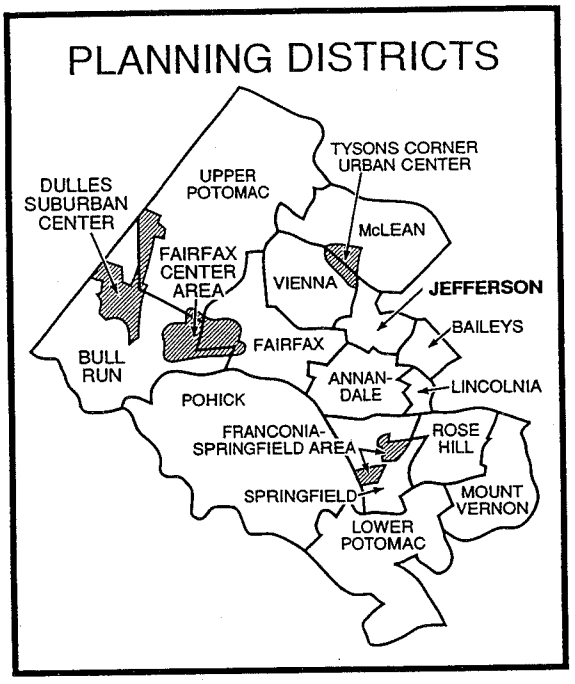
JEFFERSON PLANNING DISTRICT

Consisting of:

Merrifield Suburban Center
- Dunn Loring Transit Station Area
- Merrifield Area
- Route 50/I-495 Area

J1 - Hillwood Community Planning Sector
J2 - Sleepy Hollow Community Planning Sector
J3 - Westlawn Community Planning Sector
J4 - Walnut Hill Community Planning Sector
J5 - Woodburn Community Planning Sector
J6 - Merrifield Community Planning Sector
J7 - Pine Spring Community Planning Sector
J8 - Shreve-West Community Planning Sector
J9 - Greenway Village Community Planning Sector
J10 - Jefferson North Community Planning Sector



JEFFERSON PLANNING DISTRICT

OVERVIEW

The Jefferson Planning District is bounded by the Falls Church City line on the northeast, by Leesburg Pike (Route 7) on the north, I-495, the Long Branch stream valley, Prosperity Avenue and Gallows Road on the west and the Holmes Run Stream Valley on the south. The district includes a portion of the West Falls Church Transit Station Area and the Merrifield Suburban Center. A map of the Jefferson Planning District is presented on Figure 102.

The Jefferson Planning District is composed primarily of stable single-family residential neighborhoods, with a sizable number of multi-family residential units along major transportation corridors. The district is transected by two major thoroughfares -- Arlington Boulevard (Route 50) and Lee Highway (Route 29), and by two interstate highways -- I-495 and I-66. Commercial activity has, in large part, located in and around the intersections of these major thoroughfares. The district also includes the Merrifield and Fairview Park areas, which are included in the Merrifield Suburban Center.

The population of the Jefferson District was 41,000 in 1970 and 38,100 in 1980. Total population was 42,859 in January 1990, excluding the population of the Dunn Loring Transit Station Area.

CONCEPT FOR FUTURE DEVELOPMENT

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

The Concept for Future Development recommends that the Merrifield Suburban Center be comprised of the Merrifield Area and the Route 50/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 between I-66, Arlington Boulevard (Route 50), the Capital Beltway (I-495), and Prosperity Avenue. A portion of the area is located in the Vienna Planning District, Sector V1. The Route 50/I-495 Area is generally bounded by Lee Highway on the north, Prosperity Avenue on the west, Gallows Road on the south and Holmes Run on the east. The Concept for Future Development does not designate a core area for the Merrifield Suburban Center.

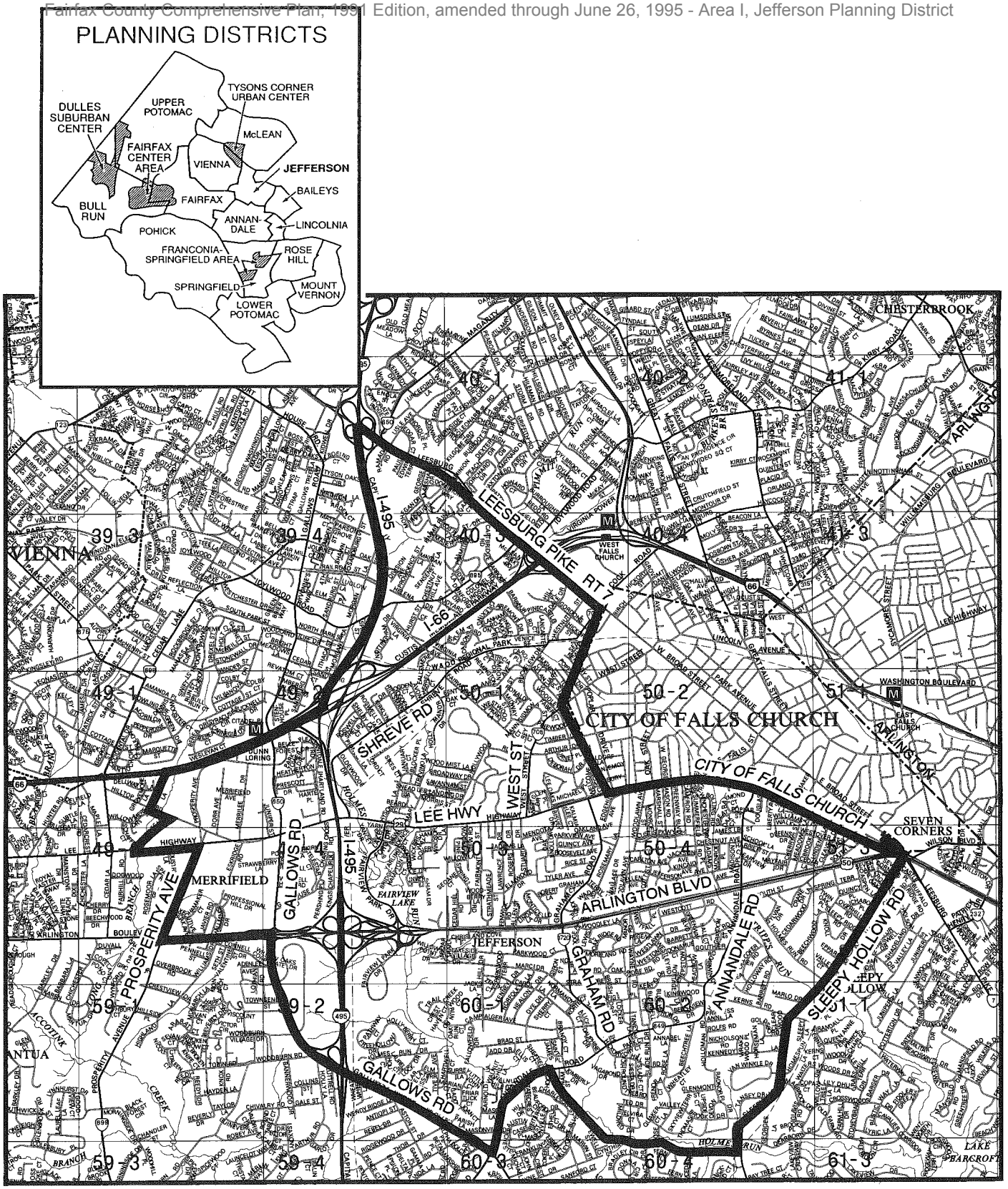
A portion of the Seven Corners Community Business Center is also within the Planning District and is generally located near Hillwood Avenue, Route 50 and Sleepy Hollow Road. Community Business Centers include retail, office, cultural and residential uses in a community-scale, pedestrian-oriented setting. A portion of the district is part of the Seven Corners Community Business Center and a portion is part of the West Falls Church Transit Station Area.

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;



0 4000 FT

SCALE

FAIRFAX COUNTY

JEFFERSON PLANNING DISTRICT

FIGURE 102

- Concentrate commercial activity and higher density residential units in the Merrifield, Route 50/I-495 and Dunn Loring Areas;
- Provide for improved pedestrian and vehicular access and circulation; and
- Investigate open space and sensitive areas for potential heritage resources and preservation of significant resources.

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 103. 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 on Figure 104. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":

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

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

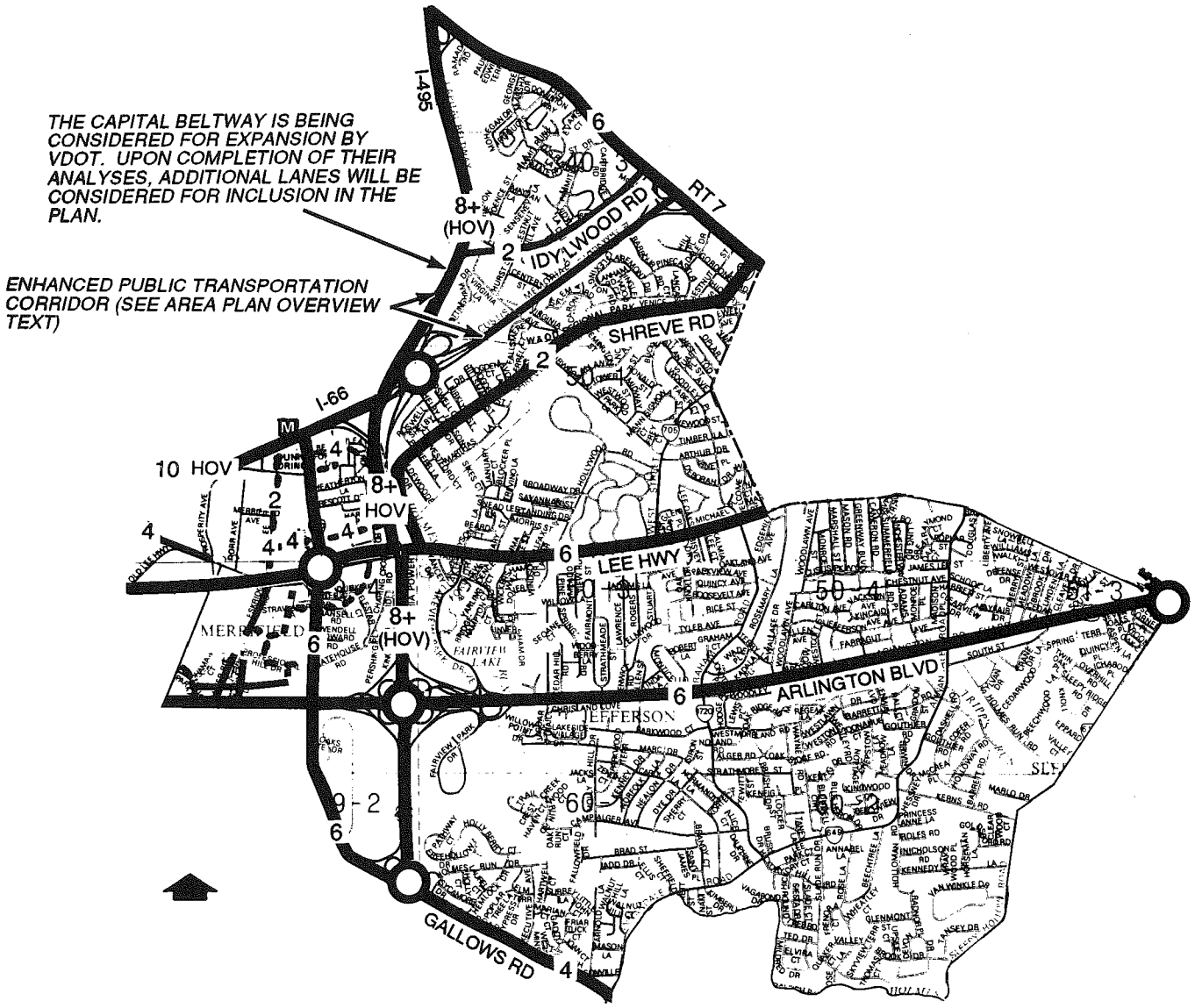
T TRANSIT TRANSFER CENTER (NO PARKING)

R RAIL STATION

P COMMUTER PARKING LOT

C COMMUTER RAIL STATION

M METRO STATION



REFER TO THE TRANSPORTATION MAPS RECOMMENDATIONS LEGEND WHICH APPEARS ON THE ADJACENT PAGE.

FAIRFAX COUNTY	COUNTYWIDE TRANSPORTATION RECOMMENDATIONS JEFFERSON PLANNING DISTRICT (SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)	FIGURE 103

FIGURE 104

JEFFERSON PLANNING DISTRICT

ASSISTED HOUSING

(Occupied or Under Construction, as of December 31, 1993)

Location	Planning Sector	Number of Assisted Units	Type of Program
Kingsley Commons Arlington Boulevard	J7	81	IDB Financing - Rehab.
Kingsley Park Linda Lane & Allen St.	J7	108	Public Housing
Hopkins Glen Broadway Drive	J8	91	Fairfax County Rental/Section 221-d-3
Wexford Manor Hollywood Road	J8	74	Section 236
Hartwood Place II Shreve Road	J8	6 beds	Section 202/8
Misty Woods Hollywood Road	J8	12	MIDS
Tysons Glen Iroquois Lane	J10	86	IDB Financing - Rehab.
Fairfax Towers Pimmit Drive	J10	8	Section 8

PROPOSED ASSISTED HOUSING

(As of December 31, 1993)

Location	Tax Map ID	Planning Sector	Number of Assisted Units	Type of Program
MetroPlace Park Tower Drive	49-2((37)) B,C,D,E, F1,G1	J6	52	Unknown
Holly Crest/ Shreve Woods Shreve Road	49-2((1)) pt. 149B	J8	9	ADUs

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

Some developments are limited to occupancy by elderly or handicapped persons. In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is that only where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 rental certificate or voucher program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The 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 Route 50/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 Route 50/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 on Fairfax County's Inventory of Historic Sites as of March 1991 is shown on Figure 105. The Inventory is open-ended and continues to grow. For Information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

Although much of the district has been developed, important prehistoric archaeological sites have been identified in Land Unit L1 of the Route 50/I-495 area. 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 on the National or Virginia Landmarks Register are also shown on Figure 105, and may be identified in the text and recommendations section.

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 architecturally or historically significant property. Designation confers public recognition and can offer incentives for preservation to the property owner.

FIGURE 105

INVENTORY OF HISTORIC SITES

JEFFERSON PLANNING DISTRICT

(Inventory as of 1994)

Name	Address	Parcel Number	Date
Fountain of Faith (Milles Fountain)	7450 Lee Highway Falls Church	50-1 ((1)) 30	1952
Frozen Dairy Bar	6655 Arlington Boulevard Falls Church	50-4 ((1)) 9	1950
Highland View (Flagg House)	7225 Leesburg Pike Falls Church	40-3 ((1)) 75	c. 1879
Hollywood Farm	7217 Leesburg Pike Falls Church	40-3 ((1)) 95	unknown
Holmes Run Acres	near Gallows Road Falls Church	59-2 ((8))	1950
Jackson, Luther P. School	3020 Gallows Road Falls Church	49-4 ((1)) 14	
Limewood*	Lee Oaks Court Falls Church	50-1 ((24))	c. 1839
Long View	2606 Ogden Street Falls Church	49-2 ((12)) 41	1770 + 1940
Mount, The	7525 Idlywood Road Falls Church	40-3 ((1)) 58	unknown
Victorian Farmhouse	7500 Idlywood Road Falls Church	40-3 ((1)) 12	c. 1870

* Indicates demolition: potential remains for archaeological site.

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

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

The 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.

Public Facilities

The existing public facilities located within the Jefferson Planning District are indicated on Figure 106. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.1-456 of the Code of Virginia. For these facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

Parks and Recreation

Public Parks for this district are shown on Figure 107. 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.

FIGURE 106

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			Sleepy Hollow Senior Center		
J3	Westlawn Elementary		Jefferson Fire Station Co. 18			*Mosby P.O.
J4	Woodburn Elem., Falls Church High, Walnut Hill Admin.	Thomas Jefferson Community			Two Storm Drainage Regional Detention Ponds, Va. Power Gallows Road Substation	
J5					Bell Atlantic Tower	
J6	Jackson Middle			Social Center for Psychiatric Rehabilitation	F.C.W.A. Headquarters, Media General Head End Tower	*Merrifield P.O., Northern Va. Distribution Center Public Broadcasting Tower
J7	Pine Springs, Graham Road Elem.				Storm Water Detention	
J8	Timber Lane, Shrevewood Elem.				Va. Power Idylwood Substation, City of Falls Church Water Storage Tanks	
J9	Devonshire Admin. Center			Falls Church Senior Center		
J10	Marshall High			Health Department Falls Church District Office	City of Falls Church Water Storage Tanks	

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

FIGURE 107

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 Sleepy Hollow	Roundtree		Holmes Run Stream Valley	
J3		Westlawn School Site			
J4	Broyhill	Luria	Providence	Holmes Run Stream Valley	
J5					
J6					
J7	Pine Spring Tyler			Holmes Run Stream Valley	
J8	Hollywood Road Lee Landing			Jefferson Park and Golf Course	W&OD Trail
J9	Greenway Downs	Devonshire Jefferson Village			
J10		Idylwood			W&OD Trail

THE MERRIFIELD SUBURBAN CENTER

OVERVIEW

The Merrifield Suburban Center is generally located south of I-66, north of Route 50, east of Prosperity Avenue and west of I-495. The Center is comprised of the Dunn Loring Transit Station Area, and two specialized planning areas -- Merrifield and Route 50/I-495.

The Merrifield Suburban Center includes the area traditionally viewed as Merrifield, generally located north of Route 50 and south of Route 29. The area contains a mix of uses, including light industrial, office and retail. The Route 50/I-495 Area primarily includes the Mobil Oil Headquarters, Fairview Park (a mix of office, hotel and residential uses), and offices along the Route 50 corridor. The Dunn Loring Transit Station Area is developed with a mix of high density office and residential, light industrial and retail use. This area is best planned with a blend of Concept guidance in order to recognize existing development while achieving overall objectives for Suburban Centers.

The Merrifield Suburban Center and its designated land units are presented on Figure 108.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the Merrifield Suburban Center develop as one of several mixed-use employment centers in the County. By encouraging a mix of uses in Suburban Centers, the County will move toward a more advantageous jobs/housing relationship. The location of the Dunn Loring Transit Station Area within the Merrifield Suburban Center offers the opportunity for achieving the objectives for Suburban Centers.

MAJOR OBJECTIVES

Planning objectives for the Merrifield Suburban Center are to:

- Provide opportunities to achieve higher density and mixed-use development in proximity to the Metro station while creating appropriate transitions to existing residential areas;
- Provide for appropriate redevelopment opportunities while protecting and enhancing existing, stable development;
- Improve vehicular and pedestrian access to, from and through the Merrifield area and to the Dunn Loring Transit Station Area; and
- Identify and preserve significant heritage resources.

MERRIFIELD SUBURBAN CENTER

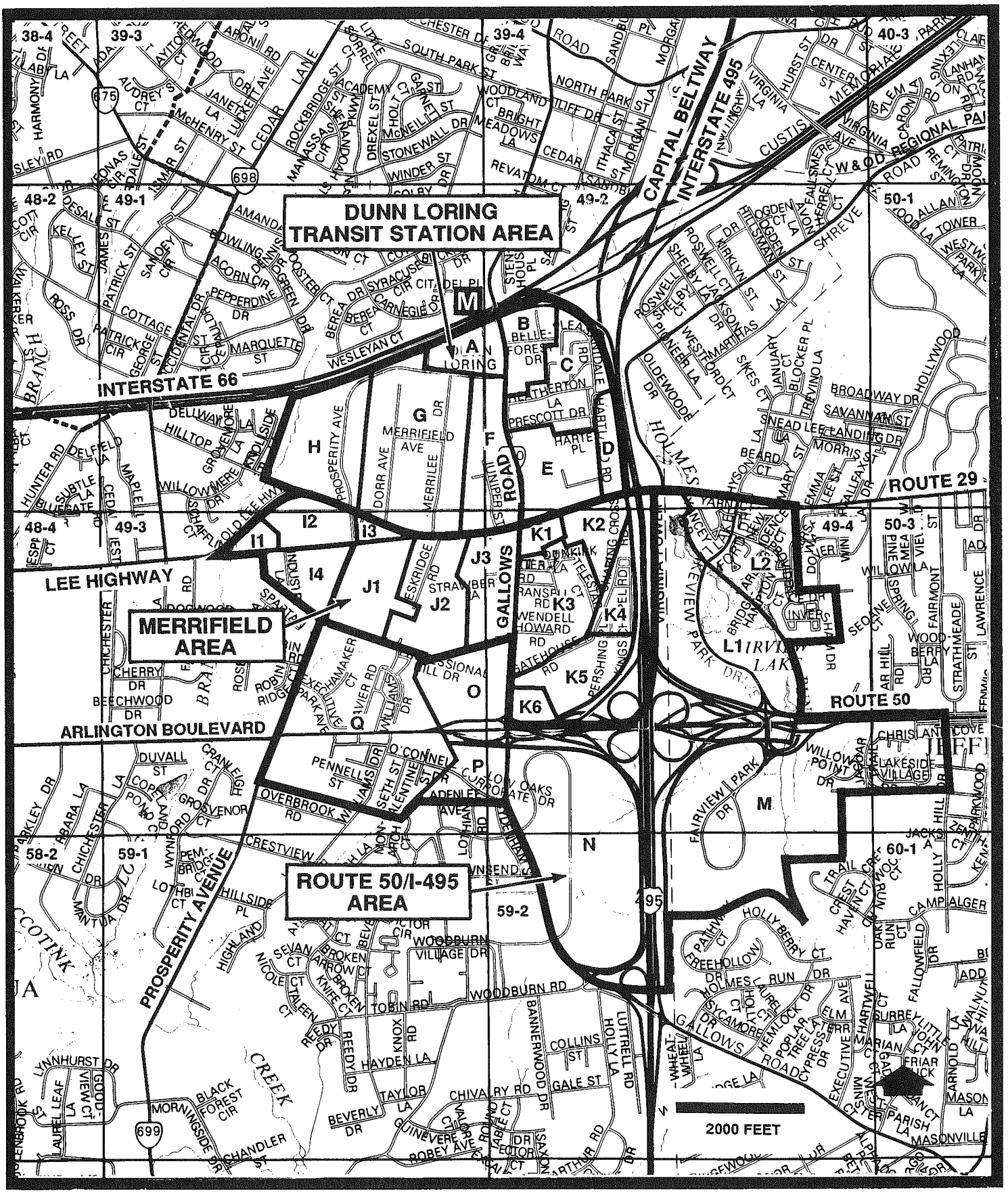


FIGURE 108

THE DUNN LORING TRANSIT STATION AREA

DESCRIPTION

The Dunn Loring Metro Station, the next to the last stop on the Orange Line in Northern Virginia, lies within the median of I-66 west of the Gallows Road overpass. The station has vehicular access to Gallows Road but no direct access to I-66. The single-sided platform affords pedestrian access south of I-66 and is intended for use as a local commuter station.

ISSUES

The major issues facing the Dunn Loring Transit Station Area relate to appropriate Metro-related development, traffic congestion, maintenance of a residential component within the station area, and protection of existing stable residential areas. Pressure exists to continue development of the area west of Gallows Road in commercial/office uses while maintaining a residential presence east of Gallows Road. This would include redevelopment of the Belleforest neighborhood, into a mixed residential, commercial and retail complex. In addition to Metrorail users, the influx of traffic generated by areawide development raises concern about congestion. Functional tracts defined to facilitate study of the area are shown in Figure 109.

BACKGROUND OF THE STUDY

On February 2, 1981, the Fairfax County Board of Supervisors directed the staff of the Offices of Comprehensive Planning and Transportation to: 1) review County policy regarding the functions of the County's six future Metrorail stations in providing transportation service to the County and 2) re-evaluate the planned land uses around each of the Metrorail stations to ensure that Fairfax County's interests are best served by development at these station areas.

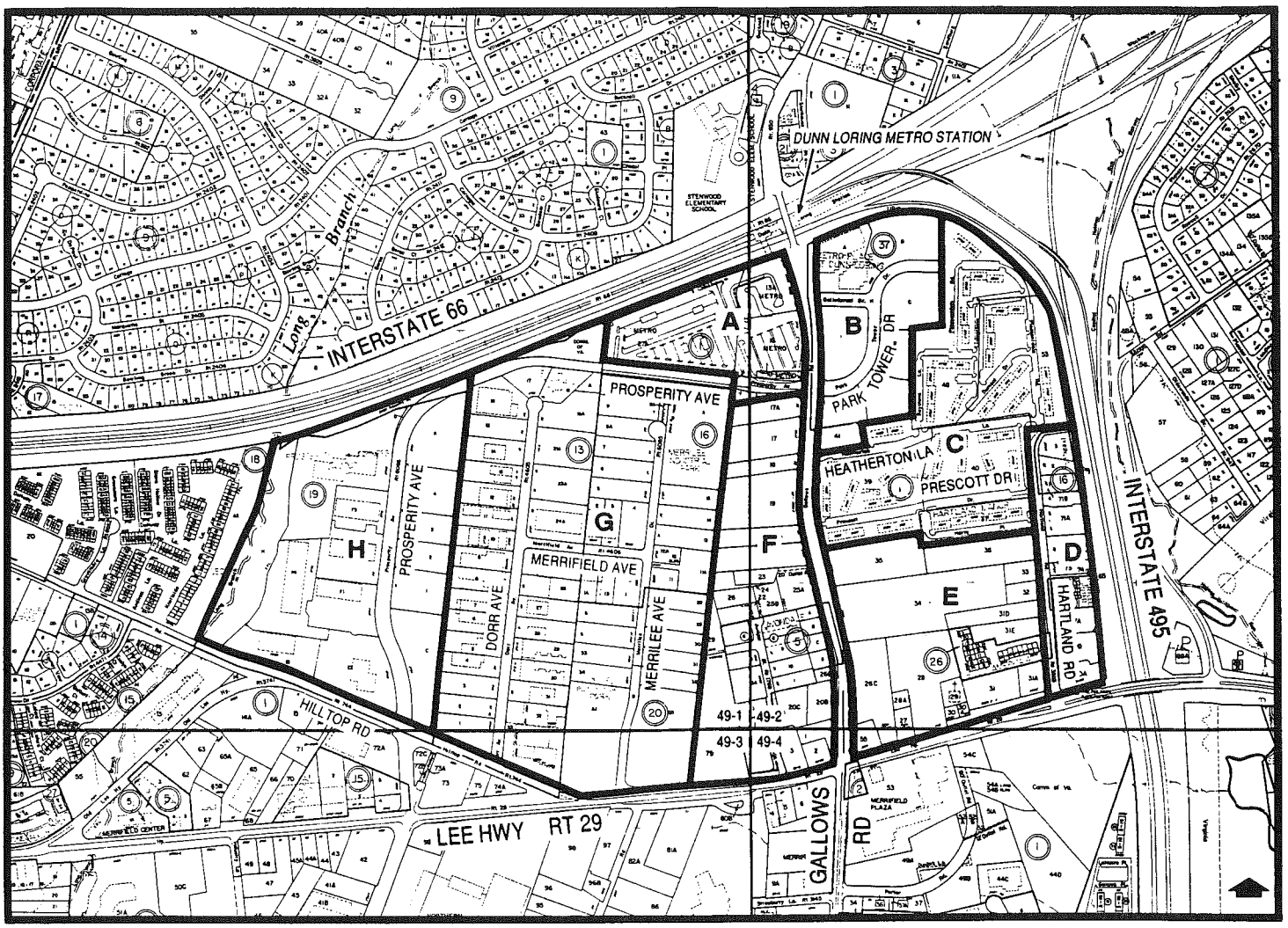
The proposal endorsed by the Board of Supervisors called for a two-phased study. Phase I of the Metro Station Areas Study, presented to the Board on December 13, 1982, consisted of an overview of land uses and transportation facilities in the vicinity of the County's Metrorail stations. Objectives to be achieved through the utilization of Metrorail and the development of land in its vicinity were identified both on a system-wide basis and for each of the six stations. The predominant function of each individual station was identified. The development guidelines which were recommended for each station area reflected a general analysis and provided a point of departure for the in-depth analysis undertaken in Phase II of the study. A more detailed understanding of the substance of Phase I can be gained by reference to the document, Fairfax County Metro Station Areas Study - Phase I. Phase II of the Metro Station Areas Study began in November 1984 with detailed planning studies in the areas of land use, transportation, urban design, environment and economic development of the Dunn Loring Metro Station Area. These analyses led to the formulation of a plan for the future development of the Dunn Loring Metro Station Area, and culminated in the publication of the Dunn Loring Metro Station Area Study. It is recognized the Metro System in Fairfax County is an integrated system impacting land use and other transportation facilities.

RECEIPT OF THE METRO STATION AREA STUDY

On May 18, 1987, the Board of Supervisors received the Dunn Loring Metro Station Area Study and adopted the Changes to the Comprehensive Plan for the Dunn Loring Metro Station Area. The Dunn Loring Metro Station Area Study (published on October 16, 1986) includes background on the recommendations and the study methodology.

TRANSIT DEVELOPMENT AREA: CONCEPT AND PURPOSE

The Plan for the Dunn Loring Transit Station Area is based upon the concept of concentrating a variety of land uses, around the Metro station. This area surrounding the station is called the Transit Development Area (Figure 110).



