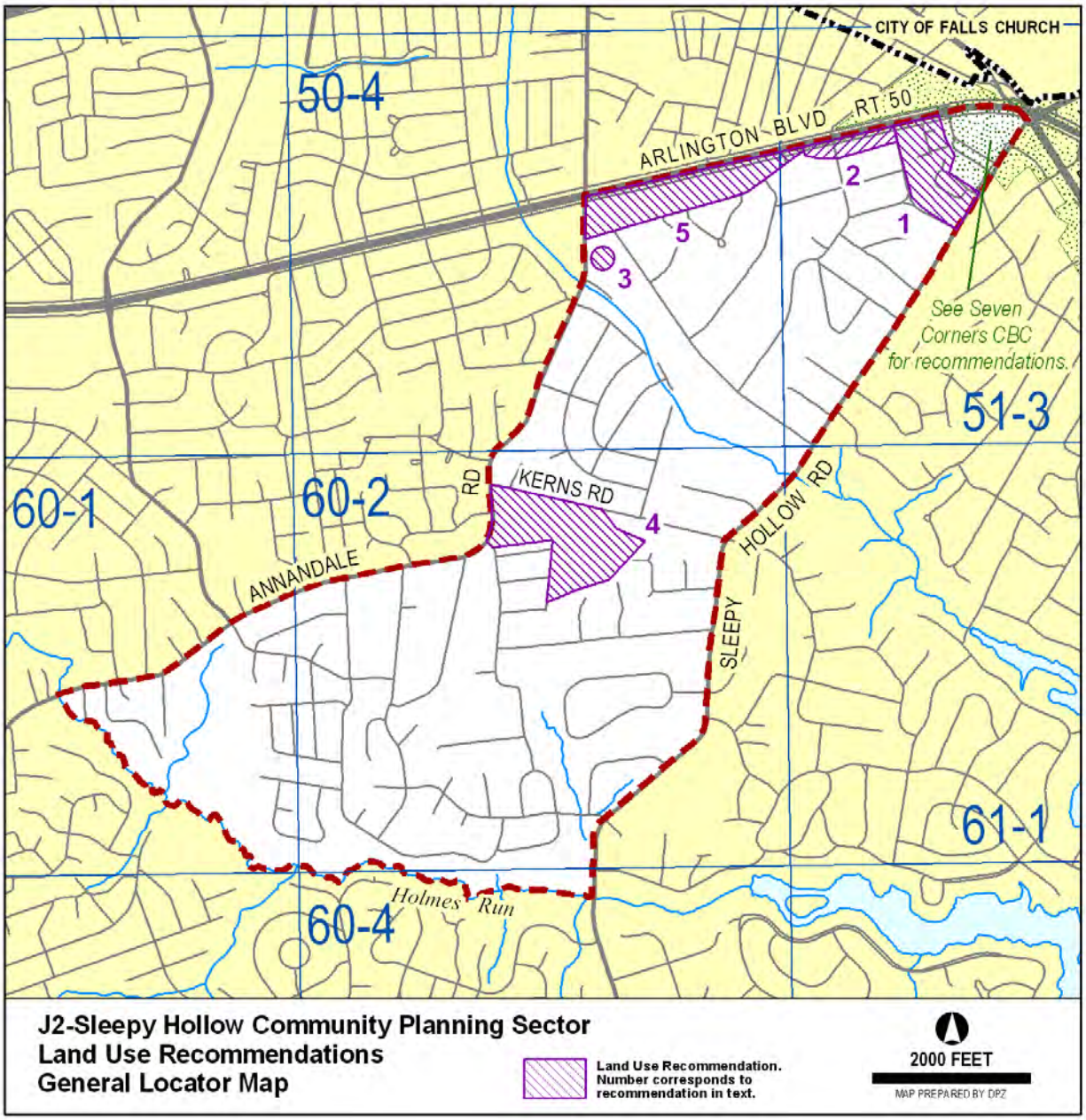
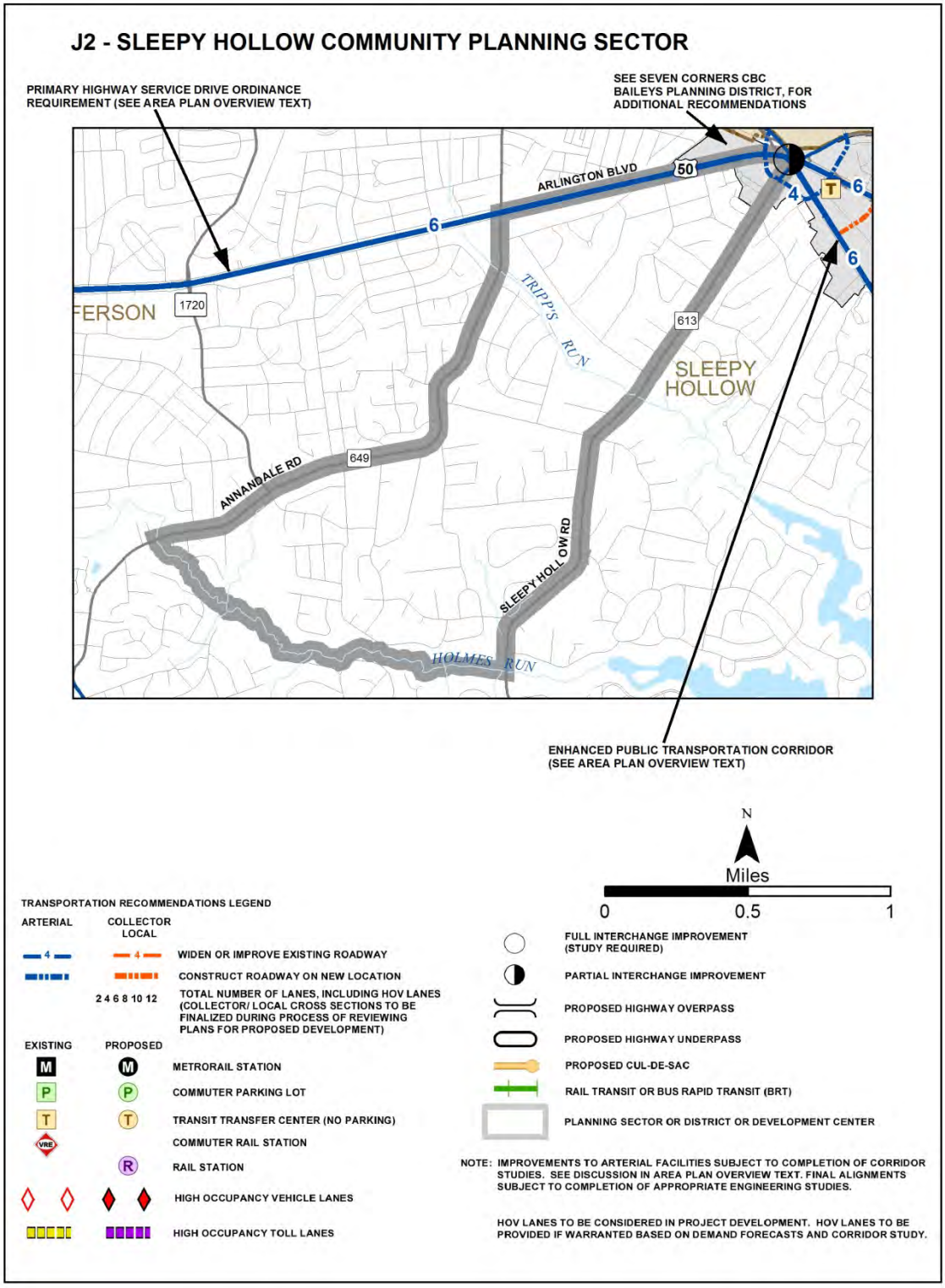

CITY OF FALLS CHURCH
50-4
ARLINGTON BLVD
RT 50
2
1
5
3
See Seven Corners CBC for recommendations.
51-3
60-1
60-2
RD
KERNS RD
4
HOLLOW RD
ANNANDALE
SLEEPY
61-1
Holmes Run
60-4
J2-Sleepy Hollow Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
2000 FEET
MAP PREPARED BY DPZ

**FIGURE 12**




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 13**

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

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 14. 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 14**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J2**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Bel Air<br>Sleepy Hollow | |
| COMMUNITY PARKS: | |
| Roundtree | Complete development of Roundtree Park. |
| DISTRICT PARKS: | |
| | This sector is in the service area of Mason and Annandale District Parks. |
| COUNTYWIDE PARKS: | |
| Holmes Run Stream Valley | Ensure protection of EQC and public access to stream valley through dedication/acquisition and/or donation of open space/trail easements on privately owned land in accordance with Fairfax County Park Authority Stream Valley policy. Complete development of countywide stream valley trail. |

# J3 WESTLAWN COMMUNITY PLANNING SECTOR

## CHARACTER

The Westlawn Community Planning Sector is generally bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the west and Annandale Road on the south. This planning sector is primarily developed with stable, low density residential subdivisions composed of single-family detached houses. These subdivisions comprise the entire planning sector except for two small commercial areas.

One of the two commercial areas is located in the southwest quadrant of the Arlington Boulevard/Annandale Road intersection. This is the Westlawn Shopping Center, a neighborhood retail center. The other commercial area is located on the eastern side of Graham Road, south of Arlington Boulevard and includes retail uses that are an extension of the Loehmann's Plaza Shopping Center in the J4 Walnut Hill Community Planning Sector.

A portion of the channelized Tripps Run Stream Valley runs across the northeast corner of the planning sector, and acts as a physical barrier between stable residential uses to the south and west and the commercial uses in the southwest quadrant of the intersection of Arlington Boulevard and Annandale Road.

Although this sector is densely developed, it consists mainly of older neighborhoods and there has been less destruction of original landscapes. Prehistoric archaeological resources as old as 2,000 B.C. have been reported in the area. There is a possibility that other archaeological resources have survived. The Westlawn development should be evaluated for historic significance since it is one of the early post-World War II bedroom communities.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Westlawn Planning Sector develop as Suburban Neighborhoods.

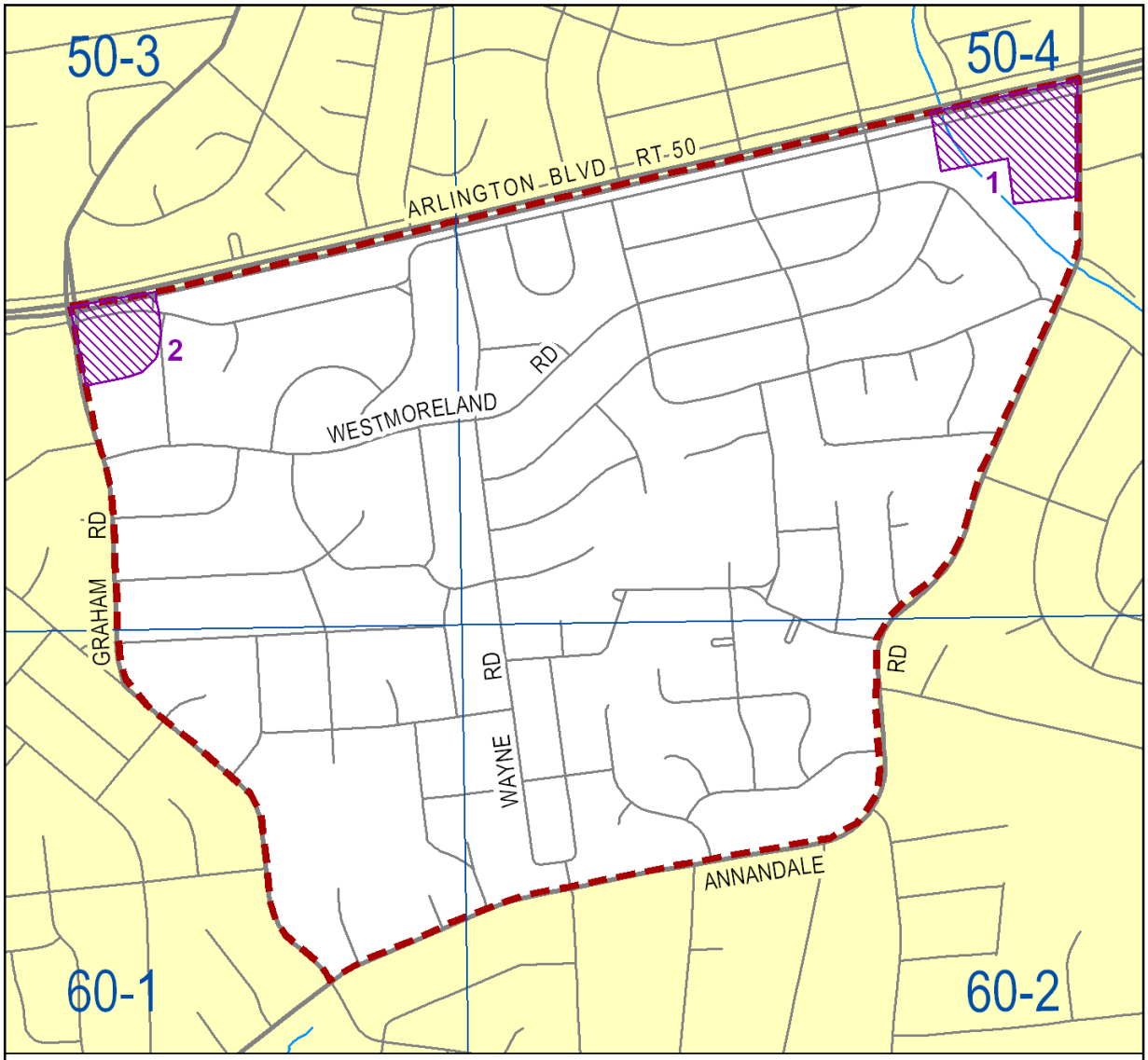
## RECOMMENDATIONS

### Land Use

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

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

Figure 15 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.




