# 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 1.

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, 38,100 in 1980, and 42,859 in 1990. Total population was 45,167 in January 1995, 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 areas previously identified as 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 south of I-66, north of Woodburn Village, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue. A portion of the Merrifield Suburban Center is located in the Vienna Planning District, Sector V1 and the Fairfax Planning District, Sector F2. The Concept for Future Development shows two core areas for the Merrifield Suburban Center, with one focusing development at/near the transit station and the other core area, located north of Luther Jackson Intermediate School, planned to evolve into a “town center,” with the two core areas to be linked by a new “Main Street.”

A portion of the Seven Corners Community Business Center 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.

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

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

## MAJOR OBJECTIVES

The primary planning objectives for the Jefferson Planning District are:

- Preserve stable residential neighborhoods, well buffered from higher intensity use and through-traffic arterials;
- Concentrate commercial activity and higher density residential units in the Merrifield Suburban Center;
- Provide for improved pedestrian and vehicular access and circulation; and
- Investigate open space and sensitive areas for potential heritage resources and preservation of significant resources.

## DISTRICT-WIDE RECOMMENDATIONS

### Transportation

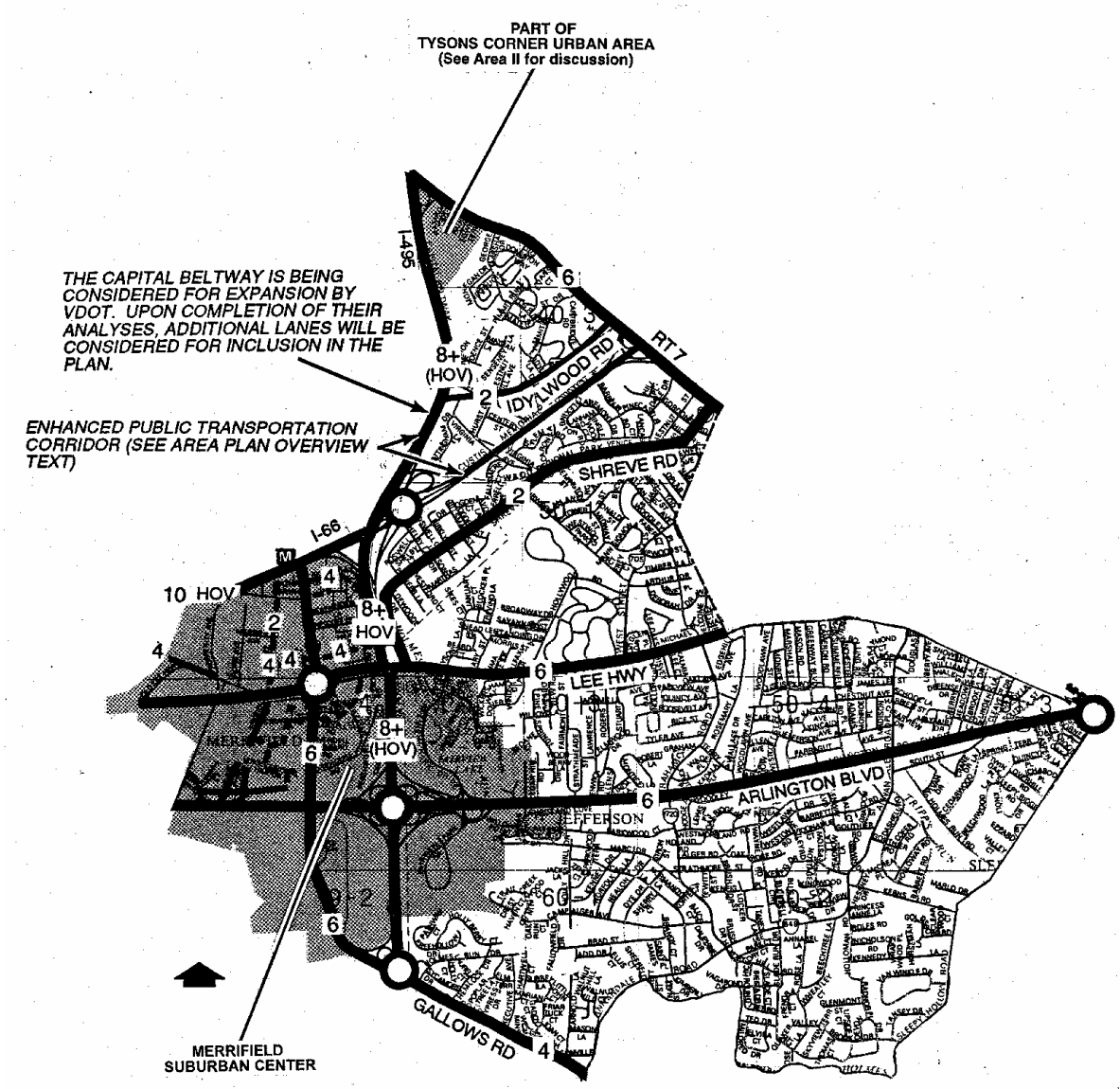
Travel within and through the Jefferson Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate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

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

### Housing

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

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




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

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

# 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

TRANSPORTATION RECOMMENDATIONS LEGEND FIGURE 2

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

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

*Scattered Units

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

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

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

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

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

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

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

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

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

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

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

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

Environment

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

The most significant environmental features of the Jefferson Planning District include the Tripps Run and Holmes Run Stream Valleys which constitute the watershed for Lake Barcroft. The lake is an important source of private recreation. In addition, major impoundments have been constructed in the 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 4. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Office of Comprehensive Planning.

Although much of the district has been developed, important prehistoric archaeological sites have been identified in Sub-Unit I1of the Merrifield Suburban Center. Potential historic resources may be located in undeveloped areas and within existing developments, especially in the James Lee Conservation Area.

Other heritage resources including those protected by Historic Overlay Districts, or listed on the National or Virginia Landmarks Register are also shown on Figure 4, 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.

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

**FIGURE 4**
**INVENTORY OF HISTORIC SITES**
**JEFFERSON PLANNING DISTRICT**
**(Inventory as of 1994)**

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

* indicates demolition: potential remains for archaeological site.

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 5. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

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

Parks and Recreation

Public Parks for this district are shown on Figure 6. 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.