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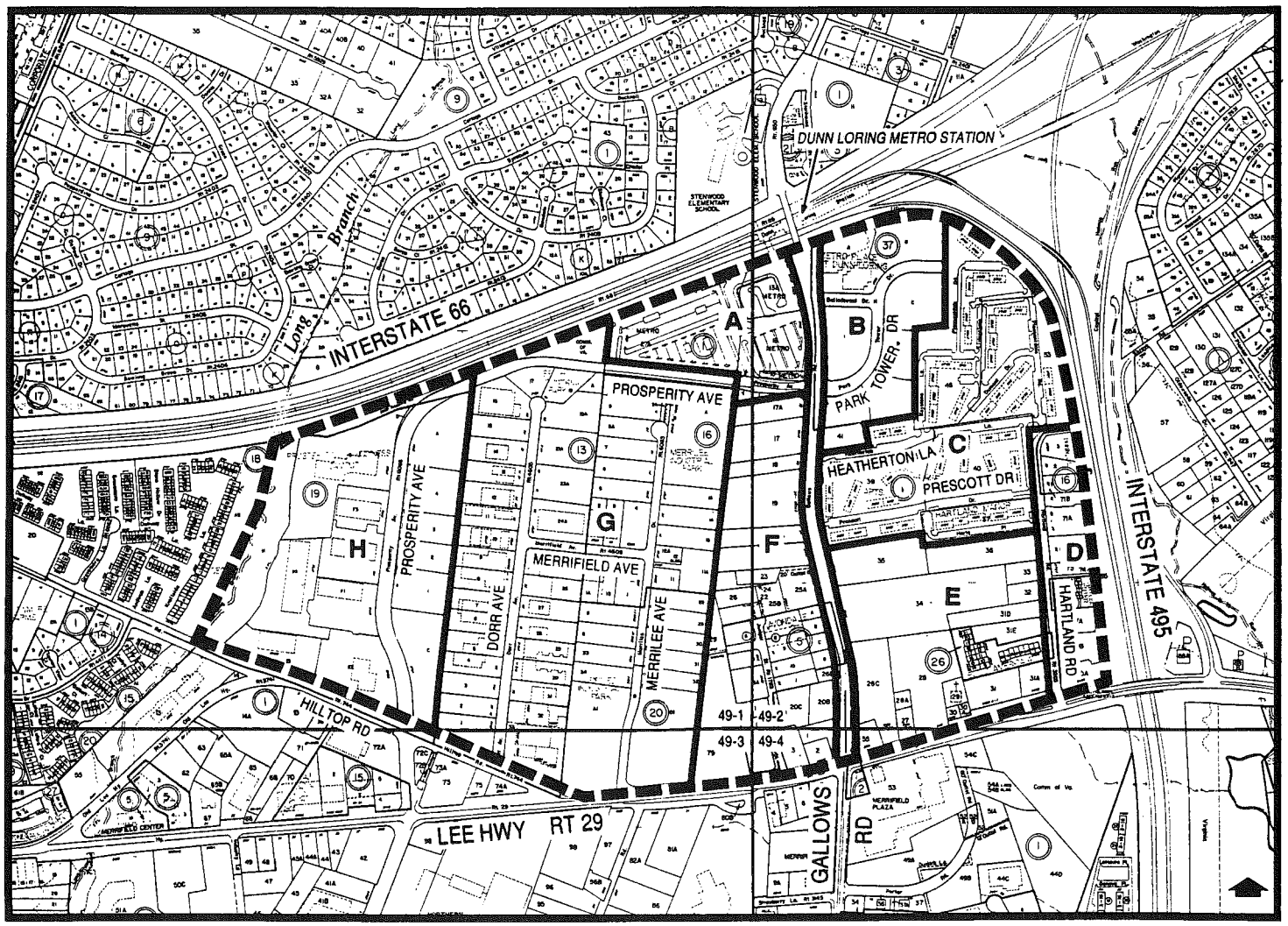
TRACT BOUNDARY

FAIRFAX COUNTY	DUNN LORING TRANSIT STATION AREA FUNCTIONAL TRACTS	FIGURE 109



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TRACT BOUNDARY

TRANSIT DEVELOPMENT AREA BOUNDARY

FAIRFAX COUNTY

DUNN LORING TRANSIT STATION AREA
TRANSIT DEVELOPMENT AREA

FIGURE 110

The Transit Development Area recognizes that the greatest impact of transit facilities in suburban locations occurs within a 5 to 7 minute walking distance from the station. Development within this area can generate a substantial number of walk-in Metrorail riders. In suburban locations such as Dunn Loring, mixed-use development is appropriate. The residential component contributes to the Metrorail and bus commuter trips and the non-residential uses encourage off-peak and reverse ridership while each element improves the pedestrian environment.

New development is channelled to the vacant and redevelopable parcels in the Transit Development Area in order to preserve stable neighborhoods. The planned level of new residential development is appropriate for Dunn Loring as it responds to County and Task Force concerns regarding adequate housing opportunities near the Dunn Loring Metro Station. The mix of development also recognizes the market for office uses at Dunn Loring.

Based on its distinctive locational and physical characteristics, the Transit Development Area warrants special development regulations and incentives that would be limited to Metro station area locations. These regulations and incentives include a transit district zone, urban design guidelines, transportation policies and special funding mechanisms for roads and other public improvements.

Development within the Dunn Loring Transit Development Area must fully consider traffic congestion in the greater Dunn Loring-Merrifield area. The road improvements stated in the Dunn Loring Metro Area Study are essential, and development at the densities planned for the Transit Development Area is premised upon the assumption that improvements are actually made. While the County is striving to implement the needed road improvements and is encouraging the use of Transportation Systems Management strategies, the developers must address the concerns of traffic congestion for any new development within the Transit Development Area. This may be addressed by any number of responses including transportation systems management, financing or actual construction of road improvements, deferral of development until adequate road improvements are made, or any appropriate combination of such measures.

In summary, the Dunn Loring Transit Development Area is an area designated in the Comprehensive Plan for Metro-oriented mixed-use development. Because of its special relationship to the Metro Station, the Transit Development Area requires special planning controls, development incentives and implementation strategies.

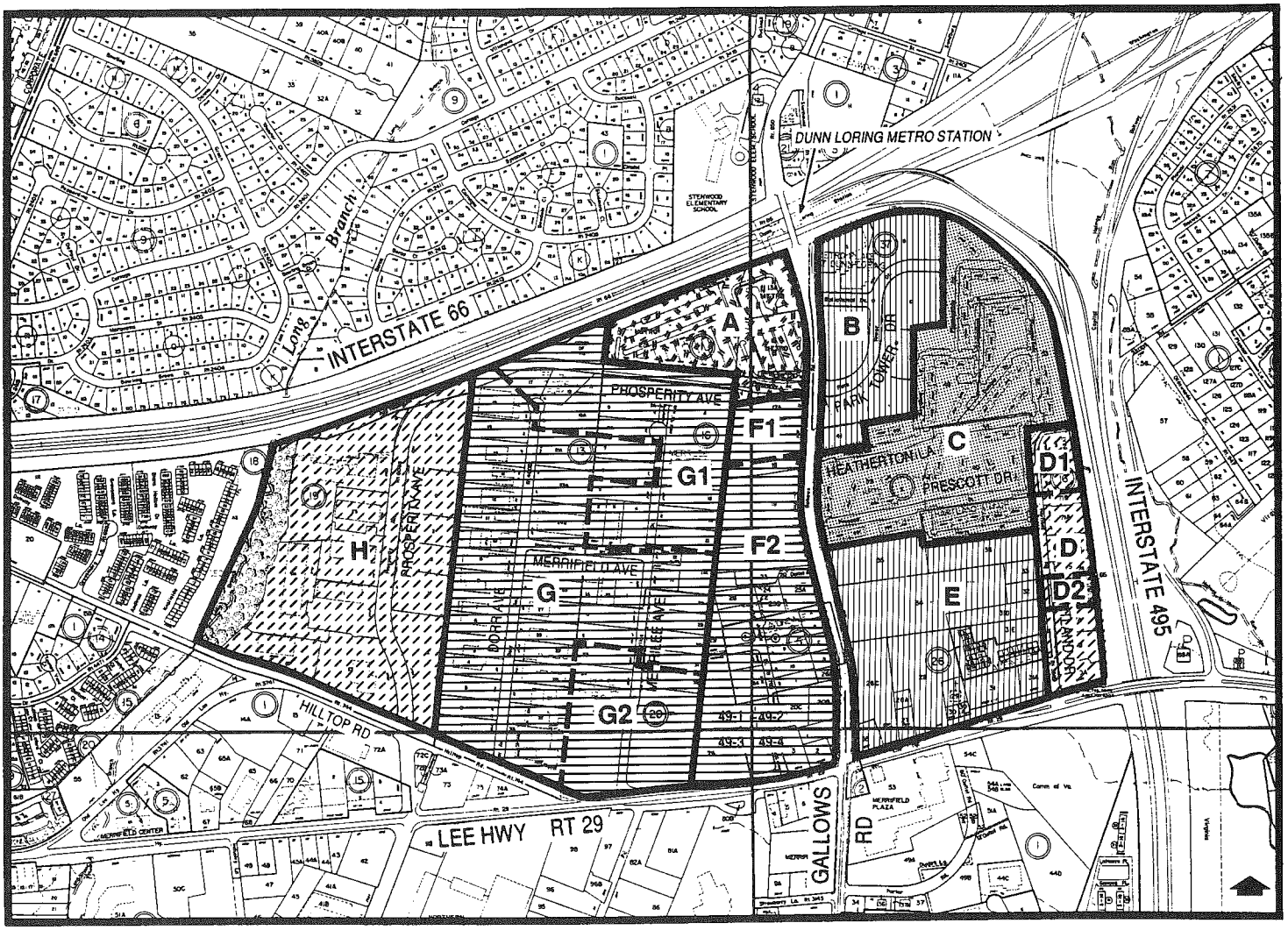
LOCATION OF THE DUNN LORING TRANSIT DEVELOPMENT AREA

As illustrated on Figure 110, the Dunn Loring Transit Development Area is comprised of several land areas within a 5 to 7 minute walk of the Metro station. The areas which provide the greatest opportunities for development and redevelopment are Tracts B, D, E, F, and G. Tract A (the Metro station site), C (Merrifield Village Apartments), and H (the Long Branch Environmental Quality Corridor and the Prosperity Business Campus) are already developed in a way that is appropriate for their respective sites.

LAND USE PLAN FOR THE TRANSIT DEVELOPMENT AREA

The Plan for Transit Development Area calls for a mix of office, retail and residential uses. Figure 111 illustrates the land use plan for the Transit Development Area. Figure 112 illustrates the conceptual organization of land uses.

The land use plan ensures a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community. The Board of Supervisors general goals for the station are the promotion of Metrorail ridership, equitable distribution of development, maintenance of Level of Service D or better, and the reduction of automobile dependency while maintaining commuter accessibility. It is necessary that new development be responsive to general criteria and site-specific conditions, which focus on mitigating potential impacts. The following 15 development criteria apply to all sites in the Transit Development Area:



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SCALE

TRACT BOUNDARY

SUB-TRACT BOUNDARY

RESIDENTIAL

INSTITUTIONAL

MIXED RESIDENTIAL/OFFICE

MIXED INDUSTRIAL/COMMERCIAL/OFFICE

OFFICE

PUBLIC PARK

FAIRFAX COUNTY

DUNN LORING TRANSIT STATION AREA

LAND USE PLAN FOR THE TRANSIT DEVELOPMENT AREA

FIGURE 111

1. Development applications within the Transit Development Area should be accompanied by a development study report which describes the impacts of the proposed development and demonstrates the proposal's conformance with the Comprehensive Plan and adopted Board of Supervisors policies.

2. Development in accordance with the Urban Design Concept Plan for the Transit Development Area as illustrated in Figures 112, 113, 114 and 115.

3. Proffer of a development plan that provides exceptional quality site and architectural design, streetscaping, urban design and development amenities. The applicant will submit an urban design plan which achieves superior design quality.

4. Substantial land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives.

5. Provision of a phasing program which includes on- and off-site roadway, intersection, signalization and parking improvements as related to the development program. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems in the station vicinity. Accordingly, further development shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. Transportation Systems Management Techniques (TSM), including such technologies as pay parking, preferential parking for car and van pools, alternative parking arrangements, transit pass programs, and provision of loaner vehicles to employees during the day, as well as rideshare coordination services should be used to minimize traffic generation. If Transportation Systems Management techniques are utilized to affect the development density, intensities related to TSM success shall be subject to phasing as described in the section entitled Transportation Systems Management Strategies of this Plan. Further, when in the opinion of the County, intensities warrant, the developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short-term. Monitoring to the satisfaction of Office of Transportation may be required of the developer toward demonstrating that system capacity is in balance with the development program.

6. Provision of on- and off-site public facility improvements, or funding of such improvements, to accommodate impacts associated with new development. A public facilities phasing program should be implemented to ensure that the identified improvements are in place in accordance with development phasing. Improvements are the responsibility of both the public and private sectors. If the provision of adequate public facilities is not completed, then the developer should reduce development density to a level deemed satisfactory by the County.

7. Provision of design, siting, style, scale and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.

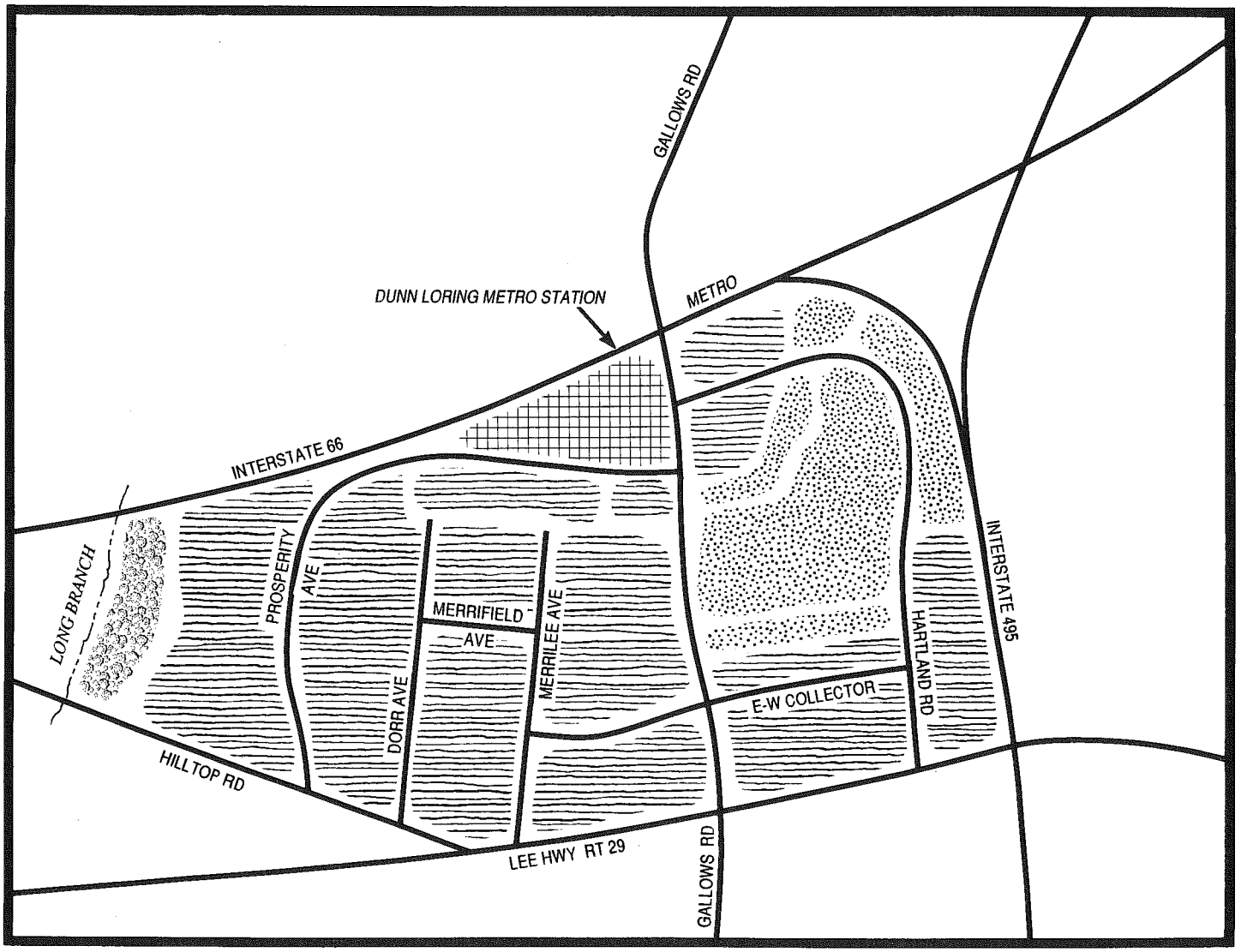
8. Contributions toward the provision of an environmental monitoring program for noise and air quality.

9. Orientation of development toward the Metro station.

10. Creation of a pedestrian oriented environment recognizing the need for interparcel connection, access to the Metro Station, and pedestrian circulation.

11. Inclusion of energy conservation features.

12. Inclusion of affordable housing in residential projects or projects with residential components that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if dwelling units are provided for low- and moderate-income households and in accordance with County policy. Development proposals must be reviewed by the Department of Housing and Community Development.



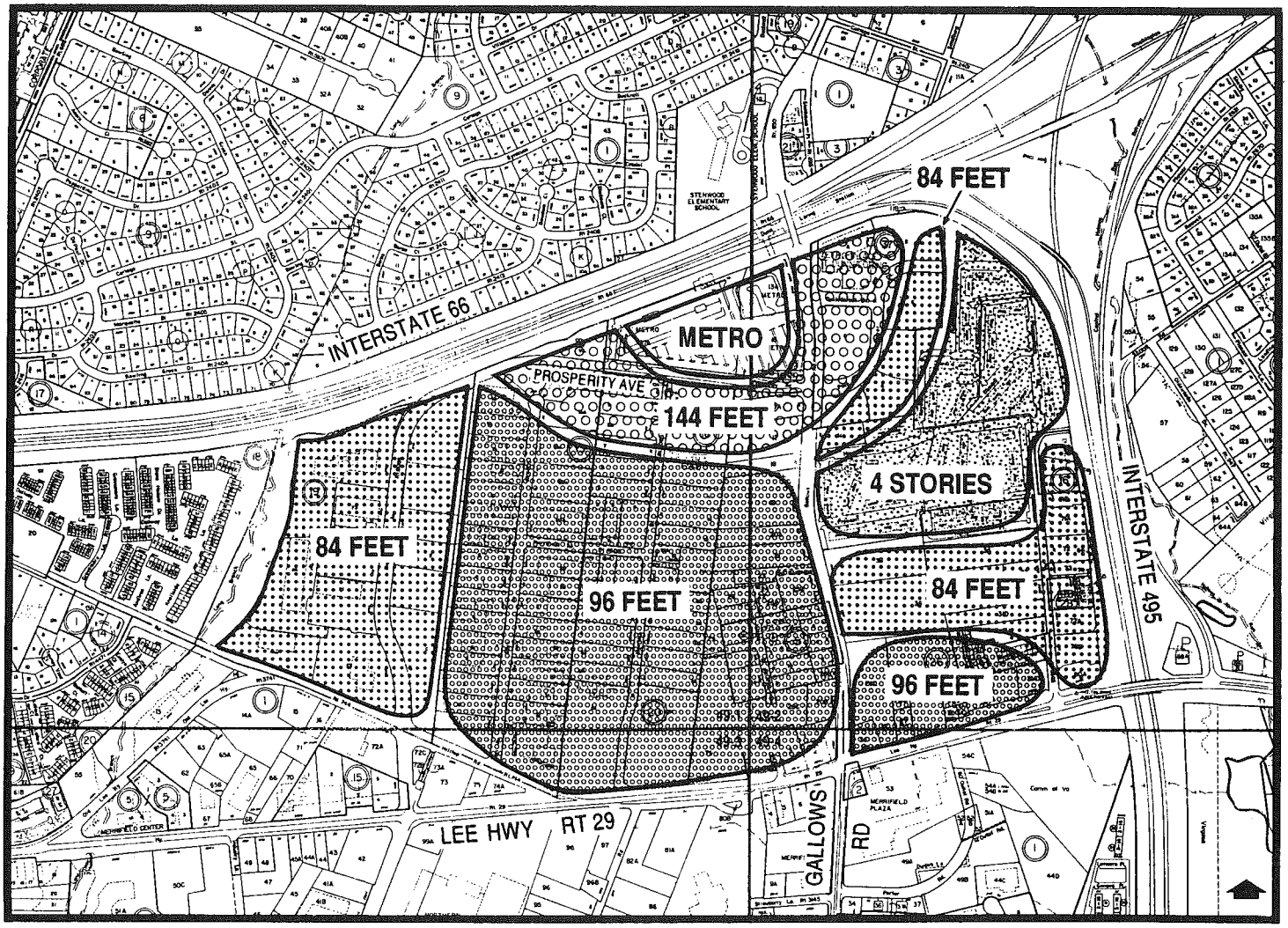
METRO

COMMERCIAL

RESIDENTIAL

OPEN SPACE

FAIRFAX COUNTY	DUNN LORING TRANSIT STATION AREA CONCEPTUAL LAND USE PLAN FOR THE TRANSIT DEVELOPMENT AREA	FIGURE 112



0 1000 FEET
SCALE

144 FEET

96 FEET

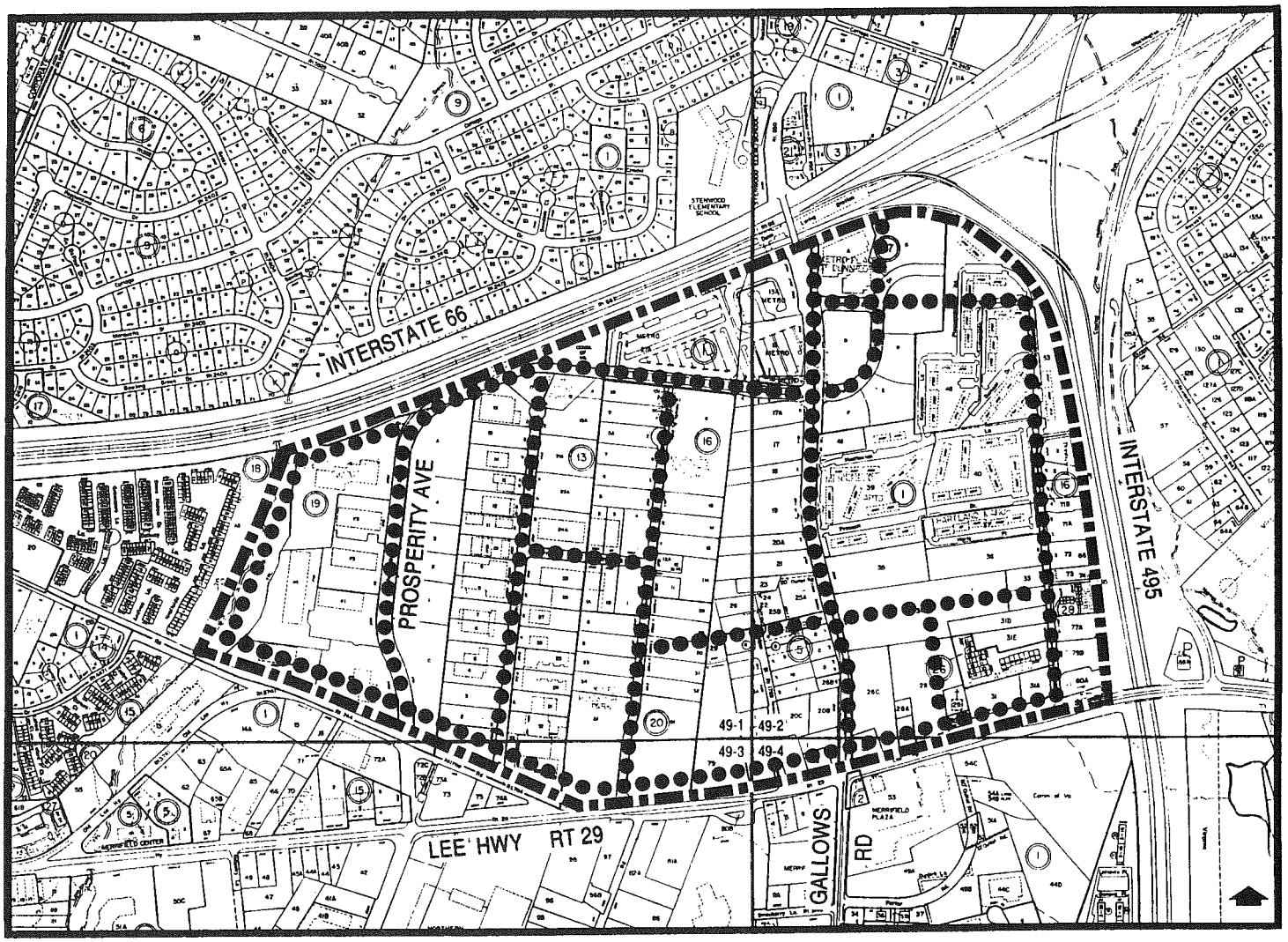
84 FEET

4 STORIES

FAIRFAX COUNTY

DUNN LORING TRANSIT STATION AREA
HEIGHT LIMITS

FIGURE 113



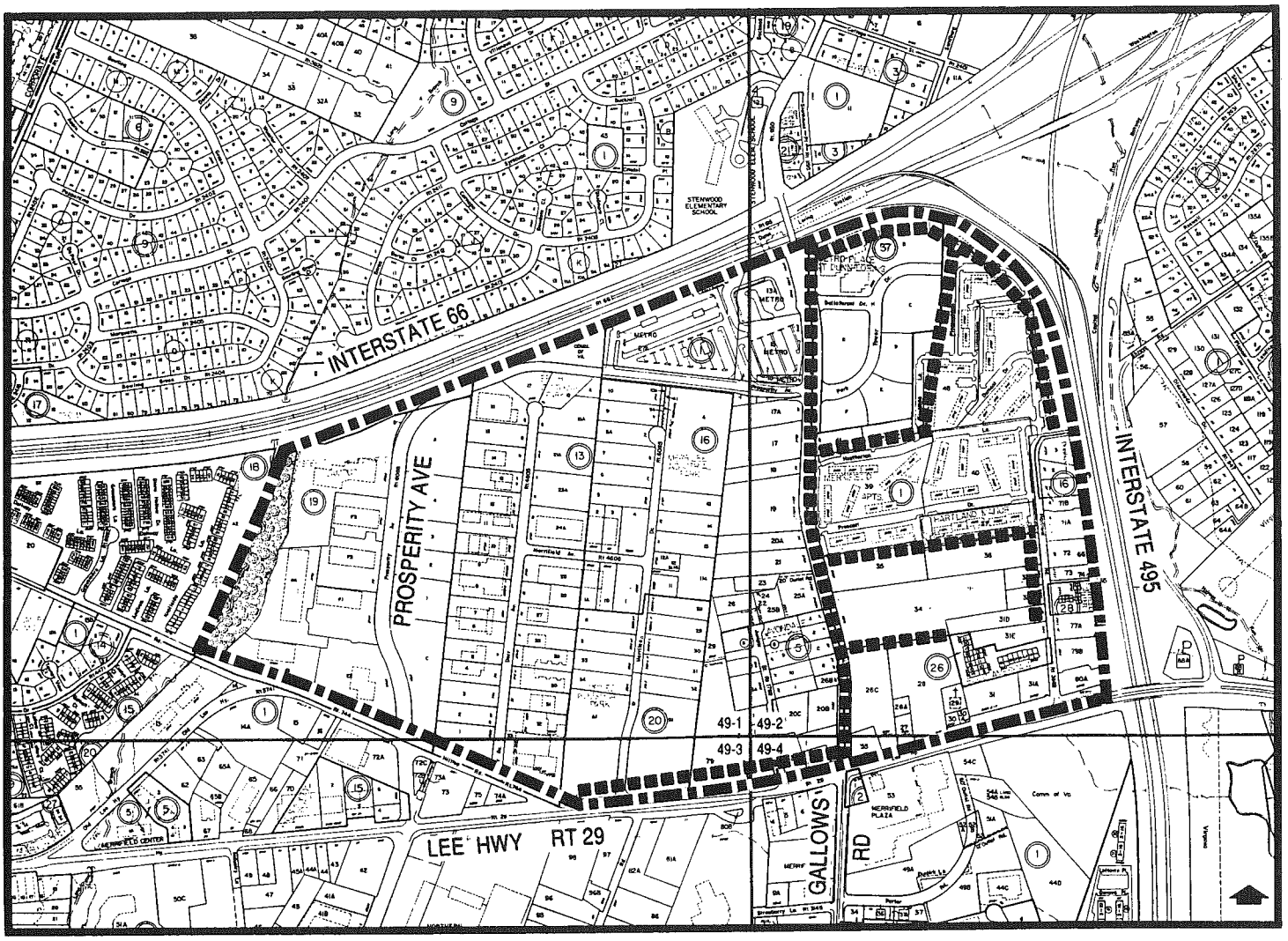
PEDESTRIAN CIRCULATION AND STREETSCAPE

TRANSIT DEVELOPMENT AREA BOUNDARY

FAIRFAX COUNTY

DUNN LORING TRANSIT STATION AREA
PEDESTRIAN CIRCULATION

FIGURE 114



0 1000 FEET
SCALE

BUFFERS AND TRANSITIONS

TRANSIT DEVELOPMENT AREA BOUNDARY

OPEN SPACE

FAIRFAX COUNTY

DUNN LORING TRANSIT STATION AREA
OPEN SPACE AND LANDSCAPED BUFFERS

FIGURE 115

13. Provision of structured parking (above or below grade) and underground parking may be necessary to serve the overall urban design and pedestrian oriented environment called for in the Transit Development Area. If surface parking is permitted, it should provide the highest level of screening at the street level. Parking lot(s) should also provide the highest level of interior screening and landscaping. Screening should be adequate to reduce glare into residential neighborhoods.

14. Consolidation of vehicular access points to minimize interference with commuter access to the Metro station.

15. Provision and construction of environmental facilities using the Fairfax County's Best Management Practices standards.

In addition to these 15 general criteria, site-specific conditions are identified with the following recommendations for each of the tracts in the Transit Development Area.

Tract A

This tract is currently used as a Metro parking lot. Future development should provide additional parking opportunities for Metro uses and the enhancement of the pedestrian environment. Future uses should not adversely affect the roadway network.

