

# AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2011 EDITION

**GENERAL LOCATION:** West of Route 7, south of I-66, West of Falls Church City Boundary

**PLANNING AREA AND DISTRICT:** Area I, West Falls Church Transit Station Area

**SUB-DISTRICT DESIGNATION:** Former Land Units F, G, H, I, and J

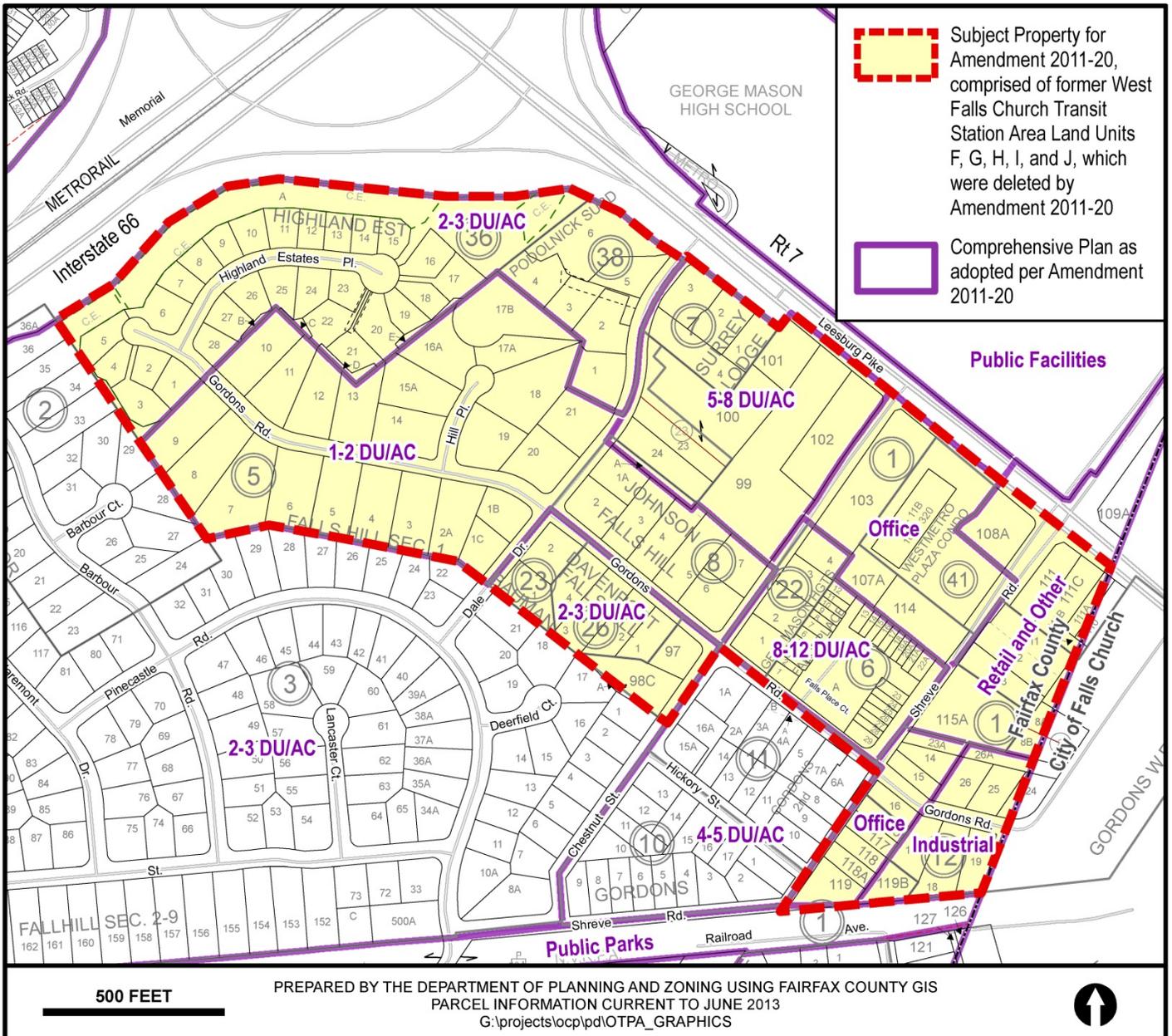
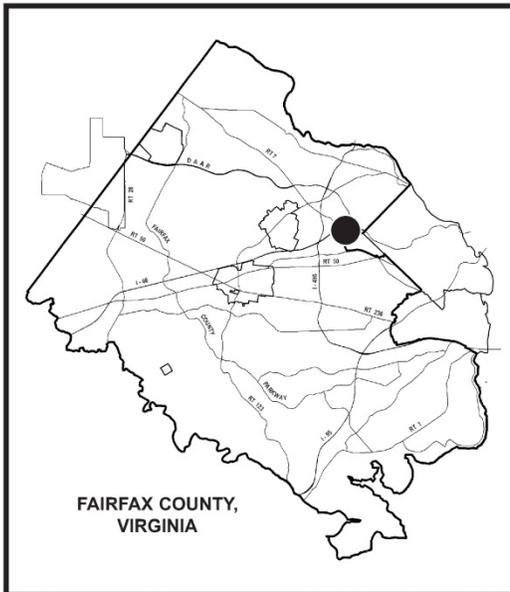
**PARCEL LOCATION:** All parcels in the identified former Land Units

