



PROPOSED COMPREHENSIVE PLAN AMENDMENT

Revised
4:00 - S12-I-J1

ITEM: S12-I-J1
Revised May 30, 2013

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

SUPERVISOR DISTRICT: Providence

PLANNING AREA: Area I

PLANNING DISTRICT: West Falls Church Transit Station Area

SUB-DISTRICT DESIGNATION:

Land Units F, G, H, I, and J

PARCEL LOCATION: All parcels in the identified Land Units

PLANNING COMMISSION PUBLIC HEARING:
Thursday, May 2, 2013 @ 8:15 PM

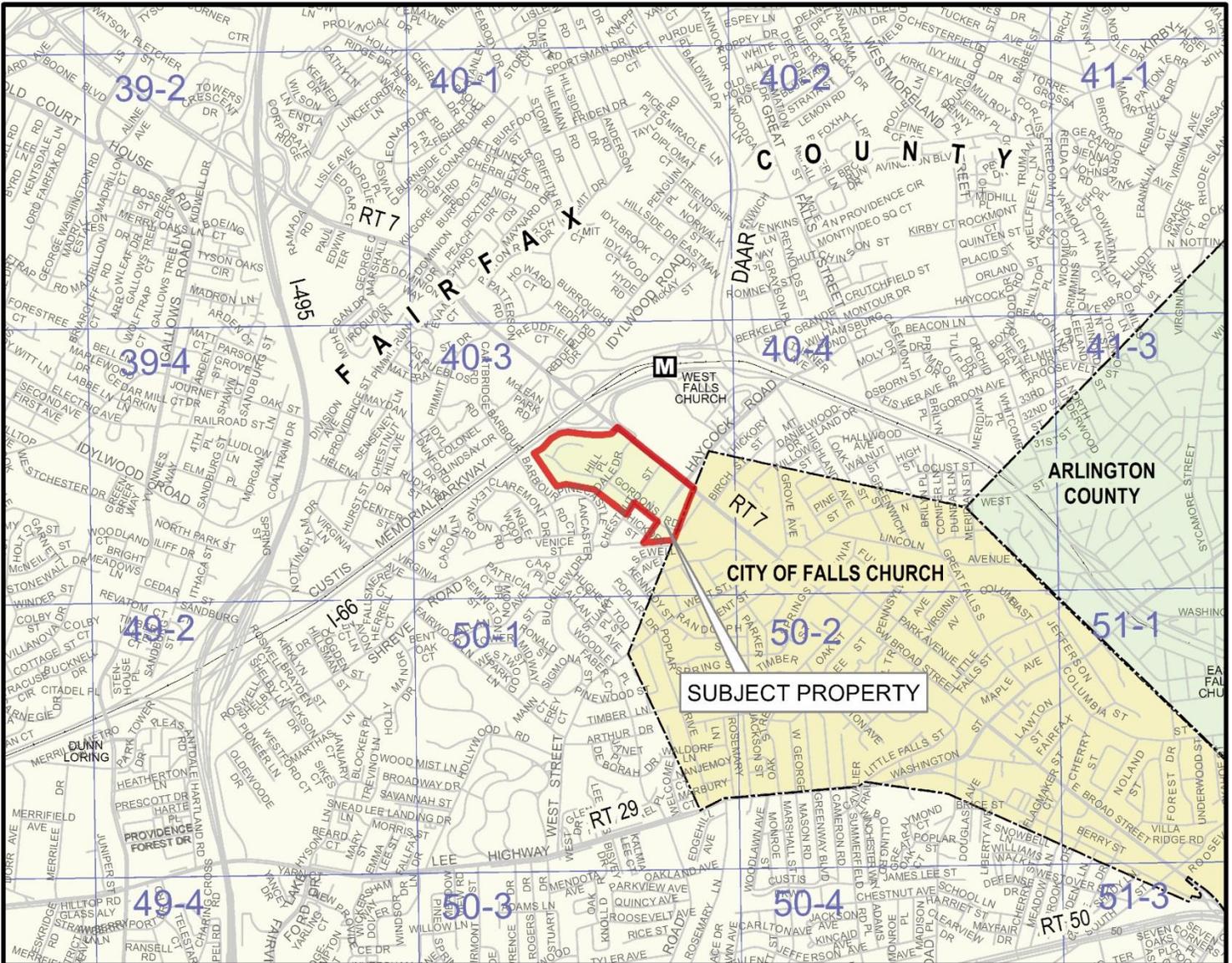
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, June 4, 2013 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

For additional information about this amendment call (703) 324-1380.



Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.