Tract B

Tract B includes the Belleforest neighborhood and adjacent underdeveloped parcels to the south along Gallows Road. The tract is surrounded by I-495, I-66, Gallows Road and the Merrifield Village Apartments, and lies directly across Gallows Road from the Metro station complex. This tract is recommended for mixed-use with a maximum FAR (for all uses, including residential) of 1.4. The level of commercial development should not exceed one-half of the total gross floor area for the entire mixed-use development. Appropriate retail and service uses designed to serve the development on this tract should be encouraged, and retail floor area should be treated as one-half of commercial for purposes of determining the allowable commercial square footage. To be considered for the maximum level of development, the following site specific conditions must be met along with the 15 general development criteria:

- The commercial component of the development must be oriented closest to the Metro station;
- A transition downward of development heights adjacent to the Merrifield Village Apartments should occur as a means to reduce the physical impact of Tract B development on the existing apartment complex. This transition should be in addition to the maintenance of the existing 100 foot buffer located in Tract C;
- Street level activity zones should be provided and include retail activities, abundant landscaping and pedestrian amenities;
- Adequate pedestrian connections between the station and residential communities east and south of Tract B should be provided through the new development. This should include adequate pedestrian access across Gallows Road which is well designed for safety and aesthetics;
- If at the time of development of Tract B it is determined that the extension of Hartland Road is not in the best interest of County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road; and
- Development on parcels facing Gallows Road should provide for rights-of-way.

Tract C

This tract contains the Merrifield Village Apartments and Hartland Manor. This important affordable housing resource should remain planned at its current stable use and density. The pedestrian system in the tract should be improved and coordinated with adjacent tracts north and south. An opportunity for extension of Hartland Road should be provided in the tract. This extension may require the removal of some buildings.

Tract D

Tract D should be maintained as office development. D1 and D2 portions have been identified and infill office development should occur at levels generally consistent with existing development in Tract D. To be considered for the maximum level of development, the following site specific conditions must be met along with the 15 general development criteria:

- Provision for the extension of Hartland Road as a four-lane facility. If at the time of development it is determined that the extension of Hartland Road is not in the best interest of the County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road; and

- Pedestrian connections and streetscape should be provided and coordinated within Tract D as well as with Tracts C and E.

Tract E

Tract E has the opportunity for development. Existing development in the southeast corner of the site at Hartland Road and Lee Highway should be retained. The existing cemetery on the site shall be preserved. A pedestrian connection should be made across Lee Highway from Porter Road to Tract E and the East-West Connector. The dwelling units should be located generally on parcels adjacent to Tract C and on parcels already zoned for residential uses. The commercial component should be generally concentrated south and east of the dwelling units. This tract is planned for mixed-use with a maximum FAR (for all uses, including residential) of 1.0. The level of commercial development should not exceed one-third of the total gross floor area for the entire mixed-use development. Appropriate retail and service uses designed to serve the development on this tract should be encouraged, and retail floor area should be treated as one-half of commercial for purposes of determining the allowable commercial square footage. To be considered for the maximum level of development, the 15 general development criteria must be met as well as the following site specific criteria:

- An east-west connector road between Gallows Road and Hartland Road must be provided;

- Adequate buffering (no less than a 50 foot buffer) between existing residential development in Tract C to the north and any new nonresidential development in Tract E to the south must be provided. In addition, Hartland Road must be buffered through adequate streetscape and screening;

- The tallest buildings in Tract E should be oriented towards the intersection of Gallows Road and Lee Highway;

- Any development with frontage on Lee Highway or Gallows Road in Tract E should provide adequate right-of-way for an improved Lee Highway as well as an intersection improvement at Gallows Road and Lee Highway. A streetscape program should be initiated to lessen any adverse impacts of such improvements and to enhance the pedestrian experience;

- The residential component of the tract should be adequately buffered from other uses; and

- Provision for the extension of Hartland Road as a four-lane facility. If at the time of development it is determined that the extension of Hartland Road is not in the best interest of the County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.

As an option, the area in the northern portion of the Tract E, Tax Map 49-2((1))32, 33, 34, 35 and 36, is appropriate for residential use at 8-12 dwelling units per acre for townhouse-style structures; or 16-20 dwelling units per acre for garden-style multifamily structures; contingent upon substantial consolidation of the previously cited parcels. To achieve the maximum level of development under either of these density ranges, the 15 general development criteria must be met as well as the following site specific criteria:

- Recreational facilities and other amenities should be sufficient to meet the needs of the residents;
- An east-west connector road between Gallows Road and Hartland Road should be provided, with an alignment as determined appropriate by the County;
- Hartland Road and the areas adjacent to nonresidential development must be buffered through adequate streetscape and screening to protect the new residential development. Adequate buffering between existing residential development in Tract C and any new development in Tract E must be provided.
- Adequate right-of-way for an improved Gallows Road should be provided. A streetscape program should be initiated to lessen any adverse impacts of such improvements and to enhance the pedestrian experience;
- Provision for the right-of-way of Hartland Road as a four-lane facility. If at the time of development it is determined that the extension of Hartland Road is not in the best interest of the County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road; and
- Pedestrian linkages should be provided to abutting residential and commercial areas, especially to the Dunn Loring Metro Station in order to integrate residential development with the surrounding area.

If the northern portion of Tract E, Tax Map 49-2((1))32, 33, 34, 35 and 36 is developed under the above residential option, the residential square footage provided by this option should be considered part of the residential component for the entire tract as envisioned under the mixed use recommendation. Development proposals on the southern portion of Tract E should complement the residential development in the northern portion of the tract so that the overall pattern of development in Tract E as a whole functions as an integrated mixed use development.

Tract F

The four acres closest to the Metro station (Parcels 17 and 17A) could be developed to a maximum of 1.25 FAR. As an option, residential use up to 45 dwelling units per acre may be considered for these parcels, if consolidated. The 26 remaining acres in the tract could be developed to a maximum of 1.0 FAR. To be considered for the maximum levels of development under any development proposal, all 15 of the general development criteria must be met as well as the following site specific criteria:

- The development on the northernmost parcels adjacent to Metro should be oriented to the station and connected to it by adequate pedestrian pathways;
- Development on parcels facing Gallows Road should provide for rights-of-way;
- An east-west connector road linking Merrilee Drive to Hartland Road should be provided and adequately streetscaped; and
- Substantial land consolidation must occur between parcels in this tract.

Tract G

The parcels designated as G1 on Figure 111, are planned for mixed industrial/commercial/office use up to 1.25 FAR. As an option, mixed-use development up to 1.25 FAR with a residential component may be considered if a quality living environment can be created through well-designed projects. The remaining 13 acres, designated as G2, should be developed to a density consistent with existing adjacent uses. To be considered for the maximum levels of development under any proposal, all 15 of the general development criteria must be met as well as the following site specific criteria:

- Development on parcels closest to the station should be oriented to the Metro and provide for pedestrian access to the station;
- Development on parcels fronting on Prosperity Avenue extended should provide adequate rights-of-ways and streetscape. Improved pedestrian connections across Prosperity Avenue should be developed;
- Adequate pedestrian connections at, above or below grade between the parcels in the southern portion of G1 and the Metro station should be provided;
- Substantial consolidation must occur between parcels in this tract; and
- Coordinated parking with WMATA as well as shared and joint parking opportunities should be explored.

Tract H

A portion of the Long Branch Environmental Quality Corridor (EQC) is included in Tract H and should be maintained and protected as an EQC. The remaining portion of this tract contains the Prosperity Business Campus. Development uses and levels should be consistent with existing uses. Pedestrian access between Tract H and adjacent parcels in Tract G and the residential community on the west should also be coordinated and developed. If additional parking is required within Tract H, structured parking should be explored.

Alternative Levels of Development

Should the developer not satisfy applicable development criteria, the maximum intensities of the Plan may be reduced to an intermediate level which could be achieved. The identified intermediate level will be the midpoint between its base level and recommended maximum level of development.

To reach the intermediate level of development, the developer would still have to meet all site specific conditions, criteria 1 through 10 of the general development criteria, and one-half of the remaining general development criteria. For any proposed development beyond the base level, County staff has the discretion to set criteria priorities for evaluation purposes. This allows flexibility in the planning process.

Urban Design Concept

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. The use of urban design also results in positive impacts for both the residential and business communities, since it attracts and encourages development and redevelopment while reinforcing conservation of stable residential areas. This section provides guidelines for the urban design concept plan for the Dunn Loring Transit Station Area. These guidelines, along with the land use plan, will help achieve the goals and objectives identified for the station area.

Building Heights

To reduce the visual impact of new development upon the surrounding community while providing a strong physical image for the Dunn Loring Transit Station Area, the development building heights should not exceed those as shown in Figure 113 . A maximum height of 144 feet applies to the portions of Tracts F and G near the station eligible for a 1.25 FAR; and to the commercial component of Tract B located in the northern portion of the tract and to the parcels within that tract fronting Gallows Road. Eighty-four feet is the height limit elsewhere in Tract B. Tract C has a height limit of four stories. The portion of Tract E north of the new east-west connector road is limited to 84 feet while the height limit south of the new road is 96 feet. Ninety-six feet is the height limit for the remaining portions of Tracts F and G. To be considered for the maximum height limits, all general criteria must be satisfied with particular emphasis placed on site plan and architectural design excellence. These heights reinforce the Metro station as the focal point for activity by providing a strong identity for the community yet cluster away from nearby existing residential areas. New development adjacent to existing neighborhoods should be stepped back from the residential areas as appropriate.

Pedestrian Circulation

Improvements in the pedestrian circulation system shown in Figure 114 are needed throughout the Transit Development Area to facilitate access to the Metro station and to new development. In addition to the functional benefits, such improvements can also upgrade the appearance of the area and create a sense of identity and strong pedestrian organization throughout the community.

For the entire area, a pedestrian circulation and streetscape system will provide an interconnected system of landscaped walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, interparcel access, and provides streetscape, that is, special physical treatments (landscaping, lighting and street furniture) to enhance the pedestrian experience. Bicycle trails should be provided where appropriate. The decision regarding specific bicycle routes should be made in association with each community. Throughout the station area, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. In addition, these improvements around the immediate station area should be linked to existing pedestrian systems outside the area.

Open Space and Landscaped Buffers

Figure 115 shows where open space and landscaped buffer areas should be located in order to mitigate the impact of new development and improve the appearance of the area. Landscaped buffer areas--strips of land that are intensely planted with trees and shrubs and which may include berms--are generally recommended on parcels which abut existing residential development.

TRANSPORTATION PLAN

The land use plan in the Dunn Loring Station Area seeks to encourage interdependent relationships between land uses that will reduce automobile dependency and encourage transit use. As such, it is anticipated that changes in trip modes should occur in the vicinity of the Dunn Loring Transit Station due to the availability and convenience of Metro and other transit service as well as the complementary nature of adjacent land uses.

The transportation plan includes:

- Road improvements;
- Public transit improvements;
- Non-motorized facility improvements; and

- Transportation Systems Management strategies, which may include but are not limited to:

  -aggressive ridesharing programs,
  -careful bus transit planning and promotion,
  -development and implementation of parking management strategies, and
  -provision of comprehensive non-motorized connections.

- Implementation and phasing of transportation improvements to land use phasing.

In addition, key concerns in carrying out this Plan are discussed in the following section on implementation.

Roadway Network for The Plan

The following roadway improvements for the Dunn Loring Transit Station Area are designed for Level of Service D.

The lane configurations throughout the station area are displayed in Figure 116 and highlighted in the following discussion. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic problems in the station vicinity. Accordingly, further development shall be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D in the long-term and not exacerbating overall existing conditions in the short-term. If Transportation System Management techniques are utilized to affect the development density, intensities related to TSM success shall be subject to phasing as described in the section entitled Transportation Systems Management Strategies of this Plan. In addition, traffic in the Dunn Loring Transit Station Area should be encouraged to travel on arterial roadways and discouraged from traveling on residential and neighborhood collector streets. Finally, to expedite roadway construction, whenever possible, the County should seek rights-of-way for roadway improvements during the planning process. Subsequent detailed engineering studies for each road may indicate additional or other appropriate improvements which may be necessary in order to ensure the safety of motorists as well as an adequate level of service on each roadway.

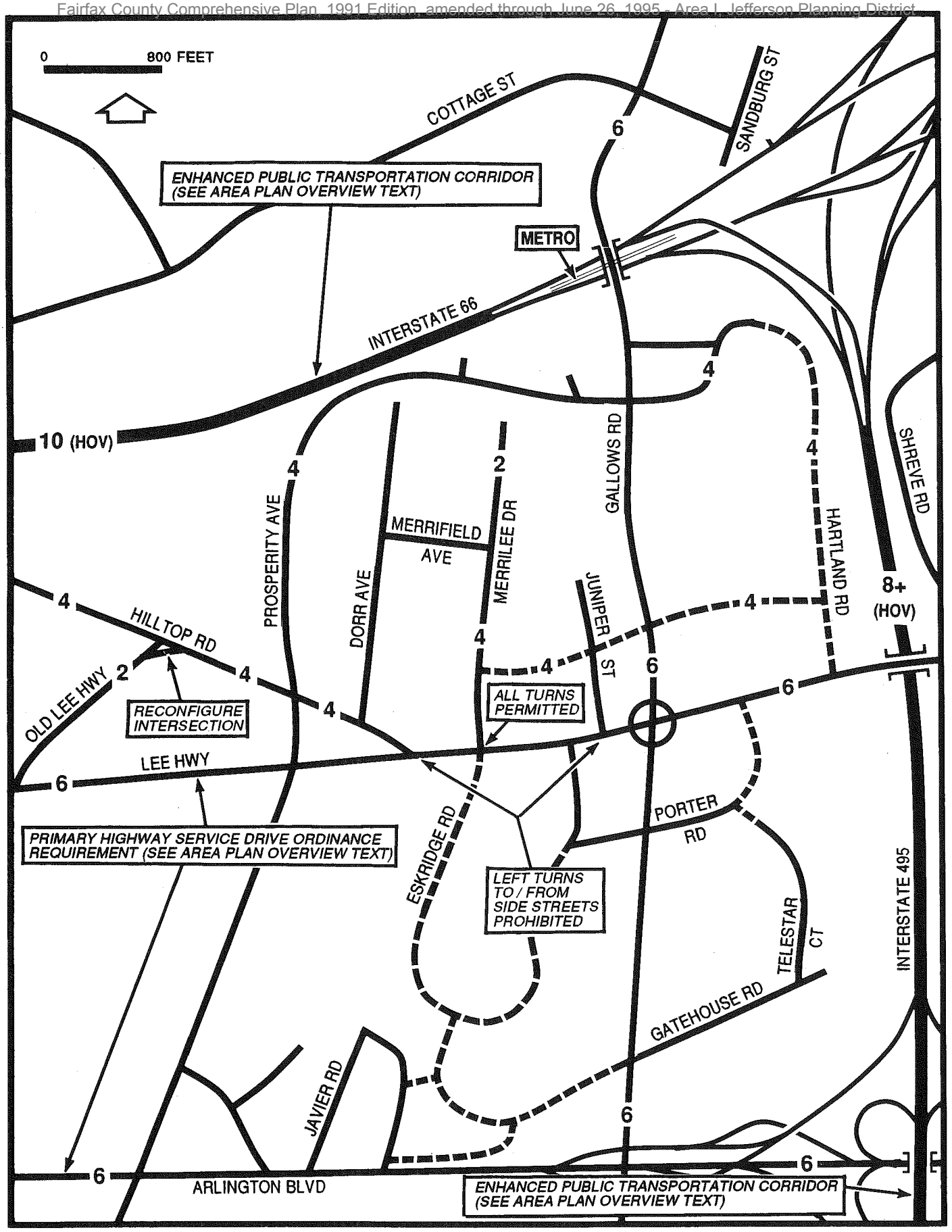
Gallows Road. Traffic generated by development with access to/from Gallows Road requires widening of this roadway to six lanes from Route 50 to Tysons Corner. To obtain smooth and efficient traffic flow, the number of access points should be minimized especially for the section between Route 50 and Lee Highway. Access to Tract B from southbound Gallows Road should be required as Prosperity Avenue and at the Metro kiss and ride entrance. This is needed because of inadequate left turn storage distance at Prosperity Avenue.

At the intersection of Gallows Road and Lee Highway, a grade separated interchange is recommended. Based on traffic forecasts and consideration of potential issues, the most appropriate configuration appears to be a compressed diamond with Lee Highway as the through street. Given the significant access and right-of-way issues the exact configuration cannot be determined until a detailed design process is undertaken.

Lee Highway. The Plan requires widening Lee Highway to six lanes, from Nutley Street to Graham Road. The number of access points should be minimized to obtain smooth and efficient traffic flow. Multiple turning lanes are required to achieve Level of Service D at the intersection of Lee Highway and Prosperity Avenue.

Prosperity Avenue. The programmed widening and extension of this roadway will generally be sufficient. Additional turning lanes at the intersections with Lee Highway, Hilltop Road, and Gallows Road will be required to achieve an adequate Level of Service D. Parcels on Tracts F and G, should be provided access to/from Prosperity Avenue at a minimum number of points.

Hilltop Road. Increased traffic volumes on Hilltop Road require the provision of four lanes between Old Lee Highway and Dorr Avenue. For the most part, these improvements can be accomplished by prohibiting on-street parking along Hilltop Road.



FAIRFAX COUNTY

TRANSPORTATION RECOMMENDATIONS
MERRIFIELD SUBURBAN CENTER

FIGURE 116

The intersection of Hilltop Road and Old Lee Highway is currently characterized by confusing geometrics on the eastbound approach of Hilltop Road. In the future, the heaviest approach volumes will be on Hilltop Road. If cut-through traffic along Cottage Street which is bound for the station area is to be kept to a minimum, then improvements at the Hilltop Road/Old Lee Highway intersection are needed. This would not only improve the operation of the intersection, but also improve safety, in a reconfiguration of Hilltop Road at Dorr Avenue. Hilltop Road would end at an improved Dorr Avenue intersection and Dorr Avenue would be extended to Lee Highway.

Cottage Street. With the amount of traffic generated by development in the Plan, Cottage Street has the potential to carry heavy volumes even with the adequate improvements at other locations. It is classified as a collector street. Given the residential character of the street measures may be necessary to discourage the use of Cottage Street by cut-through traffic. An additional eastbound left turn from Cottage Street is recommended. This improvement is not intended to increase capacity on Cottage Street, but rather maintain existing capacity.

East-West Collector Road. This roadway is recommended to improve access and circulation in the station area. Final location will depend upon redevelopment in the station area.

Hartland Road. If it is recommended that Hartland Road be improved and extended, it should be a four-lane collector road to Gallows Road. This improvement will provide a second point of access for Tracts B, C, D and E. This extension requires substantial financial contributions as well as potential rights-of-way from the owners of Tracts D and E. If at the time of development of these tracts it is determined that the extension of Hartland Road is not in the best interest of the County, provision will be made via right-of-way dedication and financial contribution for the future extension and connection of Hartland Road.

Merrilee Drive. This street is not to be extended to an intersection with Prosperity Avenue.

Public Transit Improvements

The County should consider replacing or supplementing the WMATA provided feeder bus service for the Orange Line. Assuming that the current County operated bus service at Huntington proves financially desirable, the County should give the Orange Line Metro stations its highest priority for new service. The County should concentrate its bus service in close-in residential areas which can be more efficiently served by bus and leave the longer distance trips to come by auto, carpool, and WMATA or privately operated buses. A transit strategy that emphasizes local service should reduce auto travel on local streets.

Consideration should be given to providing peak period shuttle bus service from the residential areas adjacent to the station as well as to the commercial and institutional developments along Gallows Road.

Non-motorized Facility Improvements

For walk trips, good access requires a sidewalk system which conveniently serves existing and future development and allows adequate protection for pedestrian crossing at intersections. This system should provide non-circuitous routes which are safe, convenient, and pleasurable to travel to ensure that the maximum potential of the walk mode of access is achieved. Walkways should be surfaced, lighted and open to pedestrian traffic during times when the station is open. Direct and safe connections should be provided between existing trails and the Dunn Loring Transit Station Area through the use of well designed and clearly marked trails.

Vehicular traffic in the Dunn Loring Transit Station Area may affect pedestrian safety. When appropriate, improvements such as pedestrian crosswalks, pedestrian signals, pedestrian overpasses, particularly crossing Gallows Road at the station entrance, and pedestrian refuge islands should be provided.

Public Facilities

Public facilities projects may be needed to improve pedestrian access to the Metro station, improve the appearance of the area, and provide recreation facilities. These should include the following:

- Development of a streetscape program which emphasizes the presence of the Metro transit area, and provide an inviting pedestrian environment; and

- Construction of sidewalk improvements to ensure a safe and pleasant pedestrian environment in walking to and from the Metro station.

Transportation Systems Management Strategies

Transportation management strategies should be used to the maximum extent to mitigate transportation impacts of development. These strategies should make maximum use of the Transportation Systems Management opportunities afforded by the Metro station. Where Transportation Systems Management strategies are relied upon in conjunction with specific projects to achieve acceptable traffic levels, developers shall provide acceptable Transportation Systems Management strategies, with performance standards and measures, commensurate with traffic reduction assumptions used to evaluate the impact of the project. If overall Transportation Systems Management measures are required, development shall be phased so as to demonstrate the Transportation Systems Management effectiveness.

Development shall be phased such that the development intensity which is dependent upon the success of Transportation Systems Management measures shall not be approved until such time as Transportation Systems Management measures are demonstrated effective for the earlier phase. Transportation Systems Management strategies, especially those which encourage the use of Metrorail and buses, as well as carpools and vanpools, should be coordinated among land owners throughout the Greater Merrifield Area.

Strategies which may be used to mitigate traffic impacts may include but are not be limited to the following:

- Transportation Coordination Programs:

  -employee surveys to determine employee needs;

  -coordination with the County RIDESOURCES program for carpool/vanpool matching services; and

  -establishment of goals for future Transportation Systems Management strategies.

- Transit Promotion Programs:

  -transit pass discount programs;

  -subscription bus service;

  -distribution of Metrobus/County bus schedules and routes; and

  -provision for use of at-work transportation for mid-day travel.

MERRIFIELD AREA

CHARACTER

The Merrifield Area is defined as the area west of I-495, south of Old Lee Highway and Route 29, east of the intersection of Old Lee Highway and Route 29, and north of Route 50 and Luther Jackson Intermediate School (see Figure 117). Immediately to the north is the Dunn Loring Transit Station Area and to the south is the Route 50/I-495 Area. To the west are stable low density single-family residential communities and light industrial uses. To the east of I-495, is residential development, mostly townhouses and garden apartments.

The area has excellent regional access. Located in the I-495 corridor, it lies between the Tysons Corner Area to the north and the major concentration of planned office development in the Route 50/I-495 Area to the south. Gallows Road and I-495 provide transportation links to these two important commercial development centers. The area is also linked to the City of Fairfax and western Fairfax County to the west, and to the City of Falls Church and Arlington County to the east, by both Route 29 and Route 50. Prosperity Avenue provides access to Merrifield from Little River Turnpike (Route 236) to the south.

The Merrifield Area has traditionally been an industrial area. Light industrial uses, ranging from equipment rental to research and development facilities, dominate the area. Commercial land uses are scattered throughout the area, however, they are generally clustered along Route 29 and Gallows Road. Residential land use is limited to the Yorktowne Square Condominiums, located on the eastern edge of the area along I-495.

RECOMMENDATIONS

General

The Plan for the Merrifield Area provides for a mix of office, industrial, retail and residential uses. In general office development is planned for Sub-unit K3, and retail and office development is planned for Sub-units J2, J3 and K1. These sub-units provide an opportunity for predominantly residential mixed-use development.

For Sub-units J2, J3, K1 and K3, a density bonus of .5 FAR over the maximum intensity allowed under the Plan could be considered for mixed-use development, provided that at least two-thirds of the gross floor area is residential. This option should only be considered where substantial parcel consolidation can create a quality living environment through well-designed projects that are effectively screened and buffered from non-residential uses. Proposals under this mixed-use option should also meet the development criteria outlined below.

New development and redevelopment should be responsive to the general criteria below, as well as site-specific conditions, while focusing on mitigating potentially adverse impacts. The following 15 development criteria apply to all sites in the Merrifield Area:

1. Development applications within the Merrifield Area should be accompanied by a development study report which describes the impacts of the proposed development and demonstrates the proposal's conformance with the Comprehensive Plan and adopted policies.

2. Development should be in accordance with the Urban Design Concept Plan for the Area as illustrated in Figure 118.

3. Proffered development plans should provide exceptional quality site and architectural design, streetscaping, urban design and development amenities. The applicant should submit an urban design plan which achieves superior design quality.

4. Substantial land consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives should be provided.

MERRIFIELD SUBURBAN CENTER

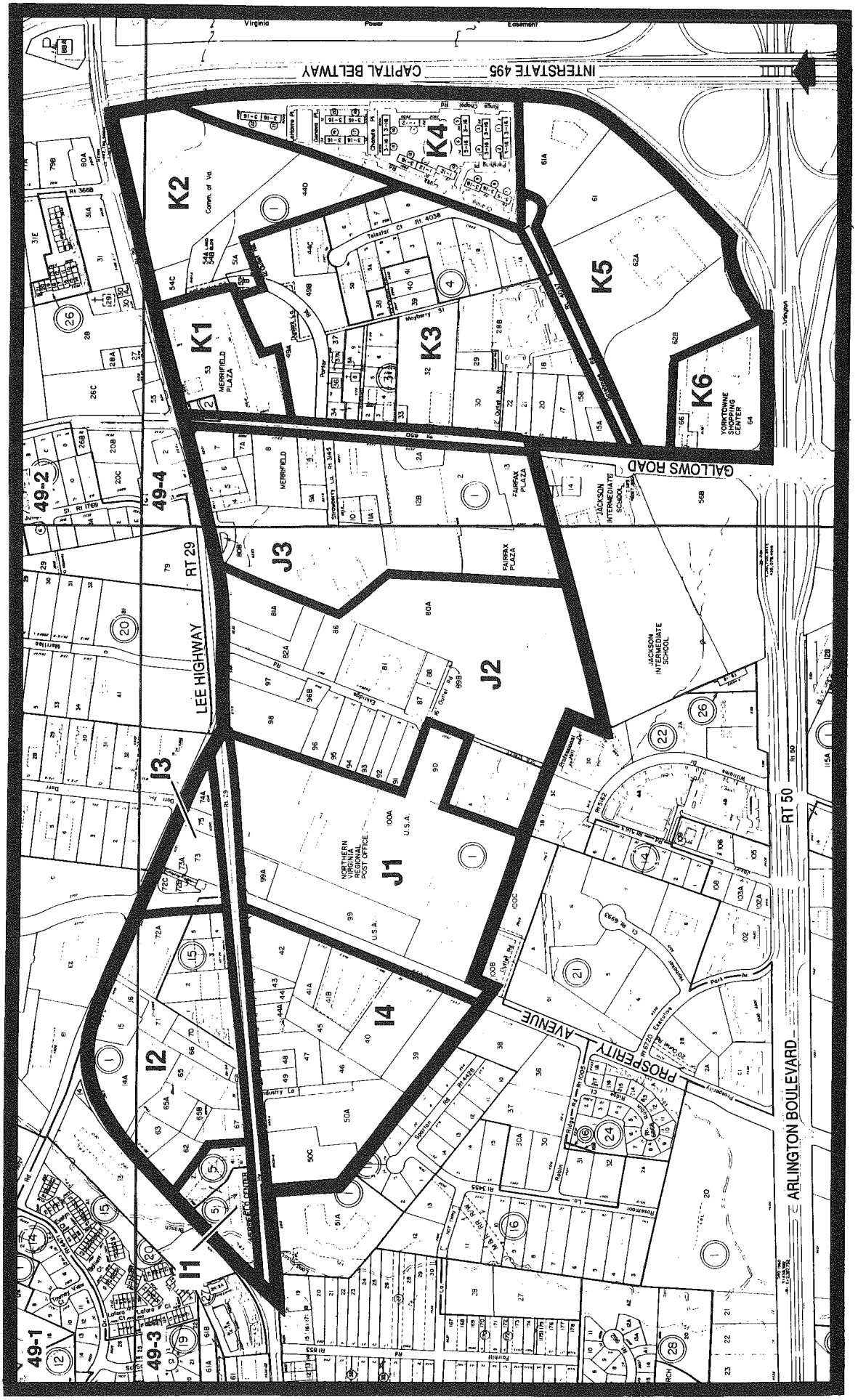


FIGURE 117

MERRIFIELD AREA
BOUNDARY AND LAND UNITS

1000 FEET

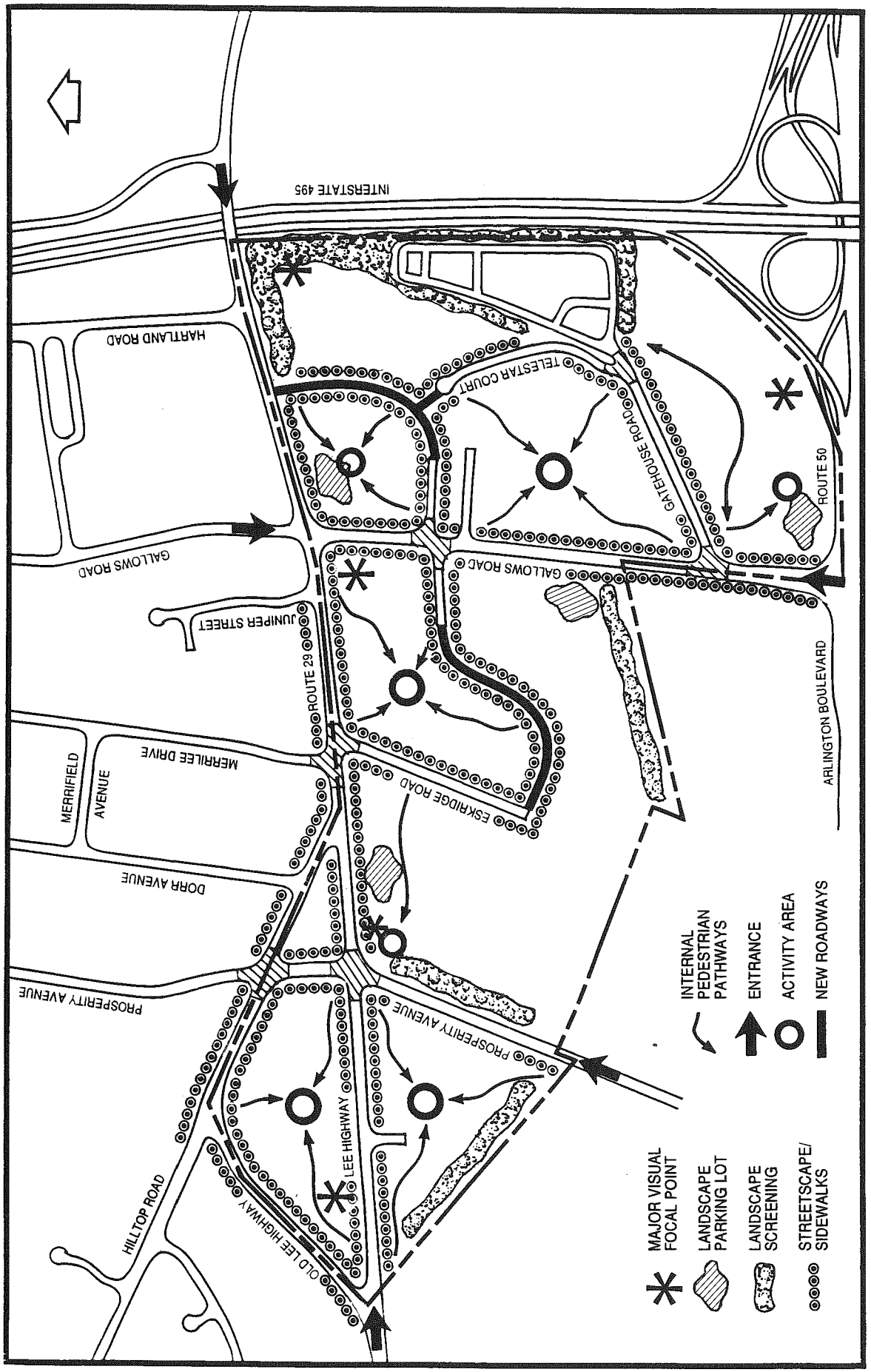


FIGURE 118

FAIRFAX COUNTY

MERRIFIELD AREA
URBAN DESIGN CONCEPT

5. A phasing program which includes on- and off-site roadway, intersection, signalization and parking improvements as related to the development program should be provided. Any increase in development which is not accompanied by the appropriate transportation improvements will only exacerbate traffic problems in the station vicinity. Accordingly, further development should be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D, where feasible, in the long-term and not exacerbating overall existing conditions in the short-term. If Transportation Systems Management (TSM) techniques are used to affect the development density/intensity, development should be phased. Further, when in the opinion of the County, intensities warrant, the developer may be required to phase development and to limit the timing of phases to a demonstration that roadway system capacity exists or will exist in the short-term. Monitoring to the satisfaction of the Office of Transportation may be required of the developer to demonstrate that system capacity is in balance with the development program.