**J3-Westlawn Community Planning Sector**
**Land Use Recommendations**
**General Locator Map**

**Land Use Recommendation. Number corresponds to recommendation in text.**

**1000 FEET**

MAP PREPARED BY DPZ

**FIGURE 15**

1. The commercial area bounded by Tripps Run, Arlington Boulevard and Annandale Road is planned for community-serving retail uses and vehicle sale, rental and service establishment uses up to .35 FAR. Redevelopment or revitalization of this area should provide effective screening and buffering to adjacent residential areas.

2. The southeast quadrant of Arlington Boulevard and Graham Road is planned for neighborhood-serving retail use up to .25 FAR. Redevelopment or revitalization of this area should provide improved landscaping and adequate screening and buffering to the adjacent residentially planned areas. There should be no encroachment of the commercial area into the adjacent residentially planned areas.

3. There should be no commercial expansion into the residentially planned areas fronting on the south side of Arlington Boulevard between Woodley Lane and Tripps Run. [Not shown]

Transportation

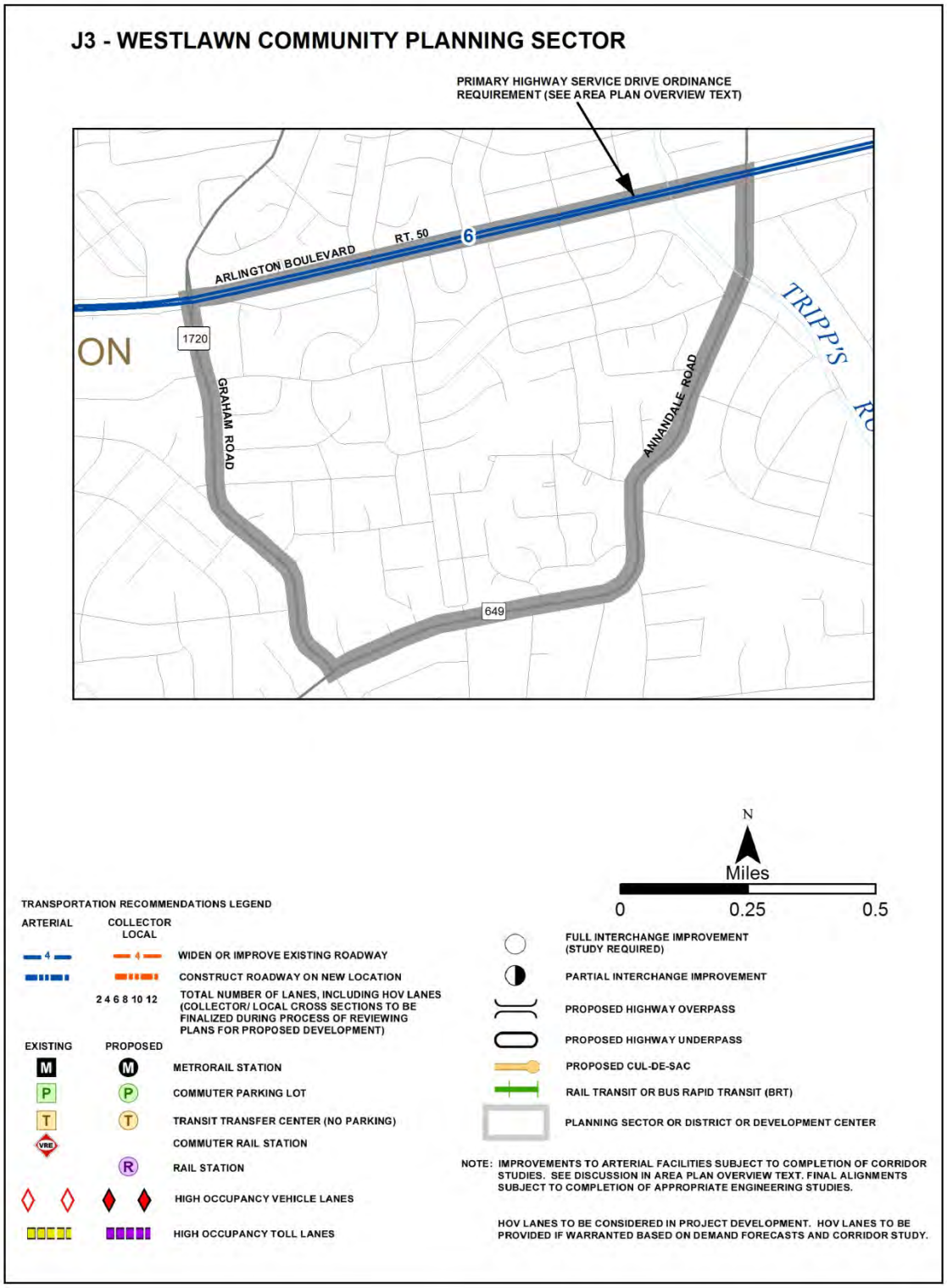
Transportation recommendations for this sector are shown on Figure 16. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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

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 17. 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 16**

**FIGURE 17**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J3**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| COMMUNITY PARKS: | |
| Westlawn School Site | If the school site becomes surplus, it should be considered for Community Park purposes. |
| DISTRICT PARKS: | |
| | This sector is in the service area of Mason and Annandale District Parks. |
| COUNTYWIDE PARKS: | |
| Tripps Run Stream Valley | Ensure protection of the Tripps Run EQC through donation of open space easements on privately owned land where feasible. |

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.

# J4 WALNUT HILL COMMUNITY PLANNING SECTOR

## CHARACTER

The Walnut Hill Community Planning Sector is bounded by Arlington Boulevard (Route 50) to the north, Graham Road to the east, Annandale Road to the south, and Gallows Road and the Capital Beltway/Interstate 495 (I-495) on the west. This planning sector includes portions of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in the Area I volume of the Comprehensive Plan.

The predominant development in the sector is stable single-family residential use. Existing multifamily residential units act as a transition between the Graham Park Plaza Shopping Center at the intersection of Arlington Boulevard and Graham Road and the single-family residential areas to the south.

The major ecological asset of this sector is the Holmes Run Stream Valley, the majority of which is owned by the Park Authority.

Significant prehistoric resources and remnants of Spanish American War Camp Russell Alger have been identified in the western portion of this sector. Other resources can be expected along Holmes Run. Holmes Run Acres is a significant example of innovative subdivision planning dating from the 1950s. It is a National Register Historic District and is listed in the Virginia Landmarks Register and the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Walnut Hill Planning Sector develop as Suburban Neighborhoods.

## RECOMMENDATIONS

### Land Use

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

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

Figure 18 indicates the geographic location of land use recommendations for this sector.

1. The planned land use options for a portion of this sector are contained in the Merrifield Suburban Center (Land Unit J).

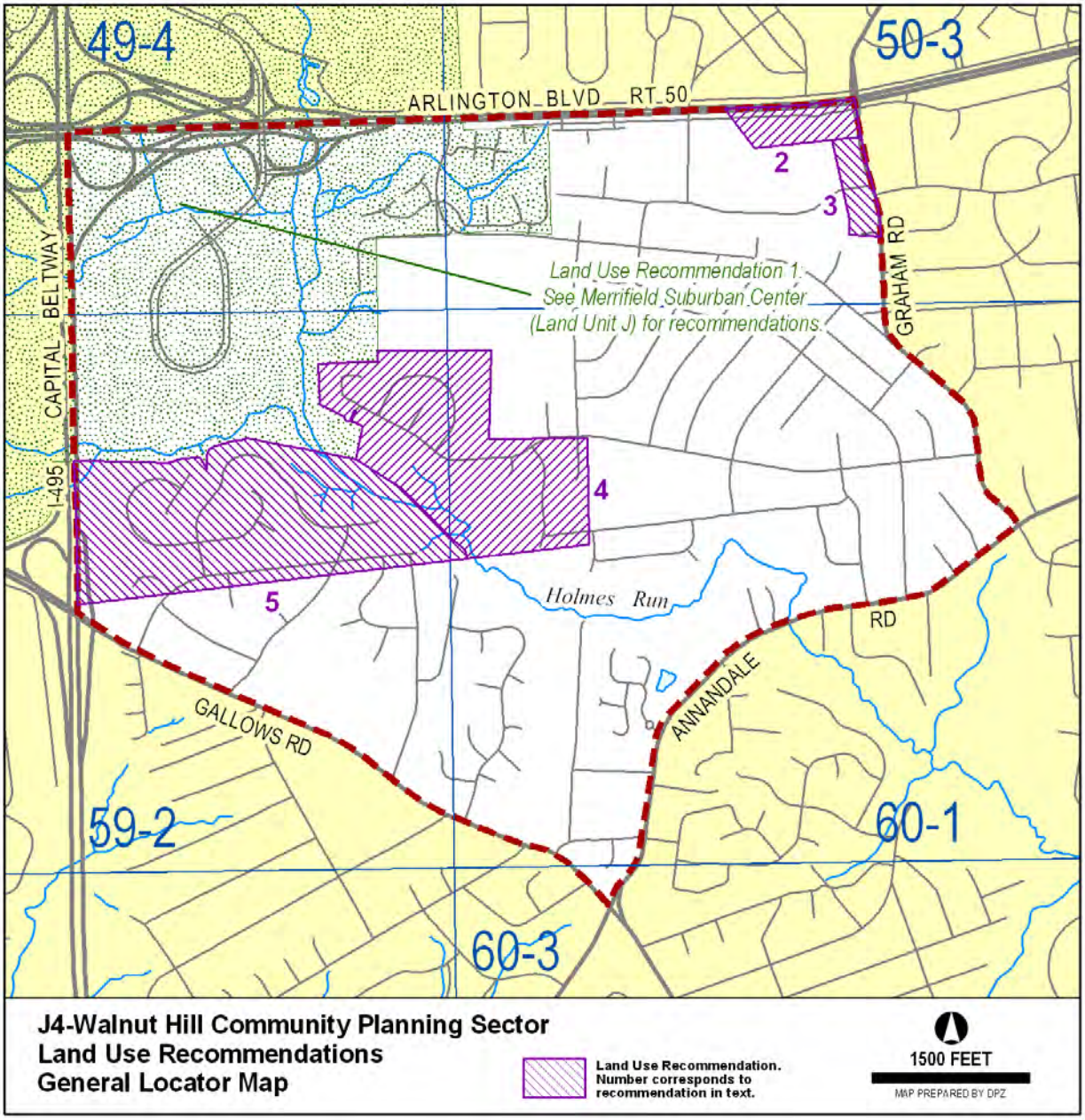

49-4
50-3
ARLINGTON BLVD RT 50
2
3
GRAHAM RD
Land Use Recommendation 1:
See Merrifield Suburban Center
(Land Unit J) for recommendations.
CAPITAL BELTWAY
I-495
4
5
Holmes Run
RD
ANNANDALE
GALLOWS RD
59-2
60-1
60-3
J4-Walnut Hill Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation.
Number corresponds to
recommendation in text.
1500 FEET
MAP PREPARED BY DPZ

**FIGURE 18**

2. The shopping center located southwest of the intersection of Arlington Boulevard and Graham Road [Tax Map parcels 50-3((1))5, 5A, 5E, and 5G] is planned for community-serving retail uses up to 0.35 FAR. Revitalization of this area is desirable and should provide improved landscaping along Arlington Boulevard and effective screening and buffering to adjacent residential areas. As an option, residential mixed-use development up to an overall 0.50 FAR is appropriate to support revitalization, reinvestment in the shopping center, and improved vehicular and pedestrian circulation, subject to the following conditions:

   - The community-serving retail uses of the shopping center should be preserved to the extent possible.