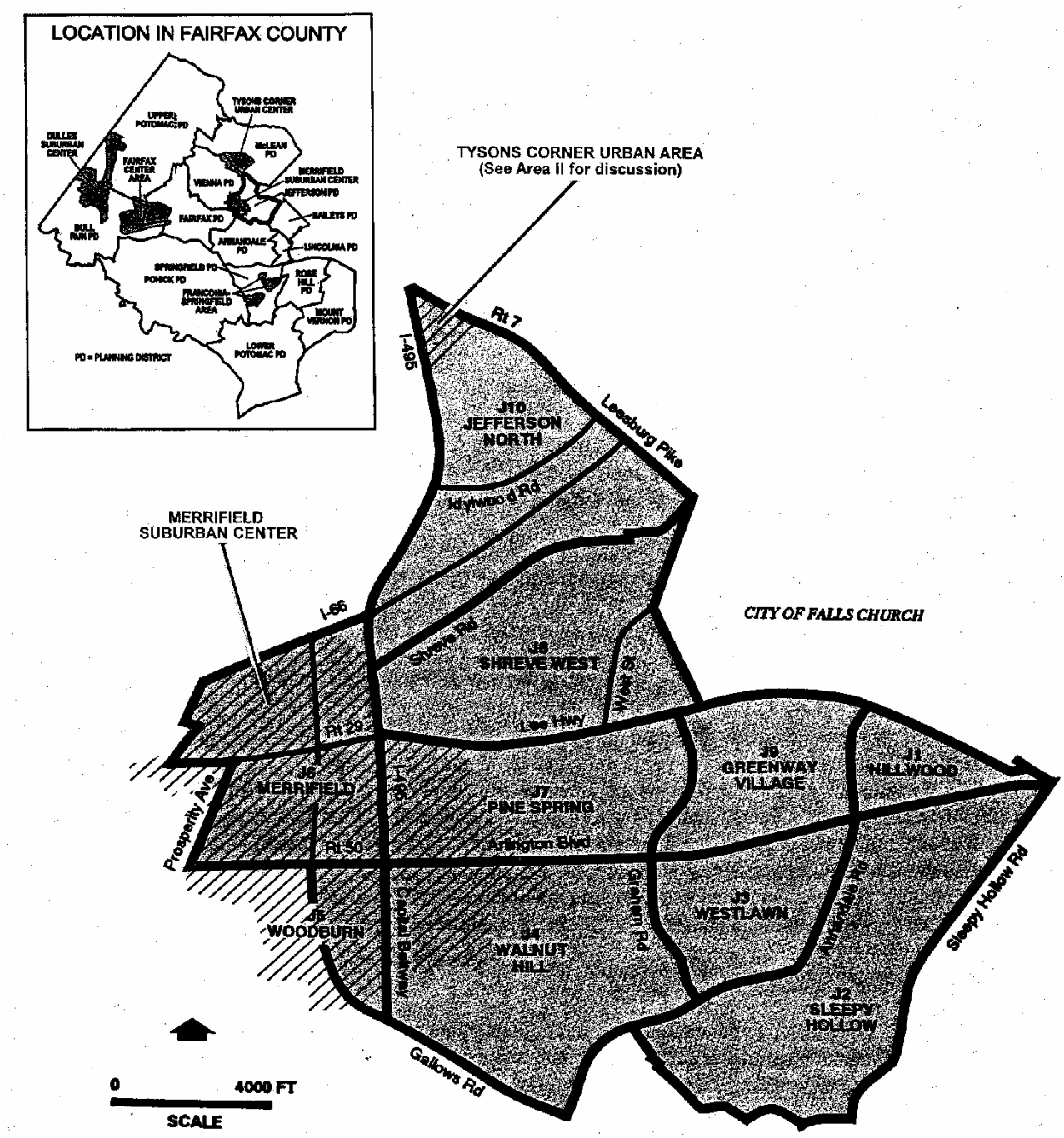
## FIGURE 5
## JEFFERSON PLANNING DISTRICT
## EXISTING PUBLIC FACILITIES

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

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

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

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




**COMMUNITY PLANNING SECTORS** **FIGURE 7**
**JEFFERSON PLANNING DISTRICT**

## 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

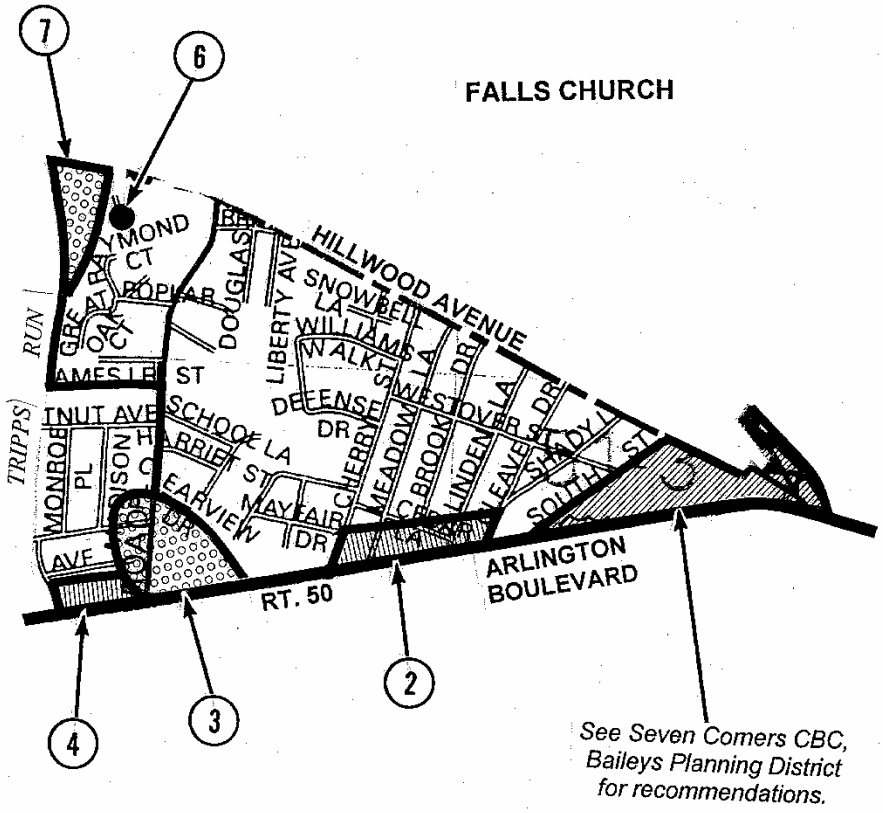
The James Lee community is located adjacent to the City of Falls Church, west of the Seven Corners Shopping Center. The Fairfax County Board of Supervisors and the Falls Church City Council approved and adopted the Falls Church/James Lee/Southgate Neighborhood Improvement Program and Conservation Plan 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 installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared 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.




**LAND USE RECOMMENDATIONS** **FIGURE 8**
**GENERAL LOCATOR MAP**

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

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

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

- 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.

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

Transportation

Transportation recommendations for this sector are shown on Figure 9. 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.

Public Facilities

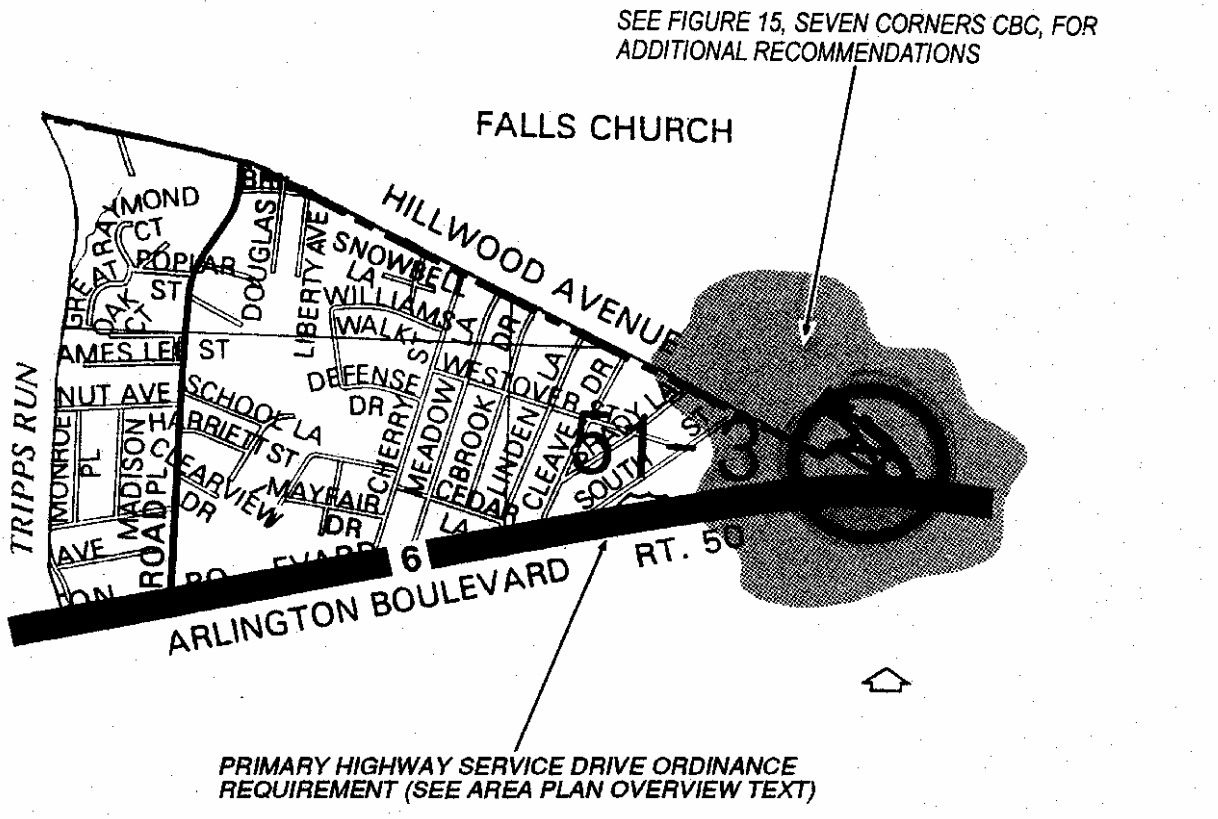
Expand the James Lee Community Center by 6,400 square feet and renovate approximately 3,000 square feet of the existing facility.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 10. 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 11 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS 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.

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 9**

**FIGURE 10**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J1**

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

**PLANNED TRAIL SYSTEM** **FIGURE 11**

## 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.

#### 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 installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Barrett Road, Kerns Road and Annandale Road.