6. On- and off-site public facility improvements, or funding of such improvements, to accommodate impacts associated with new development should be provided. A public facilities phasing program should be implemented to ensure that the identified improvements are in place in accordance with development phasing. Improvements are the responsibility of both the public and private sectors. If the provision of adequate public facilities is not completed, then the developer should reduce development density to a level deemed satisfactory by the County.

7. Design, siting, style, scale and materials should be compatible with adjacent development and the surrounding community. These characteristics should serve to maintain or enhance the stability of existing neighborhoods.

8. Contributions should be made toward the provision of an environmental monitoring program for noise and air quality.

9. A pedestrian-oriented environment recognizing the need for interparcel connections, access to the Dunn Loring Metro Station and other public transportation, and pedestrian circulation should be created.

10. Inclusion of energy conservation features.

11. Inclusion of affordable housing in residential projects or projects with residential components that will serve the needs of the County's population. Housing development should only be approved for the maximum level of development if dwelling units are provided for low- and moderate-income households and in accordance with County policy. Development proposals should be reviewed by the Department of Housing and Community Development.

12. All parking (at, above, or below grade) should provide the highest level of screening and landscaping. Screening should be adequate to reduce glare into residential neighborhoods.

13. Vehicular access points should be consolidated to minimize interference with arterial roadways.

14. Provision and construction of environmental facilities using Fairfax County's Best Management Practices (BMPs) standards.

15. Substantial buffering for all new and existing residential development should be provided.

In addition to these 15 general criteria, site-specific conditions are identified for each of the land units in the area.

Land Use

Land Unit I

This land unit is predominantly developed with industrial uses, along with some scattered commercial facilities. Development to the north and west of Land Unit I includes an office complex on the west side of Old Lee Highway, and Prosperity Business Campus - an office park north of Hilltop

Road. A stable industrial park remains to the northeast along Dorr Avenue. This type of development is planned to continue in this land unit. Planned transportation improvements may impact existing uses in the sub-unit located along Route 29.

Sub-unit I1

A six-story office building and associated low-rise retail strip at the intersection of Old Lee Highway and Route 29, define the western entrance to the Merrifield Area, and comprise Sub-unit I1. This area is planned for community-serving office and retail uses up to .35 FAR.

Sub-unit I2

This sub-unit is fragmented into a number of small parcels, and is developed with a variety of industrial uses. Many of the existing industrial facilities contain associated retail components; this is particularly true of those uses fronting on Route 29. All of I2 is planned for industrial use up to .35 FAR.

When redevelopment occurs, the following criteria should be met:

- Development should be clustered and parcels consolidated.
- Direct vehicular access/egress to Route 29 should be limited.
- Right-of-way required for planned roadway improvements should be provided.

Sub-unit I3

Sub-unit I3 is separated from the remainder of Land Unit I by Prosperity Avenue. I3 is currently developed with automobile-oriented uses. Light industrial/research and development uses consistent with the existing uses, having low trip generation rates and with intensities up to .35 FAR, are planned.

Sub-unit I4

Sub-unit I4 displays similar characteristics to Sub-unit I2, exhibiting little parcel consolidation. The area is developed predominantly with service-oriented industrial uses and associated retail facilities. The auto dealership at the intersection of Route 29 and Prosperity Avenue, and a parcel along Prosperity Avenue developed for public facility use, are two exceptions.

Industrial use up to .50 FAR is appropriate for Sub-unit I4. Office development is not appropriate because of the need to preserve service-oriented industrial uses.

Community-serving retail uses up to .35 FAR along Route 29 may also be appropriate provided that:

- Parcels 49-3((1))50A and 50C are consolidated; and
- Parcels 49-3((1))43-47 are fully consolidated.

When redevelopment occurs the following criteria must be met:

- Direct vehicular access/egress to Route 29 should be limited;
- Right-of-way required for planned road improvements should be provided;
- A substantial landscaped buffer should be provided to minimize the impact on nearby residences; and
- Waivers and modifications of landscaping and screening requirements should not be permitted.

Land Unit J

Land Unit J has been developed with a variety of commercial (office/retail), industrial, and public facility uses. Internal vehicular circulation should be coordinated by completing the circulation plan, the combined intersection of Eskridge Road and Merrilee Drive, and the theater road.

Sub-unit J1

The majority of Sub-unit J1 is occupied by the Northern Virginia Regional Post Office and is planned for public facility use. Additional recommendations for Parcel 49-3((1))90 are found in Sub-unit J2.

Sub-unit J2

Sub-unit J2 is developed with a mixture of industrial and commercial uses and is planned for community-serving retail uses up to .35 FAR. Landscaping and screening requirements should not be waived or modified. As noted in the general recommendations for the Merrifield Area, this sub-unit has been designated as appropriate for mixed-use development applying the density bonus.

As an option, and with substantial consolidation, office use up to .50 FAR may be appropriate in this land unit. New development should be designed as part of an office park, compatible and similar to the office development along Javier Road and Williams Drive to the south and should meet the following conditions:

- Consolidation of Parcels 49-3((1))80A, 87, 88 and 90; and
- Provision of a substantial buffer adjacent to the Luther Jackson Intermediate School. Buildings should maintain an average height of six stories.

If redevelopment occurs for either office or retail use, the following criteria should be met:

- Parcels should be consolidated; and
- Right-of-way required for planned road improvements should be provided.

Sub-unit J3

This sub-unit is planned for community-serving retail uses up to .35 FAR. As noted in the general recommendations for the Merrifield Area, this sub-unit has been designated as appropriate for mixed-use development applying the density bonus.

Land Unit K

Development within Land Unit K is varied, including light industrial, commercial, public facility and residential uses. Access to Route 29 should be oriented to median crossover locations at Porter Road Extended, and Hartland Road. Direct vehicular access/egress to Gallows Road should be limited.

Sub-unit K1

Sub-unit K1 is planned for community-serving retail uses up to .35 FAR. The Merrifield Plaza Shopping Center occupies this land unit. The planned interchange improvements at Route 29 and Gallows Road are anticipated to impact this site. As noted in the general recommendations for the Merrifield Area, this sub-unit has been designated as appropriate for mixed-use development applying the density bonus.

Sub-unit K2

Sub-unit K2 is planned for public facility uses. If redevelopment occurs, the following criteria must be met:

- The necessary right-of-way, extension and construction of Porter Road Extended should be provided;

- Right-of-way required for planned road improvements should be provided; and
- Pedestrian linkages to Porter Road Extended should be provided.

Any redevelopment/development in this area should provide a substantial landscaped buffer along the eastern edge, adjacent to Yorktowne Square Condominiums and along I-495. Waivers and modifications to landscaping and screening requirements should not be granted.

Parcel 49-4((1))44D is planned for residential use at 16-20 dwelling units per acre. As an option if this parcel is consolidated with the Yorktowne Square property, Sub-unit K4, mixed-use development at a higher density could be considered as provided in the Plan recommendation for Sub-unit K4.

Sub-unit K3

Sub-unit K3 is planned for office use up to .50 FAR and community-serving retail use up to .35 FAR. Retail uses should generally be located in the area bounded by Gatehouse Road, Porter Road and Mayberry Street. Office, commercial and industrial development exist in Sub-unit K3. The frontage along Gallows Road has numerous curb cuts. Research and development facilities have traditionally located along Telestar Court. The area is fragmented into a number of small parcels. As noted in the general recommendations for the Merrifield Area, this sub-unit has been designated as appropriate for mixed-use development applying the density bonus.

When redevelopment occurs, the following criteria should be met:

- Right-of-way required for planned road improvements should be provided;
- Parcels should be substantially consolidated to provide for well-designed development;
- Building heights should be limited to 75 feet; and
- The landscaped buffer on the eastern edge adjacent to Yorktowne Square should be preserved and enhanced.

Sub-unit K4

Sub-unit K4 is occupied by the Yorktowne Square Condominiums and is planned for residential use at 16-20 dwelling units per acre. This area should be preserved and protected and the landscaped buffer along the southern edge should be preserved. The addition of a lane to I-495 in 1986 eliminated the screen of trees once located along the eastern edge of the complex. A landscape screen should be reestablished and noise barriers should be installed along I-495.

As an option, redevelopment for residential densities greater than 20 dwelling units per acre may be considered. Redevelopment would allow for a reconfiguration of the existing development, provide for a variety of unit types, more open space, and setbacks from I-495. Alternatively, this land unit may be considered for office or mixed-use development comparable in intensity to surrounding office development and subject to criteria applicable to Sub-unit K2.

Sub-unit K5

Sub-unit K5 is planned for office and hotel use. Support retail and service uses may be appropriate if integrated within office or hotel buildings.

A six-story office building is the dominant feature within Sub-unit K5, and serves as a focal point at the southern boundary of the Merrifield Area. The eastern portion of this sub-unit is developed with a low-rise office building. Additional development should provide for a well-integrated site plan, of high quality, to be compatible with existing development. Site design should include the retention of mature vegetation, provide substantial periphery and interior parking lot landscaping, and provide pedestrian connections throughout the development and to Yorktowne Plaza Shopping Center and other parts of the area.

Redevelopment of the eastern portion of K5 should be in accordance with the high-quality development in the remainder of K5. In addition to the general provisions for this sub-unit, redevelopment of the eastern portion of K5 should adequately buffer the Yorktowne Square Condominiums by preserving the existing landscape screen, designing lighting to avoid glare into adjacent residential units, and being sensitive to existing topography. Heights should be scaled down from west to east, to minimize the visual impact on residents of Yorktowne Square. Pedestrian access with uses in K6 should be provided.

As an alternative to office or hotel uses, part of Parcel 49-4((1))62B may be considered for the expansion of the Yorktowne Plaza Shopping Center if the expansion is required to maintain the viability of this shopping center. In addition, the provision of vehicular access from the shopping center to Gatehouse Road should be considered as a potential improvement to circulation needed for the expansion.

As a second alternative to office or hotel use, Parcels 49-4((1))61, 61A, 62B and 62D may be considered for residential use under one of the residential options set forth below if all of these parcels are consolidated and considered under one development application (except that, if part of Parcel 62B is to be used for an expansion of the Yorktowne Plaza Shopping Center that portion of Parcel 62B need not be included in the development application, and if surface parking on Parcel 62D is retained to serve the existing office building on Parcel 62C, parcel 62D need not be included in a consolidated development application). Any residential development on these parcels should foster within this sub-unit and adjacent sub-units a well-functioning mixed use area. In order to accomplish this, residential development should meet the following conditions and design parameters:

- **Focal Point for Southern Merrifield Area.** The visual prominence of the existing 6-story office building located on Parcel 62C as a focal point for the southern Merrifield area should be maintained or strengthened.

- **Linkage between Office Buildings on Parcels 62C and 28B.** A strong visual and physical linkage between the office building on Parcel 62C and the office building located across Gatehouse Road on Parcel 28B should be emphasized in order to preserve and enhance a strong office presence in the area.

- **Residential Development To Be Compatible with Office on Parcel 62C.** Residential development should be designed in a manner that is compatible with the existing office building on Parcel 62C through the provision of appropriate buffers, vehicular and pedestrian circulation, and building orientation. Residential structures west of the office building should be located a minimum of 120 feet from the building (which is 90 feet from the edge of the veranda or patio area existing as of early 1995) and should be oriented in a way that is compatible with the adjacent office building. In addition, a minimum buffer area of 75 feet should be provided adjacent to the existing veranda, with a six foot wall at the western edge of the buffer area. The wall should be of such design and materials as to be compatible with the use of the veranda as an outdoor meeting place for occupants of and visitors to the office building. In addition, the mature stand of trees that is located approximately 60 to 75 feet of the veranda should be preserved to the maximum extent feasible and located within the buffer area. On the eastern side of the office building, residential structures should be at least 120 feet away from the office building and there should be a minimum 25-foot buffer between the nearest residential structure and boundary of Parcel 62C.

- **Residential Development To Be Compatible with Yorktowne Square.** Residential development should be compatible with the Yorktowne Square Condominiums adjacent to Parcel 61A in terms of scale and height.

- **Mid-rise Residences.** If mid-rise structures are included in the residential development, these structures should have a maximum height of 8 stories or approximately 80 feet. These structures should be designed and located in a manner that maintains the existing office building's prominence as the area focal point, minimizes the obstruction of views from the existing office building toward the Capital Beltway, and minimizes the visual impact on residents of Yorktowne Square.

- **High Quality Living Environment.** Residential development should result in a high quality living environment which would include (at minimum) usable open space for recreation, buffers, screening and noise mitigation measures (which may include noise barriers along the I-495/Route 50 interchange).

- **Parking for Office on Parcel 62C.** Under a development plan that displaces all existing surface parking on Parcel 62D, the displaced parking should be replaced in sufficient amount to meet zoning ordinance requirements for the office building on Parcel 62C. The replacement parking should be located in a structure at the southeast corner of the existing office building and designed to minimize the obstruction of views from the existing office building.

- **Pedestrian Connection to Yorktowne Plaza Shopping Center.** Pedestrian access to the Yorktowne Plaza Shopping Center is an important element of mixed use for this sub-unit and adjacent sub-units, and the existing pedestrian connection to the shopping center should be maintained and enhanced.

- **Internal Circulation.** Other pedestrian connections from the residential development to and along Gatehouse Road should be provided. Vehicular access to the residential developments should be from Gatehouse Road with no vehicular access between the existing office building and residential developments.

Under Residential Option A, high density townhouses and multifamily dwellings could be considered at an overall density of 16 to 20 dwelling units per acre. Under this option, most of the existing surface parking on Parcel 62D may remain to serve the office building on Parcel 62C. The remaining surface parking should be a sufficient amount to meet zoning ordinance requirements for the office building on Parcel 62C, should be designed in a manner that preserves existing mature trees to the maximum extent feasible and should have two new access drives delineating the eastern and western boundaries of the surface parking. In addition, the new access drives should align with the access drives of the office building across Gatehouse Road on Parcel 28B, access to the parking should not be through residential development, and effective screening and buffering to adjacent residential development and along Gatehouse Road should be provided.

Under Residential Option B, a mix of high density townhouses and multifamily residential uses at an overall density of 20 to 30 dwelling units per acre could be considered. For development under Residential Option B, a parklike entry should be created by converting most of the existing surface parking on Parcel 62D to landscaped open space. This parklike entry should contain between 1.5 and 2 acres of land, should preserve existing mature trees to the maximum extent feasible, and should be designed in a manner that significantly strengthens the visual and physical linkage to the office building on Parcel 28B. The two new access drives should delineate the parklike entry feature.

In general, Residential Option B may be expected to better serve the overall objective of creating a high-quality mixed use environment on this and adjacent sites. Accordingly, development under this option, if reasonably feasible, is preferred.

Sub-unit K6

The Yorktowne Plaza Shopping Center occupies Sub-unit K6. The area is planned for neighborhood-serving retail use up to .25 FAR. Interparcel access with uses in K5 should be provided.

Urban Design Concept

The urban design concept discusses pedestrian circulation, streetscape treatment, and building heights.

Pedestrian Circulation/Streetscape

A major deficiency in the Merrifield Area has been its lack of pedestrian walkways. With the proximity of the Dunn Loring Metro Station, strong pedestrian linkages are more important. A comprehensive pedestrian walkway system can unify the area and reduce the dependence on private automobiles (see Figure 119).

The urban design plan provides an interconnected pedestrian circulation and streetscape system which provide pedestrians with a safe, direct and pleasant walking experience. This system provides new pedestrian routes along roadways, improves existing pedestrian facilities, and identifies internal walkways to help unify the area. In addition, a comprehensive streetscape system involving landscaping, lighting and street furniture enhances the pedestrian experience. Throughout the area, new sidewalks and sidewalk improvements should be constructed to facilitate pedestrian access between employment and shopping nodes, and between Metro and these uses. In addition, pedestrian facilities should be linked to existing walkway systems in surrounding areas.

Building Heights

Heights throughout the Merrifield Area should be limited to 75 feet (approximately 6 stories).

Open Space and Landscaped Buffers

Open space and landscaped buffer areas should be used to mitigate the impact of new development and improve the appearance of the area. Landscaped buffer areas--strips of land that are intensely planted with trees and shrubs and which may include berms--are generally planned on parcels which abut existing residential development.

Additional Urban Design Issues

- Increased landscaping of both public and private properties should be instituted to improve the area's visual appeal;
- Overhead utility lines should be placed underground so that roadways are clear of visual clutter; and
- Signage should be visually cohesive, attractive and legible.

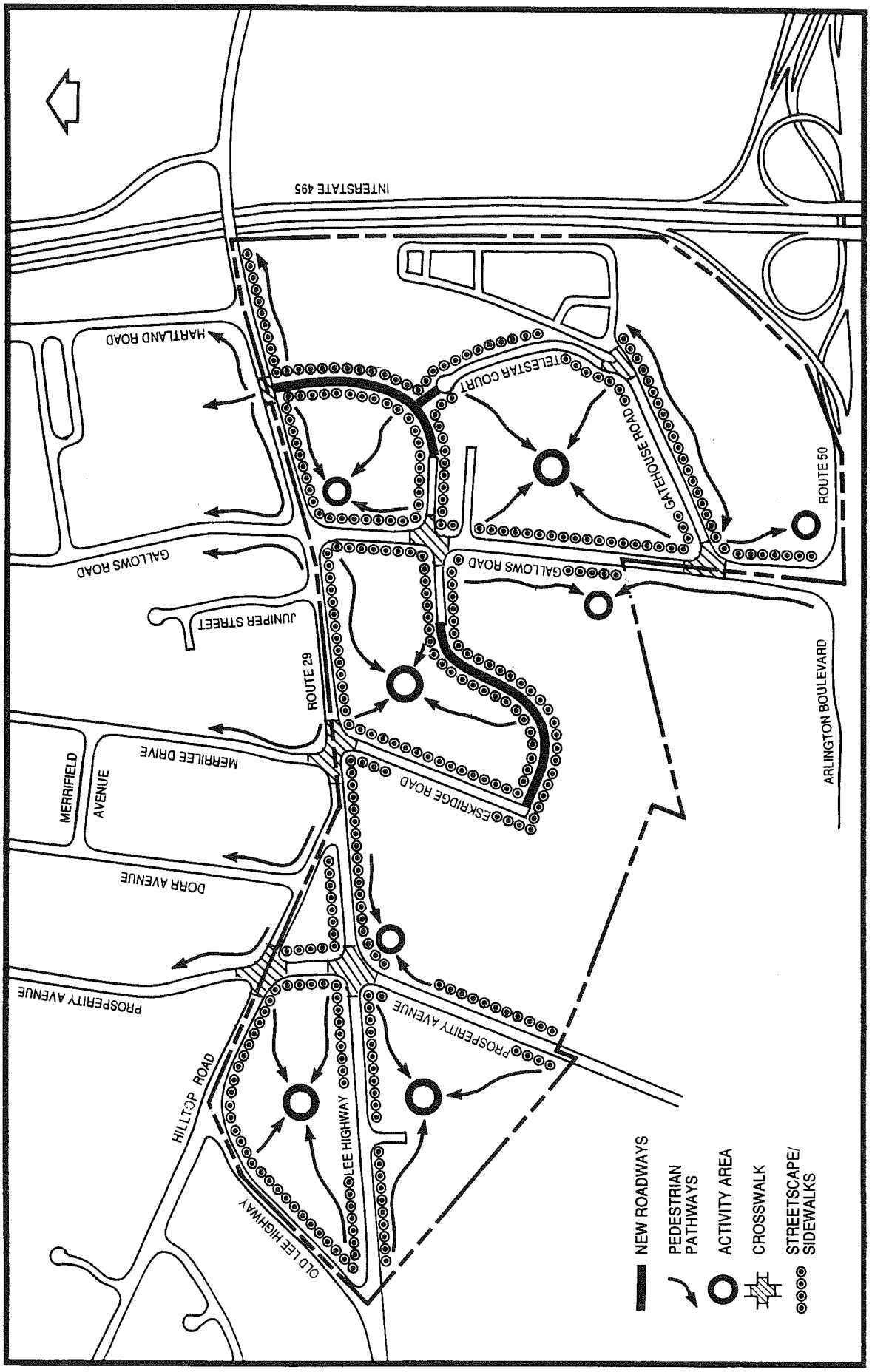


FIGURE 119

MERRIFIELD AREA
PEDESTRIAN CIRCULATION

FAIRFAX COUNTY

Transportation

The land use plan in the Merrifield Area seeks to encourage interdependent relationships between land uses that will reduce automobile dependency and encourage transit use. As such, it is anticipated that changes in trip modes should occur in the greater Dunn Loring-Merrifield area, due to the availability and convenience of Metro and other transit service, as well as the complementary nature of adjacent land uses.

The transportation plan includes:

- Road improvements;
- Public transit improvements;
- Non-motorized facility improvements;
- Transportation Systems Management strategies, which may include but are not limited to:
  - ridesharing programs
  - bus transit planning and promotion,
  - parking management strategies,
  - comprehensive non-motorized connections
- Implementation and phasing of transportation improvements to land use phasing.

In addition, key concerns in carrying out this plan are discussed in the section on implementation.

Roadway Network for the Plan

Roadway improvements planned for the Merrifield Area are depicted on Figure 115.

Subsequent detailed engineering studies for each road may indicate additional or other appropriate improvements which may be necessary in order to ensure the safety of motorists as well as an adequate level of service on each roadway.

Public Transit Improvements

The County should consider replacing or supplementing the WMATA provided feeder bus service to the Orange Line. Assuming that the current County operated bus service at Huntington proves financially desirable, the County should give the Orange Line Metro stations high priority for new service.

Consideration should be given to providing peak period shuttle bus service for the residential areas as well as to the commercial and institutional developments within the greater Dunn Loring-Merrifield Area.

Non-motorized Facility Improvements

For walking, good access requires a sidewalk system which conveniently serves existing and future development and allows adequate protection for pedestrian crossing at intersections. This system should provide routes which are safe, convenient, and pleasurable to travel. Walkways should be accessible at all times. Well-designed and clearly marked trails should be provided to the Dunn Loring Metro Station.

Vehicular traffic in the area may affect pedestrian safety. When appropriate, pedestrian improvements such as crosswalks, signals, overpasses and refuge islands should be provided.

Transportation System Management Strategies

Transportation System Management Strategies (TSMs) should be used to the maximum extent to mitigate transportation impacts of development. These strategies should make maximum use of the Transportation Systems Management opportunities afforded by proximity to the Metro Station. In order for specific projects to achieve an acceptable traffic level, developers should provide TSM strategies with performance standards and measures commensurate with traffic

reduction assumptions used to evaluate the impact of the project. If overall Transportation Systems Management measures are required, development should be phased so as to demonstrate the effectiveness of those measures. The development intensity which is dependent upon the success of Transportation Systems Management measures should not be approved until such time as those measures are demonstrated effective for the earlier phase. Strategies to mitigate traffic impacts may include but are not to be limited to the following:

- Transportation Coordination Program:
  - employee surveys to determine employee needs;
  - coordination with the County RIDESOURCES program for carpool/vanpool matching services; and
  - establishment of goals for future Transportation Systems Management strategies.
- Transit Promotion Programs:
  - transit pass discount programs;
  - subscription bus service;
  - distribution of Metrobus/County bus schedules and routes;
  - provision for use of at-work transportation for mid-day travel; and
  - provision for flex-time options.

IMPLEMENTATION AND PHASING OF TRANSPORTATION IMPROVEMENTS TO LAND USE DEVELOPMENT

A number of highway improvements are planned that will improve circulation in the greater Dunn Loring-Merrifield Area. However, in light of the existing traffic conditions and the limited public funding available countywide for roadway improvements, the traffic impact of any proposed development in the Merrifield Area should be carefully analyzed. Any increase in development which is not accompanied by the appropriate transportation improvements will only serve to exacerbate traffic conditions in the station vicinity. Accordingly, further development should be phased with appropriate transportation improvements in order to assure a balanced roadway network consistent with achieving Level of Service D, where feasible, in the long-term and not exacerbating overall existing conditions in the short-term. Strict adherence to the general and site-specific development requirements is necessary in order to provide for orderly development phasing.

THE ROUTE 50/I-495 AREA

The Route 50/I-495 Area comprises a large area within the urbanizing portion of Fairfax County at the confluence of several major arterial roadways: I-495 (the Capital Beltway); Route 50 (Arlington Boulevard); Route 29 (Lee Highway); and I-66. The area is located directly to the east and south of the Merrifield Area and together with both the Dunn Loring Transit Station Area and the Merrifield Area comprises the Merrifield Suburban Center.

The Route 50/I-495 Area contains the Fairview Park office, hotel, and residential development; the approximately 100-acre Holmes Run Stream Valley, traversing in a north-south direction east of I-495; and office development along Route 50 west of I-495. The area is bordered by the Falls Church High School, the Melpar (E-Systems) facility and the Pine Springs community on the east and by stable, single-family detached development to the west and south. For purposes of this Plan, the Route 50/I-495 area is divided into Land Units as shown on Figure 120.

This area contains the archaeological remains of the Spanish American War training camp, Camp Alger, and numerous prehistoric and historic archaeological sites.

GENERAL RECOMMENDATIONS

This section of the Plan specifies recommended land uses as well as related transportation and public facilities improvements that will be required to accommodate the recommended land uses for each designated land unit and sub-unit within the Route 50/I-495 Area. (Figure 120.)

Approval to initiate development under a given land use option is conditional upon the programmed completion of all specified transportation and public facility improvements identified in the text as relevant to the particular land unit or sub-unit. In situations where several options are recommended, as the intensity of land use development and its related impacts increases, so will the extent and number of transportation and public facility improvements required to accommodate the impacts from such development. Such requirements provide a reasonable level of service to existing and proposed development throughout the area. Development plans for this area should:

- Address actions proposed to help alleviate, or at the minimum not worsen, traffic conditions during the morning and late afternoon peak hours of travel; and

- Provide a time-phased schedule for completion of identified highway improvements in the area, as well as for occupancy of facilities on the site being rezoned.

The provision of low- and moderate-income units in new developments throughout the County is an important County concern. Given the convenient regional location, accessibility and combination of employment and residential uses, the Route 50/I-495 Area is an appropriate location for additional housing opportunities for low- and moderate-income households. The provision of low- and moderate-income housing in this area is desirable and important in meeting County objectives and should be used in making decisions on new residential development. Development at the high end of the density range is only encouraged if appropriate residential development which incorporates low- and moderate-income housing units is suitably assured.

TRANSPORTATION

The internal roadway system in the Route 50/I-495 Area is substantially completed. However, several access objectives should be maintained, as depicted on Figure 121.

