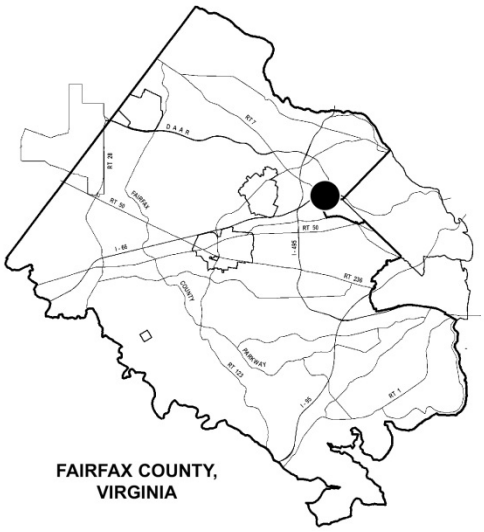


AN AMENDMENT TO

THE COMPREHENSIVE PLAN AND THE POLICY PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

GENERAL LOCATION: The West Falls Church Transit Station Area, generally located south of Interstate 66, northeast of Leesburg Pike (Rt. 7) and west of Great Falls Street in the Dranesville Supervisor District and 2.4 acres east of Shreve Road and north of Gordons Road in the Providence Supervisor District.

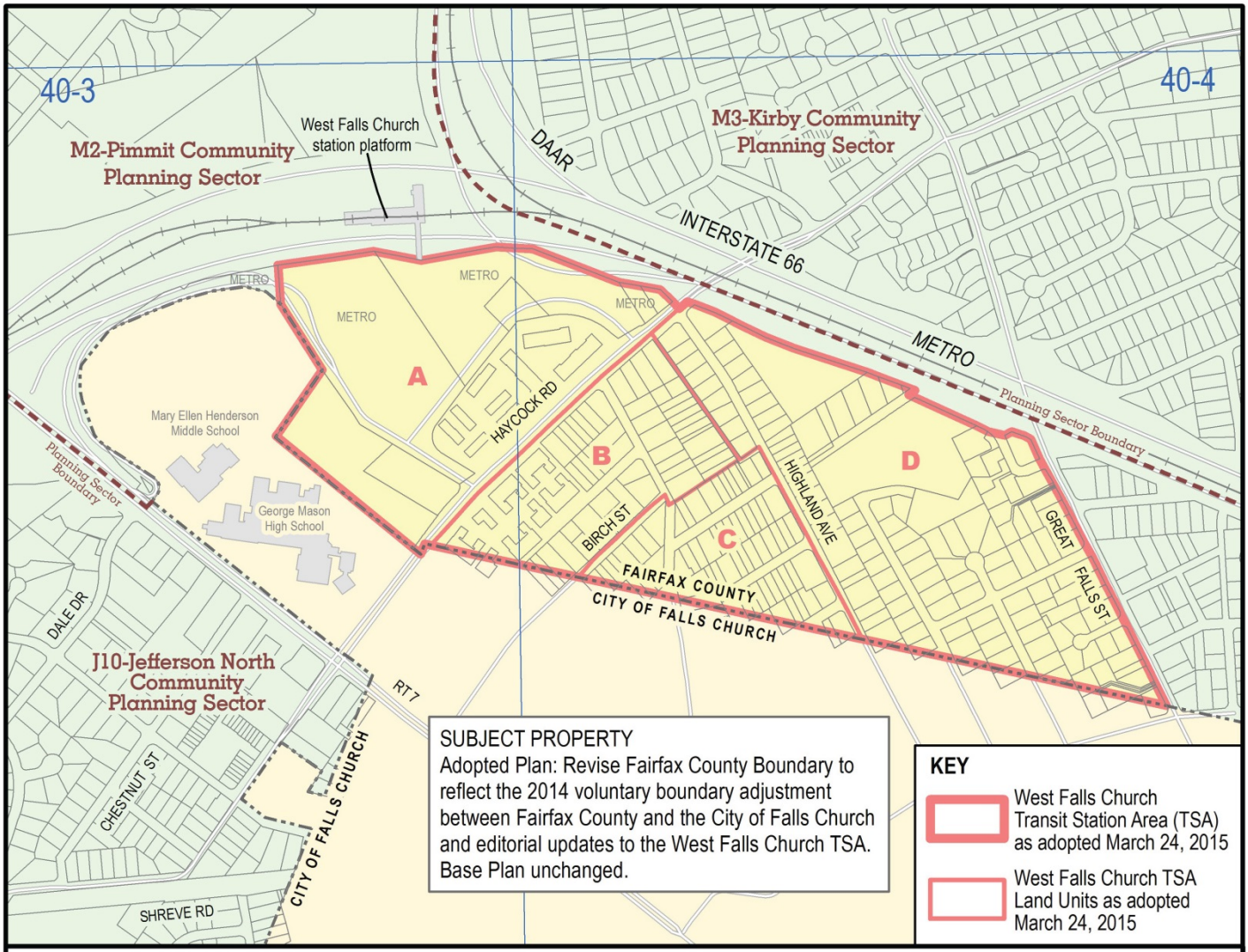
PLANNING AREA AND DISTRICT:
Area I, Jefferson District and Area II, McLean District