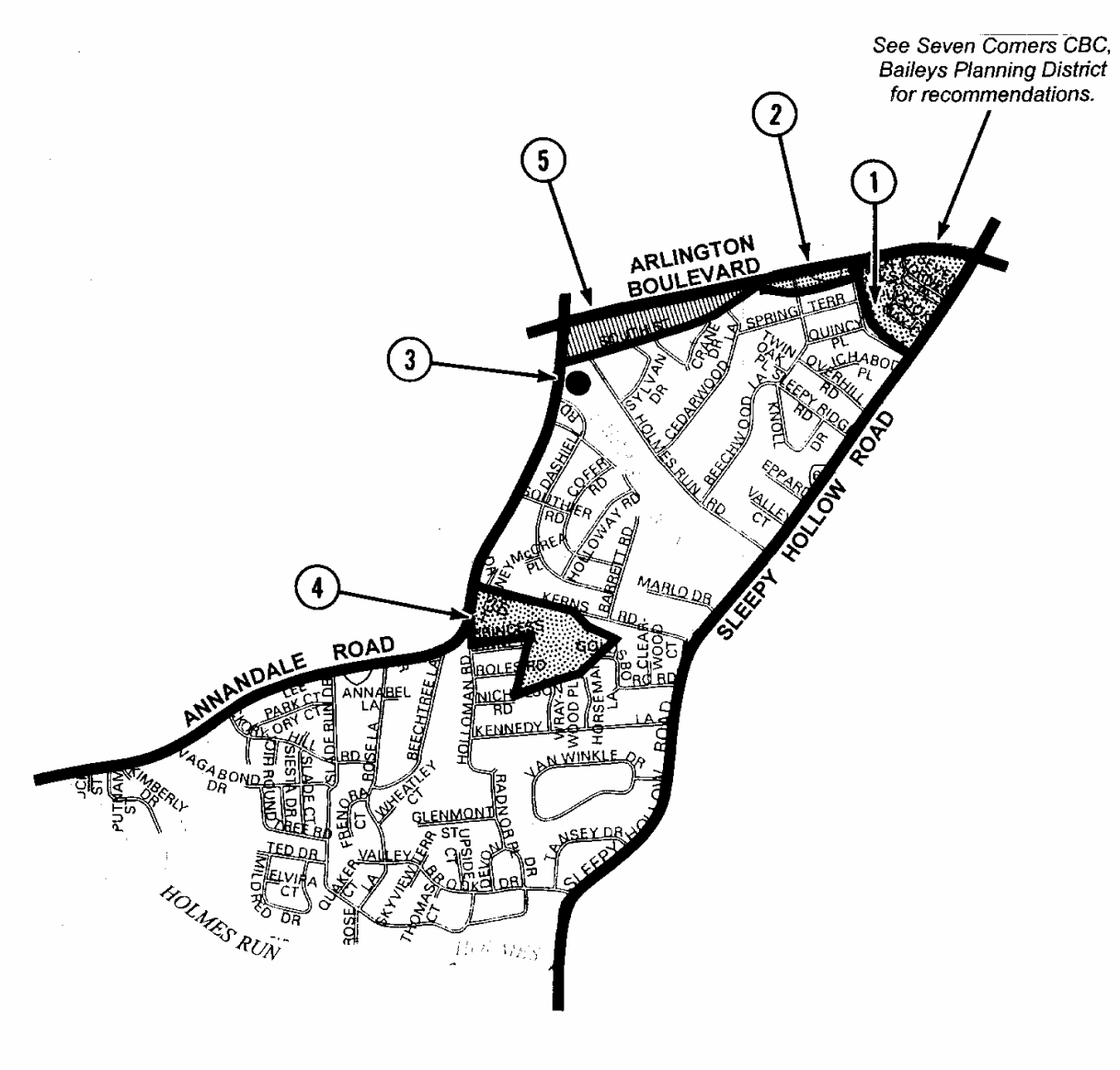
### CONCEPT FOR FUTURE DEVELOPMENT

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




**LAND USE RECOMMENDATIONS** **FIGURE 12**
**GENERAL LOCATOR MAP**

accordance with the guidance provided by the Policy Plan under Land Use Policy Objectives 8 and 14.

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

Figure 12 indicates the geographic location of land use recommendations for this sector.

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

2. The portion of the Route 50 corridor from the intersection with Aspen Lane to South Street should remain in single-family residential use. Commercial encroachment in this area should be discouraged and access to South Street between its intersection with 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 exceptions of Parcel 11A (i.e. convenience store), an integrated development of parcels 13A, 13B, 13C, 13D and Parcel 21A (i.e. gas station), no access to South Street should be permitted. Adequate on-site circulation and parking should be provided such that there is no spillover traffic onto adjacent properties.

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

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

Transportation

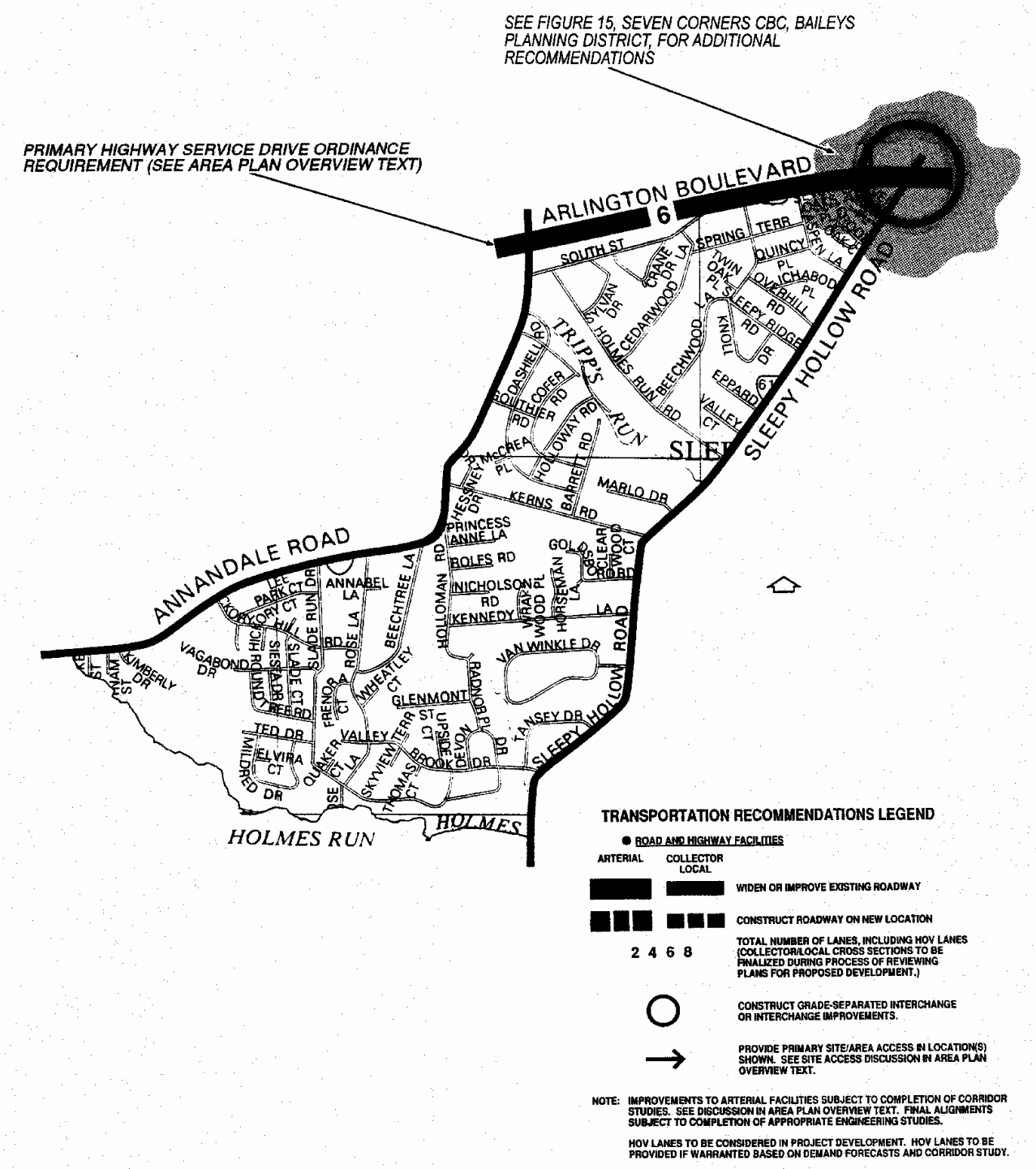
Transportation recommendations for this sector are shown on Figure 13. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations 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 14. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 15 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS 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.

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

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

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

**PLANNED TRAIL SYSTEM** **FIGURE 15**

# 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.

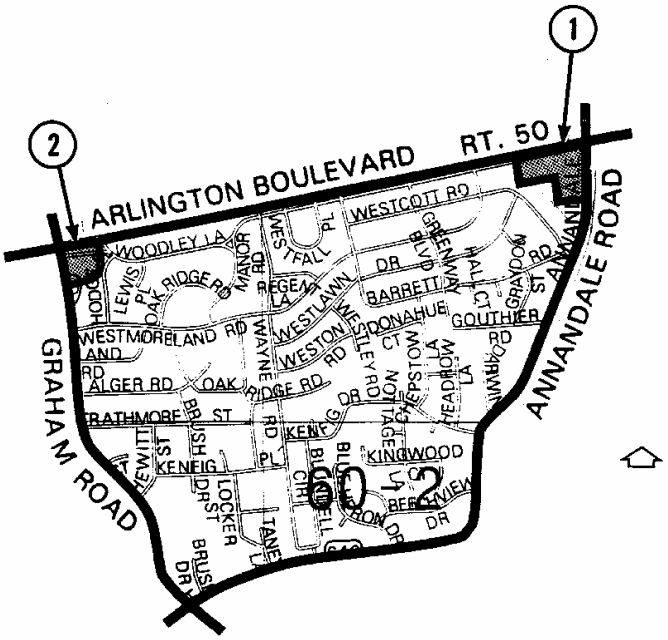
## RECOMMENDATIONS

### 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 16 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.




**LAND USE RECOMMENDATIONS** **FIGURE 16**
**GENERAL LOCATOR MAP**

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]

Transportation

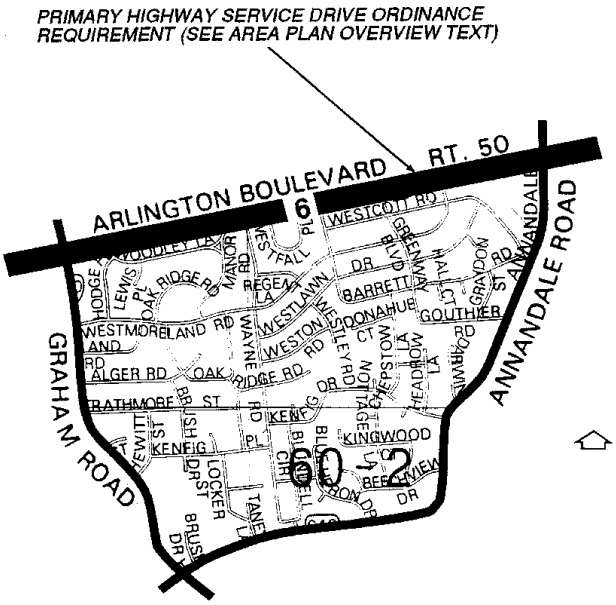
Transportation recommendations for this sector are shown on Figure 17. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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 18. 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 19 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS 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.