MERRIFIELD SUBURBAN CENTER

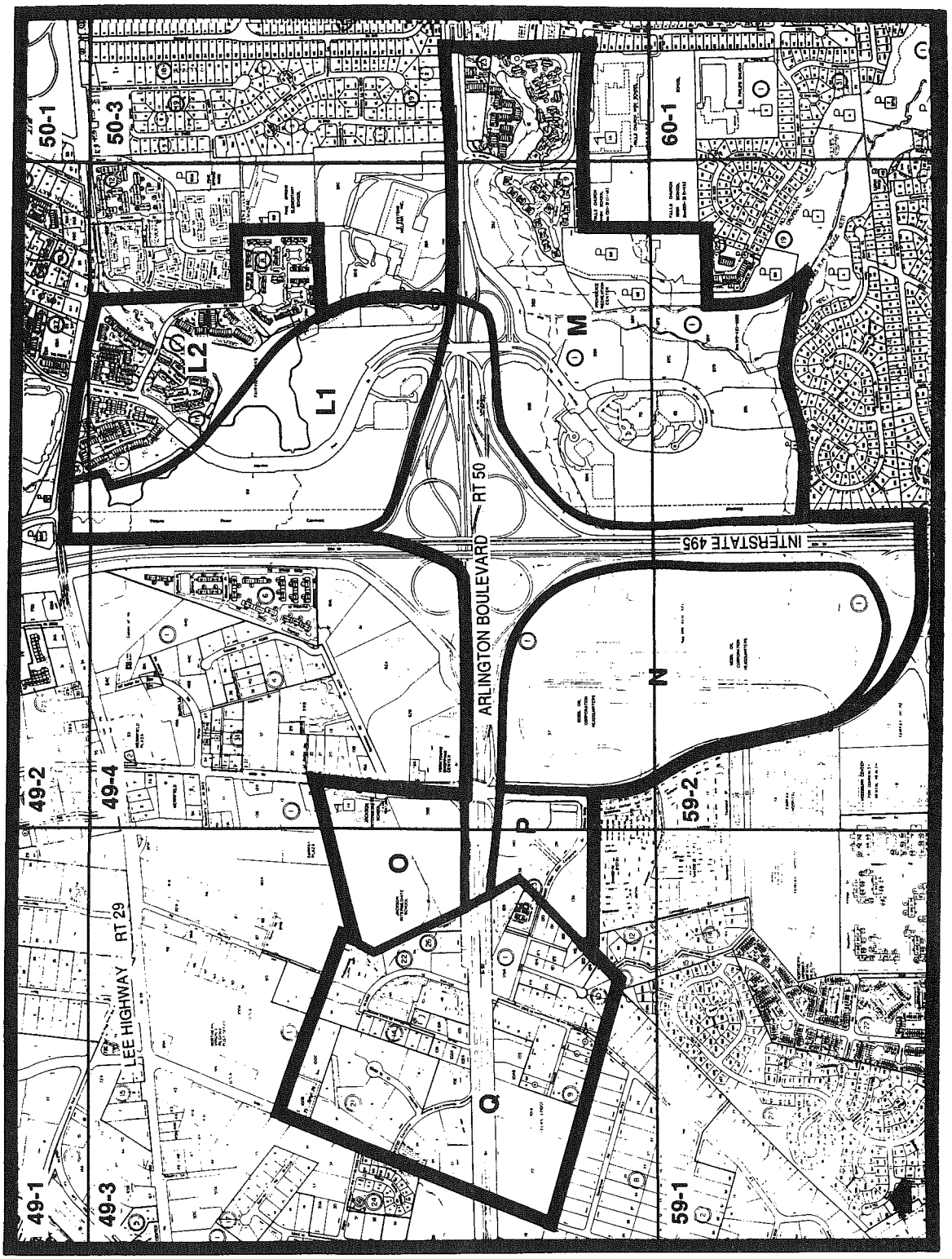
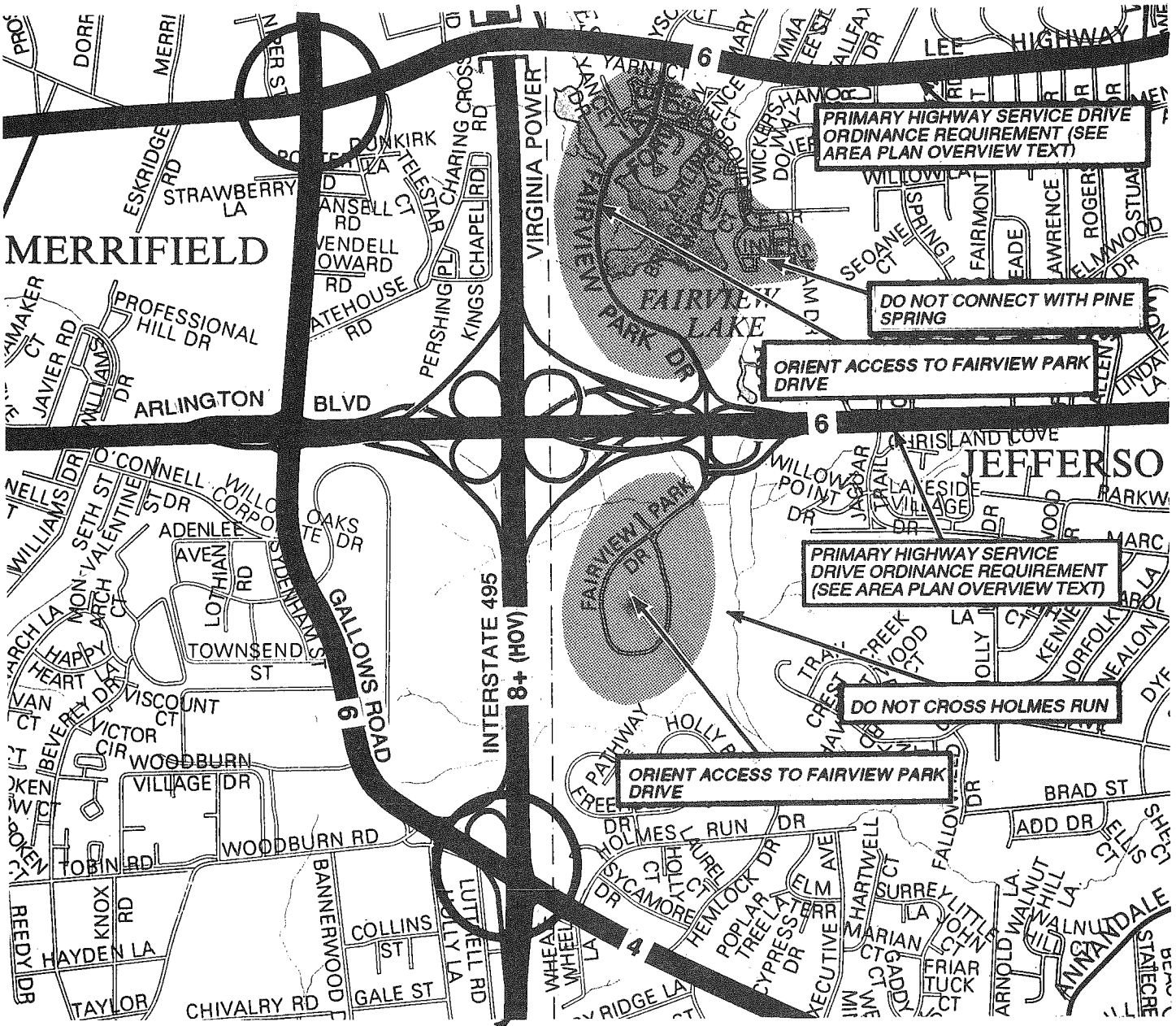


FIGURE 120

ROUTE 50/I-495 AREA
BOUNDARY AND LAND UNITS



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS ROUTE 50/I-495 AREA	FIGURE 121

RECOMMENDATIONS LAND UNIT L (NORTHEASTERN QUADRANT)

Land Use

Sub-unit L1

Sub-unit L1 is bounded by the Lake Fairview and its drainage on the east and I-495 on the west. Office development of up to 1.7 million square feet of gross floor area with an additional 50,000 square feet for accessory uses (day care, restaurants, services, etc.) to serve employees has been approved for this sub-unit. There should be no drive-through facilities on site. Development on this site should meet the following conditions:

1. Structured parking is encouraged to preserve the maximum amount of undisturbed open space. Surface parking should be buffered through berms or landscaping.

2. A trail circulation system should be constructed through the office park.

3. Archaeological surveys of the significant sites located in this land unit should be performed in conjunction with the County Archaeologist and artifacts should be collected.

Sub-unit L2

Sub-unit L2 is planned for residential development at a density of 8-12 dwelling units per acre, well buffered from existing residential and industrial development to the east and south, as well as Route 29 to the north. Development of this sub-unit should provide pedestrian access between Sub-unit L2 and adjacent existing and proposed development.

RECOMMENDATIONS LAND UNIT M (SOUTHEASTERN QUADRANT)

Land Use

1. The 178-acre southeastern quadrant of the I-495/Route 50 interchange should be consolidated for the purpose of development of an employment center and related uses, and for residential development.

2. Nonresidential uses should be limited to that portion of the site west of Holmes Run stream valley. The site design of the nonresidential portion of the quadrant should have substantial landscaped open space provided throughout the site and particularly to the south to eliminate any impact upon nearby stable residential communities. At least 35 percent of the area west of the Holmes Run stream valley should be preserved as landscaped open space. Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space.

3. The Holmes Run stream valley should be preserved as a stream valley park in accordance with the County's adopted stream valley policy.

4. In order to limit its impact on the surrounding residential communities acknowledging the capacity of the Route 50/I-495 road network with improvements as noted in the transportation section which follows, any proposal for an employment center on the southeastern quadrant of the I-495/Route 50 interchange should have no more than 2.25 million square feet of nonresidential development on the area west of Holmes Run stream valley. The nonresidential development should consist of 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a hotel. As an option, residential space for up to 250 dwelling units may be substituted for approved non-residential gross floor area.

5. That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area should be limited to three stories in height. The vacant portion of the quadrant south of Falls Church High School is planned for residential development at 3 to 4 dwelling units per acre (single-family detached units are encouraged in this portion of the site).

6. Approximately 3 to 5 acres of parkland should be provided (preferably contiguous to the Providence District Recreation Center) to serve the future residents of this site.

7. Hotel/motel uses should be internal to the site and be integrated with the design and layout of the site.

8. Retail commercial uses should be provided to service primarily the demand for other nonresidential uses on the site and integrated with the overall design and layout of the site.

9. A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping should be provided along the southern perimeter of the site to eliminate an adverse visual impact upon the detached single-family residences to the south of the site. This buffer should be dedicated to the County, if appropriate, and maintained in its natural state. It is understood that a portion of this area may be needed for stormwater management.

10. The height of all structures in the southern portion of the site should be limited to six stories so as to be visually unobstrusive to the stable low density residential communities to the south and east of the site.

11. The provision of lighting on the site and its structures should be visually unobstrusive to and compatible with all nearby residences and adjacent communities. As a general rule, parking lot lighting should not exceed 13 feet in height.

12. The small tract immediately south of the Route 50 corridor is recommended for residential development to occur at the lower end of the proposed density range (8 dwelling units per acre) and development should be buffered from Route 50. No direct access should be provided to Route 50.

Transportation

1. Vehicular access for planned nonresidential uses should be separate from access provided for residential activity. Specifically nonresidential uses should access the site from Route 50 only, and such access should be located west of Holmes Run stream valley. Vehicular access to residential uses in the northern portion of the site (north and northwest of the Falls Church High School) should be via Jaguar Trail, while vehicular access to residential uses in the southeastern portion of the site should all be via Camp Alger Avenue. Jaguar Trail, Marc Drive and Camp Alger Avenue should be improved as necessary to accommodate the additional residential traffic from this site. Camp Alger Avenue should not connect with Marc Drive to the north; nor cross the Holmes Run stream valley.

2. No on-site vehicular circulation across the Holmes Run stream valley should be permitted.

3. Any developer under this option should abide by existing covenants running with the land to neighboring civic associations, which covenants prohibit vehicular access to residential communities south and east of the site.

4. In addition to the conditions stated above, all proposals for vehicular access to this site should meet with the approval of Fairfax County and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate. It is imperative that any vehicular access design for this land unit should be compatible with a solution for vehicular access to both the northeastern and the southeastern quadrants. The primary basis of review should be the impact of the proposal on (a) the safe and efficient operation of Route 50 and I-495, and (b) the level of service on Route 50, I-495, and the ramps of the Route 50/I-495 interchange. In particular, the level of land use activity planned under this option is conditional upon the provision by the developer(s) of all

transportation improvements and transportation strategies (e.g., carpools, van pools, mass transit use) deemed necessary by Fairfax County, and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate, to accommodate the level of traffic generated by each phase of the development of this site. A traffic monitoring program should be undertaken and maintained by the developer to ensure the effectiveness of the transportation strategies.

5. The implementation of these transportation improvements and strategies is to be phased such that the site is adequately served during all stages of development without adversely affecting the safe and efficient operation of Route 50 and I-495.

6. Route 50 should not be designed to exceed six through lanes east of Jaguar Trail.

Environment

1. The Holmes Run stream valley should all be preserved as a stream valley park under the provisions of the County's adopted stream valley policy and protected from adverse impact both during and after the development of the site.

2. Nonvehicular access to and through the Holmes Run stream valley should be provided via this site.

3. A substantial portion of the existing tree cover should be preserved as a natural open space screen and buffer, particularly along the periphery with I-495 and Route 50.

4. In order to control stormwater runoff from this site, any development proposal must include a stormwater management plan which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) should provide for the control of any post-development peak discharge in excess of the pre-development peak discharge. In addition, the utilization of Best Management Practices (BMP) is strongly encouraged.

5. All Federal, State and local air and noise standards should be strictly complied with as a result of development on this site.

RECOMMENDATIONS LAND UNIT N (SOUTHWESTERN QUADRANT)

The primary concerns in the development of the Southwestern Quadrant of the Route 50/I-495 interchange are: the preservation of the quality of nearby stable residential communities and that of the Fairfax Hospital complex; and, the ability of Gallows Road to carry through circumferential traffic in addition to local traffic in an adequate manner. In particular, any development of this land unit must not adversely impact either vehicular- or pedestrian-patient access to Fairfax Hospital.

The land use recommendations developed for this land unit attempt to capitalize upon the extensive Beltway frontage and proximity to a major Beltway interchange, as well as the proximity to the Fairfax Hospital complex.

The Southwestern Quadrant is readily accessible from Gallows Road which forms its western boundary, with substantial frontage along I-495 on the east. Any mix of office, residential, retail, and motel development on Land Unit N must be organized to minimize any potentially undesirable impacts on existing development, and relate to one another in a manner which complements their various functions. Although it is expected that full development of this large tract of land will occur over a number of years, there must be an overall, coordinated development plan at the outset to guide each phase of growth in the most efficient manner, ensuring the programmed completion of necessary transportation and public facilities improvements, thereby best serving the interests of the entire County, the nearby local communities, and developers of this land unit.

Land Use

This 130-acre site is approved for office space and accessory uses to serve employees (day care, restaurants, services, etc.) at an intensity of up to 1.75 million gross square feet. This site is currently the world headquarters of the Mobil Corporation. In order to maintain the site as a viable headquarters property, owners may wish to seek an amendment to the existing zoning approval to address future needs. Any amendment to the existing zoning approval for this site shall be required to proceed through normal land development procedures including review by the surrounding civic association(s), Fairfax County Planning Staff, and the Planning Commission, but without the necessity of a Comprehensive Plan amendment.

Development of the site has and will provide for effective, wooded buffer areas and landscaping. Road improvements have been provided to accommodate the approved zoning for the development of up to 1.75 million square feet on the site. Development of the site beyond that which is currently zoned for development should not adversely impact vehicular or pedestrian access to Fairfax Hospital and will minimize traffic impact on Gallows Road.

RECOMMENDATIONS LAND UNITS O AND P (NORTHWESTERN AND SOUTH-WESTERN QUADRANTS OF THE ROUTE 50 AND GALLOWS ROAD INTERSECTION)

The development potential of these land units is substantially the result of their proximity to both I-495 and the Route 50 corridor. They lie at the eastern terminus of the Route 50 office park corridor which ends at Prosperity Avenue on the west. Additional text for Land Units O and P is found under Land Unit Q.

Land Use

1. The remaining acreage in Land Units O and P not required for highway right-of-way is recommended for commercial office development, with the conditions in any development that the acreage be well-buffered (particularly on Land Unit O adjacent to Luther Jackson Intermediate School and on Land Unit P adjacent to stable residential communities), and that there be no direct vehicular access to Gallows Road. Land Units O and P should have access to Route 50 at Williams Drive via completed service drives along the north and south sides of Route 50, respectively.

    - A maximum building height of six stories is recommended, although the primary considerations in the development of these tracts are:

        - minimal intrusion upon nearby stable residential communities;

        - minimal aggravation of already congested traffic conditions at the intersection of Route 50 and Gallows Road;

        - the quality of design for the development of the land units.

    - Parking facilities associated with this proposed office development should be visually unobtrusive from both Route 50 and Gallows Road.

    - Development of Land Units O and P requires the provision of stormwater management facilities which meet the requirements and objectives of Fairfax County for the Long Branch and Woodburn segments of the Accotink Creek watershed.

2. As an option to the office recommendation above, the southern portion of Land Unit O (1993 Tax Map 49-4((1))56B) may be developed with retail uses, provided the following conditions can be satisfied:

    - The entirety of Parcel 56B is planned as a well-designed and integrated retail project with orientation toward Route 50 and Gallows Road, and not to the adjacent school property.

    - The floor area ratio is limited to 0.20.

- Access to the site is limited to Gatehouse Road and the service drive along the north side of Route 50, subject to the County's and VDOT approval. Minimal aggravation of already congested traffic conditions at the intersection of Route 50 and Gallows Road shall result.

- High quality architectural treatment and landscaping with coordination throughout the site shall be provided.

- The number of restaurants with drive-through facilities shall be limited to two. The number of banks with drive-through facilities shall be limited to one. The number of service stations with associated car wash and quick service food store shall be limited to one. The site design and architectural treatment of such uses shall be coordinated and harmonious with the other retail uses on the site.

- Stormwater management facilities shall be provided so as to mitigate adverse impacts on properties downstream. This may require that the design of such facilities be in excess of Public Facilities Manual requirements.

The functioning of Route 50 and Gallows Road is an issue of overriding importance. Any proposal for retail use must demonstrate that the proposed retail development would significantly improve the functioning of Route 50 and Gallows Road during the a.m. and p.m. peak hours as compared to the development on the site of 377,000 square feet of office use as approved in 1982.

RECOMMENDATIONS LAND UNIT Q

This portion of the Route 50/I-495 Area has been designated as a basic employment site within Fairfax County, and to date considerable office and light industrial development has occurred.

A portion of this land unit, south of Route 50, is part of the Mantua Community Planning Sector (F2) of the Fairfax Planning District.

Land Use

A primary consideration for the development of this area is the containment of commercial development within appropriately designed and designated areas to the east of Prosperity Avenue, and the protection and enhancement of stable residential communities. Accordingly, all elements of any proposed development should be evaluated in light of this policy. These elements should include, but not be limited to, the siting and architectural design of the buildings and those elements addressed in the conditions above.

1. Land on both sides of the Route 50 corridor from Prosperity Avenue to Gallows Road is planned for development as an office park. This recommended development should:

   - Provide a 150-foot wide buffer adjacent to the Pine Ridge community eastward from the western boundary of Parcel 49-3((1))101A.

   - Maintain a substantial buffer of existing vegetation along the Route 50 corridor; adjacent to the service drive right-of-way; adjacent to Luther Jackson Intermediate School; and with the stable residential communities to the south.

   - Maintain an average building height of six stories, while permitting a range of structures between two and eight stories.

   - Provide pedestrian walkways connecting all portions of the proposed office development, and linking with convenient bus stop shelters along Route 50.

2. Parcels 49-3((10))6; 49-3((9))1, 1A, 2, 2A, 3, 4, 5, 6 and 6A, are planned for townhouse-style office use up to .25 FAR.

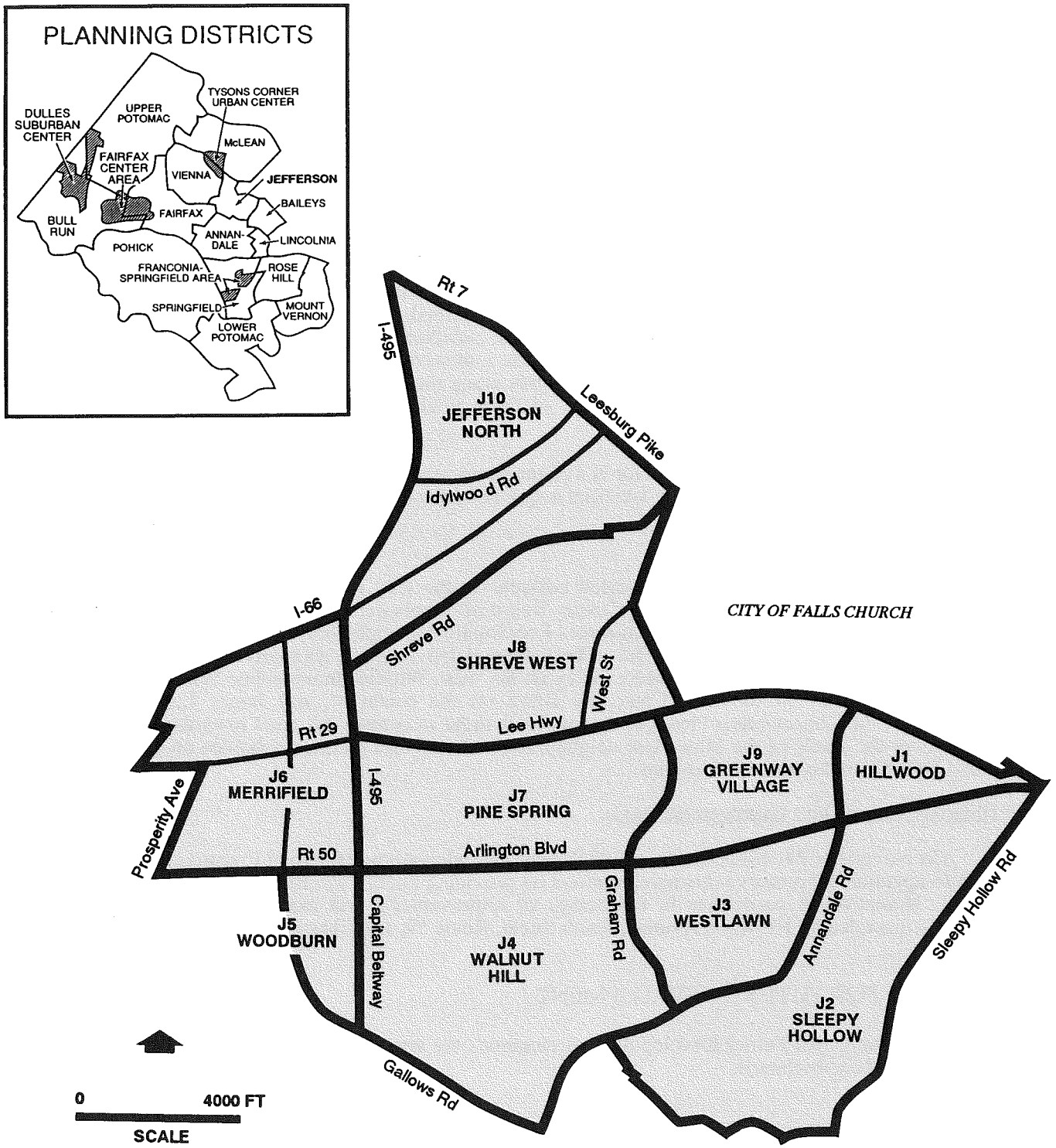
   As an option, if these parcels are consolidated with the existing development north of Pennell Street, development for office use at intensities similar to the existing development may be considered.

   As a second option, if Parcel 49-3((1))101A redevelops, consolidation with the above parcels would be desirable. In addition, more intense office development should be oriented toward Route 50.
   Any development on the Parcels 49-3((10))6; 49-3((9))1, 1A, 2, 2A, 3, 4, 5, 6 and 6A, should meet the following conditions:

   - Access should be only northward to Route 50; Williams Drive should not connect to Highland Lane;
   - The style of office structures should be residential, with a maximum of 35 feet in height;
   - Freestanding or drive-through commercial or financial facilities are not appropriate;
   - Lighting and signs should be designed and located to screen them from existing residential development. Parking lot lights should be directed towards Route 50, away from the Pine Ridge community;
   - Development of these parcels should include on-site stormwater detention facilities sufficient to address flooding problems in the Pine Ridge community. To achieve that objective, it may be necessary to design such facilities to meet standards in excess of those normally required under Fairfax County Ordinances and the Public Facilities Manual; and,
   - Full land consolidation should be provided (tax maps 49-3((10))6; 49-3((9))1, 1A, 2, 2A, 3, 4, 5, 6 and 6A).

3. Along the Gallows Road corridor existing and proposed development should be coordinated to minimize the extent of increased traffic congestion in the area, and to minimize visual blight. In conjunction with an improved local highway system, a north-south collector road connecting Route 29 on the north with an improved Porter Road on the west, and Gatehouse Road on the south should be constructed. Such a facility would coordinate the internal development of this land unit and provide an alternative to the congestion of the Gallows Road corridor, which presently carries a high volume of through and local traffic.

4. The Luther Jackson Intermediate School is planned for Public Facilities use and should remain in public ownership.



FAIRFAX COUNTY

COMMUNITY PLANNING SECTORS
JEFFERSON PLANNING DISTRICT

FIGURE 122

J1 HILLWOOD COMMUNITY PLANNING SECTOR

CHARACTER

The Hillwood Community Planning Sector generally extends from the intersection of Hillwood Avenue and Arlington Boulevard at Seven Corners to Tripps Run which forms the western boundary.

The eastern portion of the sector lies within the Seven Corners Community Business Center (CBC). South Street serves as a barrier between the stable residential neighborhoods to the west and the CBC. Housing is largely comprised of single-family detached units. A substantial area of multi-family 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 Route 50 and the Annandale Road corridors, and along the Falls Church City line. Jefferson Village Shopping Center is located at the intersection of Route 50 and Annandale Road. A commercial strip with primarily retail uses extends along the Route 50 service drive between Jefferson Village 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 the stream valley has been acquired by the County.

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 Conservation Area is generally bounded by Hillwood Avenue on the north, Tripps Run stream valley on the west, Whittier Intermediate School, 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.

Hillwood Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Hillwood Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Hillwood Avenue, South Street, Route 50, and Cherry Street.

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 123 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 Route 50 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 Route 50) and fronting on the north side of Route 50 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 non-residential 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. An office conversion zone is planned for the area of single-family structures fronting along the north side of Route 50, west of the existing community-serving retail development (Jefferson Village Shopping Center) located in the northwest quadrant of Route 50 and Annandale Road. 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:

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

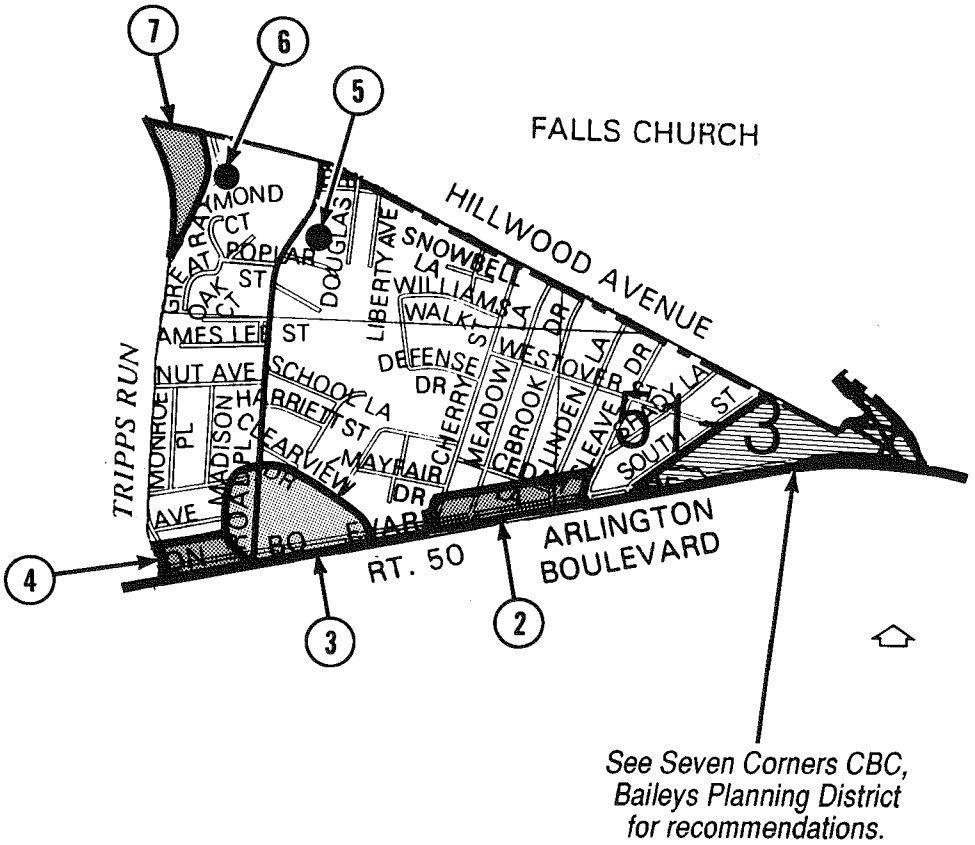
   - Substantial buffering should be provided to mitigate any noise impact from Route 29.

7. Recommendations for the area between Tinners Hill Road and Tripps Run and the adjacent areas, fronting on the south side of Route 29 are addressed in Sector J9.