3000 FEET

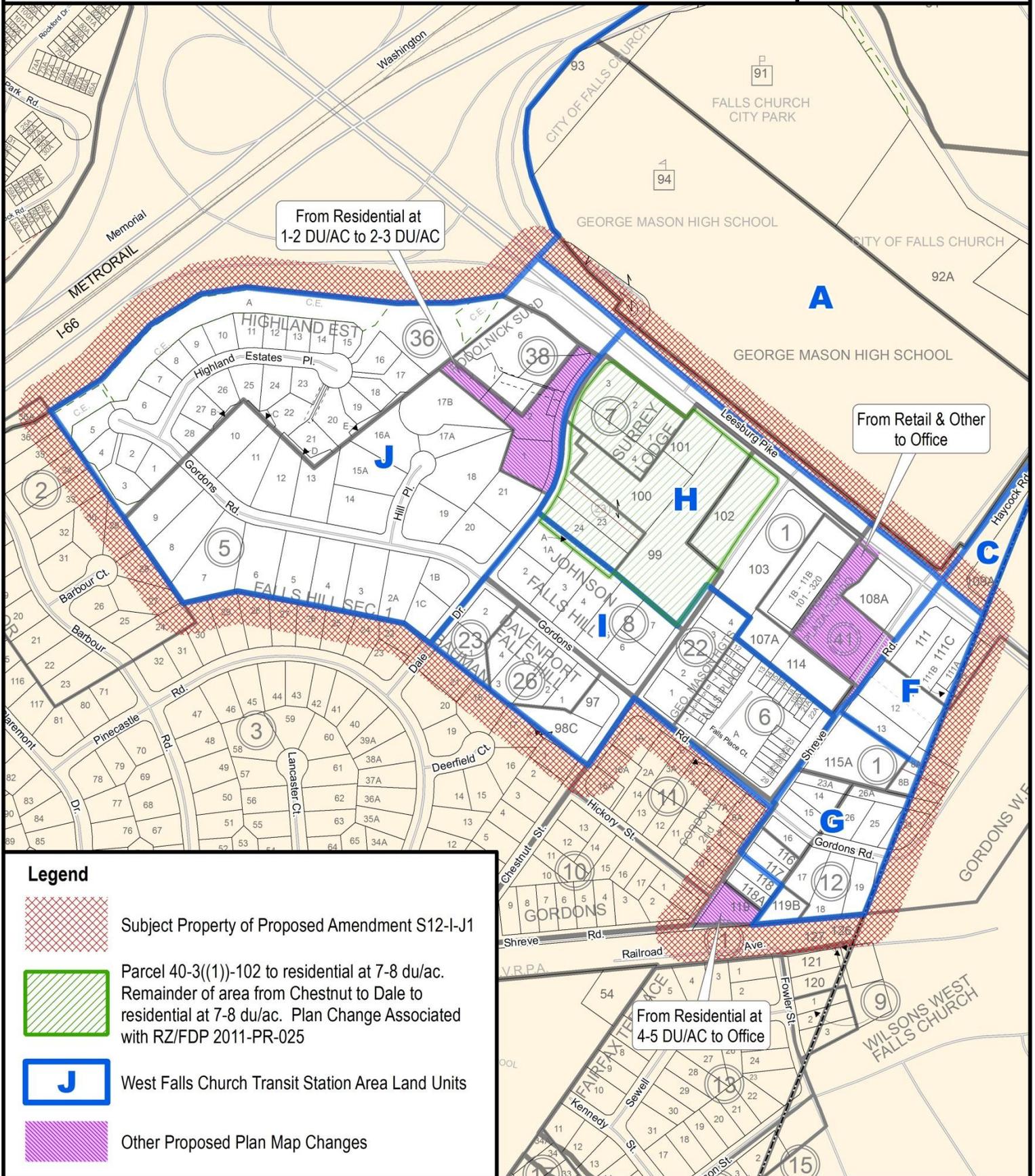
PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS



SUBJECT PROPERTY FOR PLAN AMENDMENT ITEM S12-I-J1

A SUMMARY OF PROPOSED CHANGES TO PLANNED LAND USE AND WEST FALLS CHURCH TRANSIT STATION AREA LAND UNITS IN THE SUBJECT PROPERTY

ITEM: S12-I-J1
April 18, 2013



From Residential at 1-2 DU/AC to 2-3 DU/AC

A

From Retail & Other to Office

H

C

I

G

From Residential at 4-5 DU/AC to Office

Legend



Subject Property of Proposed Amendment S12-I-J1



Parcel 40-3((1))-102 to residential at 7-8 du/ac. Remainder of area from Chestnut to Dale to residential at 7-8 du/ac. Plan Change Associated with RZ/FDP 2011-PR-025



West Falls Church Transit Station Area Land Units



Other Proposed Plan Map Changes

500 FEET



STAFF REPORT FOR PLAN AMENDMENT S12-I-J1

BACKGROUND

On October 30, 2012, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) S12-I-J1 for all parcels within Land Units F, G, H, I, and J of the West Falls Church Transit Station Area (the Study Area). The authorization directed staff to study land use and transportation recommendations within this area, and to determine if this area should continue to remain in the transit station area (TSA) given its distance from the West Falls Church Metro Station, west of Route 7.