   - Full parcel consolidation is encouraged. If full consolidation cannot be achieved, an overall circulation plan should demonstrate improved access and connectivity. Any unconsolidated parcels are planned for a 0.35 FAR.

   - High-quality architecture, site and landscape design, and pedestrian amenities should be provided.

   - The Urban Parks Framework should be utilized to promote the integration of urban parks such as pocket parks, plazas, and common greens, offset park service level impacts, and help foster a sense of place. Appropriately scaled, well-located public spaces should be provided to support casual recreation uses.

   - Compatible building height and massing, augmented by adequate buffering and screening landscaped with year-round vegetation should be provided on-site to minimize any adverse visual impact from new development (including parking structures) on adjacent residential uses. In addition, enhancements or expansion of the existing open space located to the south and west of the site should be explored to improve this amenity and connection to the adjacent development.

   - Internal and external pedestrian sidewalks should be provided that create direct and accessible routes to destinations for all users. Site design, building orientation and lighting should support improved pedestrian circulation. Surface parking lots should provide continuous, attractive and safe pedestrian routes, as part of an overall circulation plan. Consolidation of drive aisles and curb cuts should be explored as a means of improving the pedestrian environment and vehicular circulation.

   - Automobile circulation should be improved within the site and at access points from the service drive and Graham Road through improved design and enhanced signage. Opportunities to close portions or all of the service drive and/or to provide alternative access to the site should be explored. These improvements should be balanced with the need to encourage and accommodate pedestrian activity in the site.

   - A variety of water quality control measures is strongly encouraged to contribute to improved conditions within Cameron Run. The measures should result in nutrient reduction beyond the typically required PFM minimum 20 percent phosphorous reduction. In additional, the volume of runoff from the impervious surfaces should be controlled through the addition of one or more detention facilities.

3. The area planned for 3-4 dwelling units per acre along Graham Road abutting Loehmann's Plaza to the north should remain in single-family detached use. There should be no expansion of the adjacent commercial area along Graham Road.

4. The area located generally east of the Holmes Run Stream Valley and southwest of the Falls Church High School and St. Philip's Church is planned for residential development at a density of 3-4 dwelling units per acre as shown on the Plan Map.

5. The area located generally north of Holmes Run Drive and west of Holmes Run stream valley is planned for residential use at a density of 2-3 dwelling units per acre as shown on the Plan map.

Transportation

Transportation recommendations for this sector are shown on Figure 19. 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

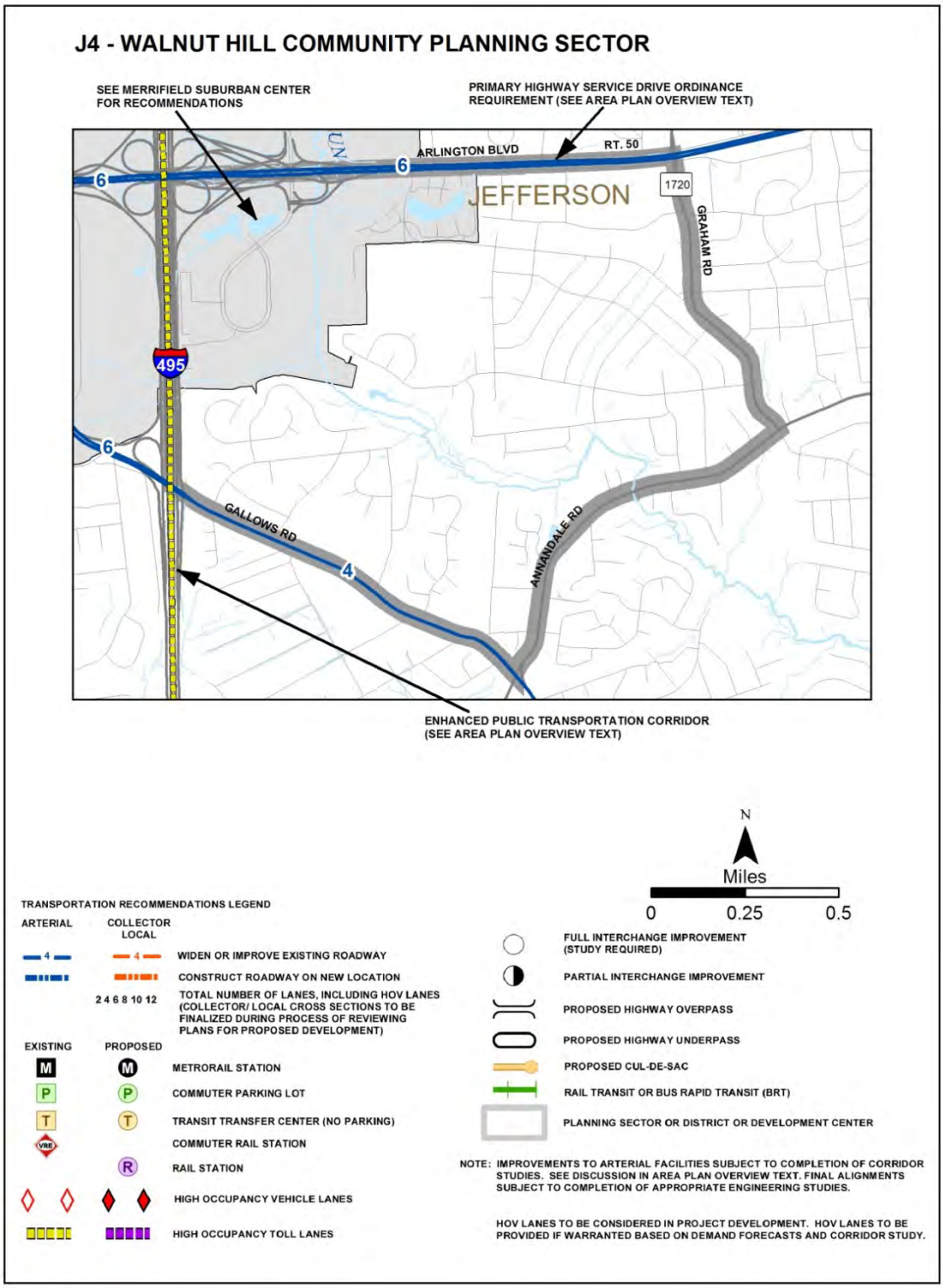
Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage 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

Expand the Thomas Jefferson Community Library consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 20. 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 19**

**FIGURE 20**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J4**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Broyhill | Initiate a master planning process and develop in accordance with approved plan. |
| COMMUNITY PARKS: | |
| Luria | Upgrade existing athletic field.<br><br>Active recreation facilities are available at District Parks serving this sector. |
| DISTRICT PARKS: | This sector lies within the service area of Annandale and Mason District Parks. |
| COUNTYWIDE PARKS: | |
| Providence | |
| Holmes Run Stream Valley | Ensure protection of EQC and public access to stream valley park through acquisition or donation of open space easements on privately owned portions of Holmes Run stream valley in accordance with Fairfax County Park Authority stream valley policy. Complete development of countywide stream valley trail. |

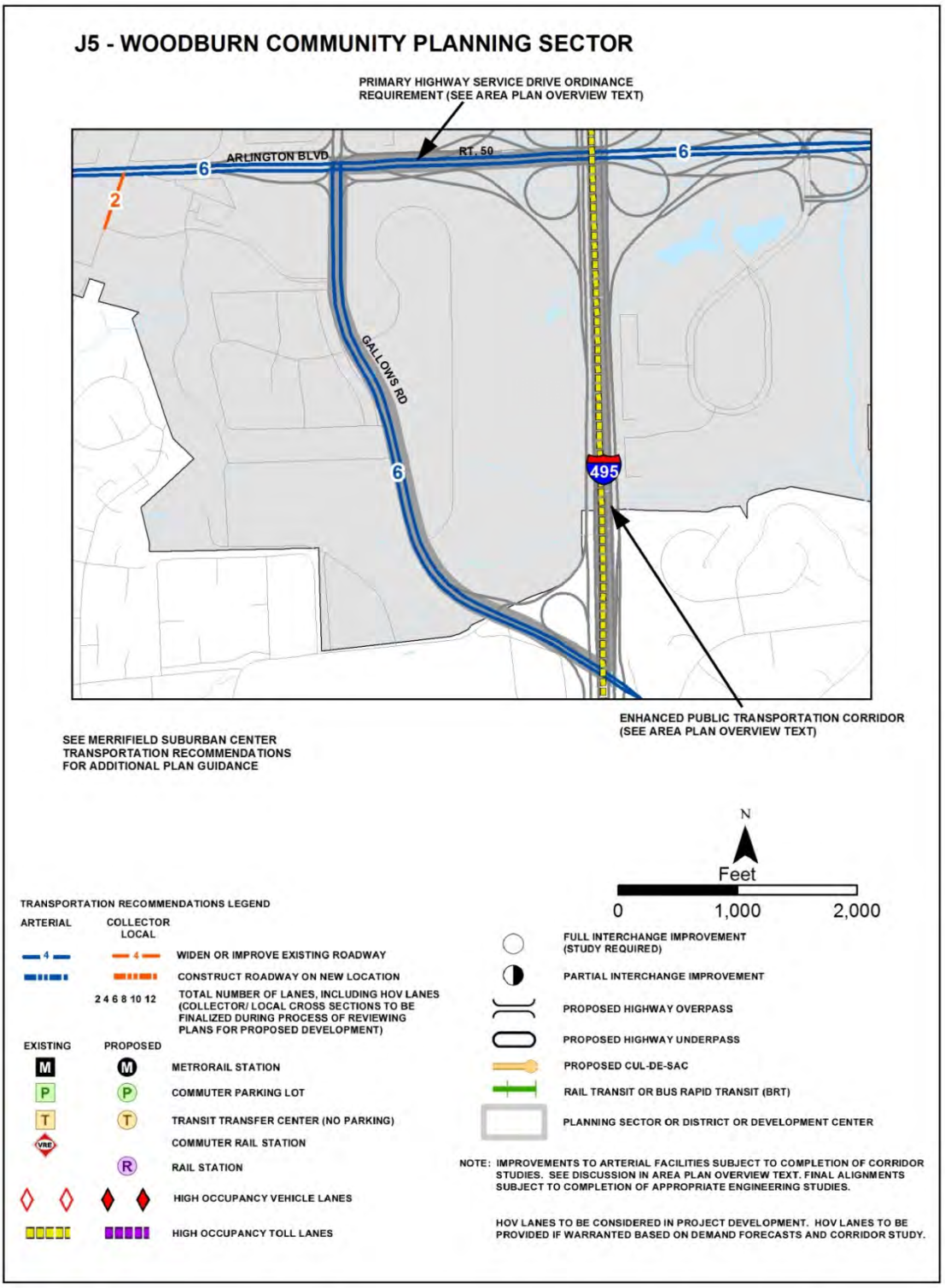
Trails and Bicycle Facilities

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.