Transportation

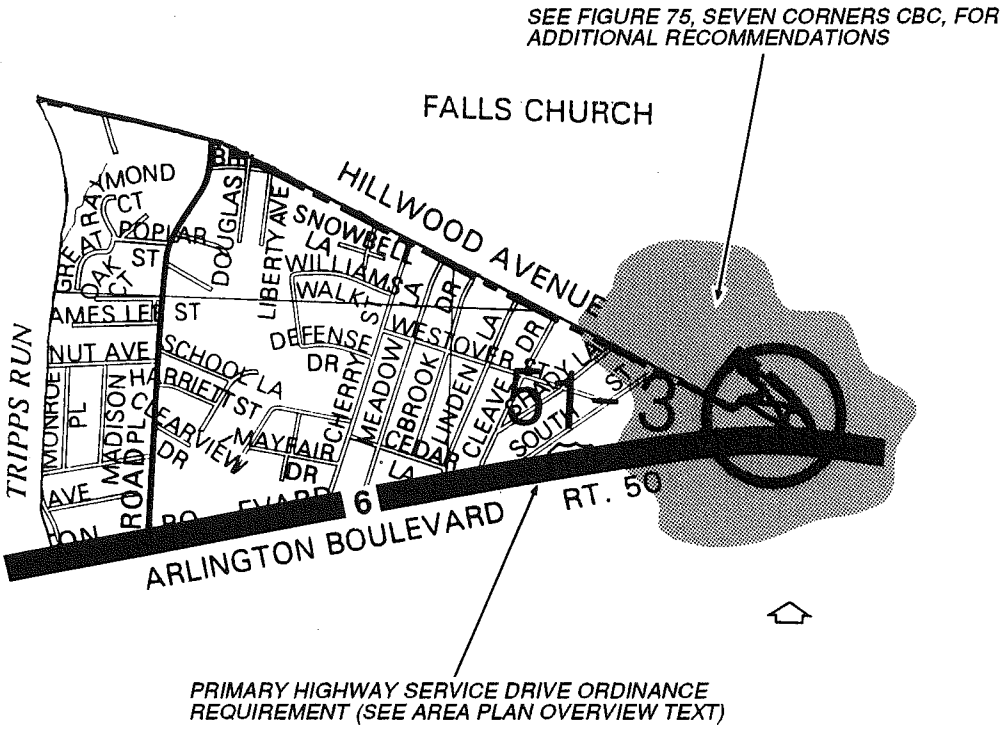
Transportation recommendations for this sector are shown on Figure 124. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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.

J1
HILLWOOD COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 123

J1
HILLWOOD COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ — CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 124

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 125. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 126 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

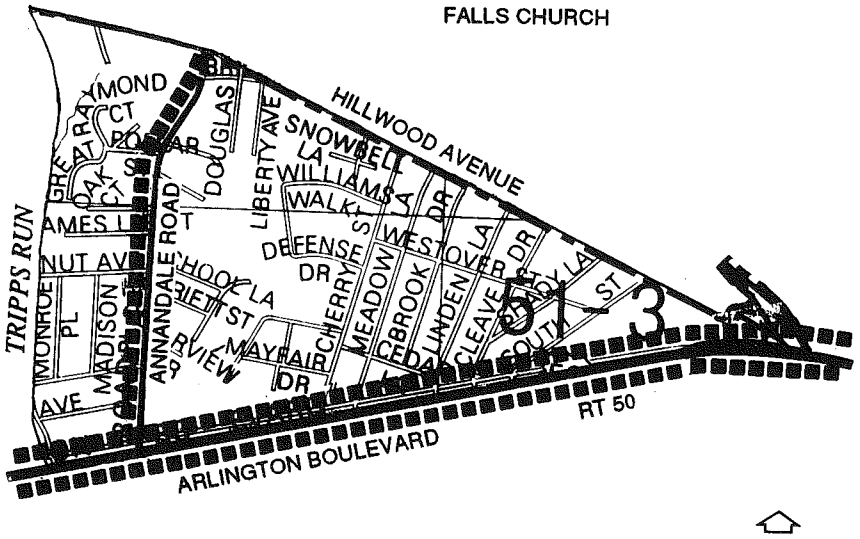
FIGURE 125

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 lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
Tripps Run Stream Valley	

J1
HILLWOOD COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 126

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 at Seven Corners, to Annandale Road on the west and the Holmes Run stream valley, which form the southern boundaries. The northeastern portion of this sector is generally east of Aspen Lane (excluding existing residences) and lies within the Seven Corners Community Business Center.

The remaining area is predominantly developed with low density residential uses, the exception 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. Residential areas are located south of Route 50 and west of the Seven Corners Community Business Center. 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 Community Business Center.

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 sector has many excellent stands of mature trees on private land.

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. The Frozen Dairy Bar on Route 50 is an excellent example of roadside landmark architecture of the 1950s.

Bel Air Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Bel Air Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalks, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Barrett Road, Kerns Road and Annandale Road.

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

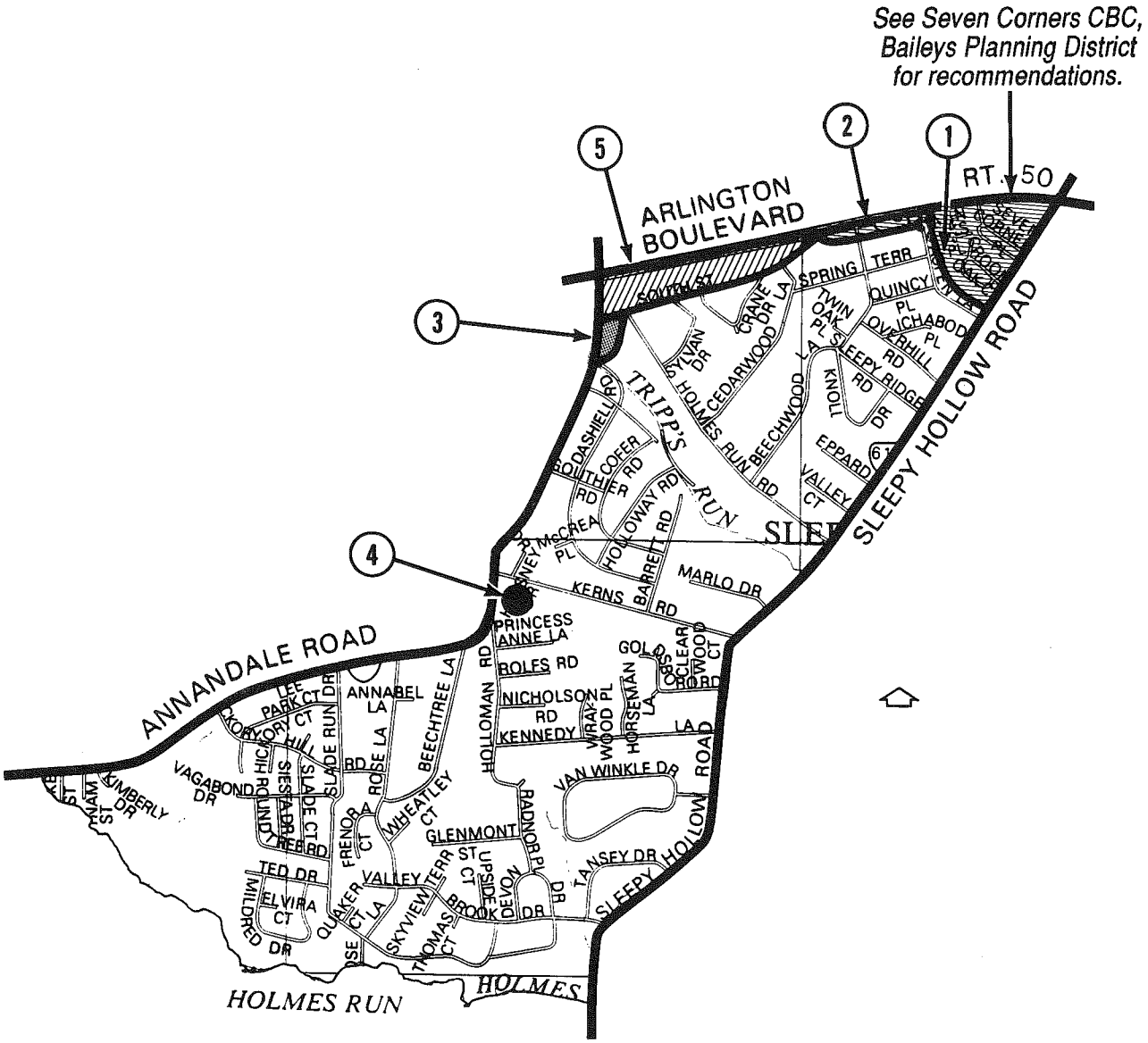
The Sleepy Hollow sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Policy Objectives 8 and 14.

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 127 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,

J2
SLEEPY HOLLOW COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 127

minimizing visual and other impacts of development. Parcels fronting on the east side of Aspen Lane, (tax map 51-3((5))7A, 7B and ((6))13), 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 Route 50 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 (Route 50), 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 exception of parcel 11A (i.e. convenience store) 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, 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.

   On the property is the structure known as the Frozen Dairy Bar, a site listed on the Fairfax History Commission's Inventory of Historic Sites. The preservation and protection of these sites is an adopted goal of the Comprehensive Plan.

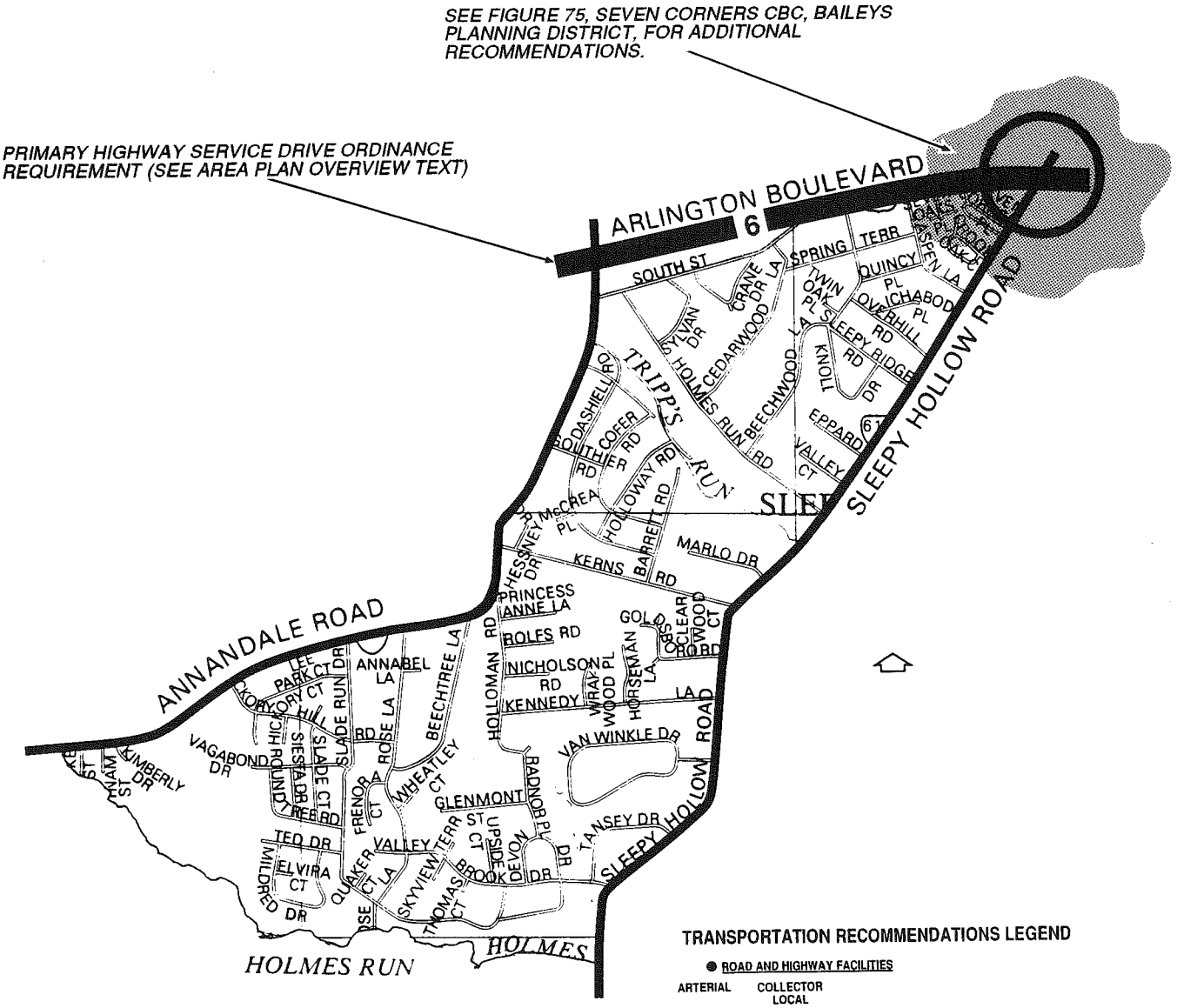
Transportation

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

Parks and Recreation

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

J2
SLEEPY HOLLOW COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY

TRANSPORTATION RECOMMENDATIONS

FIGURE 128

FIGURE 129

PARKS AND RECREATION RECOMMENDATIONS

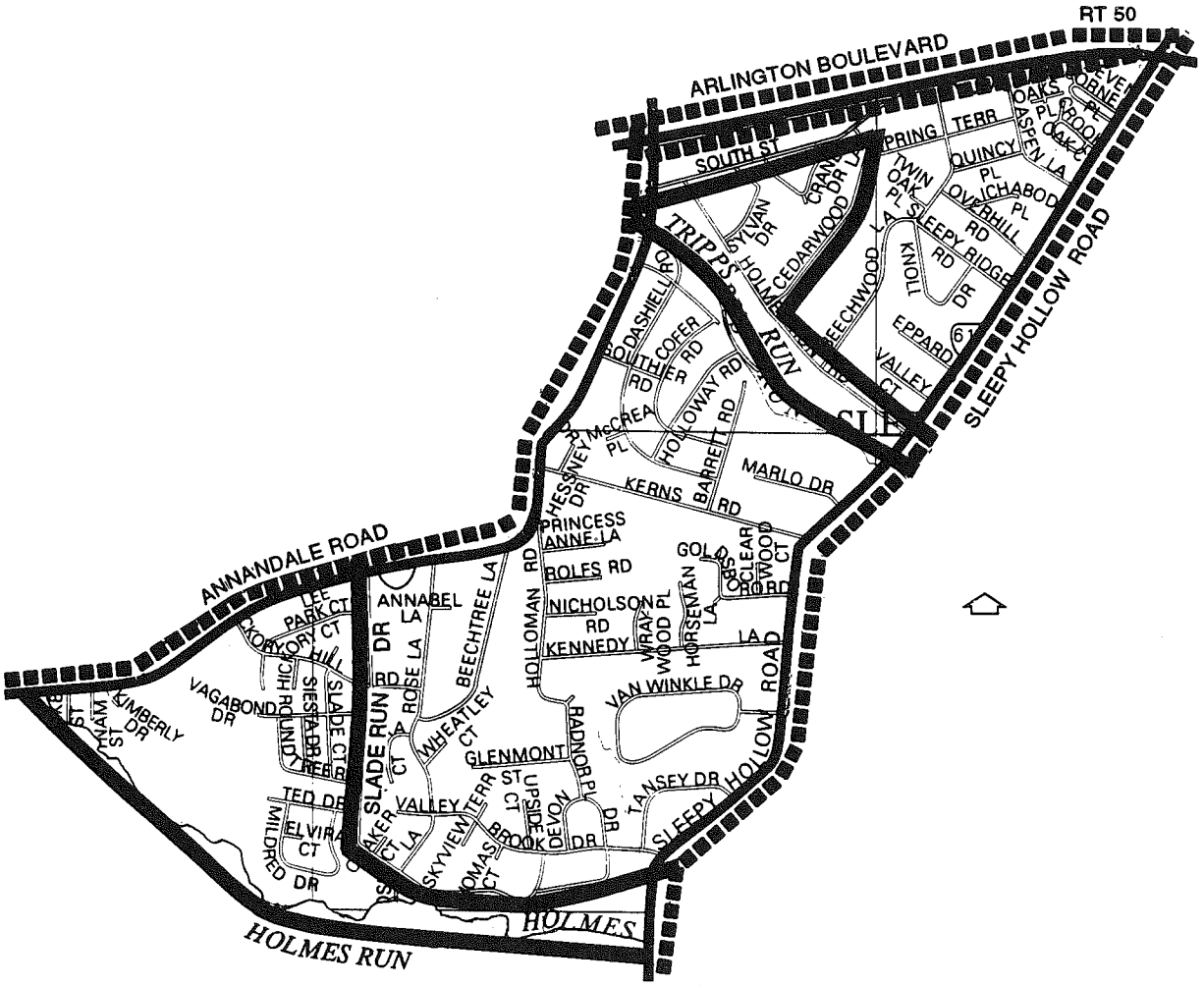
SECTOR J2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Bel Air 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.

Trails

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

J2
SLEEPY HOLLOW COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 130

J3 WESTLAWN COMMUNITY PLANNING SECTOR

CHARACTER

The Westlawn Community Planning Sector is generally bounded by Arlington Boulevard, Graham Road and Annandale Road. The Westlawn 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 Route 50/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 Route 50 and includes retail uses that are an extension of the Loehmann's Plaza Shopping Center in Sector J4.

A portion of the channelized Tripps Run Stream Valley runs across the northeast corner of Sector J3, 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 Route 50 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 looked at historically, 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.

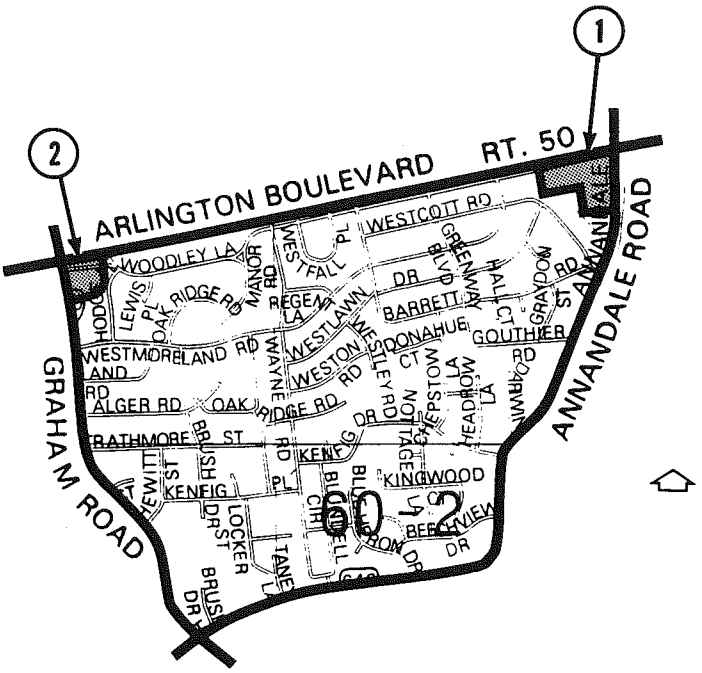
Figure 131 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. The commercial area bounded by Tripps Run, Route 50 and Annandale Road is planned for community-serving retail 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 Route 50 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 Route 50 between Woodley Lane and Tripps Run. [Not shown]

J3
WESTLAWN COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 131

Transportation

Transportation recommendations for this sector are shown on Figure 132. 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.

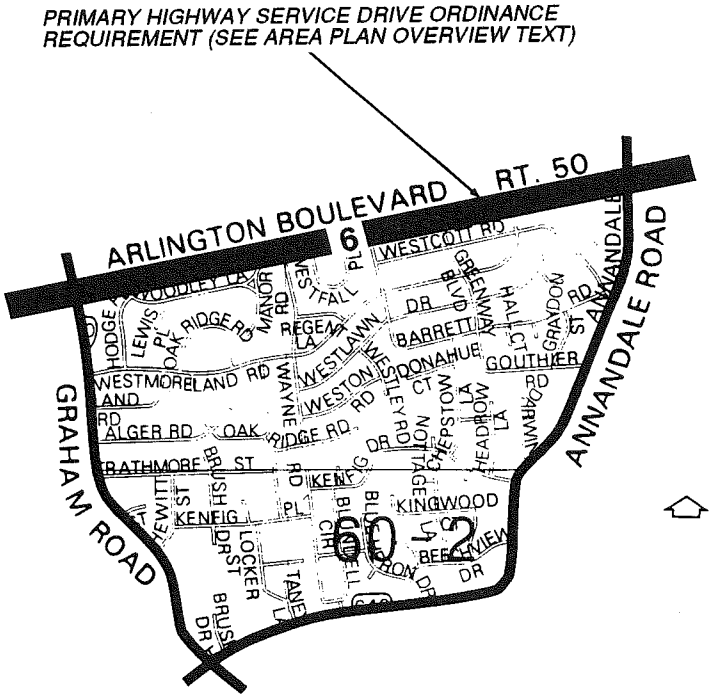
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 133. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 134 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

J3
WESTLAWN COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL	COLLECTOR LOCAL	
■	■	WIDEN OR IMPROVE EXISTING ROADWAY
■■■	■■■	CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
○		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
→		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 132

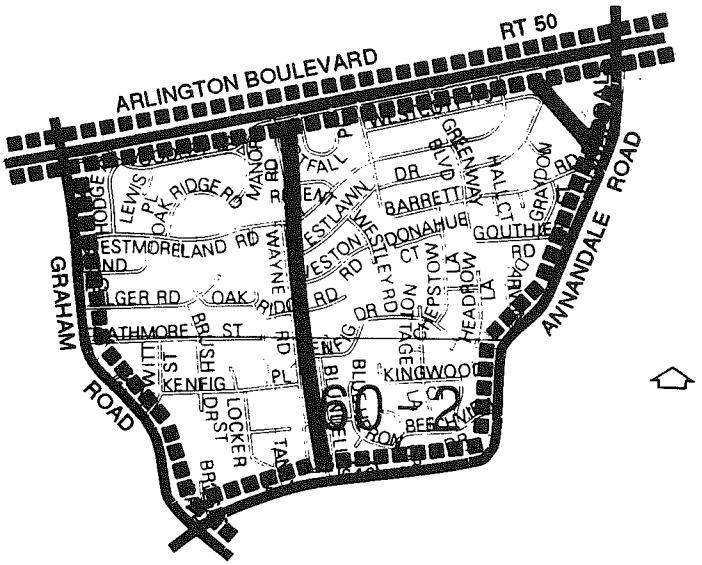
FIGURE 133

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.

J3
WESTLAWN COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 134

J4 WALNUT HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Walnut Hill Community Planning Sector is generally bounded by Arlington Boulevard, Graham Road, Annandale Road, Gallows Road and I-495. The northwest portion of this sector lies within the Merrifield Suburban Center, Land Unit M, and recommendations are included in that section of the Plan.

The predominant development in the sector is stable single-family residential use. Existing multi-family residential units act as a transition between the Loehmann's Plaza commercial center and the single-family residential areas to the south.

The major ecological asset of this sector is the Holmes Run Stream Valley with its broad floodplain which has already been acquired for park and open space purposes. The residential neighborhoods in the sector contain substantial tree cover.

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.

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 135 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 Route 50/I-495 Area section of the Merrifield Suburban Center (Land Unit M).

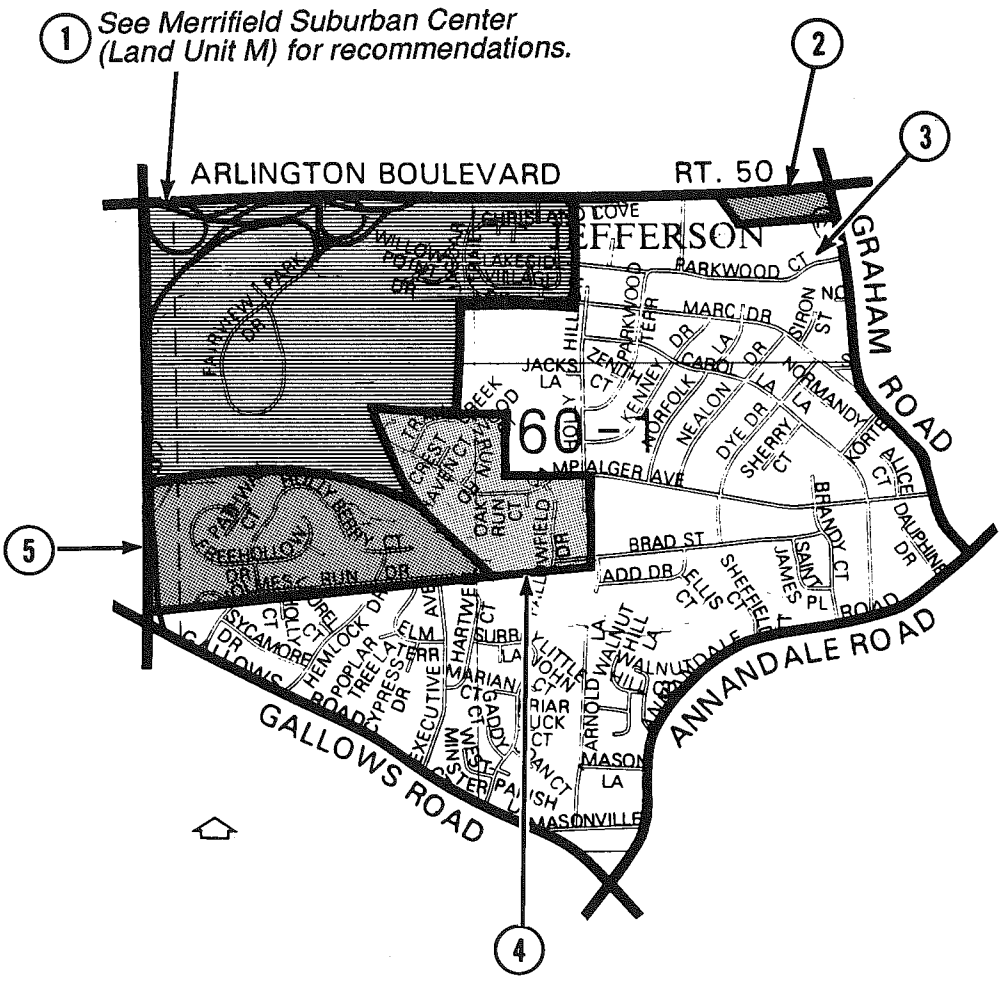
2. The Loehmann's Plaza shopping center is planned for community-serving retail uses up to .35 FAR. Revitalization of this area is desirable and should provide improved landscaping along Route 50 and effective screening and buffering to adjacent residential areas.

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.

J4
WALNUT HILL COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 135

Transportation

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

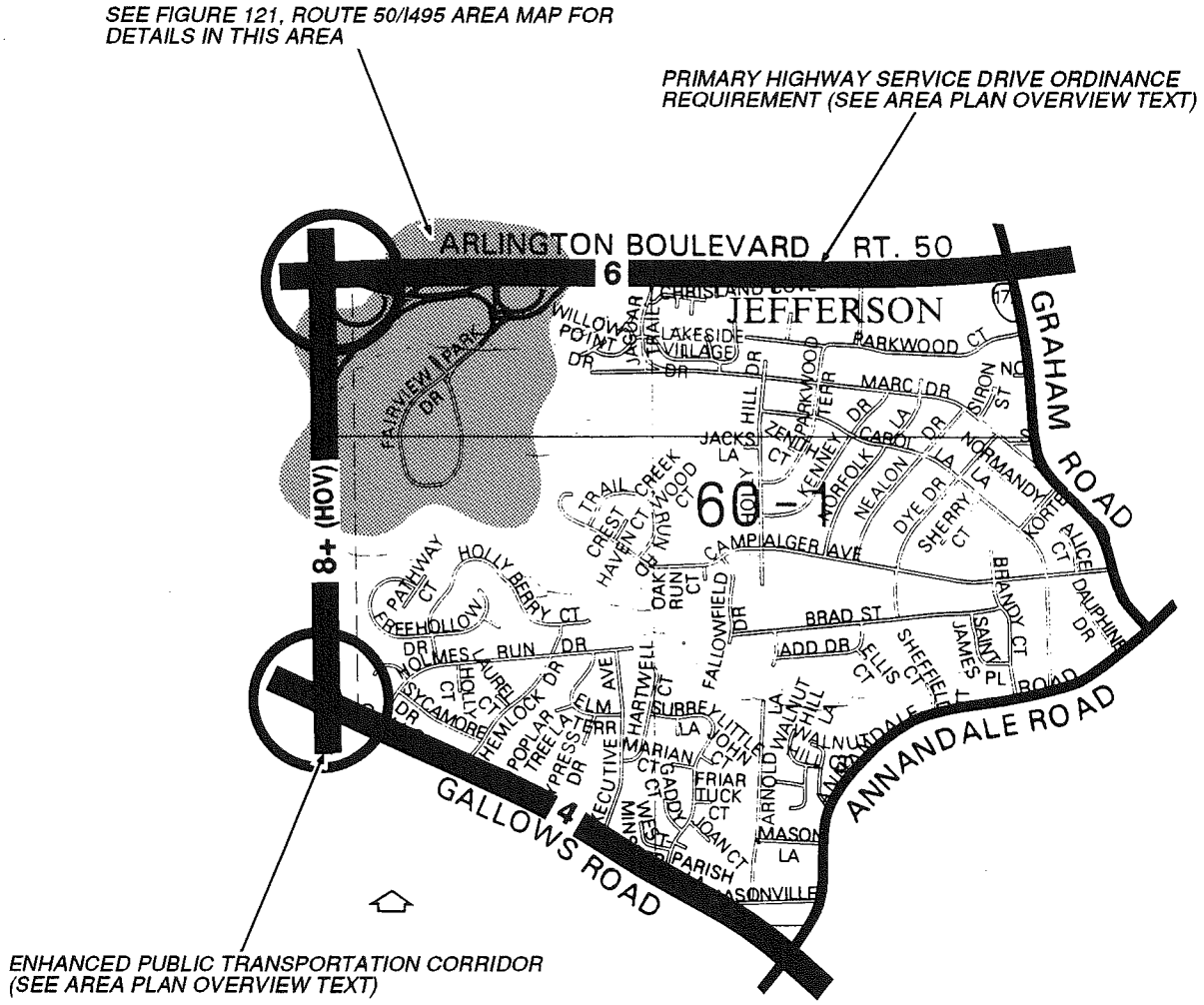
Parks and Recreation

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

Trails

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

J4
WALNUT HILL COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 136

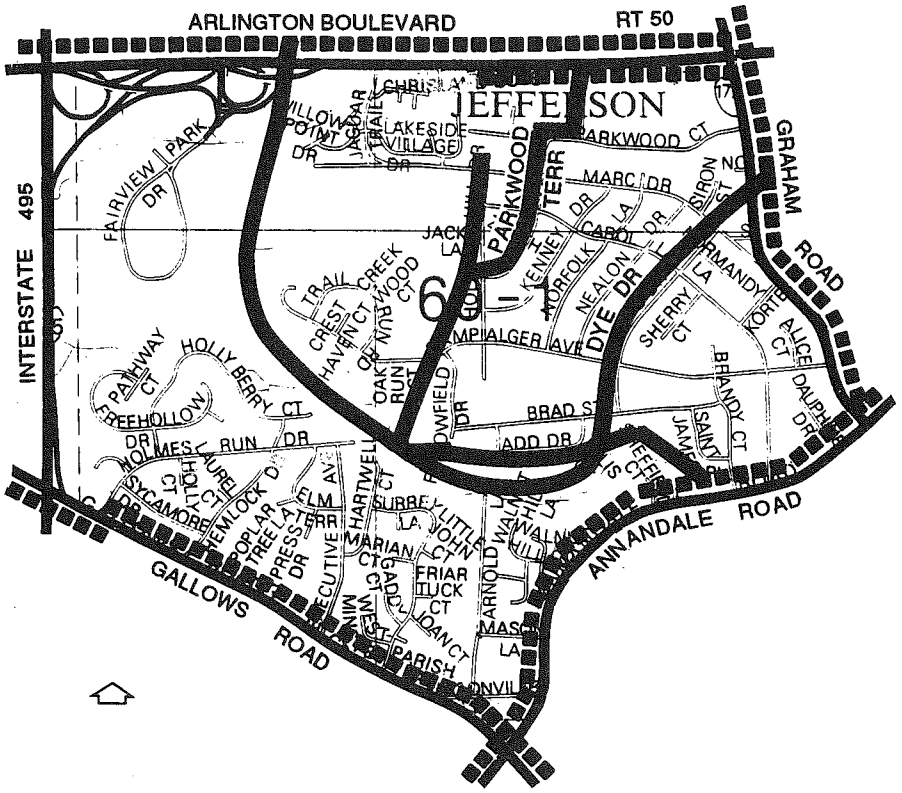
FIGURE 137

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. 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.