The impetus for this Plan Amendment was the filing of a rezoning application (RZ/FDP 2011-PR-025) for the Surrey Lodge tract and the adjacent Sam's Farm Plant Nursery (Tax Map Parcels 40-3 ((1)) 99, 100, 101, 102; ((5)) 23, 24; ((7)) 1, 2, 3, 4; and ((8)) A). Through a series of community meetings held in 2012 with the applicant, neighbors, and staff, a consensus emerged that a number of Comprehensive Plan recommendations for the rezoning property and the wider area were at odds with the community's vision for neighborhood. In addition, there was general agreement by all parties that Tax Map Parcel 40-3((1)) 102 (the main Sam's Nursery parcel) should be planned for residential land use so that it can be consolidated with the remainder of the rezoning property and developed together as one cohesive site. The objective of this Plan Amendment is to address these concerns.

CHARACTER OF THE AREA

Known as Falls Hill, the study area (see Figure 1) consists mainly of single-family detached residential dwellings, but also contains the Sam's Farm Plant Nursery as well as several retail and office uses located along Route 7. A small townhouse development, Falls Place, is located at the corner of Shreve Road and Gordons Road. An area of land south of Shreve Road and west of the City of Falls Church border contains commercial and industrial uses including the Virginia Concrete plant and the City of Falls Church Department of Public Works yard. The areas away from Route 7 are planned for residential use at densities of 1-2 or 2-3 dwelling units per acre (du/ac), with the exception of the Falls Place townhouses and adjacent parcels on Chestnut Street that are planned for residential use at a density of 8-12 du/ac, as indicated on the Comprehensive Land Use Plan Map.

The area along Route 7 to the west of Chestnut Street, with the exception of Tax Map Parcel 40-3((1)) 102, in Land Unit H is currently planned for residential use at a density of 12-16 du/ac. The properties to the east of Chestnut Street plus Tax Map Parcel 40-3((1)) 102 are currently planned for office and retail uses as indicated on the Plan Map. The land between Shreve Road and the City of Falls Church border is planned for office and industrial uses. The current transportation recommendations for the Jefferson North Planning Sector include closing Chestnut Street from Route 7 and constructing a new road to connect Dale Drive with Chestnut Street.

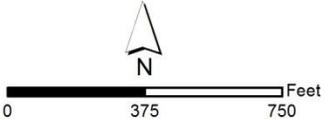
Figure 1. Aerial View of Study Area



S12-I-J1, West Falls Church Transit Station Area

Jefferson Planing District, Jefferson North Planning Sector (J10)
Land Units F, G, H, I, & J

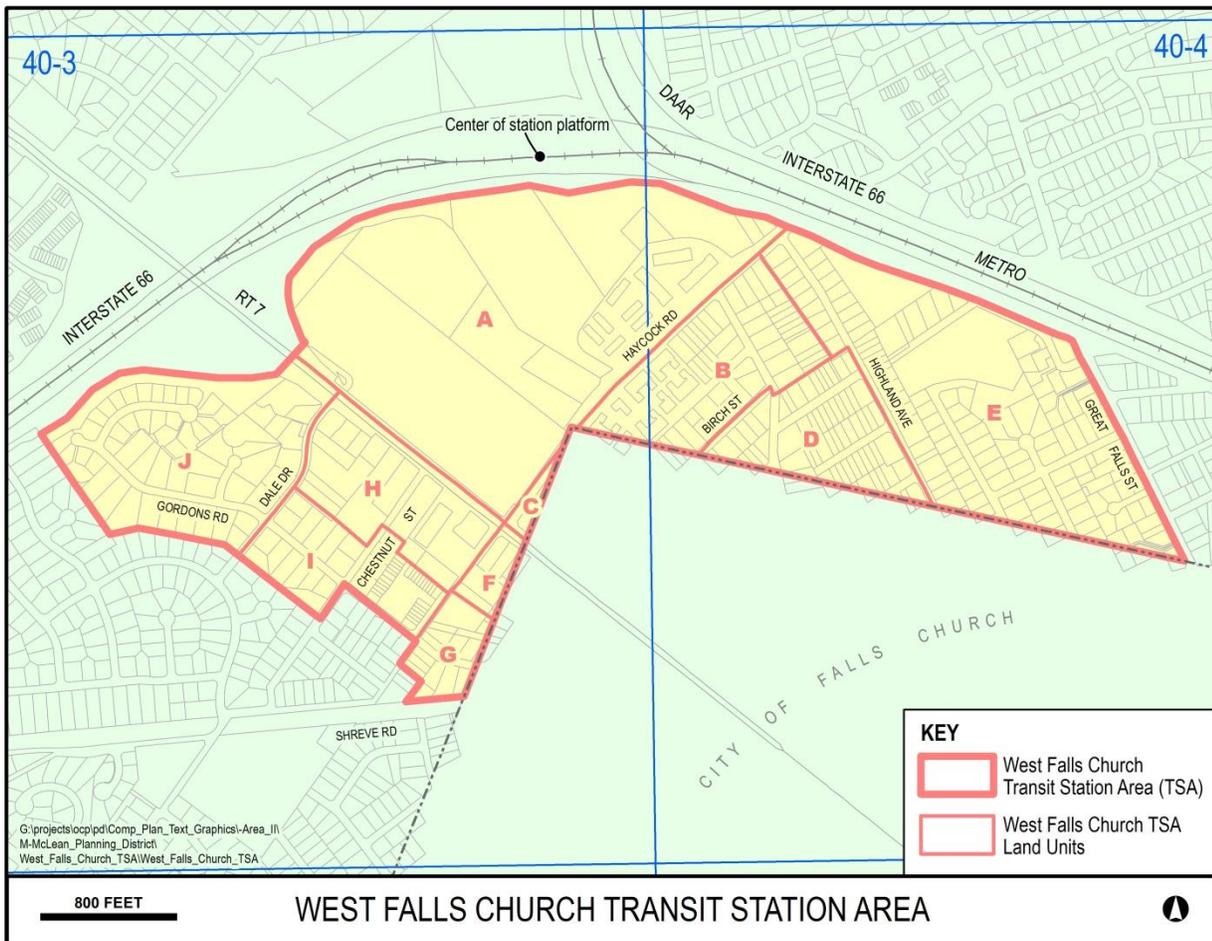
Prepared by the Department of Planning and Zoning, February 2013