**SUPERVISOR DISTRICT:** Providence

**ADOPTED:** June 4, 2013

**ITEM NO.** S12-I-J1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



**AMENDMENT TO THE COMPREHENSIVE PLAN (2011 EDITION)**

The following changes to the Comprehensive Plan have adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, Jefferson Planning District Overview, page 1, to delete references to the West Falls Church Transit Station Area:

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

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

**CONCEPT FOR FUTURE DEVELOPMENT**

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

The Concept for Future Development recommends that the Merrifield Suburban Center be comprised of areas previously identified as the Merrifield Area and the 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. There are two core areas for the Merrifield Suburban Center, with one focusing development at/near the transit station and the other core area, located north of Luther Jackson Intermediate School, planned to evolve into a “town center,” with the two core areas to be linked by a new “Main Street.”

A portion of the Seven Corners Community Business Center 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.”

**MODIFY**

**FIGURE:** Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, Jefferson Planning District Overview, Figure 2, “Countywide Transportation Recommendations” page 4 to adjust the shading representing the West Falls Church Transit Station Area to reflect the new boundary.

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, J10 Jefferson North Community Planning Sector, Character, page 73, to delete references to the West Falls Church Transit Station Area:

“CHARACTER

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

**MODIFY**

**FIGURE:** Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, J10 Jefferson North Community Planning Sector, Figure 40, “Land Use Recommendations” page 74 to adjust the shading representing the West Falls Church Transit Station Area to reflect the new boundary and to add a new recommendation #8 represented by a polygon located

over the general area of the Surrey Lodge/Sam's Nursery tract, along Route 7 east of Dale Drive and West of Chestnut Street.

**ADD:** Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, J10 Jefferson North Community Planning Sector, Land Use Recommendations, page 76, to add a new recommendation, #8:

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

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

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, J10 Jefferson North Community Planning

Sector, Transportation, pages 76-79, to revise sector-wide transportation recommendations:

“Transportation

Transportation recommendations for this sector are shown on Figures 41 and 42. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. The eastern portion of the planning sector along Leesburg Pike and Shreve Road is in proximity to the West Falls Church Metro Station. In order to improve pedestrian connectivity, a signalized pedestrian crossing of Leesburg Pike or other pedestrian facility should be considered between Interstate 66 (I-66) and Chestnut Street. Bicycle and pedestrian facilities should be provided along Leesburg Pike and Shreve Road and should be coordinated with the redevelopment of parcels along these roadways.”

**MODIFY  
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, J10 Jefferson North Community Planning Sector, Figure 41, “Transportation Recommendations,” page 77 to remove all dashed lines representing proposed new roadways located south of Route 7 in the vicinity of Dale Drive and Chestnut Street.

**MODIFY  
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 4-9-2013, J10 Jefferson North Community Planning Sector, Figure 42, “Transportation Recommendations West Falls Church Transit Station Area M2, J10 Community Planning Sectors” page 78, to remove all dashed lines and cul-de-sacs representing proposed new roadways located south of Route 7 from west of Dale Drive to east of Chestnut Street. The arrow and note identifying the cul-de-sacs and road connections should be deleted. The title at the top of the map should be modified as follows “J10 – Jefferson North Community Planning Sector ~~West Falls Church Metro Station Area~~” The figure title box at the bottom of the map should be modified as follows “Transportation Recommendations ~~West Falls church Metro Station Area M2~~, J10 Community Planning Sectors”

**MODIFY:**

Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, McLean Planning District Overview, page 1, to modify references to the West Falls Church Transit Station Area:

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

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, West Falls Church Transit Station Area, Overview, page 76, to modify references existing land uses:

“OVERVIEW

The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor between Route 7 and the Dulles Airport Access Road. The Metro station itself lies in the median of I-66 and is bordered on the north by the Washington Metropolitan Area Transit Authority (WMATA) Service and Inspection Yard and Haycock Road. To the south is vacant acreage comprised of parcels owned by WMATA and the City of Falls Church. Adjacent to this land is the University of Virginia/Virginia Tech Education Center and George Mason High School. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses. ~~The only commercial development occurs along Route 7 to the southwest.”~~

**MODIFY**  
**FIGURE:** Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, West Falls Church Transit Station Area, Figure 13, “West Falls Church Transit Station Area Boundary and Land Units” page 77 to delete land units F, G, H, I and J.