## J5 WOODBURN COMMUNITY PLANNING SECTOR

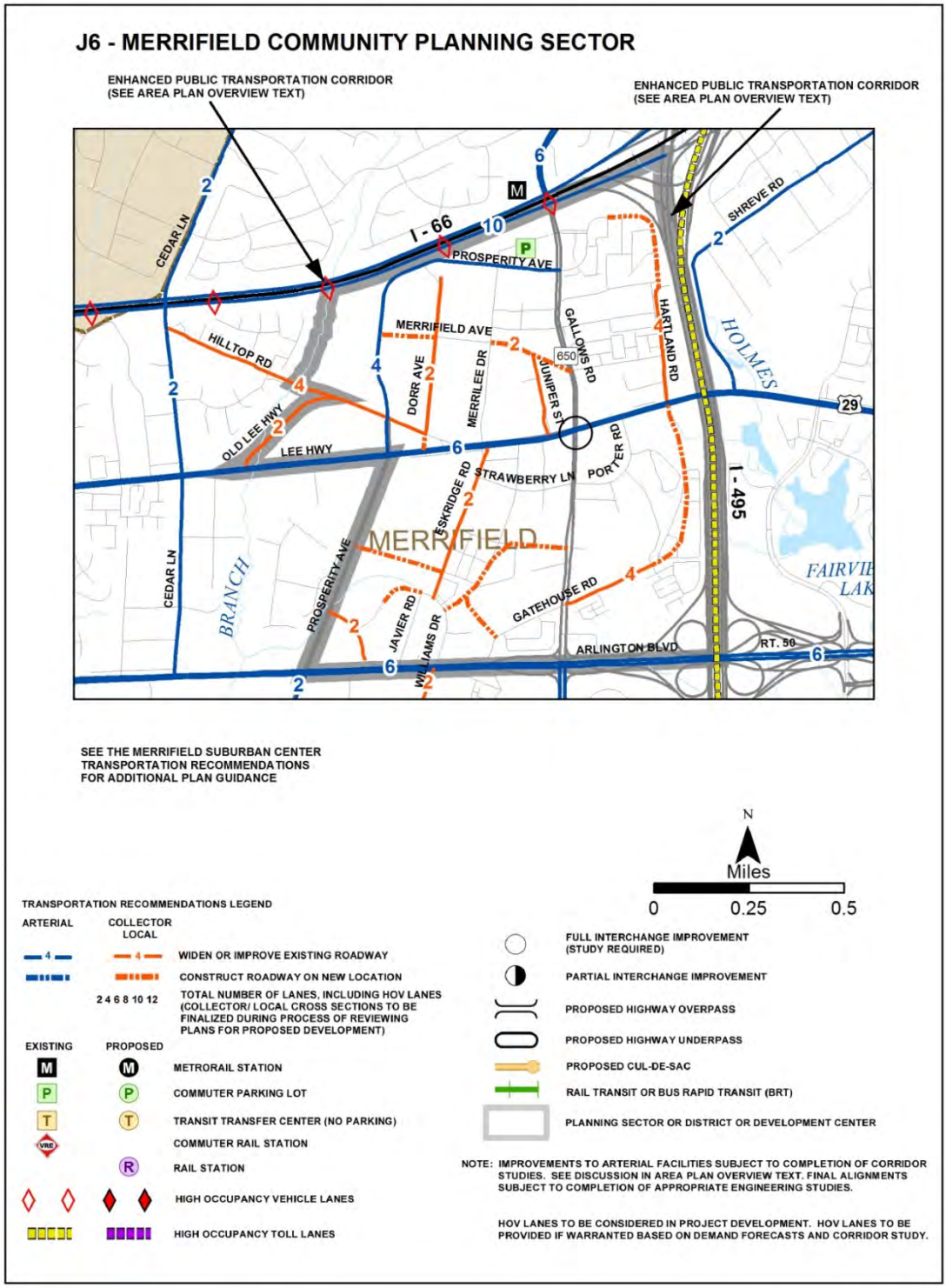
The Woodburn Community Planning Sector is entirely within the Merrifield Suburban Center. Plan Guidance for this area is included in the Merrifield Suburban Center section of the Area I volume of the Comprehensive Plan.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 21**

## J6 MERRIFIELD COMMUNITY PLANNING SECTOR

The Merrifield Community Planning Sector is entirely within the Merrifield Suburban Center. Plan guidance for this area is included in the Merrifield Suburban Center section of the Area I volume of the Comprehensive Plan.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 22**

**FIGURE 23**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J6**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | Urban parks should be provided in conjunction with commercial development. |
| DISTRICT PARKS: | This sector lies within the service area of Annandale District Park. |
| COUNTYWIDE PARKS: | Protect the Long Branch EQC in the southwestern portion of this sector through dedication of open space easements on privately owned land where feasible. |

## J7 PINE SPRING COMMUNITY PLANNING SECTOR

### CHARACTER

The Pine Spring Community Planning Sector is bounded by Lee Highway (Route29) to the north, Graham Road to the east, Arlington Boulevard (Route 50) to the south, and the Capital Beltway/Interstate 495 (I-495) on the west. The western portion of the sector is part of the Merrifield Suburban Center. Plan recommendations for the Merrifield Suburban Center are included in that section of the Area I volume of the Comprehensive Plan.

Much of the planning sector has already been developed, predominantly with stable single-family residential neighborhoods. The shopping center at the northwest quadrant of the intersection of Arlington Boulevard and Graham Road is bounded by multifamily use. Other commercial uses in the planning sector are located at the southwest corner of the Graham Road and Lee Highway intersection, and along Lee Highway to the west. Additional multifamily residential development is located along Lee Highway.

The only stream valley in this sector is Holmes Run, located within the Merrifield Suburban Center.

This sector consists of older neighborhoods which were developed in a manner that was less destructive of the natural landscape. Therefore, there is a possibility that portions of historic and prehistoric archaeological sites have survived. The development of Fairview Park in the Merrifield Suburban Center produced significant prehistoric and historic resources; additional resources may have survived in open space areas of the development.

#### Jefferson Village Conservation Area

On August 2, 1982, the Board of Supervisors approved a conservation plan for the Jefferson Village apartment complex. The adopted conservation area is generally bounded by Arlington Boulevard on the south, Allen Street and Rogers Drive on the west, Elmwood Drive and Tyler Avenue on the north, and Graham Court and the Graham Road Elementary School on the east. The objectives of the conservation plan include the development of an aesthetically pleasing residential neighborhood and an improved housing supply to provide residents with the opportunity for a decent, safe, and sanitary dwelling unit within their income means (see Figure 24: General Locator Map.).

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Pine Spring Planning Sector develop as Suburban Neighborhoods.

### RECOMMENDATIONS

#### Land Use

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

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

Figure 24 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. The planned land use options for a portion of this sector are contained in the Merrifield Suburban Center (Land Unit I) section of the Plan.

2. Ensure a substantial barrier within Land Unit I (See Merrifield Suburban Center for recommendations) of the existing tree cover along the present edge of stable development and provide pedestrian access points from residential areas to the Holmes Run Stream Valley Park. [Not shown]

3. Preserve the stable residential character along the Arlington Boulevard corridor as far east as the present shopping center in the northwest quadrant of the Graham Road/Arlington Boulevard intersection. [Not shown]

4. An overall objective for the Lee Highway corridor should be to consolidate existing commercial areas, provide transitional uses as buffers to the existing stable residential areas, and limit the number of access points onto Lee Highway by coordinating access to commercial areas. [Not shown]

5. The Lee-Graham Shopping Center is planned for community-serving retail uses up to .35 FAR.

6. The parcels fronting on the south side of Lee Highway between Stuart Street and Lawrence Drive (West Falls Church Outlet Center) are planned for community-serving retail use up to .35 FAR.

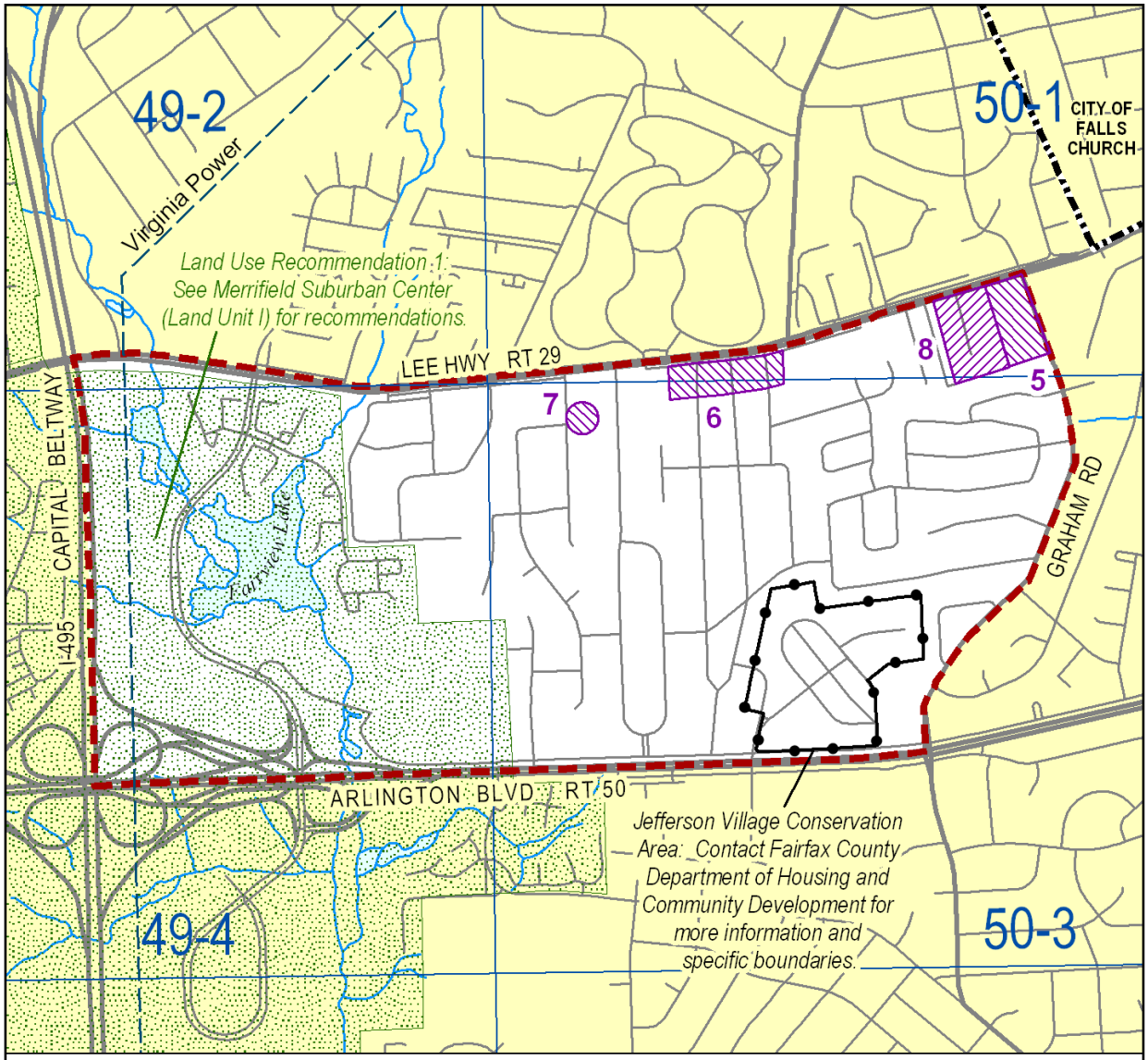
7. The parcels fronting on the east side of Meadow View Road and Lee Highway (Tax Map 50-3((18))1 and 2) are planned for low-rise office uses up to .25 FAR. Any redevelopment of this site should provide substantial buffering to the surrounding residential areas. There should be no further expansion of commercial uses in this area that could encroach upon adjacent residential uses.

8. Parcel 50-1((1))50 is planned for private recreation. As an option, approximately 2.5 acres of the parcel, including frontage on Lee Highway may be appropriate for residential development at 8 to 12 dwelling units per acre under the following conditions:

   - If townhouses are developed on this portion of the site, the low end to the mid-point of the planned density range is appropriate. To exceed the mid-point of the range, garden apartment type development should be provided to better ensure compatibility with existing uses. Under any scenario, active recreation facilities should be provided to serve the residents.

   - The recreation club is retained and should provide recreation use for residents.

   - Access to the residential development and private recreation should be configured to minimize access points on Lee Highway; interparcel access to the adjacent properties is desirable if feasible.




**J7-Pine Spring Community Planning Sector**
**Land Use Recommendations**
**General Locator Map**

**Land Use Recommendation. Number corresponds to recommendation in text.**

**1500 FEET**

MAP PREPARED BY DPZ

**FIGURE 24**

- Effective screening and buffering to adjacent uses should be provided as appropriate.

Transportation

Transportation recommendations for this sector are shown on Figure 25. 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

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.