PLANNING HISTORY

The last Comprehensive Plan changes in the Study Area occurred when the West Falls Church TSA was established almost thirty years ago in 1985 (Amendment No. 84-10, adopted 07-22-85). The Board adopted this amendment in anticipation of the opening West Falls Church Metro station in June 1986. The recommendations came primarily from *The West Falls Church Metro Station Area Study* published in June 1985 that culminated four years of land use and transportation studies in preparation for the arrival of Metro along the I-66 corridor. The overall goal of the original plan for the Metro station area was to concentrate new development nearest to the station within a five to seven minute walking radius. The Plan recognized the need to protect stable residential areas bordering just beyond this radius. Accordingly, the Plan designated lands closest to the station as the Transit Development Area (TDA) and planned for the majority of the new development to occur within this area. The TDA remains in the Plan today and consists of Land Unit A and a portion of Land Unit B, both of which are east of Route 7 and outside of the limits of the Study Area.

Figure 2. Existing West Falls Church Transit Station Area Land Units



For the areas outside of the TDA, the Plan made a series of recommendations intended to enhance and upgrade the area while protecting existing stable neighborhoods. The subject property for RZ/FDP 2011-PR-025 (with the exception of the main Sam's Nursery structures and parking on Tax Map parcel 40-3((1)) 102) was identified as having good proximity to the Metro station and was recommended for increased residential density at 12-16 du/ac.

Recommendations calling for preservation of the historic home on the Highland View property in Land Unit J were also introduced at this time. The 1985 amendment included transportation recommendations to close Chestnut Street at Route 7 and added a new connection between Dale Drive and Chestnut Street. Since 1985, no other Comprehensive Plan Amendments have been adopted within the Study Area.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan text for the subject area is primarily contained in the Area II, McLean Planning District, as amended through 2-12-2013, West Falls Church Transit Station Area, Recommendations Outside the Transit Development Area, page 88. See Attachment I for Comprehensive Plan guidance.

PROPOSED PLAN AMENDMENT

This Plan Amendment would remove Land Units F, G, H, I, and J from the West Falls Church TSA. In addition, it would reduce the recommended density for the Surrey Lodge tract and the residentially zoned portions of the Sam's Nursery property on Tax Map Parcels 40-3 ((1)) 99, 100, 101, 102; ((5)) 23, 24; and ((7)) 1, 2, 3, 4 to 7-8 du/ac. Tax Map Parcel 40-3 ((8)) A, a small parcel that is effectively combined with parcel ((7)) 24 would also be planned at 7-8 du/ac. The commercially zoned portion of the Sam's Nursery Property on Tax Map Parcel 40-3 ((1)) 102, at the corner of Chestnut Street and Route 7 and currently planned for office, would be re-planned for residential use at a density of 7-8 du/ac to allow for consolidation with adjacent parcels. Finally, land use recommendations for several other parcels will be updated on the Plan Map to reflect existing conditions.