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, McLean Planning District West Falls Church Transit Station Area, Recommendations Outside of the Transit Development Area, page 88, to delete recommendations for and references to land units F, G, H, I, and J:

~~“Surrey Lodge and Areas North of Shreve Road, West of Route 7, and South of Dale Drive (Land Unit H)~~

~~The area contains mostly single family detached homes, strip retail use including fast food and nursery operations, office use and underutilized parcels. The area has good visibility and access from Route 7. Since proximity to the Metro station is good, that portion of the area west of Chestnut Street is planned for residential use at 12-16 dwelling units per acre. The parcels along Route 7 to the east and the parcel immediately west of Chestnut Street, Tax Map 40-3((1))102, are planned for commercial uses, including office and retail uses as shown on the Plan Map, and should provide screening next to residential areas.~~

**~~Historic Highland View Property (Portions of Land Unit J)~~**

~~This parcel (Tax Map 40-3((1))75) is mostly vacant with steep slopes to the north. It is well buffered by trees and overlooks I-66 and Route 7. The historic structure should be carefully considered in all site designs. Although the planned density for the site is 2-3 dwelling units per acre, it should be developed in a single family attached or cluster configuration. Again, preservation of the historic structure and site buffering is a priority.~~

**Balance of the Transit Station Area (Portions of Land Unit B and Land Units C, D, and E, F, G, I, and J)**

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should probably not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties. ~~Finally, a more uniform frontage is encouraged for commercial properties to correct the negative elements associated with strip development. (See Area I Plan, Jefferson Planning District, Sector J10 for additional recommendations that pertain to a portion of the West Falls Church Transit Station Area.)~~

**MODIFY  
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, West Falls Church Transit Station Area, Figure 16 “Transportation Recommendations West Falls Church Transit Station

Area M2, J10 Community Planning Sectors” page 90, to remove all dashed lines and cul-de-sacs representing proposed new roadways located south of Route 7 from west of Dale Drive to east of Chestnut Street. The arrow and note identifying the cul-de-sacs and road connections should be deleted. The figure title box at the bottom of the map should be modified as follows “Transportation Recommendations West Falls church Metro Station Area M2, J10 Community Planning Sectors”

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, M2 Pimmit Community Planning Sector, Character, page 94, to modify reference to the West Falls Church Transit Station Area:

“CHARACTER

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

**MODIFY:** Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, M2 Pimmit Community Planning Sector, Land Use Recommendations, page 95, to modify reference to the West Falls Church Transit Station Area:

“RECOMMENDATIONS

Land Use

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

**MODIFY  
FIGURE:** Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, M2 Pimmit Community Planning Sector, Figure 19, “Land Use Recommendations” page 96 to adjust the shading representing the West Falls Church Transit Station Area to reflect the new boundary.

**MODIFY**

**FIGURE:** Fairfax County Comprehensive Plan, 2011 Edition, Area II, McLean Planning District, as amended through 4-9-2013, McLean Planning District, as amended through 2-12-2013, M2 Pimmit Community Planning Sector, Figure 20 “Transportation Recommendations” page 97, to adjust the shading representing the West Falls Church Transit Station Area to reflect the new boundary and to remove all dashed lines representing proposed new roadways located south of Route 7 in the vicinity of Dale Drive and Chestnut Street.

**MODIFY**

**FIGURE:** Fairfax County Comprehensive Plan, 2011 Edition, Area I, Overview, as amended through 4-9-2013, Figure 1, “Area I Planning Districts and Sectors,” page 2, to adjust the shading representing the West Falls Church Transit Station Area to reflect the new boundary.

**MODIFY**

**FIGURE:** Fairfax County Comprehensive Plan, 2011 Edition, Areas I, II, III & IV, Overview, Figure 2, “Concept for Future Development Map,” to reflect the new boundary of the West Falls Church Transit Station Area.

**PLAN MAP:** The Comprehensive Plan map will be revised as follows:

- The boundary of the West Falls Church Transit Station Area will be revised to reflect the deletion of Land Units of F, G, H, I, and J.
- Tax Map Parcels 40-3 ((1)) 99, 100, 101, 102; 40-3 ((5)) 23, 24; 40-3 ((7)) 1, 2, 3, 4; and 40-3 ((8)) A) will be revised from residential 12-16 du/ac to residential 5-8 du/ac land use category.
- Tax Map Parcels 40-3 ((38)) 1, 2, 3, and 5, in their entirety, will be revised from residential 1-2 du/ac to residential 2-3 du/ac land use category.
- Tax Map Parcel 40-3 ((41)) 1B-11B and 101-320, in their entirety, will be revised from retail to office land use category.
- Tax Map Parcel 40-3 ((12)) 119 will be revised from residential 4-5 du/ac to office land use category.