J4
WALNUT HILL COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 138

J5 WOODBURN COMMUNITY PLANNING SECTOR

This sector, which is bounded on the north by Route 50, on the west and south by Gallows Road, and on the east by I-495, lies entirely within the Merrifield Suburban Center (Route 50/I-495 Area, Land Unit N). The land use recommendations for this sector are found in the Merrifield Suburban Center section of the Plan.

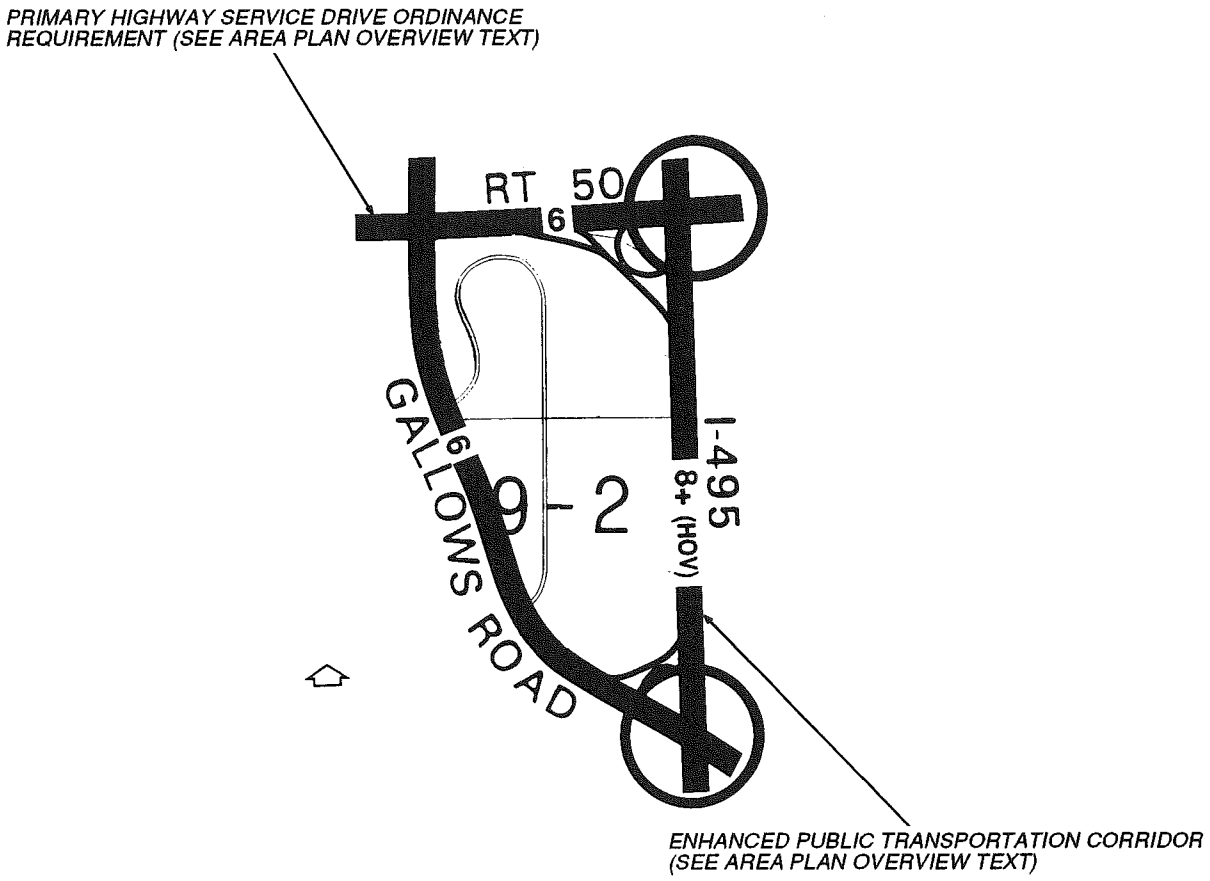
Transportation

Transportation recommendations for this sector are shown on Figure 139. 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.

Trails

Trails planned for this sector are delineated on Figure 140 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

J5
WOODBURN COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ — CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

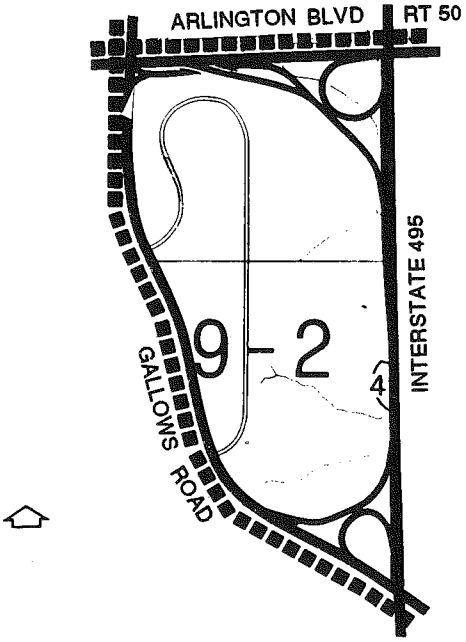
→ — PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 139

J5
WOODBURN COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 140

J6 MERRIFIELD COMMUNITY PLANNING SECTOR

This sector, which is bounded by I-66 and Lee Highway to the north, I-495 to the east, Arlington Boulevard to the south and Prosperity Avenue to the west, lies entirely within the Merrifield Suburban Center (Merrifield Area, Land Units J and K; Route 50/I-495 Area, Land Units O and Q). The land use recommendations for this sector are found in the Merrifield Suburban Center section of the Plan.

Transportation

Transportation recommendations for this sector are shown on Figure 141. 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.

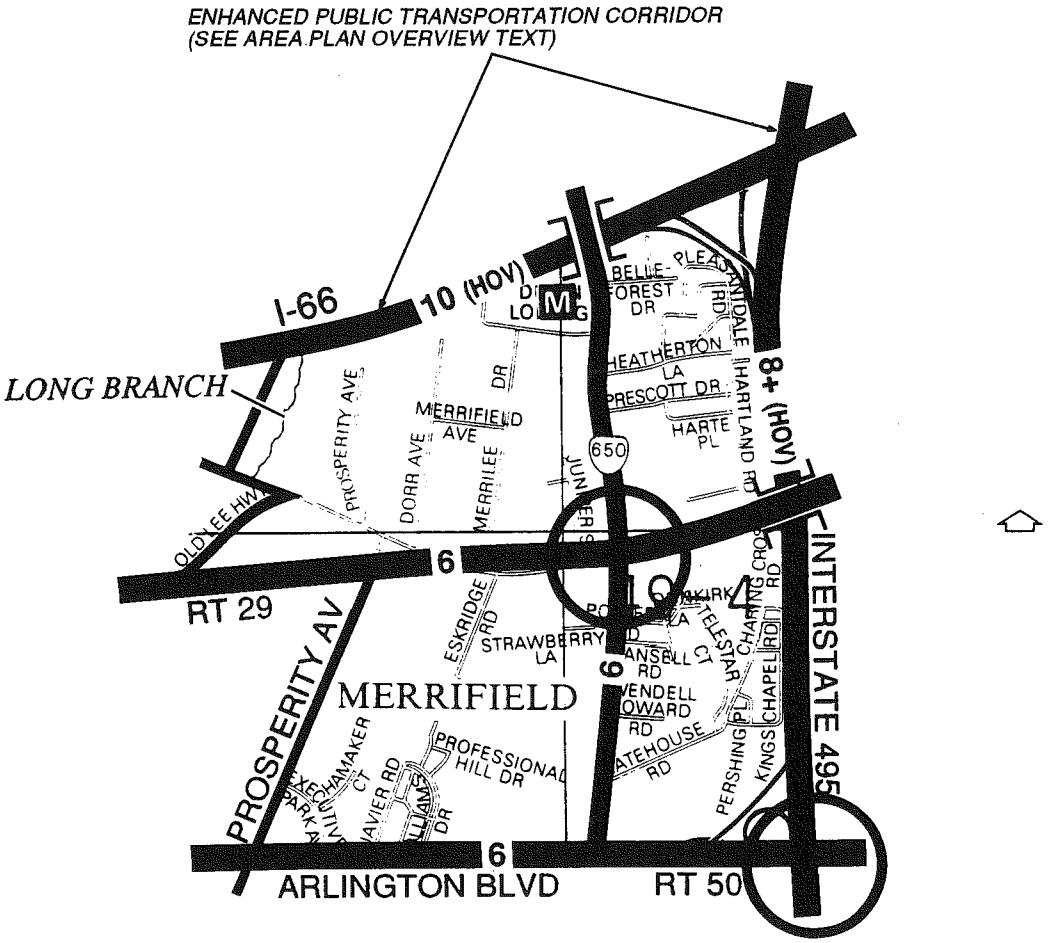
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 142. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 143 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

J6
MERRIFIELD COMMUNITY PLANNING SECTOR



SEE FIGURE 116, MERRIFIELD SUBURBAN CENTER ROADWAY NETWORK MAP FOR DETAILS IN THIS AREA

TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 141

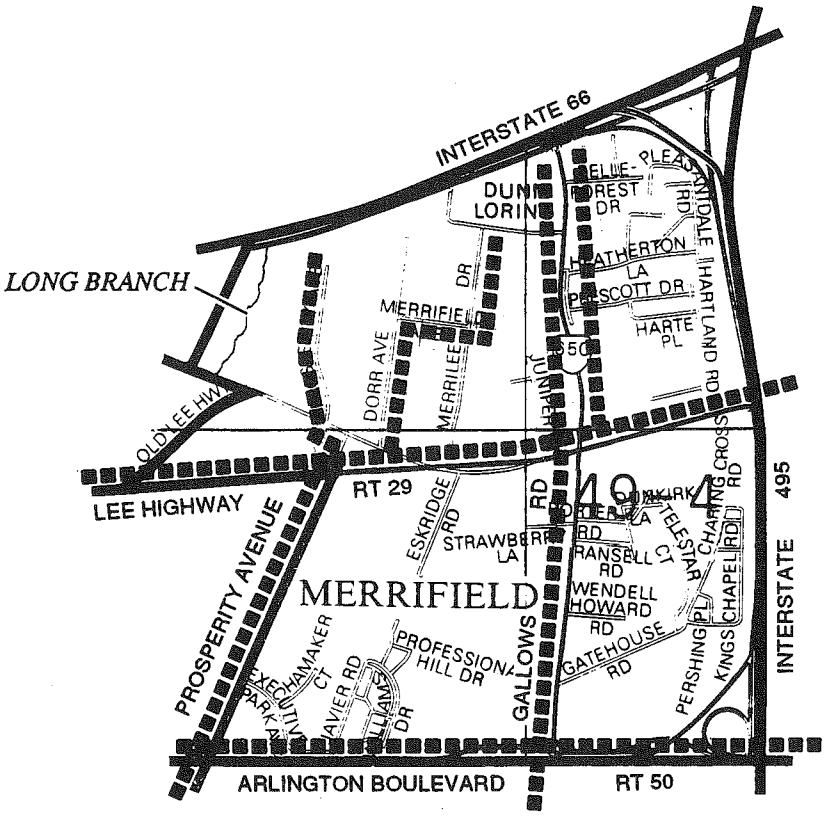
FIGURE 142

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.

J6
MERRIFIELD COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 143

J7 PINE SPRING COMMUNITY PLANNING SECTOR

CHARACTER

The Pine Spring Community Planning Sector is generally bounded by Lee Highway, Graham Road, Arlington Boulevard and I-495. A portion of the sector is part of the Merrifield Suburban Center (Route 50/I-495 Area, Land Unit L).

Much of Sector J7 has already been developed, predominantly with stable single-family residential neighborhoods. The commercial northwest quadrant of the intersection of Route 50 and Graham Road is bounded by Jefferson Village. Additional multi-family residential development is located along Route 29.

The only stream valley in Sector J7 is Holmes Run, located within the Merrifield Suburban Center.

Although this sector is densely developed, the fact that it consists mainly of older neighborhoods means that there was less destruction of original landscapes. Therefore, there is a possibility that portions of historic and prehistoric archaeological sites have survived. The Fairview Park North development on the western edge of the sector has produced significant prehistoric and historic resources. Some of these resources may survive 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.

Tremont Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Tremont Community Improvement Plan to upgrade and preserve this neighborhood by providing public facilities such as sidewalks, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Route 50 and Route 29, and Strathmeade and Fairmont Streets.

CONCEPT FOR FUTURE DEVELOPMENT

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

RECOMMENDATIONS

Land Use

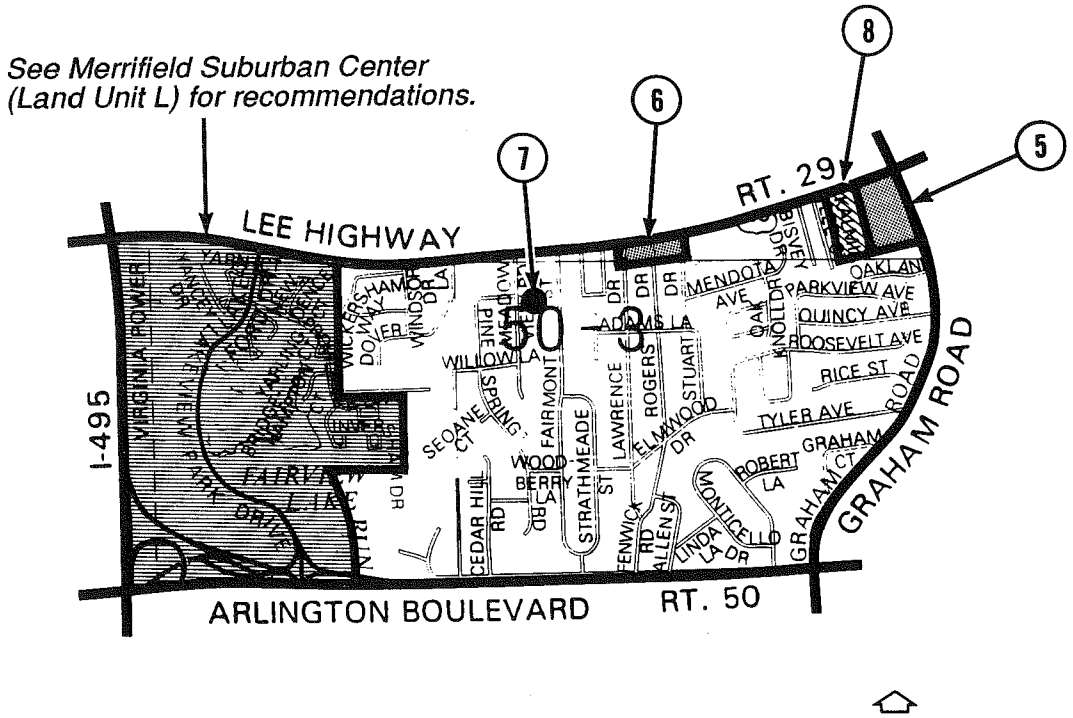
The Pine Spring sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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 144 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 L) section of the Plan.

J7
PINE SPRING COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 144

2. Ensure a substantial barrier within the Route 50/I-495 Area 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 Route 50 corridor as far east as the present Graham Shopping Center in the northwest quadrant of the Graham Road/Route 50 intersection. [Not shown]

4. An overall objective for the Route 29 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 Route 29 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 Route 29 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 Route 29 (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 Route 29; interparcel access to the adjacent properties is desirable if feasible.

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

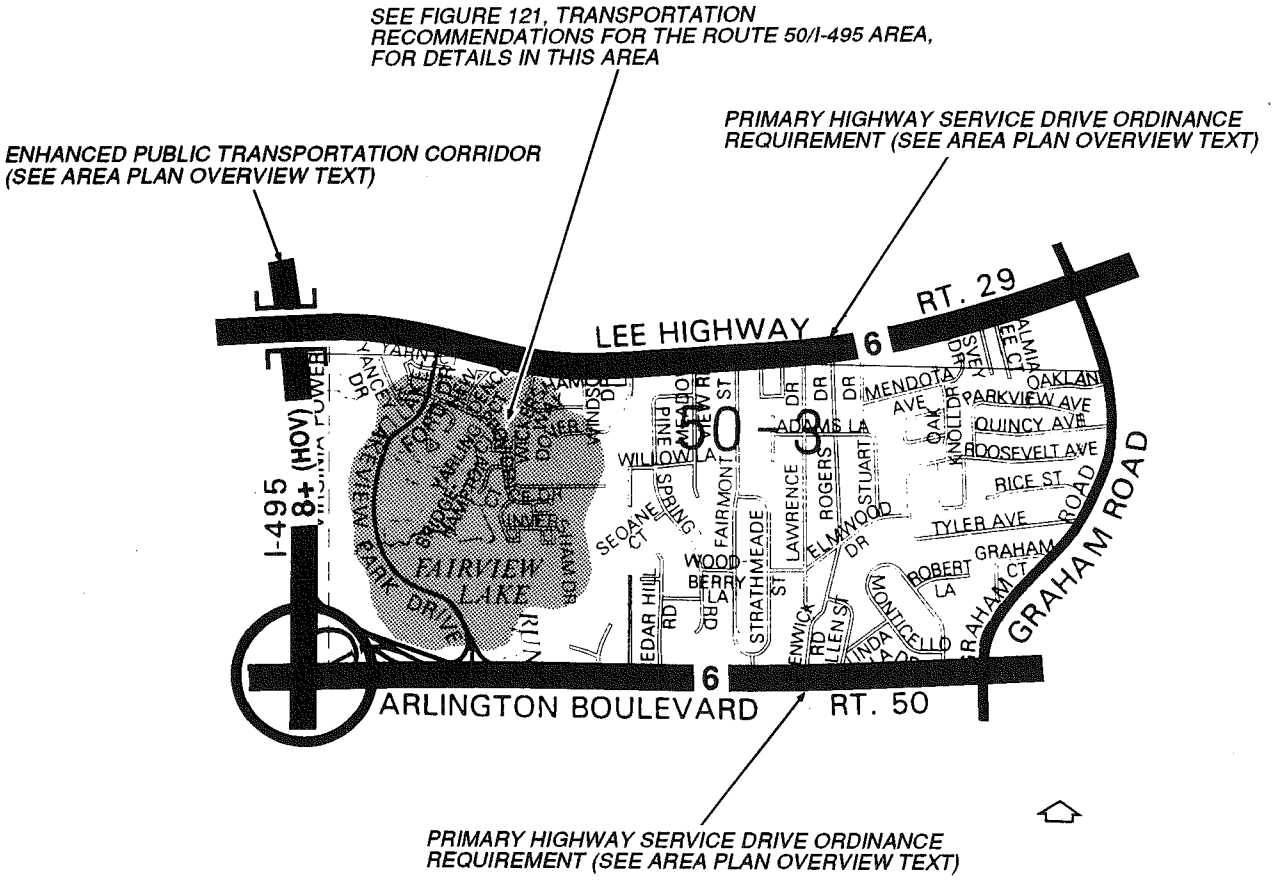
Transportation

Transportation recommendations for this sector are shown on Figure 145. 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.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 146. 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.

J7
PINE SPRING COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 145

FIGURE 146

PARKS AND RECREATION RECOMMENDATIONS

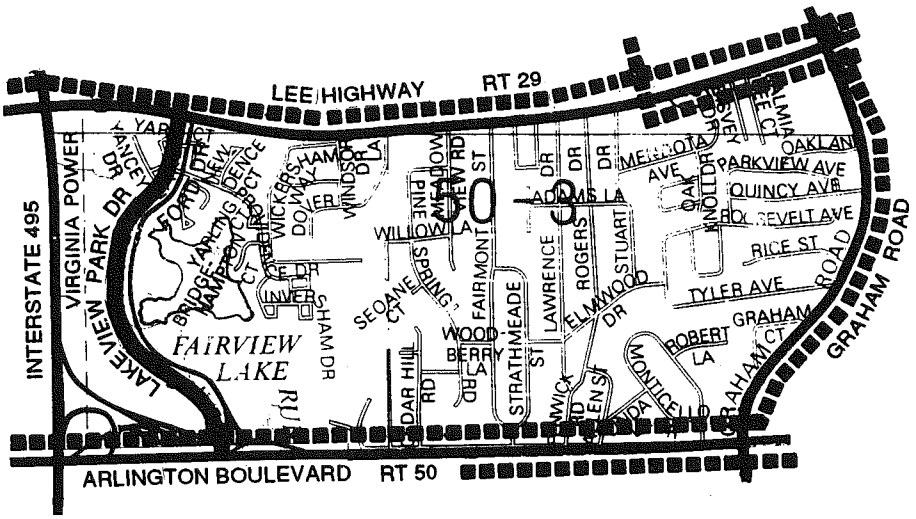
SECTOR J7

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.

Trails

Trails planned for this sector are delineated on Figure 147 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

J7
PINE SPRING COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 147

J8 SHREVE-WEST COMMUNITY PLANNING SECTOR

CHARACTER

The Shreve-West Community Planning Sector is generally bounded by Shreve Road, I-495, Lee Highway and the City of Falls Church line.

The Shreve-West Planning Sector is characterized by stable low density, single-family residential areas south of Shreve Road and west of the Falls Church City limits. The central portion of the sector includes the Jefferson District Park, the Holmes Run stream valley and surrounding EQC corridor. These uses provide a transition to higher intensity uses along Route 29 (Lee Highway). Jefferson District Park also serves as a buffer between the medium density residential uses north of Route 29 and I-495.

Medium density residential, commercial and industrial uses are located along Route 29. Other multi-family complexes, Timberlane Village Garden, Lee Oaks and The Glen, lie farther east along Route 29. West of the Hollywood Road/Route 29 intersection are a mix of uses--an industrial parcel developed as a commercial storage facility, a shopping center and associated strip commercial development farther west. Low density residential development characterized by single-family detached houses is located along Mary Street, between Emma Lee Street and the Jefferson District Park.

Branches of both Tripps Run and Holmes Run traverse this sector. The western half of this sector contains large open space areas and dispersed neighborhoods. The cemetery and Jefferson golf course offer a moderate potential for heritage resources. Few heritage resources surveys have been done in this sector. Of special note are the sculptures in the National Memorial Park done by the Swedish sculptor, Carl Miles and Long View, the house of James Wren, architect of both the Pohick Church and the Falls Church, as well as the 1800 Fairfax County Courthouse.

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.

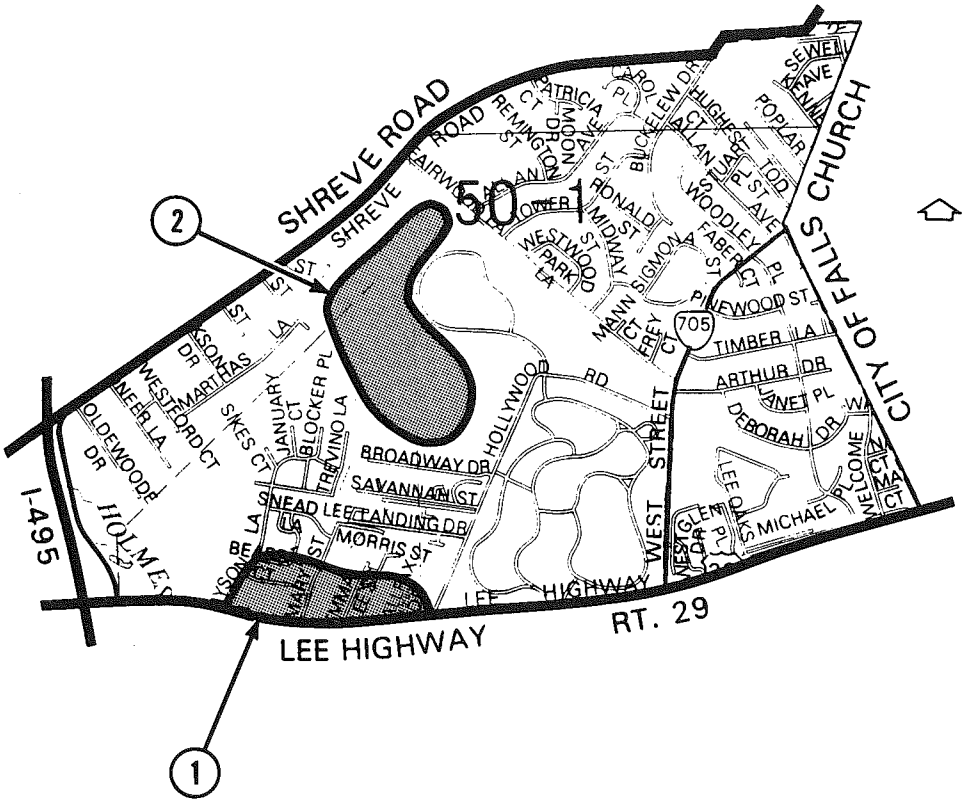
Figure 148 indicates the geographic location of land use recommendations for this sector.

1. The area fronting on Route 29, bounded by Hollywood Road and Hyson Lane is planned for various uses as follows:

   A. The parcels fronting Route 29, 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 southwest quadrants of the intersection of Route 29 and Fallfax Drive, Parcels 49-2((1))1, 97 and 50-1((1))28 are planned for neighborhood-serving retail uses up to .25 FAR. Adjacent parcels to the north, Parcels 4, 5, 6, 26, 27, 29, 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.

J8
SHREVE WEST COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 148

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 Route 29 should develop as zoned, and be coordinated with existing local-retail activity.

2. The parcel (tax map 49-2((1)) part 149B), formerly part of National Memorial Cemetery, located north and east of Jefferson District Park is planned for single-family residential use at 1-2 dwelling units per acre. Development on this site is constrained by a Virginia Powerline easement, Environmental Quality Corridor and limited access. This parcel also presents an appropriate site for construction of the Pinewood Regional Stormwater Detention Pond, which represents a unique opportunity for an important public facility. Development above the low end of the planned density range should be compatible with the residential area to the north and meet the following conditions:

- Provide for the Pinewood Regional Stormwater Detention Pond as determined appropriate by the County;
- Provide two access routes to Shreve Road interconnected within the subject property. One route should connect with Hillsman Street;
- Mitigate traffic impacts on Shreve Road as determined appropriate by the County; and
- Preserve and protect the Environmental Quality Corridor, wetlands and high quality woodlands on the site.

Transportation

Transportation recommendations for this sector are shown on Figure 149. 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.