ANALYSIS

Land Use

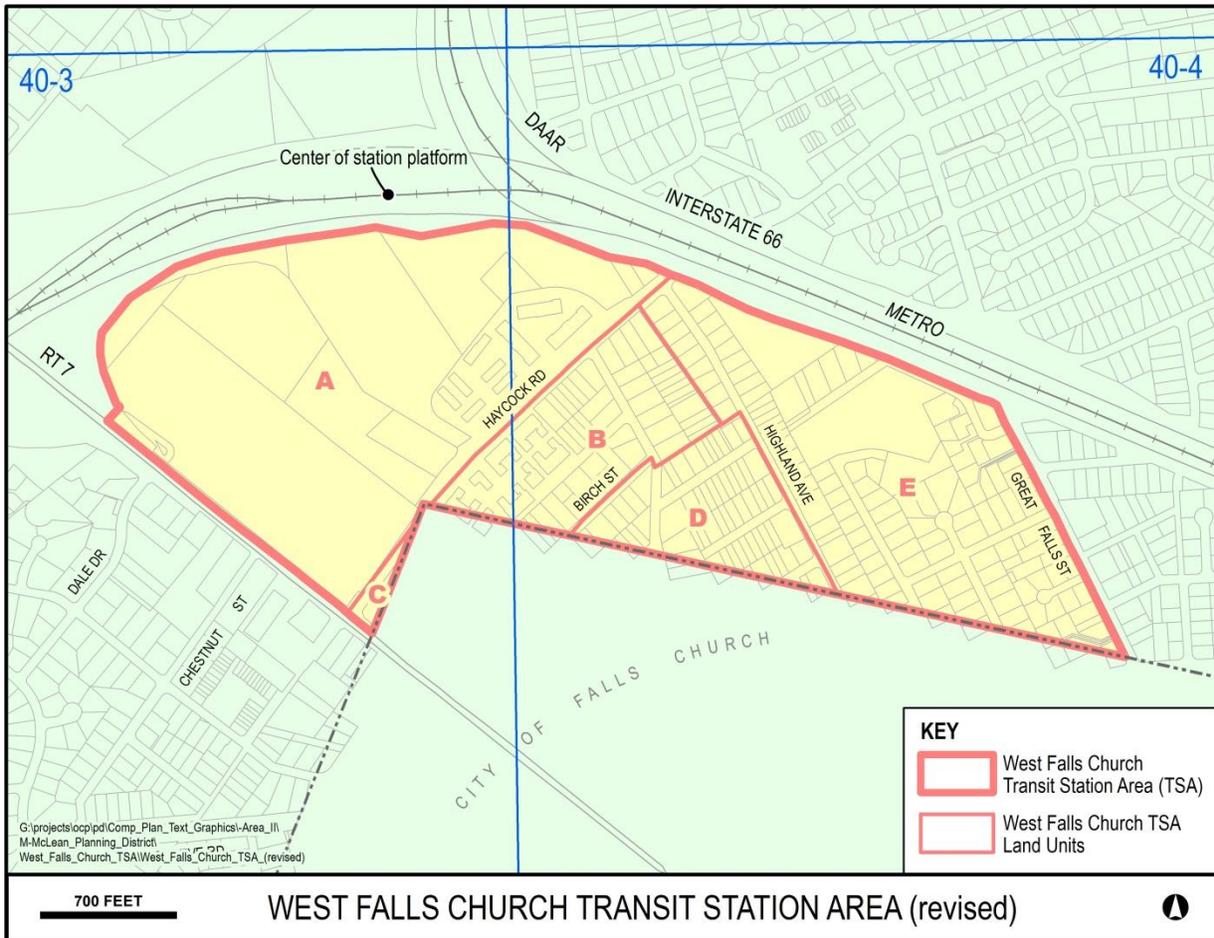
In the 28 years since the West Falls Church TSA has been in place, many of the land use recommendations have been implemented, especially within the TDA. Within the Study Area, however, implementation has been less consistent. While the recommendation for historic preservation on the Highland View property in Land Unit J was achieved, redevelopment on the Surrey Lodge/Sam's Nursery tract was only recently proposed in 2011. In the time since the Metro station has been in operation, traffic volumes along Route 7 and intersecting roadways have increased significantly. Similarly, older, established neighborhoods like Falls Hall have come under increasing pressure from infill redevelopment. There is heightened sensitivity to the increased density and land use changes that are associated with a TSA. As discussed, it was through the filing of the rezoning application that many in the community first became aware of the Plan recommendations for the subject property and the surrounding Falls Hill neighborhood.