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 17**

**FIGURE 18**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J3**

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

**PLANNED TRAIL SYSTEM** **FIGURE 19**

## 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 J, 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

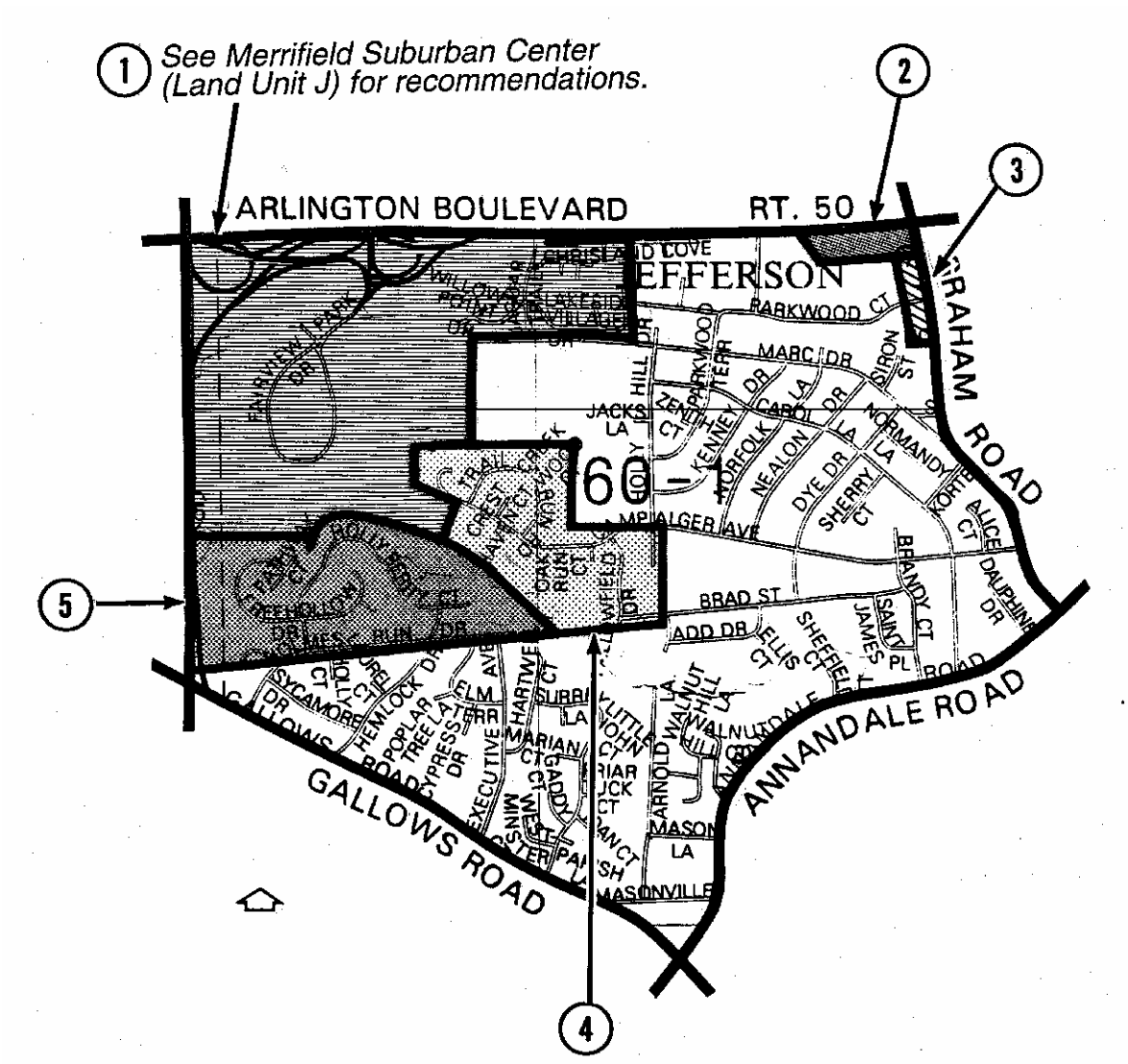
The Walnut Hill sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

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

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.




**LAND USE RECOMMENDATIONS** **FIGURE 20**
**GENERAL LOCATOR MAP**

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

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

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

Transportation

Transportation recommendations for this sector are shown on Figure 21. 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.

Public Facilities

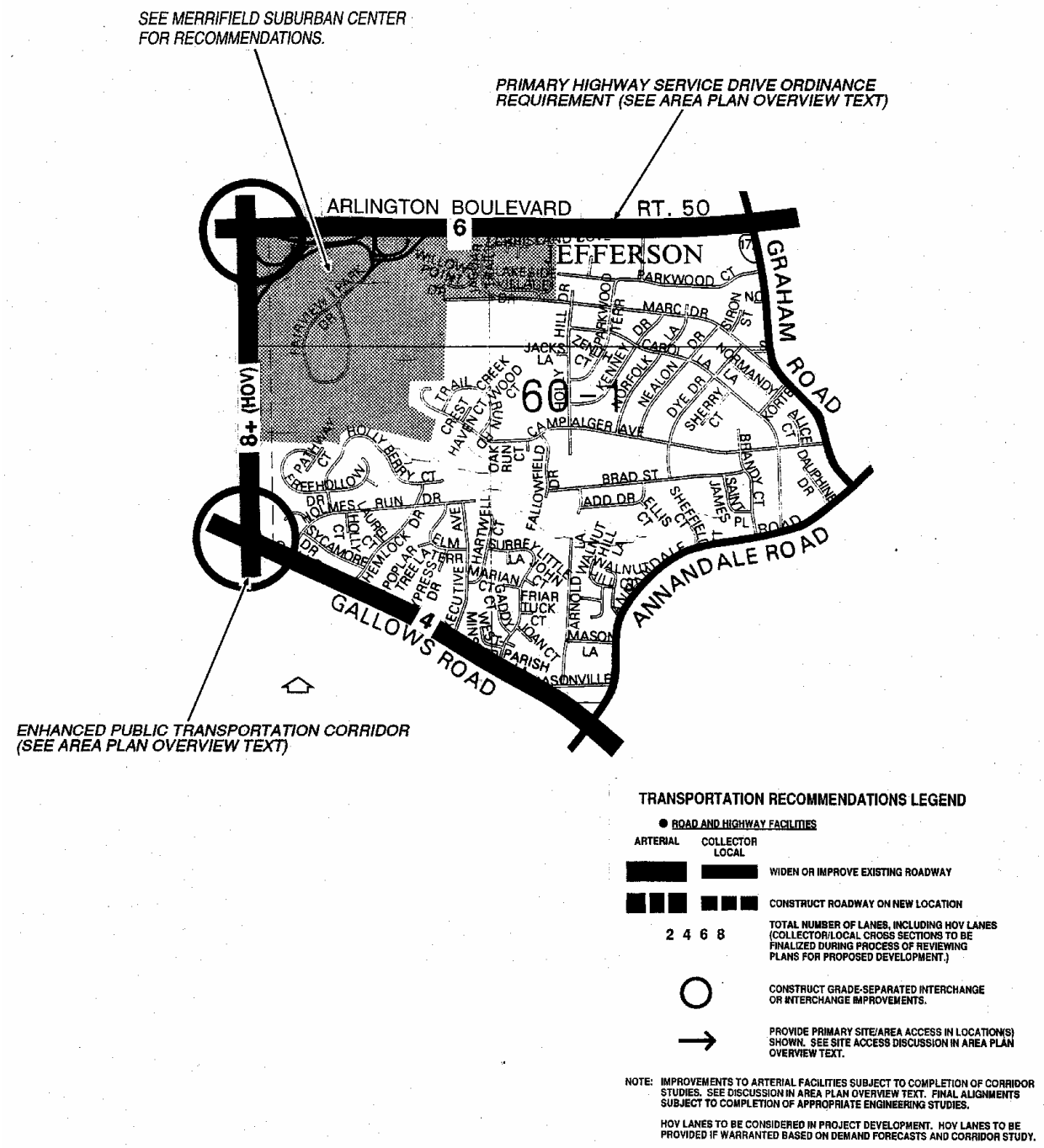
Expand the Thomas Jefferson Community Library consistent with the Policy Plan standards for community libraries.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 22. 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 23 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