SUB-DISTRICT DESIGNATION: M-2 Pimmit Community Planning Sector – West Falls Church Transit Station Area and J-10 Jefferson North Community Planning Sector

SUPERVISOR DISTRICT: Dranesville, Providence

ADOPTED: March 24, 2015 **ITEM NO.** 2013-II-M1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2015
G:\projects\ocp\pd\OTPA_GRAPHICS - West Falls Church TSA Editorial Update

AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

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

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Jefferson Planning District, as amended through 10-28-2014, J10-Jefferson North Planning Sector Recommendations, Land Use, recommendation # 5, pages 68 - 69:

"5. The parcels fronting on the south side of Shreve Road, Parcels 40-3 ((1)) 108A, 110, 111, 111A, 111B, 111C, and Parcels 40-3 ((12)) 8A, 8B, 11, 13 ~~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 Gordons Road, Parcels 40-3 ((12)) 16, 116, 117, 118, 118A, 119 ~~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."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, McLean Planning District, as amended through 10-28-2014, West Falls Church Transit Station Area, pages 75 - 89:

"WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor north of ~~between~~ Leesburg Pike (Route 7) and south of I-66 and the Dulles Airport Access Road DAAR, (Route 267). The Washington Metropolitan Area Transit Authority (WMATA)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 Roa~~d. To the south are ~~is vacant acreage comprised of~~ parcels owned by WMATA ~~and the City of Falls Church.~~ and adjacent ~~Adjacent~~ to this land is the University of Virginia/Virginia Tech Education Center ~~and George Mason High School~~. The WMATA Tract and University of Virginia/Virginia Tech Education Center are bounded by the Fairfax County – City of Falls Church boundary. The City of Falls Church's George Mason High School, Mary Ellen Henderson Middle School, and athletic fields are west of the WMATA Tract and the University of Virginia/Virginia Tech Education Center, within the City of Falls Church.

Multifamily residential development is located along Haycock Road. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

Key considerations ~~The major challenges~~ with respect to the West Falls Church Transit Station Area relate to the appropriate transit station-related development at adjacent sites and the protection of the existing residential communities. A result ~~n impact~~ of the Metro station is the increased pressure to develop ~~vacant~~ land and to redevelop certain existing uses in the area. The accessibility of rail transit has generated pressure to redevelop the adjacent low density residential neighborhoods ~~to the~~ southeast of the Metrorail site. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metro-related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates ~~recommends~~ the West Falls Church Transit Station Area as one of several specialized planning areas ~~that are~~ located around ~~the fourteen~~ Metrorail stations in Fairfax County. Each is part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development to occur. The intention of the Transit Station Area designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses.

Figure 12 shows the boundary~~ies~~ of the West Falls Church Transit Station Area. The West Falls Church Transit Station Area is ~~has been~~ divided into separate "land units" for the purpose of organizing Plan recommendations.

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations for the West Falls Church Transit Station Area is to guide and direct future growth in the area~~,~~ by recognizing both opportunities and constraints. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metro Station and preserving the existing stable neighborhoods around the station."