Through a series of community meetings held in 2012 that included staff, neighbors, and the applicant, a consensus emerged on several recommended Plan changes:

Removal of Land Units F, G, H, I, and J from the West Falls Church TSA

This Plan amendment proposes to remove the land units within West Falls Church TSA west of Route 7, with appropriate site-specific recommendations relocated to the Jefferson North Planning Sector (J10) in the Jefferson Planning District. These areas consist largely of stable residential neighborhoods with some retail, office, and industrial uses along portions of Route 7 and Shreve Road. As discussed earlier, these areas were originally included in the TSA as part of the study of the wider West Falls Church Metro area in the early 1980s. Similarly situated land units north of I-66 were also included in the original study area and were later removed from the TSA in 1991. With the exception of the Surrey Lodge/Sam’s Nursery tract and the Highland View Property, the Plan calls for this area to develop as depicted on the Comprehensive Plan Map. As this area is outside of the TDA, no significant transit oriented development is presently called for or anticipated in the future. Thus, it would be appropriate for these areas to be removed from the TSA to help preserve existing conditions in what is a stable residential area.

Figure 3. Proposed West Falls Church Transit Station Area Land Units



Reduction in Planned Density for the Surrey Lodge/Sam's Nursery Tract

The current Plan recommendation for the Surrey Lodge tract and the residentially zoned portion of the Sam's Nursery tract is residential use at a density of 12-16 du/ac. This recommendation was added to the Plan in 1985 when the West Falls Church TSA was created. The only justification provided for this density was the site's "good proximity to Metro." The land directly surrounding this tract is comprised of mainly single-family detached residential dwellings at planned densities of 1-2 du/ac. This represents an almost ten-fold increase in density over a small area. Even with effective buffering, this may be too sharp of a transition in what is an established stable neighborhood. In a series of public meetings, community sentiment was that the planned density for this tract was too intense and out of character with the surrounding neighborhood. Despite the fact that this site has proximity to Metro, the presence of Route 7 and lack of pedestrian crossings along this segment of roadway forms a physical barrier that prevents truly convenient pedestrian access to the station, weakening the original rationale behind the current Plan recommendation. While some increased density is appropriate on the site, given its frontage on Route 7, it is recommended that the density range be reduced to 7-8 du/ac. To address community concerns, any redevelopment of this property should provide for appropriate transitions and buffers to the surrounding neighborhood, effectively address existing stormwater management problems by exceeding minimum requirements, discourage cut-through traffic, and access the public road network via Dale Drive and/or Chestnut Street only.

Re-planning of Tax Map Parcel 40-3 ((1)) 102 (Sam's Nursery) from Office Use to Residential Use

Tax Map Parcel 40-3 ((1)) 102 contains the main portion of the Sam's Nursery operation including the greenhouses, display areas, and an accessory parking lot. It is currently planned for office use and is zoned C-8. In order to allow for consolidation with the remainder of the Surrey Lodge/Sam's Nursery property, it should also be similarly planned for residential use at 7-8 du/ac.

Plan Map Changes to Reflect Existing Conditions

- While the West Metro Plaza Office condo building on Tax Map Parcel 40-3 ((41)) 1B,11B and 101-320 is shown as being planned for office use on the Plan Map, the parking area for this building is shown as being planned for retail and other commercial uses. The Plan Map should be revised so that all of the West Metro Plaza property, including the parking area on the east side of the building is shown as planned for office use.
- Tax Map Parcels 40-3 ((38)) 1, 2, 3 (pt.), and 5 (pt.) along the west side of Dale Drive are currently planned for residential use at a density of 1-2 du/ac. However, these parcels are zoned R-3, and are developed with single-family detached homes on lots under 1/2 acre in size. In order to reflect these existing conditions, the Comprehensive Plan Map should be revised so that all of parcels 40-3 ((38)) 1, 2, 3 and 5 are shown as being planned for residential use at a density of 2-3 du/ac, consistent with their zoning.

- Tax Map Parcel 40-3 ((12)) 119 on the south side of Shreve Road, just north of the W&OD Trail is currently planned for residential use at a density of 4-5 du/ac. However, this parcel is part of the Virginia Concrete Plant, whose main facility is located on adjacent parcels immediately to the east along the City of Falls Church border. This parcel serves as the plant's entrance from Shreve Road and the company presently uses it to store trucks and equipment. While the remainder of the concrete plant property is planned for industrial land use, the Plan Map for Tax Map Parcel 40-3 ((12)) 119 should be revised to show office use. This would prevent any heavy industrial activities from encroaching on nearby residences but also provide consistency with the other properties along the south side of Shreve Road in this vicinity.
- The Comprehensive Plan contains a recommendation for the Highland View Property 40-3 ((36)) all located in Land Unit J of the West Falls Church TSA related to preservation of the historic home. The current recommendation was adopted before the property was developed and recommends single-family attached or a cluster development at a density of 2-3 du/ac while maintaining the historic structure. This property was rezoned to PDH-3 and developed with single-family detached homes in 1999 (Highland View Estates RZ 97-PR-055). The historic home was preserved and rehabilitated as part of that development. Accordingly, this recommendation should be deleted. The home is noted on the Inventory of Historic Sites list in Figure 4 and on the Map in Figure 5 of the Jefferson North Planning Sector (J10) in the Jefferson Planning District. The area would continue to be shown as planned for residential use at a density of 2-3 du/ac on the Plan Map.