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

**FIGURE 22**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J4**

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

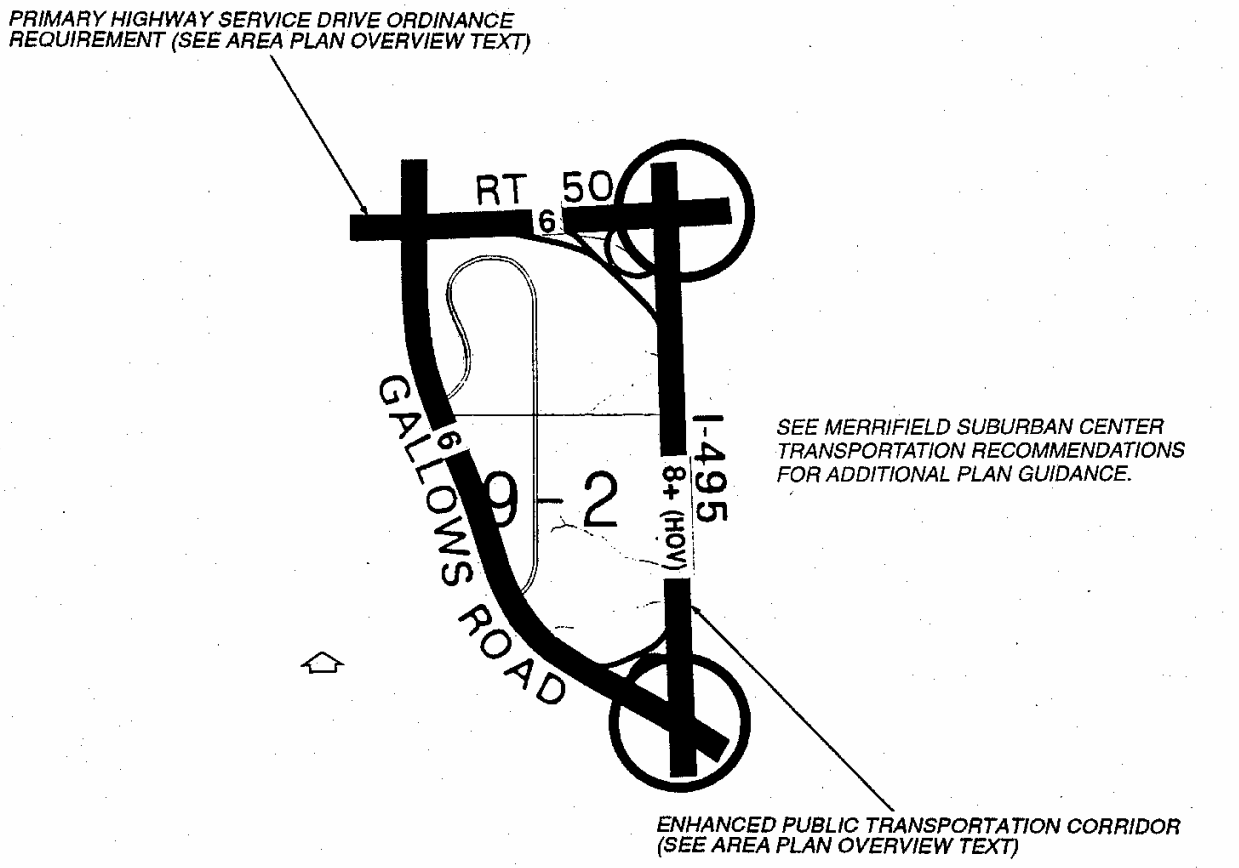
SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

* SEE MERRIFIELD SUBURBAN CENTER FOR RECOMMENDATIONS

**PLANNED TRAIL SYSTEM** **FIGURE 23**

## J5 WOODBURN COMMUNITY PLANNING SECTOR

The Woodburn Community Planning Sector is entirely within the Merrifield Suburban Center. Plan Guidance for this Area is in the Merrifield Suburban Center Portion of the Area I Plan.




**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.

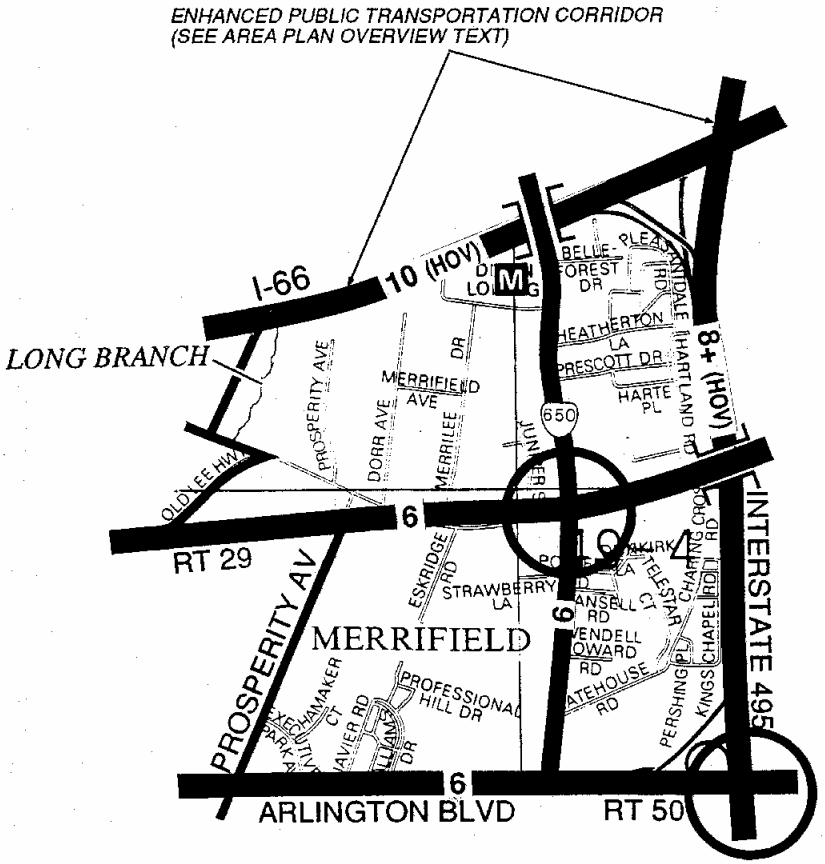
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

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

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 24**

## J6 MERRIFIELD COMMUNITY PLANNING SECTOR

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




*SEE THE MERRIFIELD SUBURBAN CENTER TRANSPORTATION RECOMMENDATIONS 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.

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

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

**FIGURE 26**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J6**

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

## J7 PINE SPRING COMMUNITY PLANNING SECTOR

### CHARACTER

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

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. (See Figure 27: General Locator Map.)

#### Tremont Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Tremont Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared 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 27 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

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

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

3. Preserve the stable residential character along the Route 50 corridor as far east as the present 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]

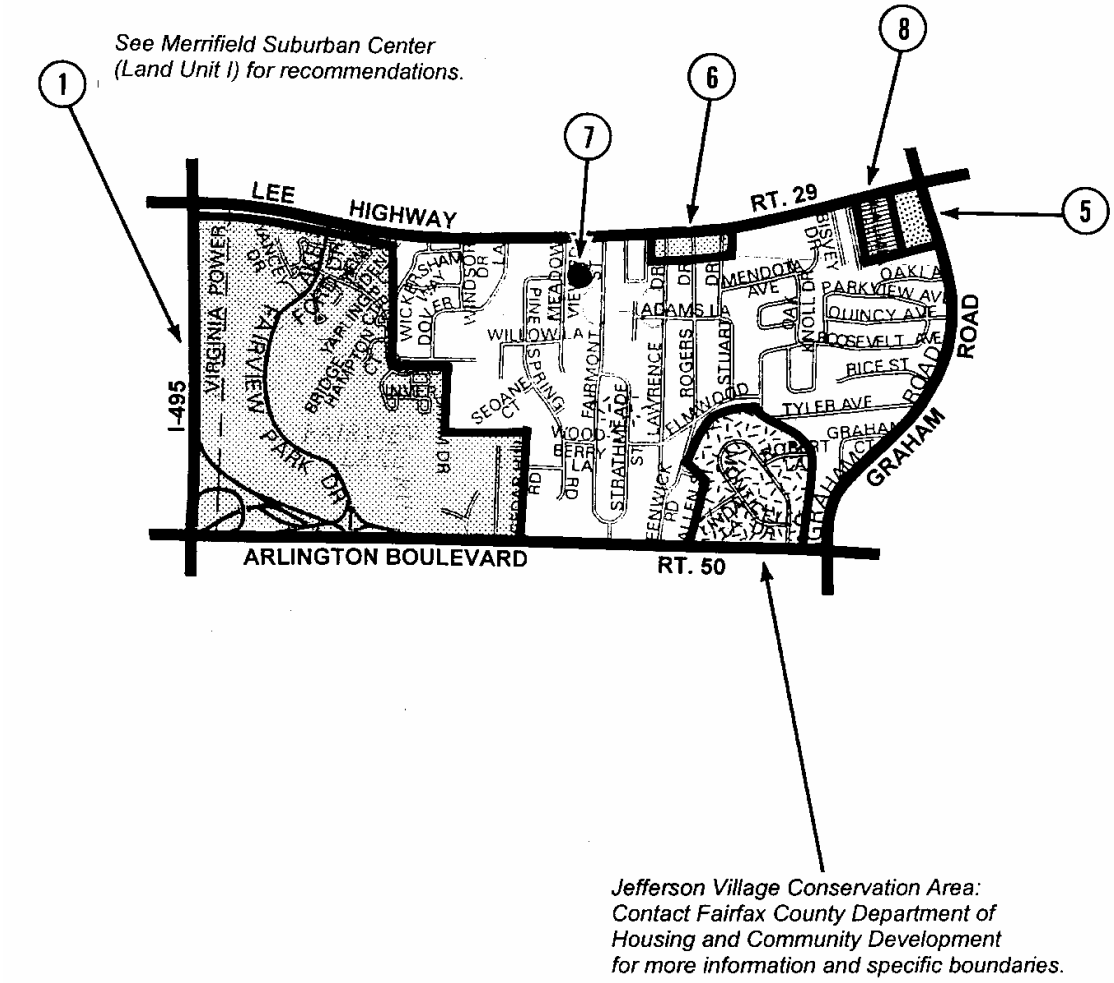
5. The Lee-Graham Shopping Center is planned for community-serving retail uses up to .35 FAR.