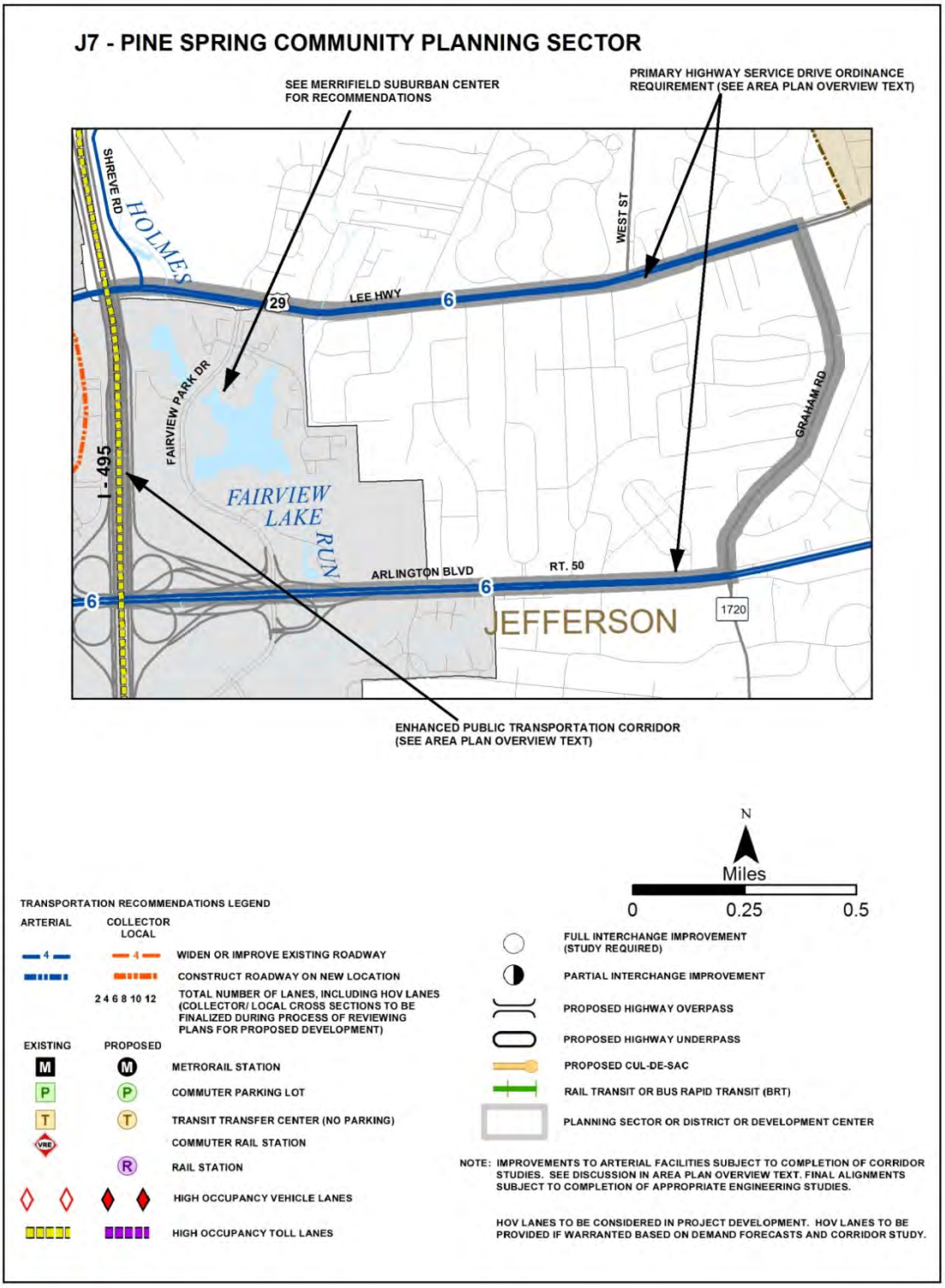
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 26. 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.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 25**

**FIGURE 26**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J7**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Pine Spring | |
| Tyler | |
| | Neighborhood Park facilities should be provided in conjunction with new residential development or redevelopment. |
| DISTRICT PARKS: | |
| | This sector is in the service area of Annandale District Park. |
| COUNTYWIDE PARKS: | |
| Holmes Run Stream Valley | Ensure protection of EQC and public access to stream valley park through acquisition and/or donation of open space easements on privately owned land in accordance with Fairfax County Park Authority stream valley policy. Complete development of countywide stream valley trail. |

## J8 SHREVE-WEST COMMUNITY PLANNING SECTOR

### CHARACTER

The Shreve-West Community Planning Sector is bounded by Shreve Road and the Washington and Old Dominion Railroad (W&OD) Regional Park on the north, the Capital Beltway/Interstate 495 (I-495) on the west, Lee Highway (Route 29) to the south and the City of Falls Church on the east.

The planning sector is characterized by stable low density, single-family residential areas south of Shreve Road and west of the City of Falls Church. The western portion of the sector includes the Jefferson District Park, the Holmes Run Stream Valley and associated Environmental Quality Corridor. These uses provide a transition to higher intensity uses along Lee Highway. Jefferson District Park also serves as a buffer between the medium density residential uses north of Lee Highway and I-495.

National Memorial Park and King David Memorial Gardens cemeteries are located in the central portion of this sector. Medium density residential, commercial and industrial uses are located along Lee Highway. Other multifamily complexes, Timberlane Village Garden, Lee Oaks and the Glen, lie farther east along Lee Highway. West of the Hollywood Road Lee Highway intersection is a mix of uses: an industrial parcel developed as a commercial storage facility, a shopping center, and associated strip commercial development. Low density residential development characterized by single-family detached houses is located along Mary Street.

Branches of both Tripps Run and Holmes Run traverse this planning sector. The western half of this sector contains dispersed neighborhoods. National Memorial Park cemetery and Jefferson Golf Course offer a moderate potential for heritage resources. Few heritage resources surveys have been done in this planning sector. Identified historic sites in this sector include the Fountain of Faith in the National Memorial Park, created by the Swedish sculptor, Carl Milles, as well as Long View, the house of James Wren, architect of Pohick Church, the Falls Church, and the 1800 Fairfax County Courthouse. The Fountain of Faith and Long View are listed in the County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of Shreve-West Planning Sector develop as Suburban Neighborhoods.

### RECOMMENDATIONS

#### Land Use

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

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

Figure 27 indicates the geographic location of land use recommendations for this sector.

1. The area fronting on Lee Highway, bounded by Hollywood Road and Hyson Lane is planned for various uses as follows:

   A. The parcels fronting Lee Highway, between Fallfax Drive and Hyson Lane and abutting commercially zoned parcels are planned for community-serving retail uses up to .35 FAR.

   B. In the northwest and northeast quadrants of the intersection of Lee Highway and Fallfax Drive, Parcels 49-2((1))97, 50-1((1))28 and 49-2((9))1A, 1B, 1C, 2, 2A, 2B and 3 are planned for neighborhood-serving retail uses up to .25 FAR. Adjacent parcels to the north, Parcels 49-2((9))4, 5, 6 and 50-1((1))26, are planned for light industrial uses up to .30 FAR. A substantial screened buffer should be provided along the northern boundary of the area planned for light industrial uses adjacent to the residentially planned area to the north.

   C. The parcels fronting on Mary Street (Tax Map 49-2((11))3-5, 6A, 6B, 7A, 8, 9, 14-16) are planned for residential use at 2-3 dwelling units per acre. As an option, residential use at 5-8 dwelling units per acre may be appropriate to be compatible with adjacent uses if full parcel consolidation is achieved and environmentally sensitive lands are preserved.

   Remaining vacant, commercially-zoned parcels along Lee Highway should develop as zoned, and be coordinated with existing local-retail activity.

Transportation

Transportation recommendations for this sector are shown on Figure 28. 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

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.

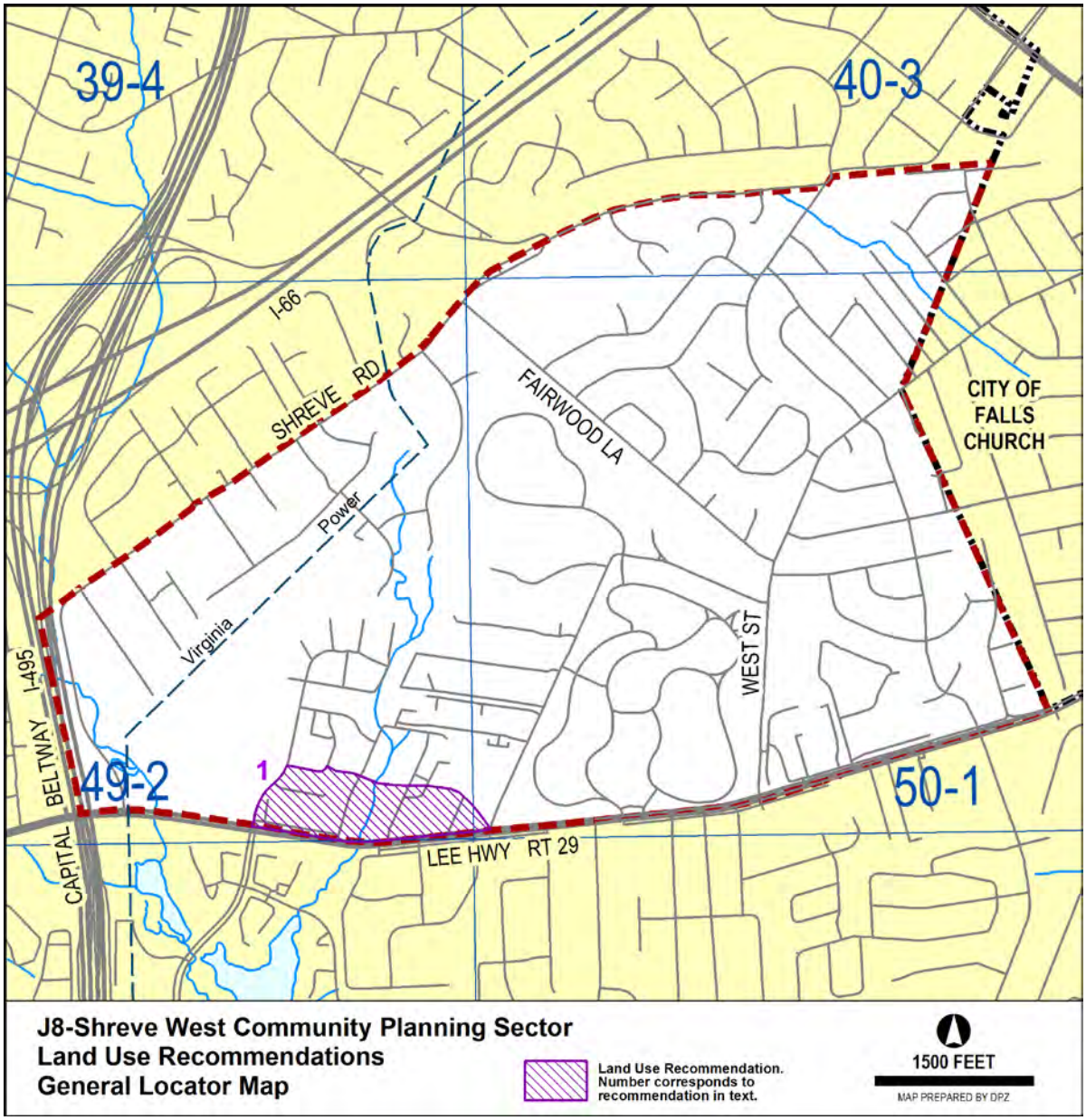
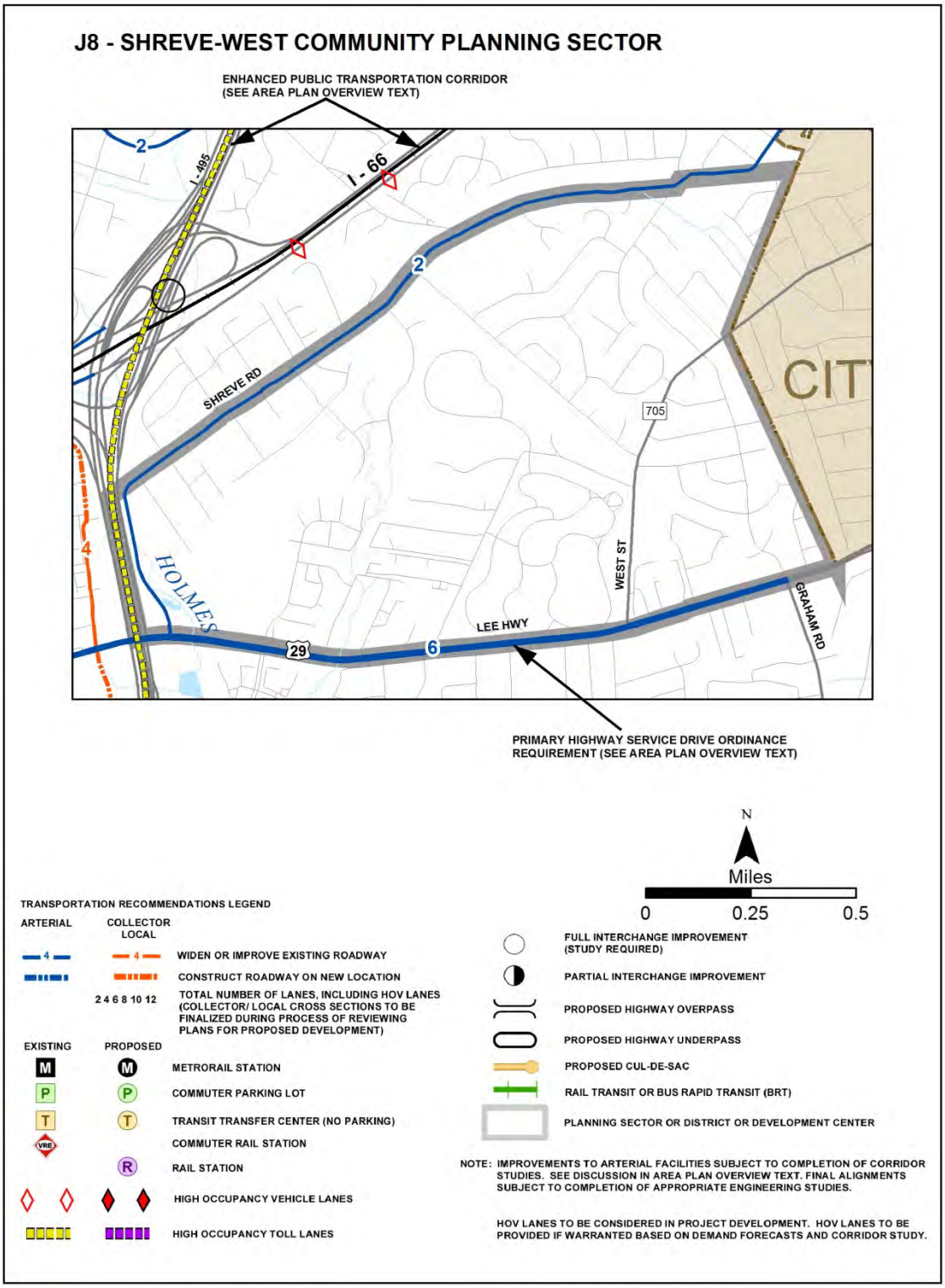