Transportation

Since the proposed amendment represents a decrease in intensity and the proposed uses are generally the same as the existing uses, the adoption of this Plan amendment will not have a significant negative effect on the surrounding transportation network.

The current Transportation Plan Map includes recommendations for a new parallel roadway south of Route 7 running from west of Dale Drive and terminating in a cul-de-sac east of Chestnut Street. The Plan shows a new cul-de-sac that would close Chestnut Street between Gordons Road and Route 7. A new L-shaped street is shown running through the Sam's Nursery property that would connect the parallel road with Chestnut Street. These recommendations were adopted in 1985 with the West Falls Church Transit Study. The justification provided at that time was to reduce cut-through traffic and improve circulation. While these goals remain valid today, the configuration shown in the current Plan is no longer desirable as it was partially predicated on a traffic signal at Dale Drive and Route 7 that was not constructed and is incompatible with existing and planned development. In addition, previous Plan text that referred to these improvements was removed in 1991. Finally, community sentiment, as expressed at the public meetings, was not in favor of closing Chestnut Street from Route 7. Accordingly, these recommendations should be removed from the Transportation Plan Map.

The County should review any new development in this area to ensure that it does not negatively affect or exacerbate existing traffic conditions. Development proposals should pursue solutions to reduce cut-through traffic and reduce speeding in the neighborhood as well as improve safe

access to Route 7. Connectivity within the proposed site, as well as to and from external streets and the wider neighborhood should be provided, along with efficient internal circulation and parking. There should be no new vehicular access to Route 7.

Appropriate bicycle/pedestrian facilities should be provided along the area’s Leesburg Pike and Shreve Road frontages. The Countywide Trails Plan shows a major paved trail along Leesburg Pike. Efforts should be made to connect internal bicycle/pedestrian facilities with existing and planned County facilities.

Schools

The subject area is within the Shreveewood Elementary School, Kilmer Middle School, and George Marshall High School boundaries. Figure 4 shows the existing school capacity and projected enrollment.

Figure 4. Existing School Capacity and Projected Enrollment

| | Capacity 2012 / 2017 | Enrollment (9/30/12) | 2013-2014 Projected Enrollment | Capacity Balance 2013-2014 | 2017-18 Projected Enrollment | Capacity Balance 2017-18 |
|----------------|-------------------------|-------------------------|--------------------------------------|----------------------------------|------------------------------------|--------------------------------|
| Shreveewood ES | 624 / 624 | 638 | 721 | -97 | 774 | -150 |
| Kilmer MS | 1116 / 1116 | 1195 | 1259 | -143 | 1505 | -389 |
| Marshall HS | 1511 / 2000 | 1651 | 1752 | -241 | 2068 | -68 |

Capacity and enrollment are based on the FCPS FY 2013-17 CIP.

** Renovations at Marshall High School are anticipated to be completed for the 2014-2015 school year.*

The chart represents a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are updated annually on a six-year timeframe, currently through school year 2016-2017, and are updated annually. At this time, if development occurs within the next six years, all three schools are projected to have capacity deficits.

A total of 24 students (13 elementary, 4 middle, and 7 high school) is estimated from the residential units proposed with current rezoning for the Surrey Lodge/Sam’s Nursery Tract. The proposed Plan Amendment would reduce the number of students from what is recommended under the current Plan.

Parks and Recreation

The proposed Plan Amendment bears no impact on adverse impact on the land, resources, or service levels of the Park Authority.

Noise

Noise impacts are a continued concern with the recommendation of residential uses fronting Leesburg Pike. As recommended by Objective 4 of the Environment element of the Policy Plan, residential development should not occur in areas with a projected noise level above 75 decibel Day-Night Loudness (dBA DNL). Additionally, residential development in areas with noise

levels between 65 and 75 dBA DNL will require structural mitigation, and interior noise within residential units should be reduced to 45 dBA DNL or lower. Finally, outdoor activity areas should not exceed 65 dBA DNL.

As part of the rezoning review, it should be demonstrated that no residential development is constructed within the 75dBA DNL contour and that full mitigation is demonstrated for units between the 65 and 75dBA DNL contours to reduce interior noise levels to 45 dBA DNL or below, and to 65 dBA DNL or below for outdoor activity areas.

Water Quality and Stormwater Management

The study area is mainly within the Tripps Run sub-watershed of the Cameron Run watershed. A small section in the northwestern corner is within the Pimmit Run watershed. The Tripps Run sub-watershed has an area of approximately 3,704 acres and is located at the northern portion of the Cameron Run watershed. This sub-watershed is the oldest and most developed portion of the watershed and drains the commercial and residential areas along and between Route 7, Route 29, and Route 50, and then south to Lake Barcroft. Twenty-five percent of the sub-watershed is impervious and many commercial sites were developed before the advent of modern stormwater management facilities. Overall, the quality of Cameron Run and its tributaries is poor due to high levels of imperviousness. Flash flooding is also a problem due to the lack of or inadequacy of existing stormwater controls.