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




**LAND USE RECOMMENDATIONS** **FIGURE 27**
**GENERAL LOCATOR MAP**

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

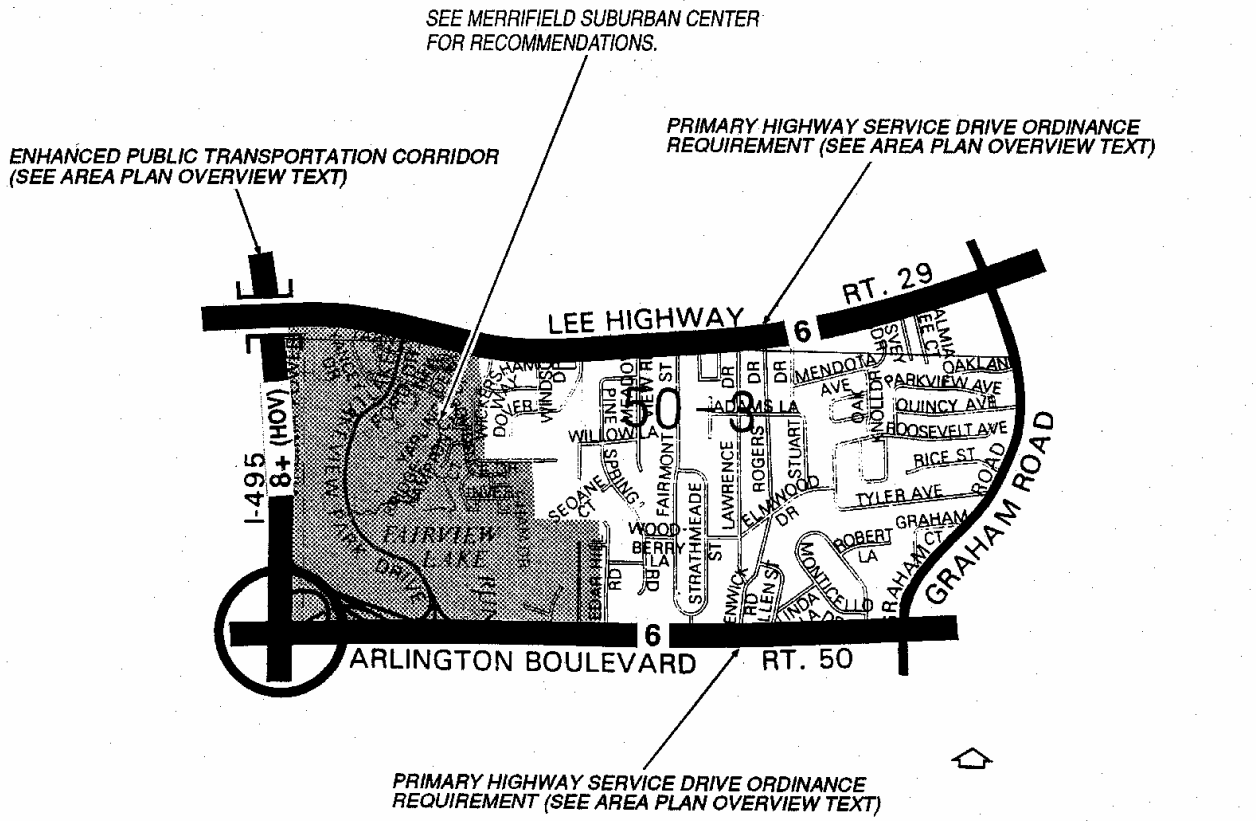
Transportation recommendations for this sector are shown on Figure 28. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 29. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 30 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS 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.

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

**FIGURE 29**
**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 PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

* SEE MERRIFIELD SUBURBAN CENTER FOR RECOMMENDATIONS

**PLANNED TRAIL SYSTEM** **FIGURE 30**

## 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.

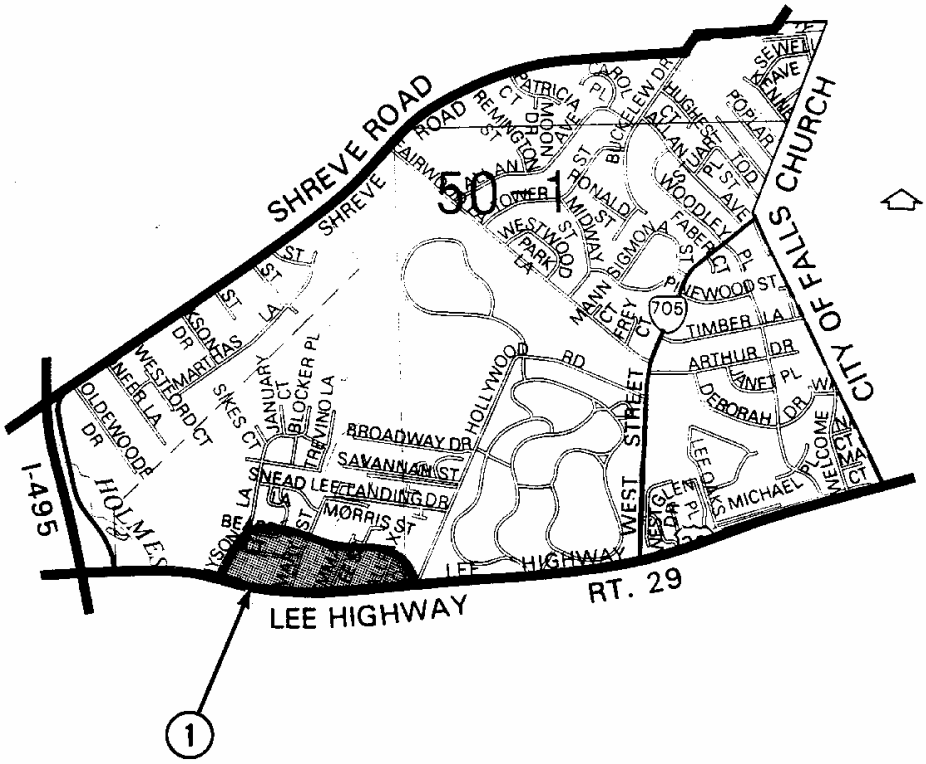
### RECOMMENDATIONS

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




**LAND USE RECOMMENDATIONS** **FIGURE 31**
**GENERAL LOCATOR MAP**

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 northeast quadrants of the intersection of Route 29 and Fallfax Drive, Parcels 49-2((1))97, 50-1((1))28 and 49-2((9))1A, 1B, 1C, 2, 2A, 2B and 3 are planned for neighborhood-serving retail uses up to .25 FAR. Adjacent parcels to the north, Parcels 49-2((9))4, 5, 6 and 50-1((1))26, are planned for light industrial uses up to .30 FAR. A substantial screened buffer should be provided along the northern boundary of the area planned for light industrial uses adjacent to the residentially planned area to the north.

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

   Remaining vacant, commercially-zoned parcels along Route 29 should develop as zoned, and be coordinated with existing local-retail activity.

Transportation

Transportation recommendations for this sector are shown on Figure 32. 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.

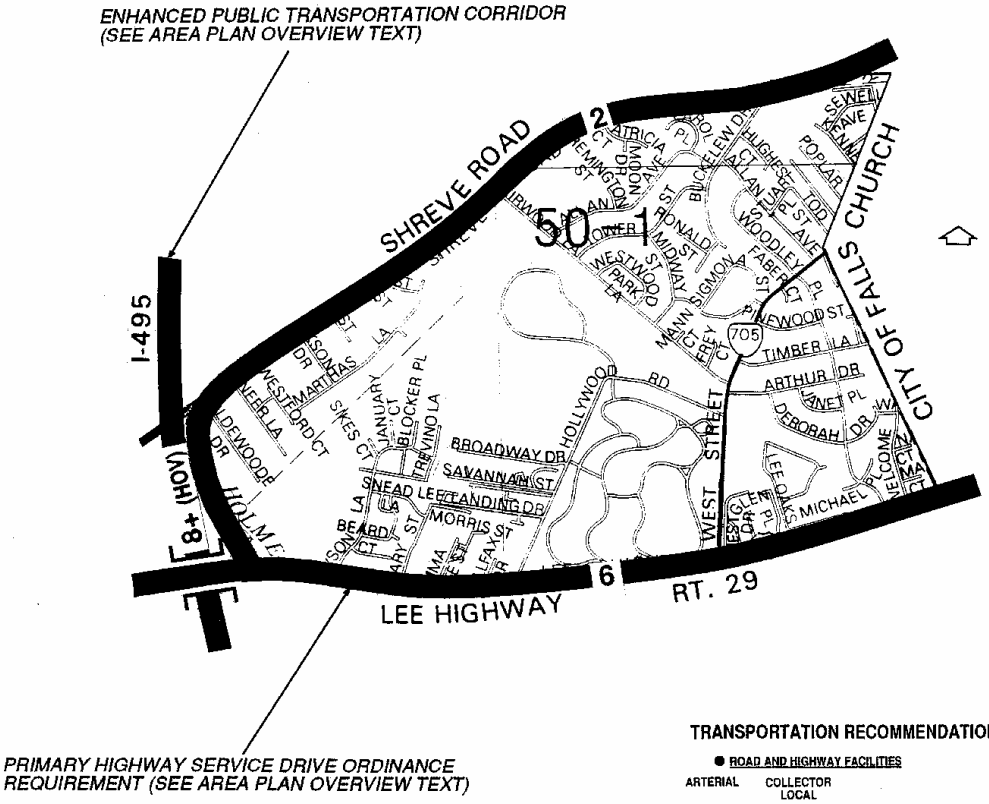
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 33. 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 34 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large.