39-4
40-3
I-66
SHREVE RD
FAIRWOOD LA
CITY OF FALLS CHURCH
Power
Virginia
WEST ST
I-495
BELTWAY
CAPITAL
49-2
1
50-1
LEE HWY RT 29
J8-Shreve West Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1500 FEET
MAP PREPARED BY DPZ

**FIGURE 27**




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 28**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 29. 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 29**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J8**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Hollywood Road | Neighborhood Park facilities should be provided in conjunction with new residential development. |
| Lee Landing | Initiate a master planning process and develop in accordance with approved plan. |
| COMMUNITY PARKS: | Consider acquisition of land adjacent to school site on Shreve Road to expand and upgrade existing active recreation facilities. |
| DISTRICT PARKS: | A portion of this sector lies within the service area of Annandale District Park. |
| COUNTYWIDE PARKS: | |
| Jefferson Park and Golf Course | |
| Holmes Run Stream Valley | Protect EQC through dedication, donation, or acquisition of open space easements with provision for public access through privately owned portions of Holmes Run stream valley in accordance with FCPA policy. Complete trail development of countywide stream valley trail. |
| REGIONAL PARKS: | |
| W&OD Railroad | Wayside parks should be dedicated or purchased. Complete development in accordance with approved master plan. |

## J9 GREENWAY VILLAGE COMMUNITY PLANNING SECTOR

### CHARACTER

The Greenway Village Community Planning Sector is bounded by Lee Highway (Route 29) on the north, Tripps Run Stream Valley on the east, Arlington Boulevard (Route 50) on the south, and Graham Road to the west. This planning sector is predominantly developed with single-family detached houses, within stable neighborhoods.

Retail, office uses and churches are located in a strip along Lee Highway. Other commercial development is located at the intersection of Graham Road and Arlington Boulevard.

The Tripps Run Stream Valley forms the eastern boundary of the planning sector and is channelized along the entire length of this sector. Stands of mature trees and varied topography, especially in the western portion of the planning sector, are of environmental and aesthetic significance.

The older neighborhoods in the sector were developed with minimal destruction to the original landscape. In these areas, historic and prehistoric archaeological sites may have survived.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of the Greenway Village Planning Sector develop as Suburban Neighborhoods.

### RECOMMENDATIONS

#### Land Use

The Greenway Village sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Policy 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 30 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. The entire Arlington Boulevard service drive frontage is developed and should remain in single-family residential use. Requests for special exception or special use permit uses for commercial-type use in this area should be carefully evaluated to ensure that they will not lead to commercial encroachment in the area. [Not shown]

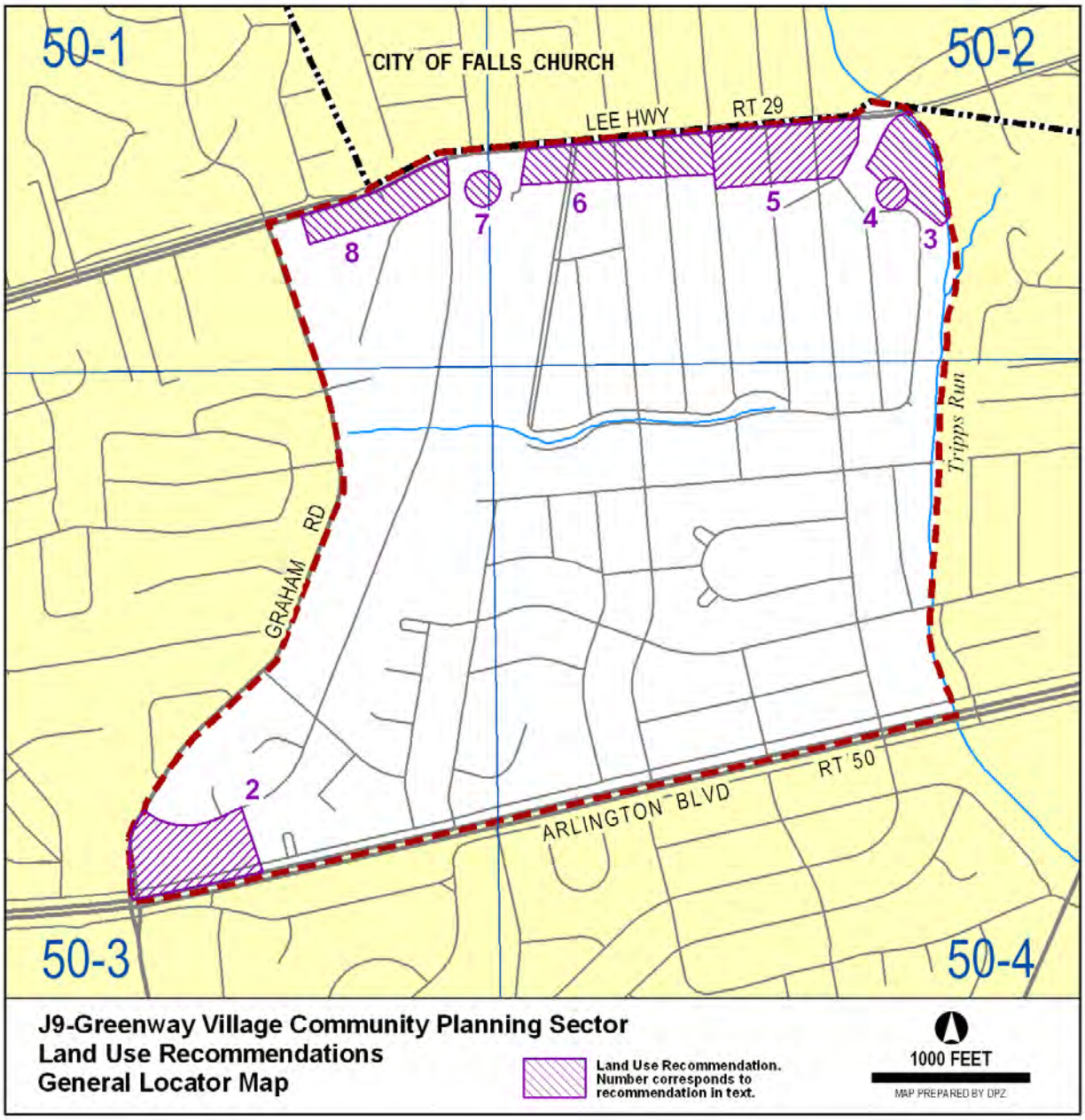

50-1
50-2
50-3
50-4
CITY OF FALLS CHURCH
LEE HWY
RT 29
GRAHAM RD
ARLINGTON BLVD
RT 50
Tripps Run
2
3
4
5
6
7
8
J9-Greenway Village Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1000 FEET
MAP PREPARED BY DPZ

**FIGURE 30**

2. The commercial area in the northeastern quadrant of the Graham Road/Arlington Boulevard intersection is planned for community-serving retail uses up to .35 FAR with effective buffering to the abutting single-family residential units. Special use permits and special exceptions in the residential areas should be carefully evaluated to ensure that they will not lead to commercial encroachment.

3. The area between Tinners Hill Road and Cavalier Trail, consisting of Tax Map parcels 50-2((1))1-5 and 6A, fronting on Lee Highway is planned for community-serving retail uses up to .35 FAR. As a development option, townhouse-style office use up to .50 FAR may be appropriate if the following conditions are met:

   - Consolidation of Parcels 50-2((1))3, 4, 5, and 6A; and

   - Height of the structures not to exceed 40 feet.

4. The tract along the north side of Bolling Road (Tax Map parcel 50-2((1))2), immediately south of the Falls Church Motel is planned for transitional low-rise office development up to .25 FAR.

5. The area west of Cavalier Trail, east of Greenway Boulevard fronting on the south side of Lee Highway is planned for neighborhood-serving retail uses up to .25 FAR. As an option, portions of this area may develop as townhouse office uses up to .35 FAR, if the following conditions are met:

   - Consolidation of parcels should be of the following configurations: parcels bounded by Cavalier Trail, Summerfield Road and Lee Highway; parcels bounded by Summerfield Road, Cameron Road and Lee Highway; parcels bounded by Cameron Road, Greenway Boulevard and Lee Highway;

   - Height of the structures should not exceed 40 feet; and

   - A brick wall should be provided along the rear lot lines to serve as a buffer between the adjacent residentially planned areas and to screen parking. Parking should be in the rear of the structures, not along Lee Highway.

   Under any redevelopment option there should be no further expansion of the commercial area into the adjacent residentially planned areas to the south and west.

6. Parcels fronting on Route 29 west of Greenway Boulevard, extending to Goodwin Court are planned for residential use with an alternative for the existing structures to be adaptively reused for office use. There should be no further expansion of commercial uses into the adjacent residentially planned areas to the south or along the Lee Highway frontage.

7. The area around Goodwin Court is planned for neighborhood-serving commercial uses at .25 FAR with neighborhood-serving retail or office use on Parcel 50-2((2))A and neighborhood-serving office uses on Parcels 50-2((2))1A, 1B and B. No expansion of these uses should be permitted into the adjoining residential neighborhoods.

8. Given the development of townhouse office uses on the tract in the southeast quadrant of Lee Highway and Graham Road, Parcels 50-1((18))1-15 are planned for office uses. The three parcels immediately to the east of the office development (Tax Map 50-1((1))55, 50-

1((10))7 and 8) are planned for residential uses at 4-5 dwelling units per acre. The upper end of the density range should be considered only if the following conditions are met:

- Provision of an adequate screening open space buffer adjacent to the stable residential uses to the east and southeast; and

- Provision of the only vehicular access to the parcels via Lee Highway at a point in elevation which will minimize any potential safety hazard.