The Falls Hill – Poplar Heights neighborhood, in particular, has experienced long standing flooding problems due to steep topography and insufficient stormwater controls. Yard flooding is common and the Tripps Run itself has suffered significant degradation. In 2008 and 2009 the Providence District Supervisor’s office in conjunction with neighbors, DPWES and other state and local agencies convened a Stormwater Action Committee. The group met over the course of 18 months and developed recommendations to reduce runoff in the neighborhood. Because of the history of stormwater problems in the neighborhood stormwater management should be an integral component of any development within the Study Area, especially on the Surrey Lodge/Sam’s Nursery tract. To alleviate downstream flooding problems, development proposals should exceed minimum Public Facilities Manual (PFM) requirements for retention and detention. To improve water quality, new development should incorporate Low Impact Development (LID) practices, particularly through the minimization of impervious surfaces, maximizing open spaces, and providing stormwater best management practices.

Tree Preservation

Objective 10 of the Environment element of the Policy Plan recommends the conservation and restoration of tree cover on developed and developing sites. Where possible, tree preservation should be an environmental priority, however, on the Surrey Lodge/Sam’s Nursery tract new plantings may be preferred over preservation where stormwater management measures in excess PFM standards are provided. New plantings provided in lieu of preservation should exceed the 10-year tree canopy coverage requirements in the PFM.

CONCLUSION

The Plan Amendment will update the recommendations for the Falls Hill area to reflect current conditions and enhance the preservation of existing stable neighborhoods. Removing Land Units F, G, H, I, and J from the West Falls Church Transit Station Area is appropriate, as this area is not targeted for intense transit-oriented development. The land use recommendations for this area can be adequately addressed within the framework of the Jefferson North Planning Sector and Comprehensive Land Use Plan Map. The proposed consolidation and reduction in density for the Surrey Lodge/Sam's Nursery tract to 7-8 du/ac will provide a more compatible development with the surrounding neighborhood and is supported by both the community and the property owners. Finally, the other changes discussed in this report will update the Plan to better reflect existing conditions.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, as amended through 2-12-2013, 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 2-12-2013, 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 2-12-2013, J10 Jefferson North Community Planning Sector, Character, page 73, to delete references to the West Falls Church Transit Station Area:

“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 p~~Portions of the ~~West Falls Church Transit Station Area and the~~ Tysons Corner Urban Center lies within this sector. Plan recommendations for ~~thesethis~~ 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 2-12-2013, 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 2-12-2013, J10 Jefferson North Community Planning Sector, Land Use Recommendations, page 76, to add a new recommendations #8:

“8. The area south of Route 7 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 Route 7.
- An attractive appearance and streetscape is provided along Route 7, 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 Route 7 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 2-12-2013, J10 Jefferson North Community Planning Sector, Transportation, pages 76-79, to revise sector-wide transportation recommendations:

“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 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 2-12-2013, 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 2-12-2013, J10 Jefferson North Community Planning Sector, Figure 42, “Transportation Recommendations West Falls Church Transit Station Area M2, J10 Community Planning Sectors” page 77, 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 2-12-2013, 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 2-12-2013, West Falls Church Transit Station Area, Overview, page 76, to modify references existing land uses:

“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 2-12-2013, 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 2-12-2013, 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 2-12-2013, 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 I, Mclean Planning District, as amended through 2-12-2013, M2 Pimmit Community Planning Sector, Character, page 94, to modify reference to the West Falls Church Transit Station Area:

“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 I, Mclean Planning District, as amended through 2-12-2013, M2 Pimmit Community Planning Sector, Land Use Recommendations, page 95, to modify reference to the West Falls Church Transit Station Area:

~~“A portion of t~~“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 2-12-2013, 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 2-12-2013, 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.

COUNTYWIDE CONCEPT FOR FUTURE DEVELOPMENT MAP: The shading representing the West Falls Church Transit Station Area on the Concept for Future Development Map will be revised to reflect the new boundary of the transit station area.

THE 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 shown in the Residential 5-8 du/ac land use category.
- Tax Map Parcels 40-3 ((38)) 1, 2, 3, and 5, in their entirety, will be shown in the Residential 2-3 du/ac land use category.
- Tax Map Parcel 40-3 ((41)) 1B-11B and 101-320, in their entirety, will be shown in the Office land use category
- Tax Map Parcel 40-3 ((12)) 119 will be shown in the Office land use category

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2011 Edition, Area II, Mclean Planning District, as amended through 2-12-213, West Falls Church Transit Station Area, page 88:

Recommendations Outside of the Transit Development Area

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, 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.)