In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS 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.

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 32**

**FIGURE 33**
**PARKS AND RECREATION RECOMMENDATIONS**
**SECTOR J8**

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

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

**PLANNED TRAIL SYSTEM** **FIGURE 34**

# 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 installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Route 29, Woodlawn Avenue, Custis Parkway, and Tripps Run.

## CONCEPT FOR FUTURE DEVELOPMENT

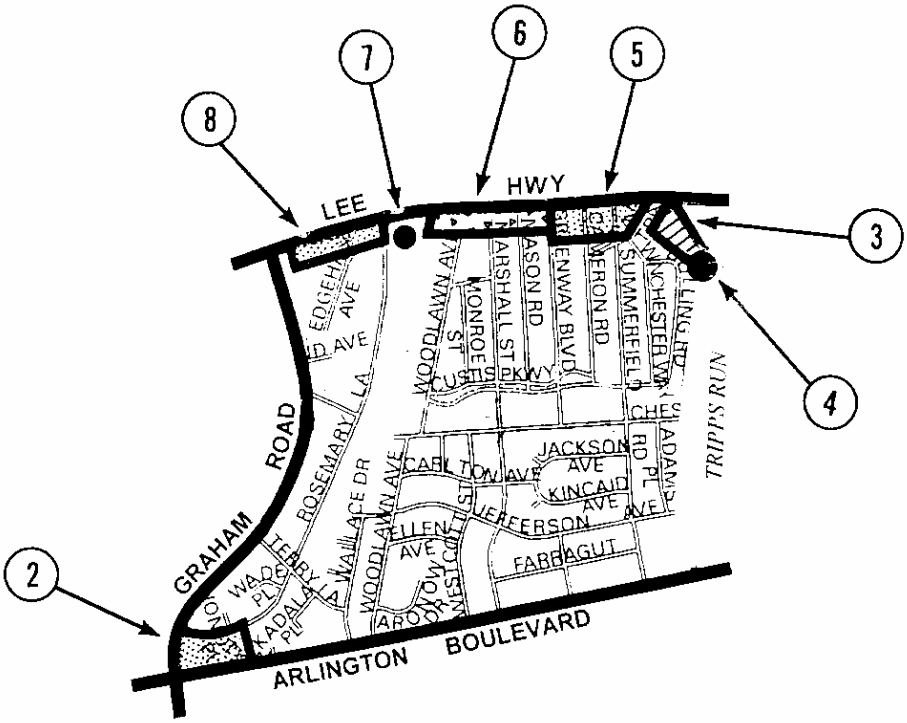
The Concept for Future Development recommends the areas of the Greenway Village Planning Sector develop as Suburban Neighborhoods.

## 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.




**LAND USE RECOMMENDATIONS** **FIGURE 35**
**GENERAL LOCATOR MAP**

Figure 35 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.

3. The area between Tinners Hill Road and Cavalier Trail, consisting of Tax Map parcels 50-2((1))1-5 and 6A, 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 (Tax Map parcel 50-2((1))2), immediately south of the Falls Church Motel is planned for transitional low-rise office development up to .25 FAR.

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

7. The area around Goodwin Court is planned for neighborhood-serving commercial uses at .25 FAR with neighborhood-serving retail or office use on Parcel 50-2((2))A and

neighborhood-serving office uses on Parcels 50-2((2))1A, 1B and B. No expansion of these uses should be permitted into the adjoining residential neighborhoods.

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

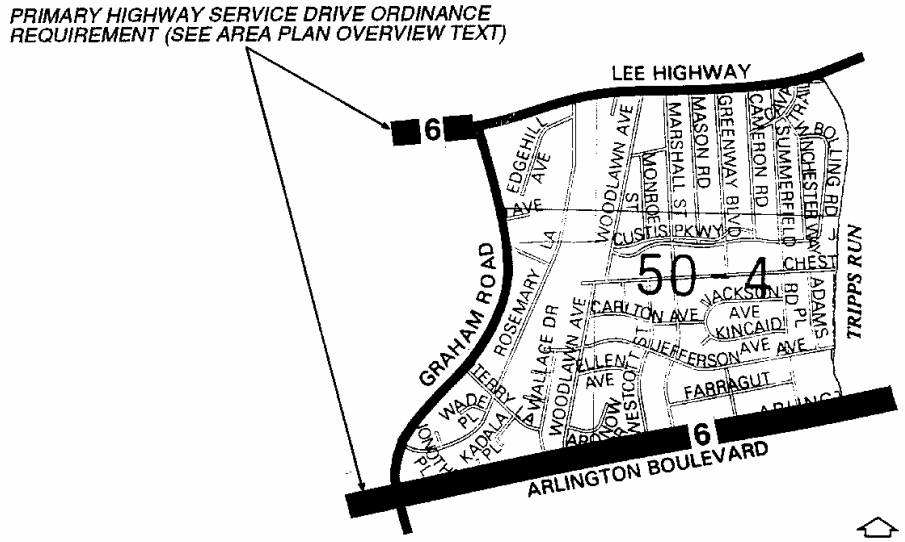
Transportation recommendations for this sector are shown on Figure 36. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed 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 37. 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 38 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.




**TRANSPORTATION RECOMMENDATIONS 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.

**TRANSPORTATION RECOMMENDATIONS** **FIGURE 36**

**FIGURE 37**
**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. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

**PLANNED TRAIL SYSTEM** **FIGURE 38**

## 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

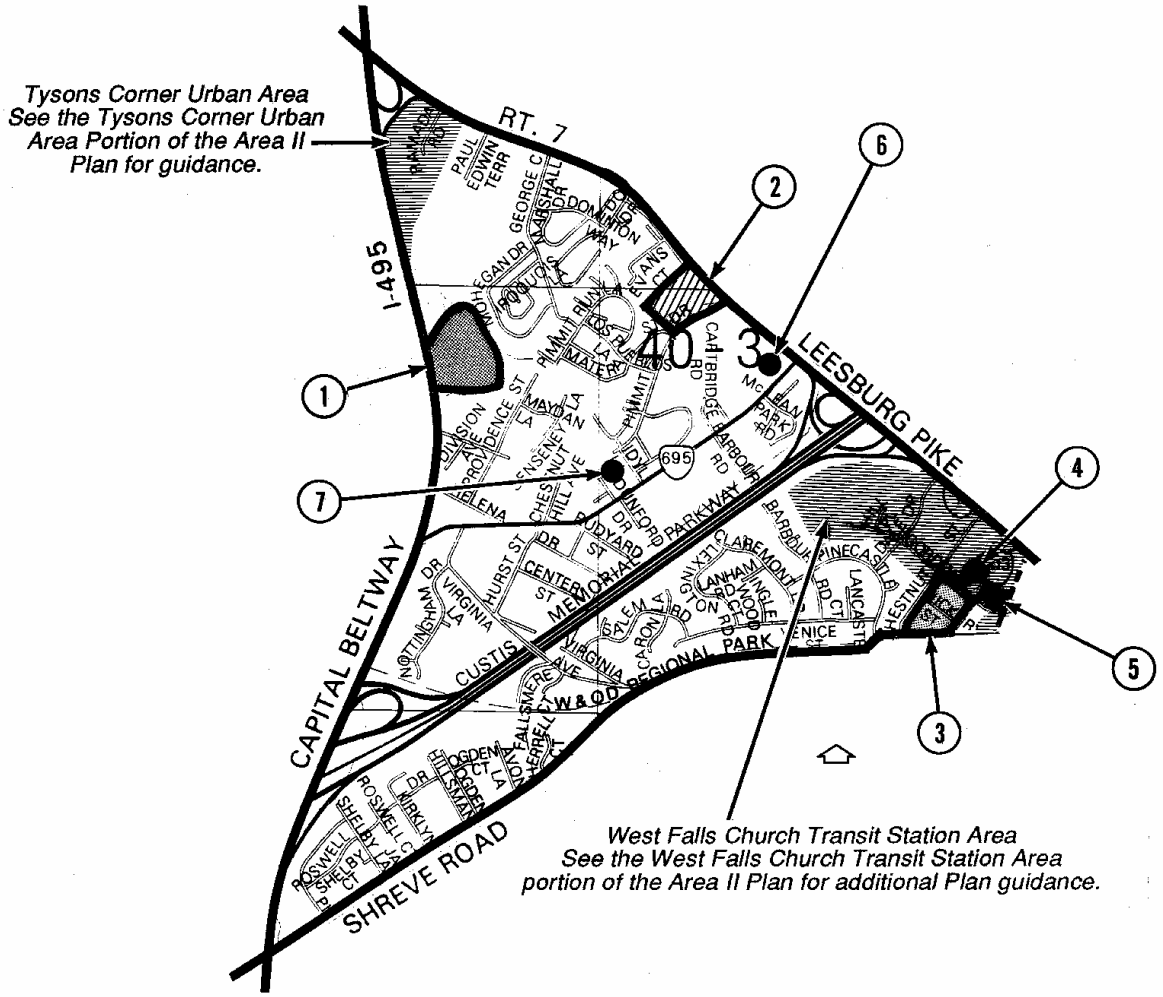
#### Land Use

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 39 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:




**LAND USE RECOMMENDATIONS** **FIGURE 39**
**GENERAL LOCATOR MAP**

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

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

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

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

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

2. Idylwood Shopping Center, located on Pimmit Drive, is planned for neighborhood-serving retail use up to .25 FAR. The parcels located at the southwest corner of Pimmit Drive and 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, if fully consolidated, may be considered for single family detached housing at 3-4 dwelling units per acre. As an alternative, a portion of the subject property may be developed with an assisted living facility for the elderly provided the following conditions are met:

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

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

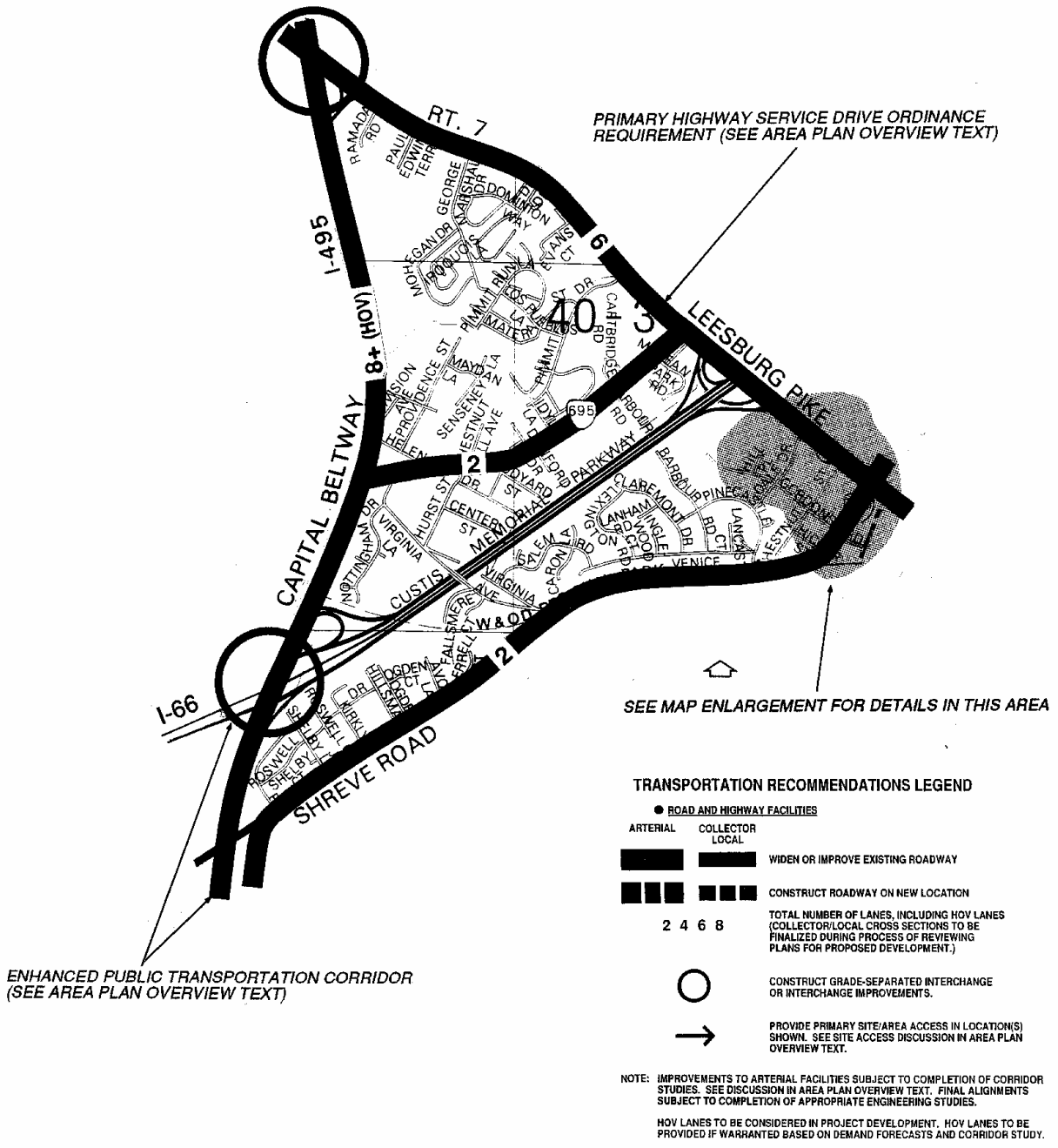
   - Development on the remainder of the subject property should be single family detached at 3-4 dwelling units per acre, with the maximum number of single family dwelling units to be limited to 25 units;

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

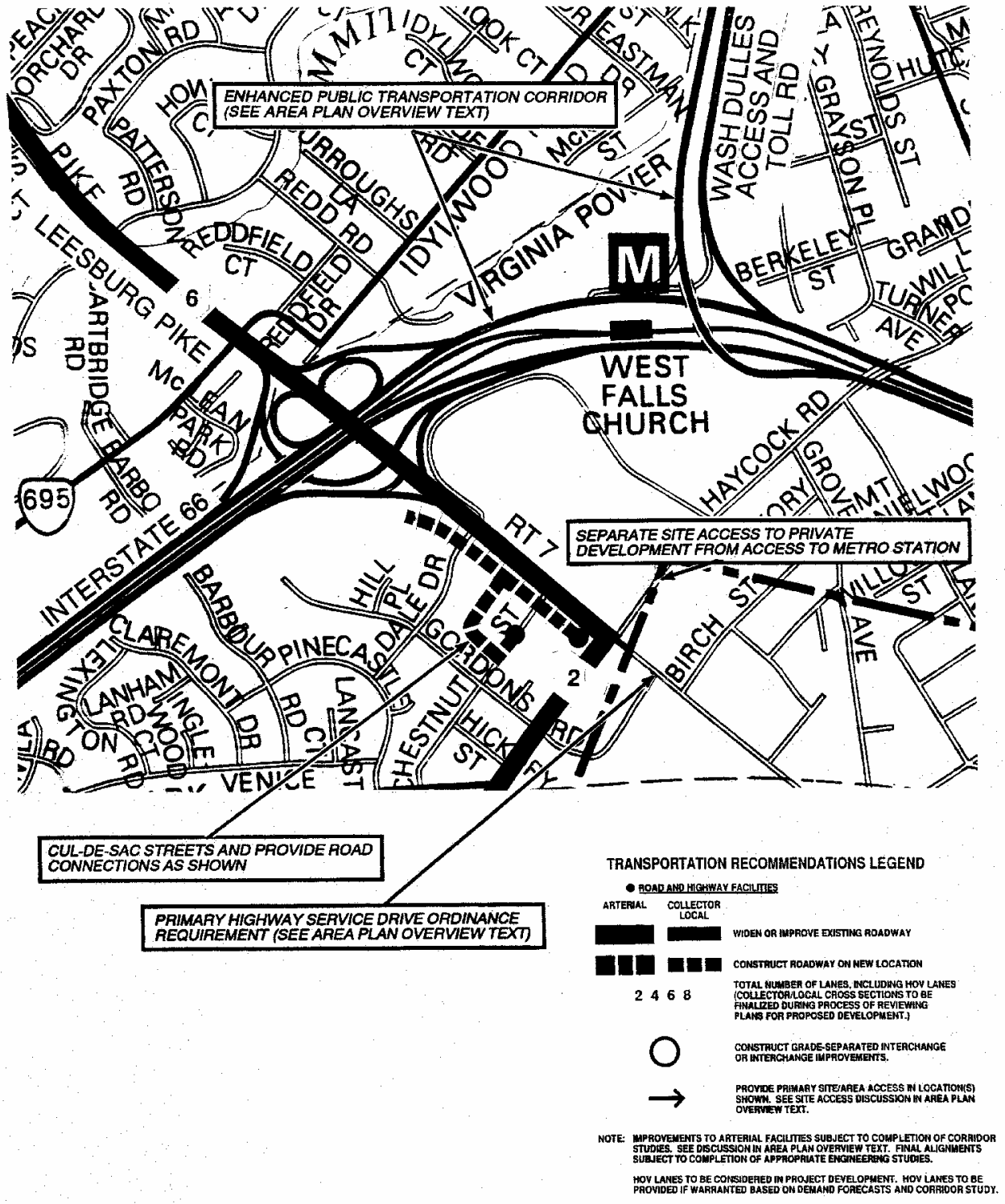
   - Pedestrian walkways (sidewalks and trails) should connect all portions of the development to Idylwood Road and Pimmit Drive.

<u>Transportation</u>

Transportation recommendations for this sector are shown on Figures 40 and 41. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 40**




**TRANSPORTATION RECOMMENDATIONS** **FIGURE 41**
**WEST FALLS CHURCH METRO STATION AREA**
**M2, J10 COMMUNITY PLANNING SECTORS**

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 42. 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 43 and on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

**FIGURE 42**
**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. |

TRAILS PLAN MAP FOR THIS SECTOR
UNDER CONSTRUCTION

SEE THE 1” = 4000’ SCALE
COUNTYWIDE TRAILS PLAN MAP

**PLANNED TRAIL SYSTEM** **FIGURE 43**