Transportation

Transportation recommendations for this sector are shown on Figure 31. 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

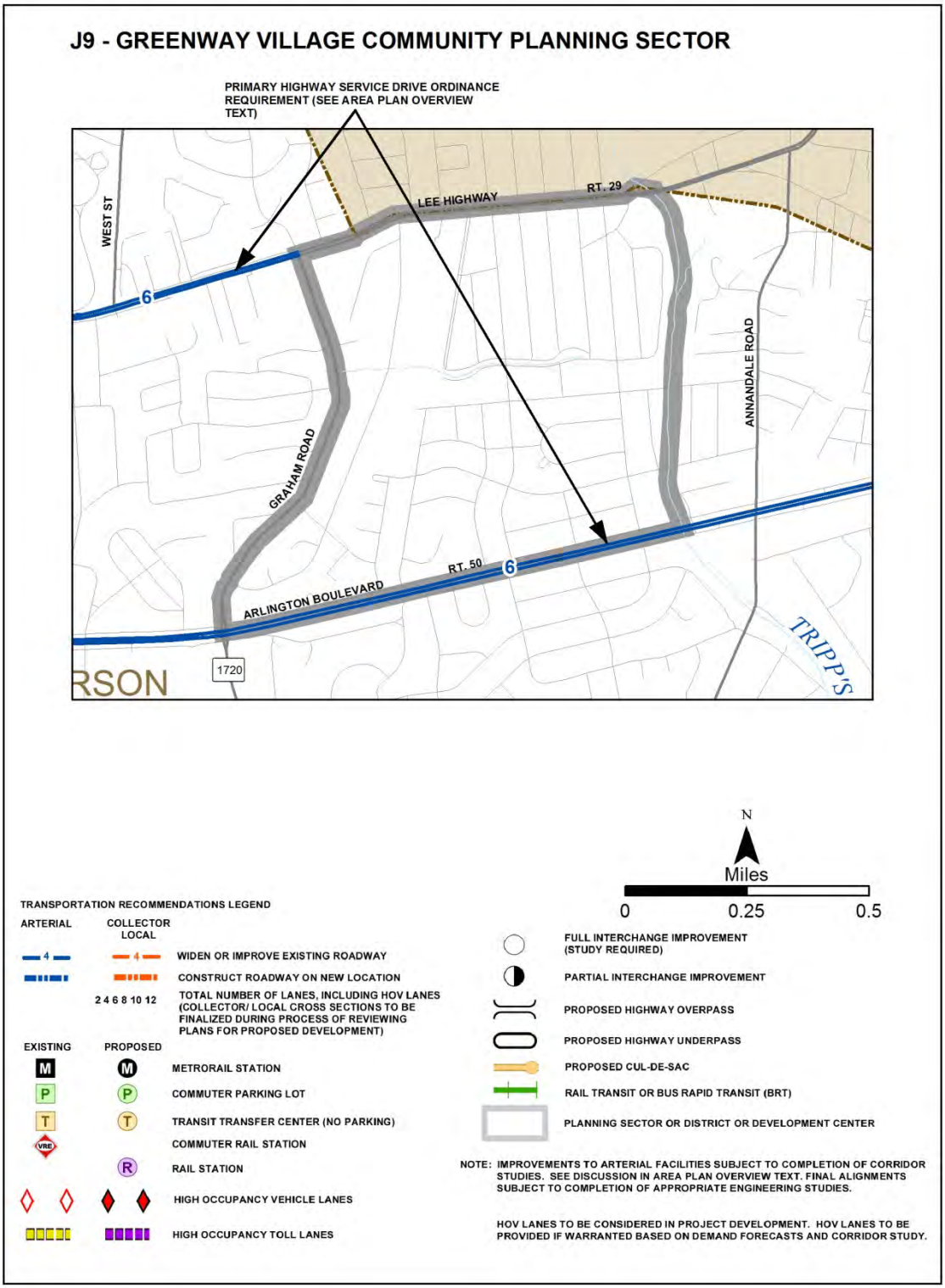
Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage 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 32. 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.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 31**

**FIGURE 32**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J9**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | |
| Greenway Downs | Develop in accordance with approved master plan. |
| COMMUNITY PARKS: | |
| Jefferson Village | |
| Devonshire | Upgrade existing facilities at Devonshire Park to meet active recreation needs. |
| DISTRICT PARKS: | This sector lies within the service area of Annandale and Mason District Parks. |
| COUNTYWIDE PARKS: | |
| Tripps Run Stream Valley | Protect the EQC of Tripps Run through donation of open space easements on privately owned land where feasible. |

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.

# J10 JEFFERSON NORTH COMMUNITY PLANNING SECTOR

## CHARACTER

The Jefferson North Community Planning Sector is bounded by Leesburg Pike (Route 7) on the north, the City of Falls Church on the east, Shreve Road and the Washington and Old Dominion (W&OD) Railroad Regional Park on the south and the Capital Beltway/Interstate 495 (I-495) on the west. A portion of the Tysons Corner Urban Center lies within this sector. Plan recommendations for this area are included in the Area II volume of the Comprehensive Plan.

The Route 7 corridor has a different character than most of the planning sector which is developed as single-family residential uses. Fronting on Leesburg Pike is a mixture of uses consisting of high-rise and garden apartments, townhouses, offices, and retail establishments. The eastern end of the Route 7 corridor near the City of Falls Church contains a mixture of townhouses, and miscellaneous commercial uses.

This planning sector is located in the headwater regions of two major watersheds: Cameron Run and Pimmit Run. Highly erodible soils are present especially in the central portion of the sector. The Tripps Run and Pimmit Run Environmental Quality Corridors begin in this sector; the Holmes Run Environmental Quality Corridor includes land within the southwestern portion of this sector. All streams in this sector ultimately flow into the Potomac River.

The Idylwood Road area of this sector is an older community located in the Tysons Coastal Plain geological formation. Historic structures and archaeological resources as well as prehistoric period sites have been found in that area. There are several important structures dating from the 19th century in this sector including Highland View, which is listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Jefferson Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

## CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of the Jefferson North Planning Sector develop as Suburban Neighborhoods.

## RECOMMENDATIONS

### Land Use

The Jefferson North sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Policy 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 33 indicates the geographic location of land use recommendations for this sector.

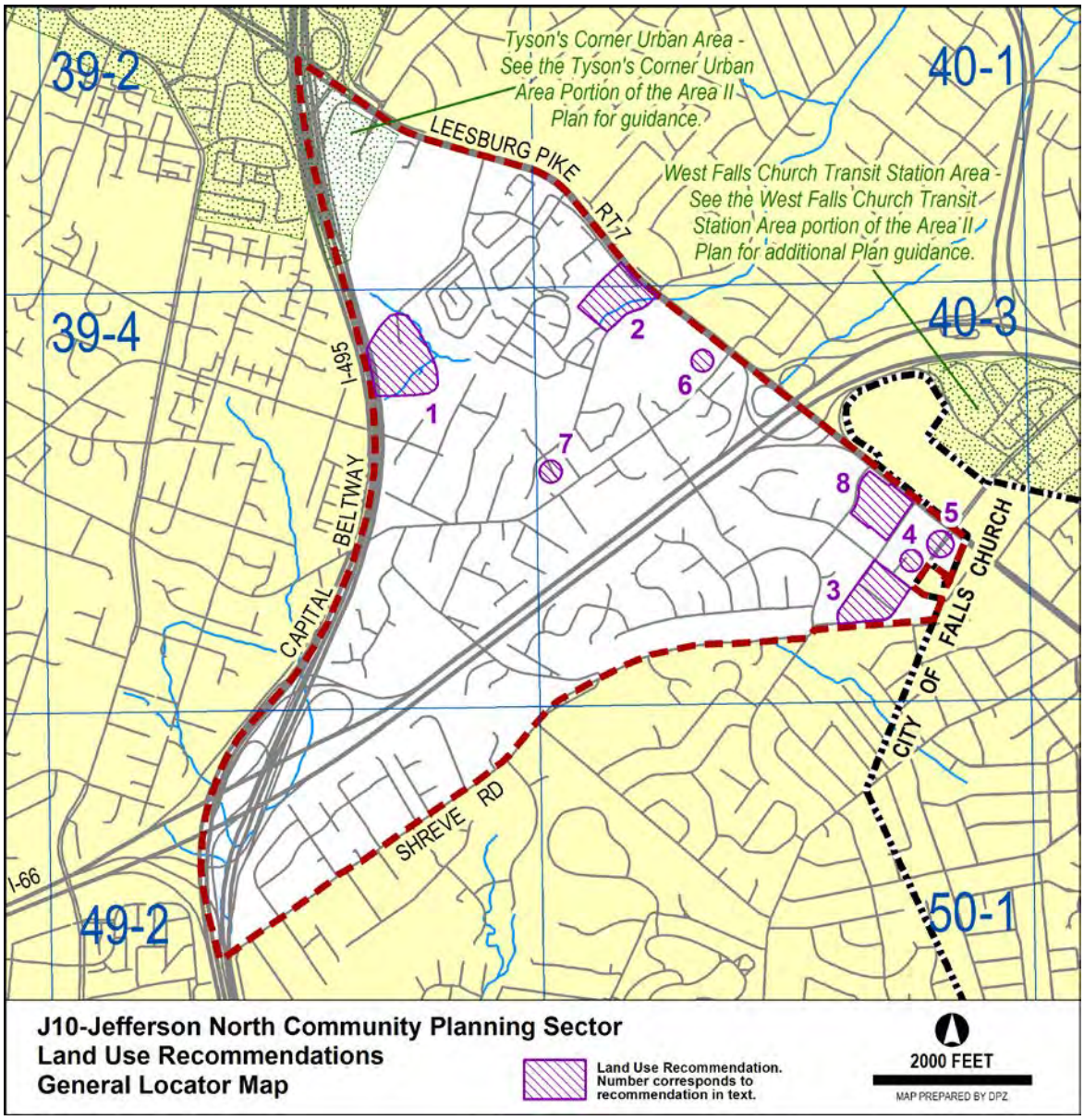

39-2
40-1
39-4
40-3
49-2
50-1
Tyson's Corner Urban Area - See the Tyson's Corner Urban Area Portion of the Area II Plan for guidance.
West Falls Church Transit Station Area - See the West Falls Church Transit Station Area portion of the Area II Plan for additional Plan guidance.
LEESBURG PIKE
RT 7
I-495
CAPITAL BELTWAY
SHREVE RD
I-66
CITY OF FALLS CHURCH
1
2
3
4
5
6
7
8
J10-Jefferson North Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
2000 FEET
MAP PREPARED BY DPZ

**FIGURE 33**

To achieve stabilization of the Route 7 corridor through infill compatible with existing high density residential and commercial uses:

1. The tract along the east side of I-495 south of George Marshall High School (Tax Map 39-4((1))178A) is planned for residential density not to exceed 332 units in the event that the following conditions are met:

   - Building heights should not visually affect adjoining low density residential development, and in no case should exceed ten (10) stories;

   - Site layout, development and acoustical treatment satisfactorily responds to the noise impacts from the Capital Beltway;

   - Substantial buffers of at least 200 feet are provided along the boundary with the adjoining single-family residential development, and an effective vegetative screening of the development along the western boundary adjacent to the Beltway should likewise be provided. The entire buffered area on the eastern and southern portions of the property should not be developed, built on, or used except in the event that the property adjacent to the buffered area is rezoned to a more intense density of use other than single-family residential. This condition should not prohibit within the buffered area the installation, construction and maintenance of utilities, including stormwater management facilities, necessary to site development or passive recreational features such as walking/jogging trails and/or picnic tables; and

   - There should be no building in the Pimmit Run floodplain, and clearing and grading should be limited to that necessary for the installation, construction and maintenance of utilities, stormwater management facilities, an access road, fence, masonry wall or passive recreational features such as walking/jogging trails and/or picnic tables designed to serve the site development.

2. Idylwood Shopping Center, located on Pimmit Drive, is planned for neighborhood-serving retail use up to .25 FAR. The parcels located at the southwest corner of Pimmit Drive and Leesburg Pike (Tax Map 40-3((1))1 and 1A) are planned for community-serving retail use up to .35 FAR.

3. The area bounded by Gordons Road, Shreve Road, and Chestnut Street is planned for residential use at 4-5 dwelling units per acre.

4. Parcel 40-3((1))114 fronting on the north side of Shreve Road immediately east of the Falls Place townhouse development is planned for townhouse office uses up to .25 FAR. Retail commercial use of the subject property should be considered appropriate only if substantial buffering and screening supplemented with landscaping is provided adjacent to the existing townhouse community in order to eliminate the adverse visual, noise and traffic impacts of retail activity.

5. The parcels fronting on the south side of Shreve Road, Parcels 40-3 ((1)) 108A, 110, 111, 111A, 111B, 111C, and Parcels 40-3 ((12)) 8A, 8B, 11, 13, are planned for neighborhood-serving commercial uses up to .25 FAR. Substantial screening should be provided along the area adjacent to residentially planned areas north of Shreve Road to minimize any adverse visual or noise impacts.