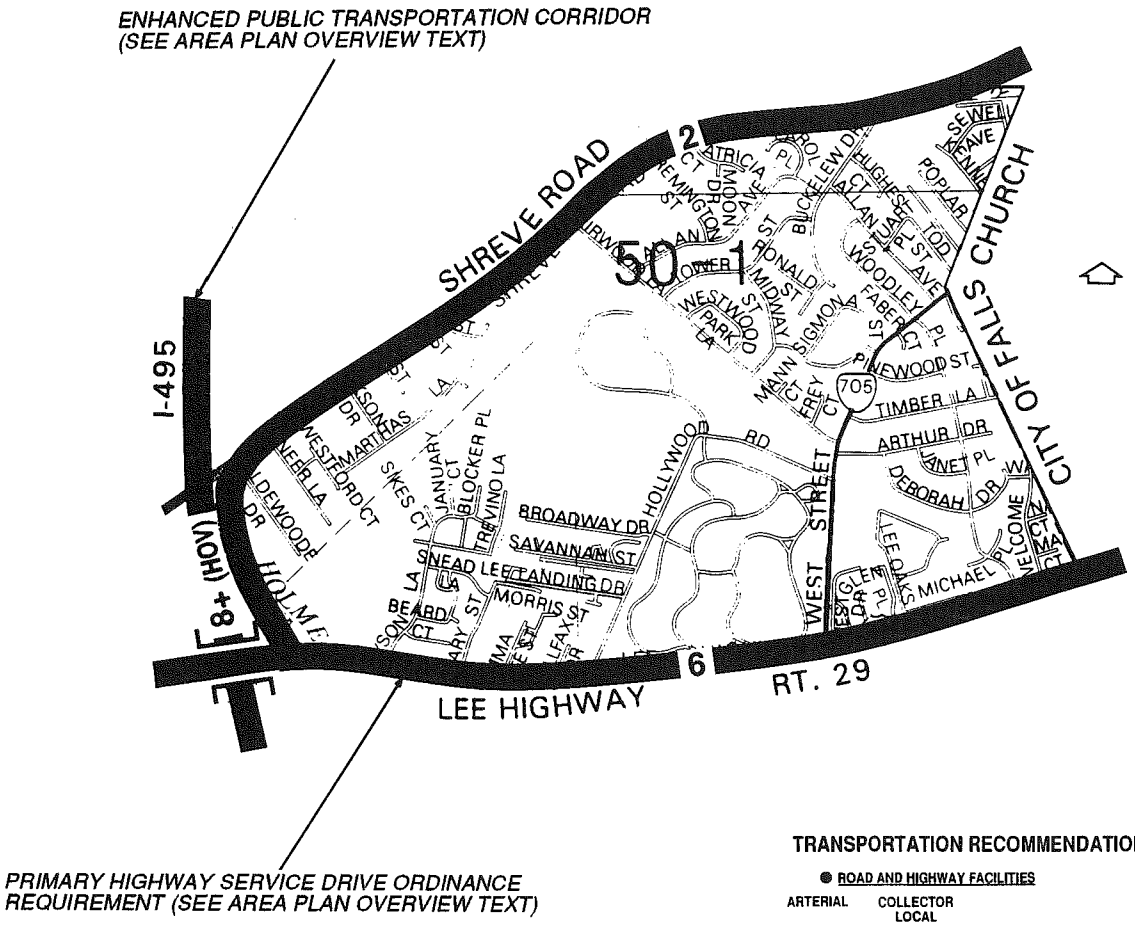
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 150. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 151 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

J8
SHREVE WEST COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 149

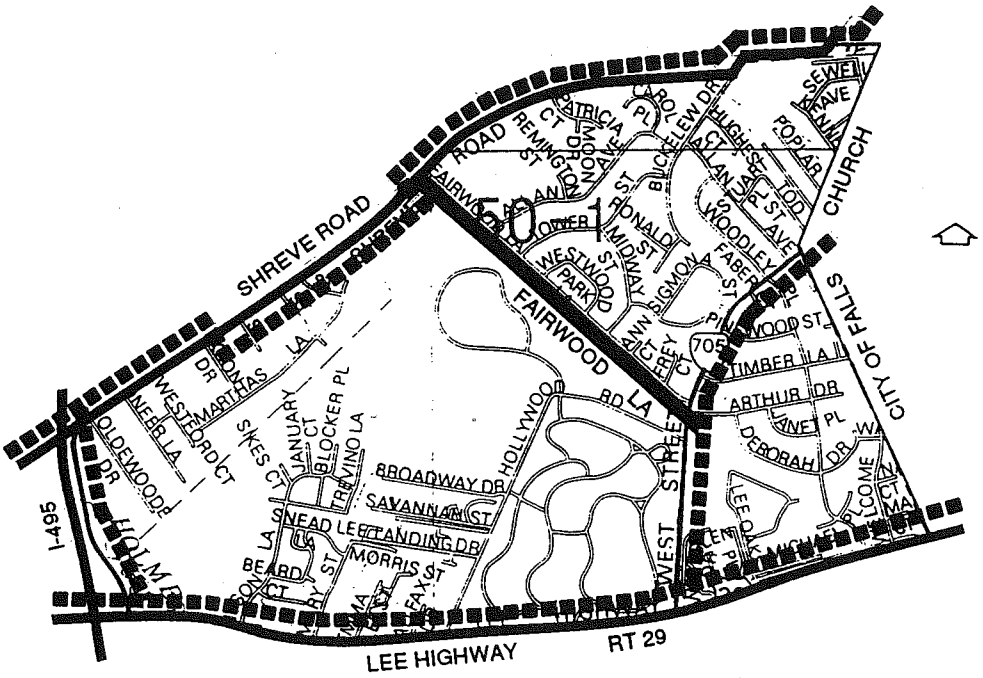
FIGURE 150

PARK 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.

J8
SHREVE WEST COMMUNITY PLANNING SECTOR


SHREVE ROAD
FAIRWOOD
FAIRWOOD LA
CHURCH
CITY OF FALLS
WEST STREET
LEE HIGHWAY
RT 29
I-495
BROADWAY DR
SAVANNAH ST
LEE LANDING DR
MORRIS ST
HOLLYWOOD
TIMBER LA
ARTHUR DR
DEBORAH DR
SIKES CT
JANUARY CT
BLOCKER PL
TREVINO LA
BEARD CT
SNEAD
WESTFORD CT
OLDEWOOD DR
NEBR LA
MARTHAS LA
WESTWOOD PARK
MIDWAY ST
RONALD ST
SIGMON LA
WOODLEY ST
FABER PL
TODD PL
POPLAR AVE
SEWELL AVE
BUCKLEW DR
CAROLYN PL
PATRICIA CT
REMINGTON ST
WOODLAWN AVE
FLOWER ST
ANN CT
GREY CT
WOODSIDE ST
LANCASTER ST
HUGHES PL
LEE OAK CT
WELCOME CT
MA CT
FAX ST
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J9 GREENWAY VILLAGE COMMUNITY PLANNING SECTOR

CHARACTER

The Greenway Village Community Planning Sector is generally bounded by Route 29, Tripps Run, Route 50, and Graham Road. The Greenway Village planning sector is predominately developed with low density residential uses characterized by stable neighborhoods comprised of single-family detached houses.

Retail and office uses are located in a strip along Route 29. Much of this strip development consists of houses converted to commercial uses. Other commercial development in the Greenway Village planning sector is located at the intersection of Graham Road and Route 50. This commercial center includes retail and office uses and is part of the larger commercial complex formed by Loehmann's Plaza and the Black Angus Shopping Center.

The Tripps Run Stream Valley forms the eastern boundary of the 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 sector are of environmental and aesthetic significance.

Although this sector is densely developed, and consists of older neighborhoods, there has been less destruction of the original landscape. There is a possibility that portions of historic and prehistoric archaeological sites have survived.

Greenway Downs Community Improvement Area

On October 29, 1979, the Board of Supervisors adopted the Greenway Downs Community Improvement Plan to preserve and upgrade this neighborhood by providing public facilities such as sidewalks, curb and gutter. Homeowners participate in the design of improvements and share in the cost. The area is generally bounded by Route 29, Woodlawn Avenue, Custis Parkway, and Tripps Run.

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.

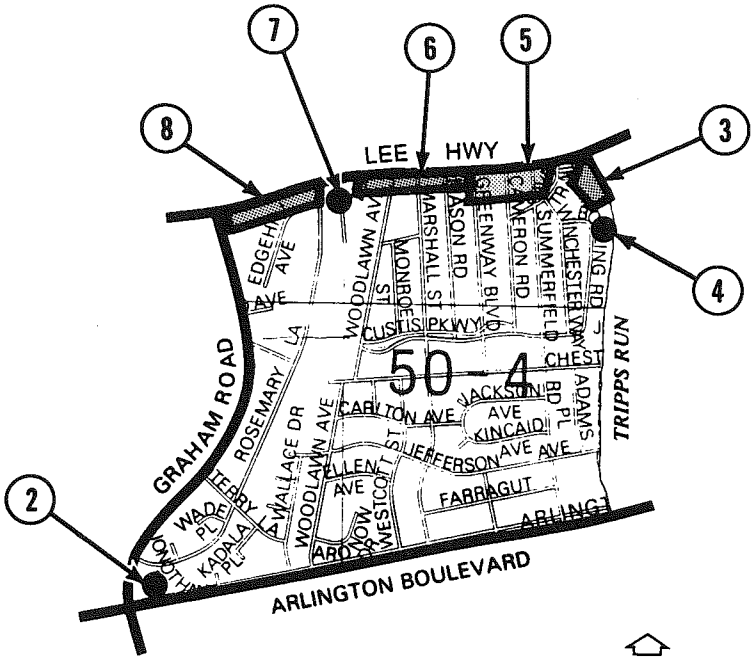
Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 152 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 Route 50 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]

2. The commercial area in the northeastern quadrant of the Graham Road/Route 50 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.

J9
GREENWAY VILLAGE COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 152

3. The area between Tinners Hill Road and Cavalier Trail, fronting on Route 29 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, 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 Route 29 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 Route 29; parcels bounded by Summerfield Road, Cameron Road and Route 29; parcels bounded by Cameron Road, Greenway Boulevard and Route 29;

   - 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 Route 29.

   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. An office conversion zone is planned for the parcels fronting on Route 29 west of Greenway Boulevard, extending to Goodwin Court. There should be no further expansion of commercial uses into the adjacent residentially planned areas to the south or along the Route 29 frontage.

7. The commercial area around Goodwin Court is planned for neighborhood-serving commercial uses at .25 FAR and should be maintained.

8. Given the development of townhouse office uses on the tract in the southeast quadrant of Route 29 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:

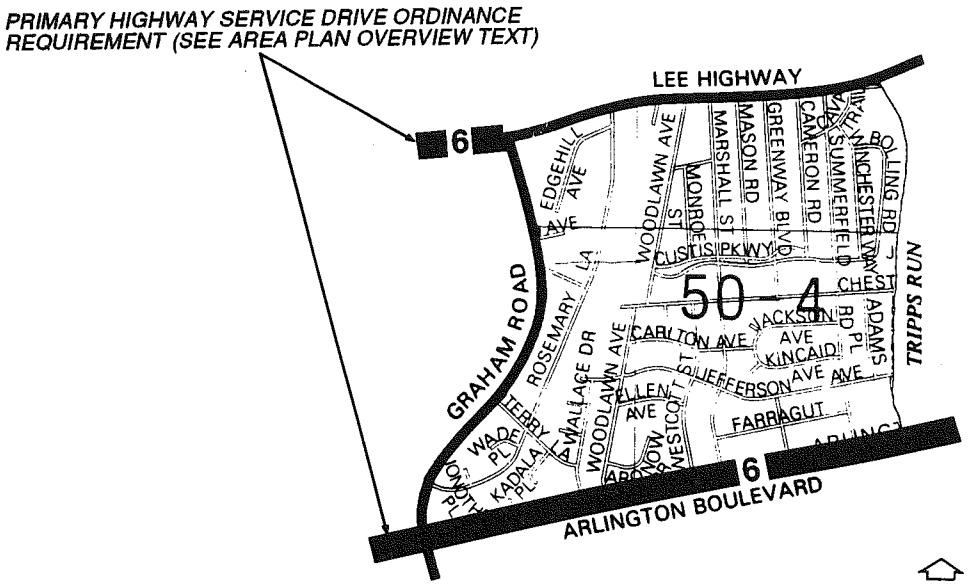
   - Provision of an adequate screening open space buffer adjacent to the stable residential uses to the east and southeast; and

   - Provision of the only vehicular access to the parcels via Route 29 at a point in elevation which will minimize any potential safety hazard.

Transportation

Transportation recommendations for this sector are shown on Figure 153. 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.

J9
GREENWAY VILLAGE COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL	COLLECTOR LOCAL	
■	■	WIDEN OR IMPROVE EXISTING ROADWAY
■■■	■■■	CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8		TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)
○		CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.
→		PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 153

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 154. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 155 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

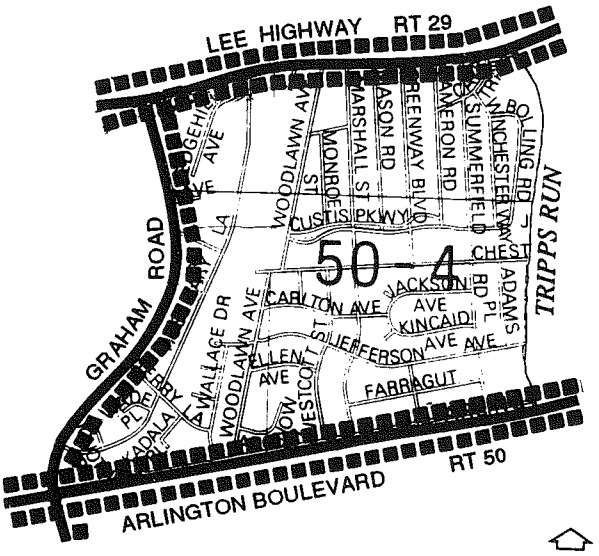
FIGURE 154

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.

J9
GREENWAY VILLAGE COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 155

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 line on the east, Shreve Road and the Washington and Old Dominion (W&OD) abandoned right-of-way on the south and the Capital Beltway (I-495) on the west. A portion of this sector lies within the West Falls Church Transit Station Area.

The Route 7 corridor has a different character than most of the sector which is developed as single-family residential uses. Fronting on Route 7 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, miscellaneous commercial uses, and a few industrial uses developed on small parcels.

Jefferson North 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. Tripps Run, Holmes Run and Pimmit Run Environmental Quality Corridors (EQCs) all begin in this sector and flow into the Potomac River.

The Idylwood Road area of this sector is an older community located in the Tysons Coastal Plain geological formation. Older historic period structures and archaeological resources as well as prehistoric period sites have been found in that area. There are several important structures dating from the nineteenth century.

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

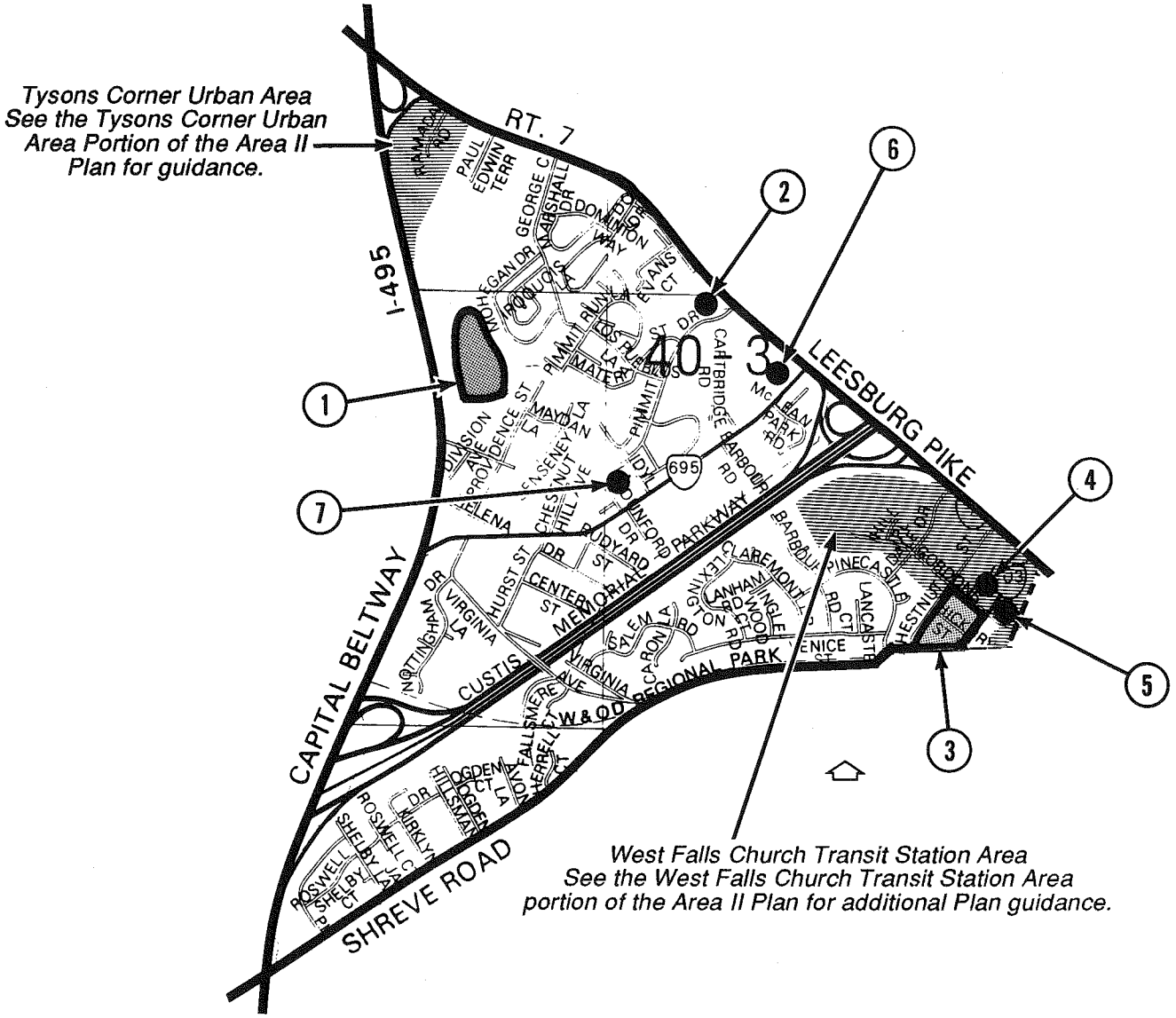
To achieve stabilization of the Route 7 corridor through infill compatible with existing high density residential and commercial uses:

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;

J10
JEFFERSON NORTH COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	LAND USE RECOMMENDATIONS GENERAL LOCATOR MAP	FIGURE 156

- 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 Route 7 (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, north of Parcel 40-3((1))23A, 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 and including Parcel 23A 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 Route 7 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 Route 7. Future development should be oriented away from Route 7 and integrated with the slopes of the site. A service road should connect and access the site to Idylwood Road as far away from Route 7 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 may be considered for residential use at 4-5 dwelling units per acre, if they are fully consolidated and provide substantial buffering toward the residentially planned areas to the west and south.

Transportation

Transportation recommendations for this sector are shown on Figures 157 and 158. 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.

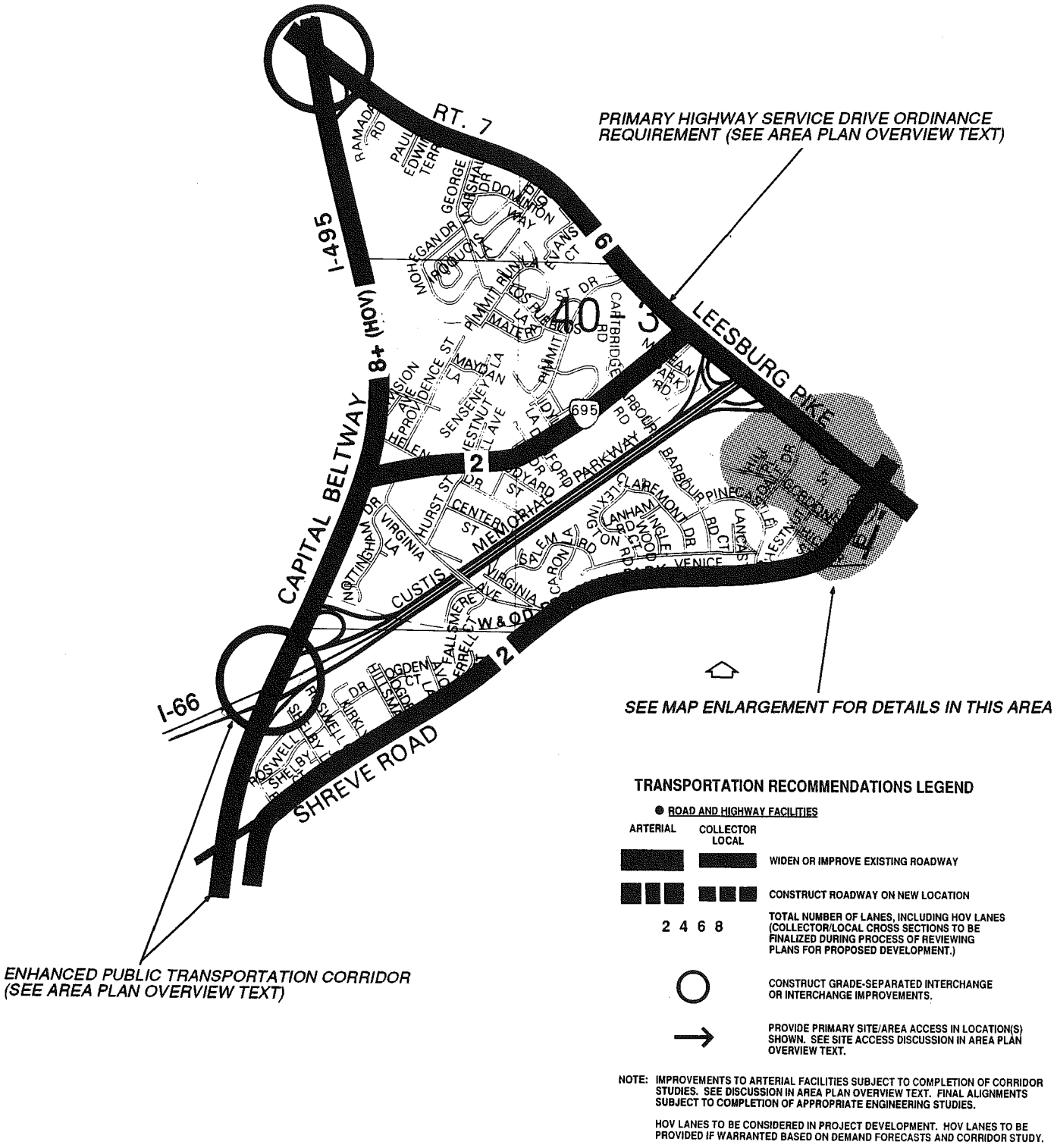
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 159. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

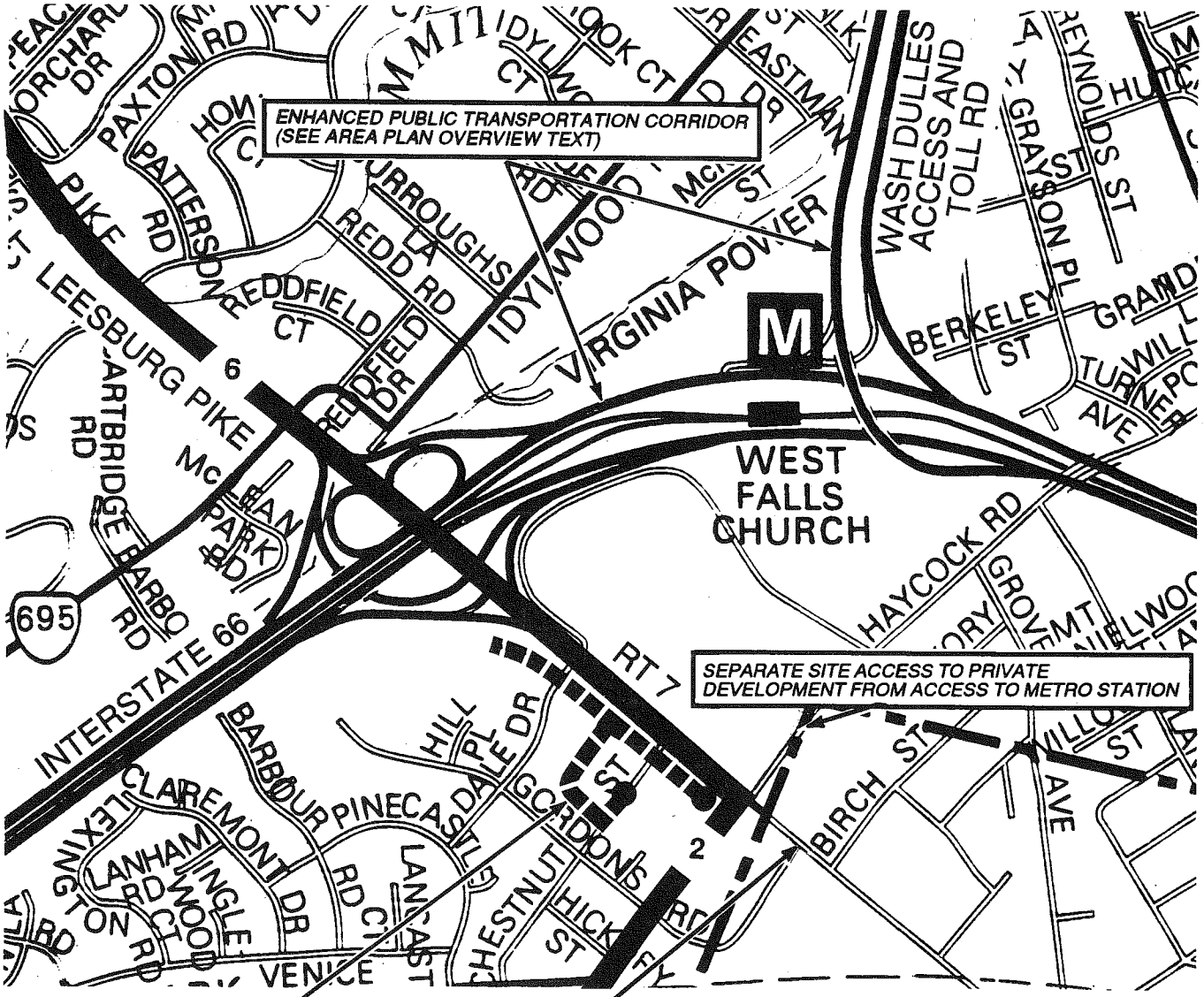
Trails

Trails planned for this sector are delineated on Figure 160 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

J10
JEFFERSON NORTH COMMUNITY PLANNING SECTOR



FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS	FIGURE 157



TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ — CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FAIRFAX COUNTY	TRANSPORTATION RECOMMENDATIONS WEST FALLS CHURCH METRO STATION AREA M2, J10 COMMUNITY PLANNING SECTORS	FIGURE 158

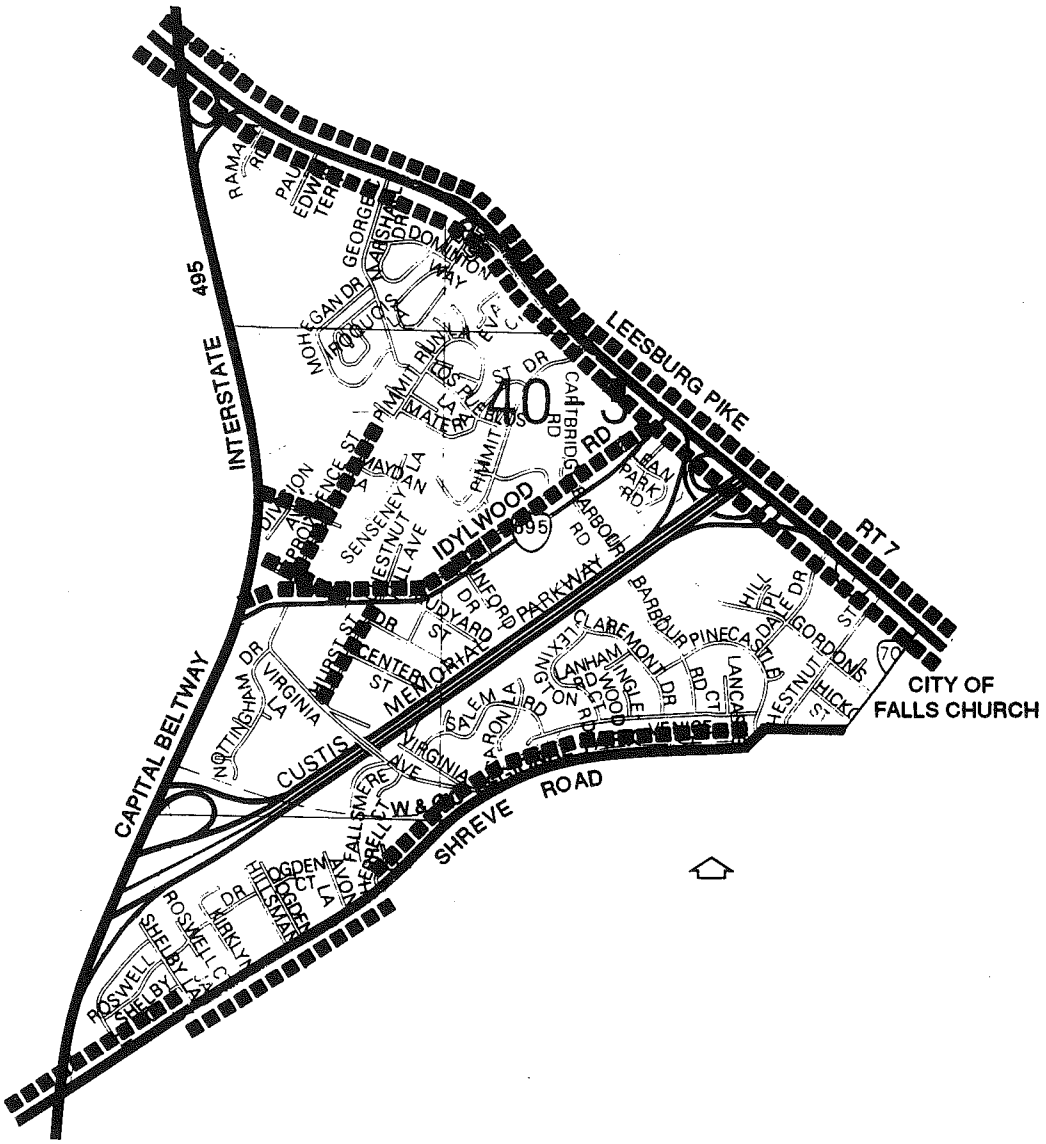
FIGURE 159

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.

J10
JEFFERSON NORTH COMMUNITY PLANNING SECTOR



KEY

PRIMARY TRAIL FUNCTION:
PEDESTRIAN
BICYCLE
EQUESTRIAN

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

FAIRFAX COUNTY	PLANNED TRAIL SYSTEM	FIGURE 160