   The parcels fronting on the south side of Shreve Road, south of Gordons Road, Parcels 40-3 ((12)) 16, 116, 117, 118, 118A, 119 and north of the W&OD Regional Park, are planned

for coordinated low-rise office use (transitional low-rise office -- limited office), well buffered from the residential community north of Shreve Road.

6. Parcels along Leesburg Pike west of Idylwood Road (Tax Map 40-3((1))6, 7, 7A and 9) are planned for residential development at 16-20 dwelling units per acre with consolidation of all four parcels. Unless fully consolidated, these parcels are only suitable for low density residential development due to their small size and access constraints to Leesburg Pike. Future development should be oriented away from Leesburg Pike and integrated with the slopes of the site. A service road should connect and access the site to Idylwood Road as far away from Leesburg Pike as possible.

   Special attention should be given to pedestrian amenities which allow access to the Metro station. Residential infill development should be compatible with adjacent development and, where appropriate, because of site difficulties, be clustered. Commercial properties should attempt to provide a more uniform frontage and should minimize curb cuts to avoid the negative elements of strip development.

7. Parcels north of Idylwood Road near Pimmit Drive (Tax Maps 40-3((1))15, 16, 17, 18 and 39-4((1))198 and 199) are planned for residential use at 2-3 dwelling units per acre. As an option, these parcels, if fully consolidated, may be considered for single-family detached housing at 3-4 dwelling units per acre. As an alternative, a portion of the subject property may be developed with an assisted living facility for the elderly provided the following conditions are met:

   - The assisted living facility should be located on the northern portion of the subject property and encompass approximately 5 acres; and should not exceed .35 FAR which is to be calculated only on that portion of the subject property where the assisted living facility is to be located;

   - A minimum 50 foot landscaped buffer area should be provided between the assisted living facility and the existing low density residential area to the west. In addition, the storm water management facility should be visually screened from any existing residential areas and should provide, at a minimum, a 35-foot landscaped buffer area;

   - Development on the remainder of the subject property should be single-family detached at 3-4 dwelling units per acre, with the maximum number of single-family dwelling units to be limited to 25 units;

   - The minimum lot size for single-family detached units on the west and south of the subject property, adjacent to existing single-family detached housing and Idylwood Road, should be 8,800 square feet; and

   - Pedestrian walkways (sidewalks and trails) should connect all portions of the development to Idylwood Road and Pimmit Drive.

8. The area south of Leesburg Pike between Dale Drive and Chestnut Street (Tax Map Parcels 40-3 ((1))99, 100, 101, 102; 40-3((5))23, 24; 40-3((7))1, 2, 3, 4; and 40-3((8))A) is planned for residential use at 7-8 dwelling units per acre. This area should be fully consolidated and developed in a manner that meets the following conditions:

   - The site layout achieves effective transitions to the existing residential neighborhoods.

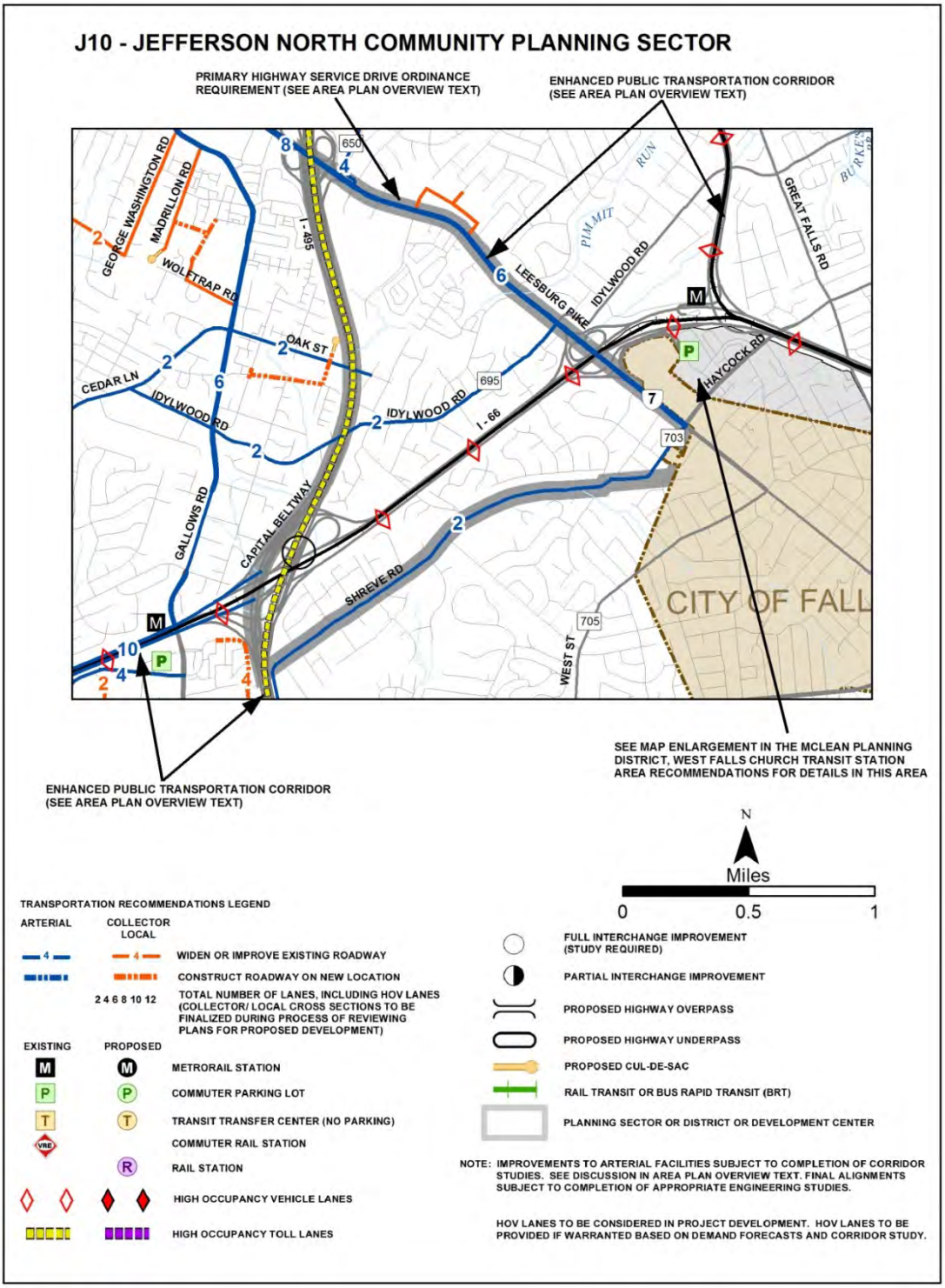
- There is no new vehicular access to Leesburg Pike.
- An attractive appearance and streetscape is provided along Leesburg Pike, Chestnut Street, and Dale Drive.
- To help address existing drainage problems, effective stormwater management and best management practices (BMPs) beyond minimum Public Facilities Manual (PFM) requirements and Low Impact Development (LID) techniques are provided; it is acknowledged that the provision of such measures may conflict with tree preservation and/or the provision of a public park. In such instances, new plantings are preferred over preservation as the primary means to comply with tree canopy requirements.
- Where new tree plantings are utilized in lieu of preservation, the development exceeds the minimum 10-year canopy requirements in the PFM.
- Noise impacts from Leesburg Pike are effectively mitigated.
- Expands the existing roadway network to increase connectivity, allows for efficient internal circulation, disperses cut-through traffic and minimizes negative effects on the surrounding roadway network.

Transportation

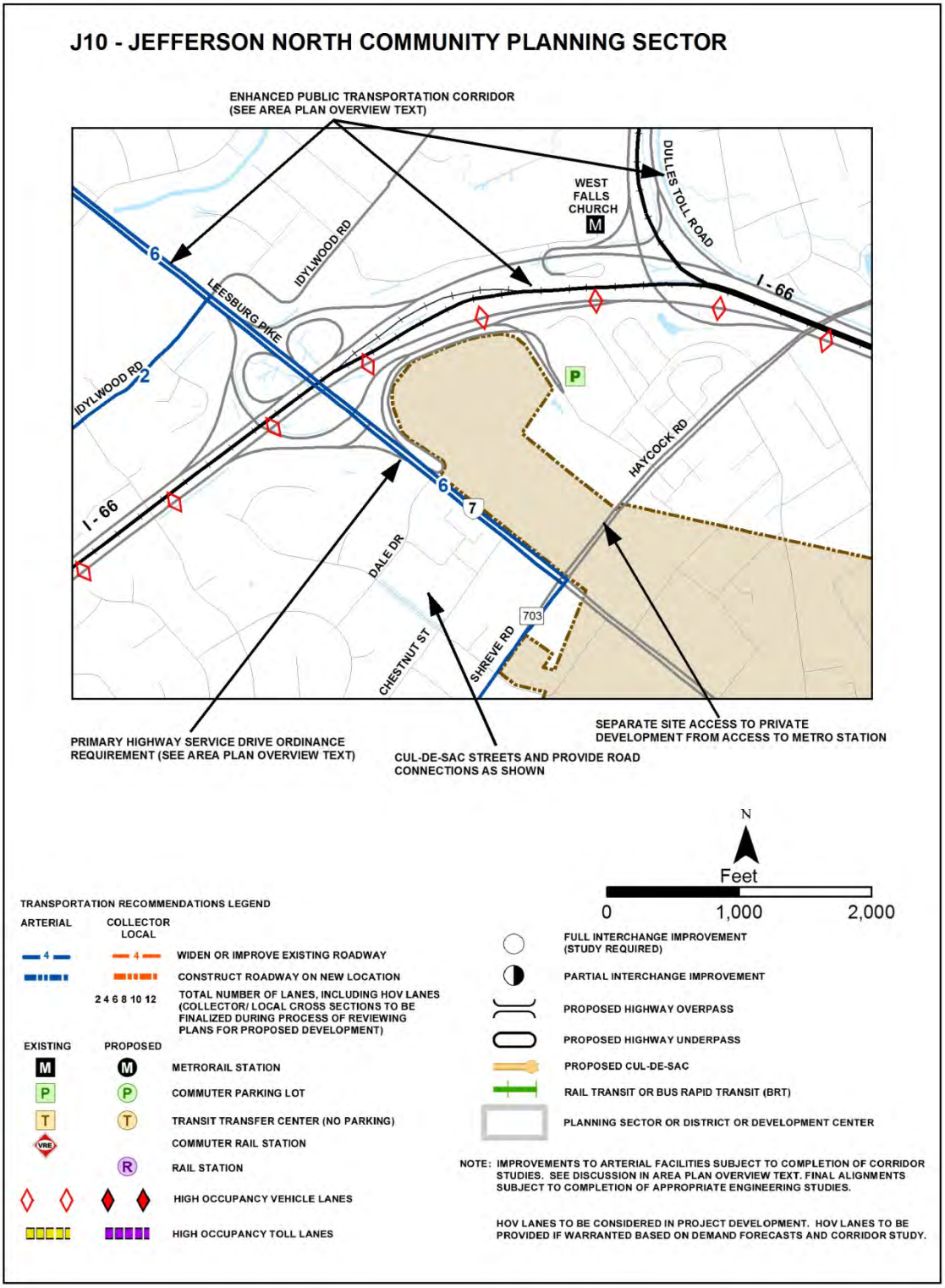
Transportation recommendations for this sector are shown on Figures 34 and 35. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations 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. The eastern portion of the planning sector along Leesburg Pike and Shreve Road is in proximity to the West Falls Church Metro Station. In order to improve pedestrian connectivity, a signalized pedestrian crossing of Leesburg Pike or other pedestrian facility should be considered between Interstate 66 (I-66) and Chestnut Street. Bicycle and pedestrian facilities should be provided along Leesburg Pike and Shreve Road and should be coordinated with the redevelopment of parcels along these roadways.

Heritage Resources

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 34**




**WEST FALLS CHURCH TRANSIT STATION AREA TRANSPORTATION RECOMMENDATIONS** **FIGURE 35**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 36. 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 36**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J10**

| PARK CLASSIFICATION | RECOMMENDATIONS |
|---|---|
| NEIGHBORHOOD PARKS: | Neighborhood park facilities should be provided in conjunction with new residential development. |
| COMMUNITY PARKS: | |
| Idylwood | Develop in accordance with approved master plan. |
| DISTRICT PARKS: | This sector is not served by an existing District Park. |
| REGIONAL PARKS: | |
| W&OD Railroad | Wayside parks should be dedicated or purchased. Complete development in accordance with approved master plan. |