Where ~~substantial~~ parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, 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.

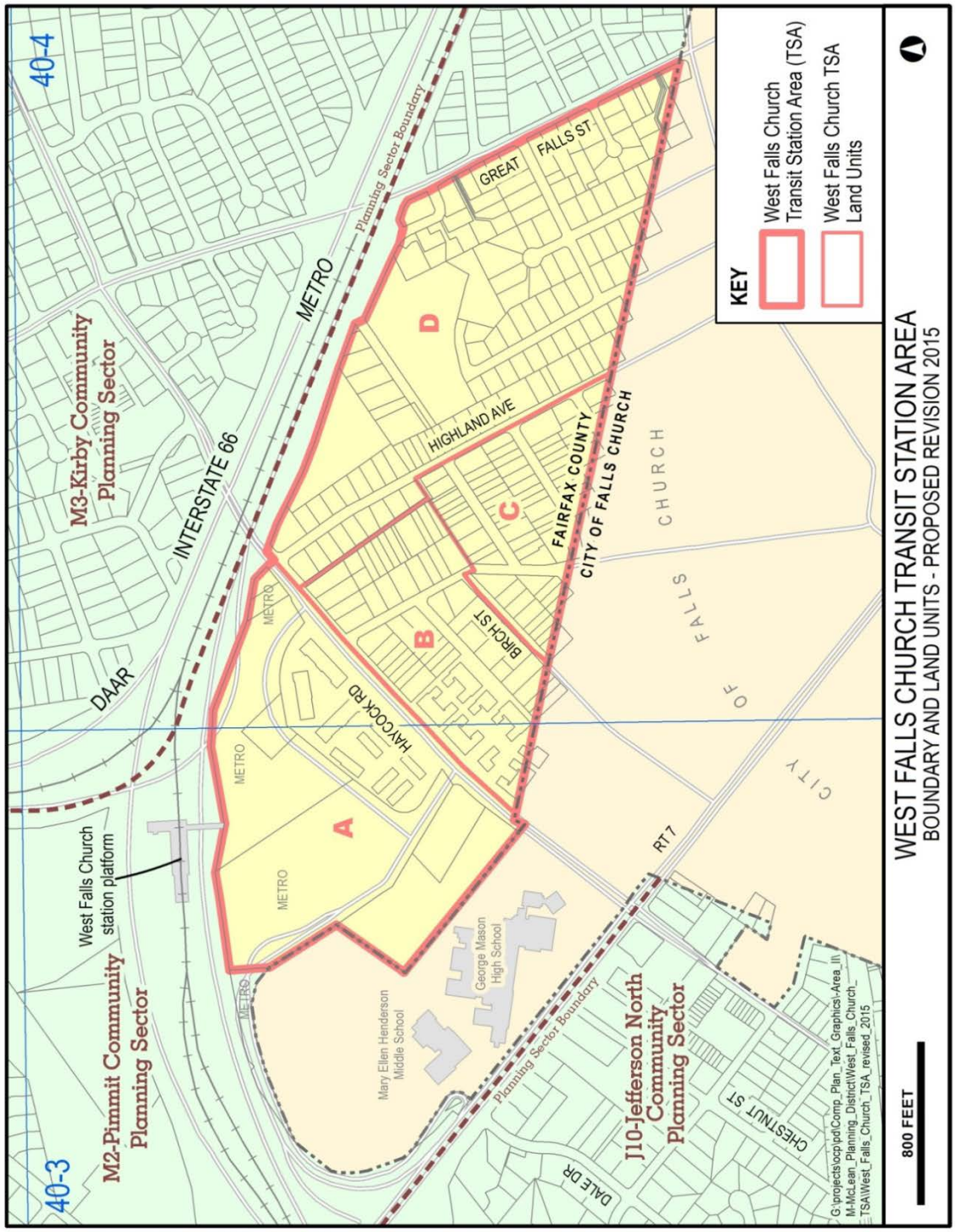


FIGURE 12

WEST FALLS CHURCH TRANSIT STATION AREA BOUNDARY AND LAND UNITS

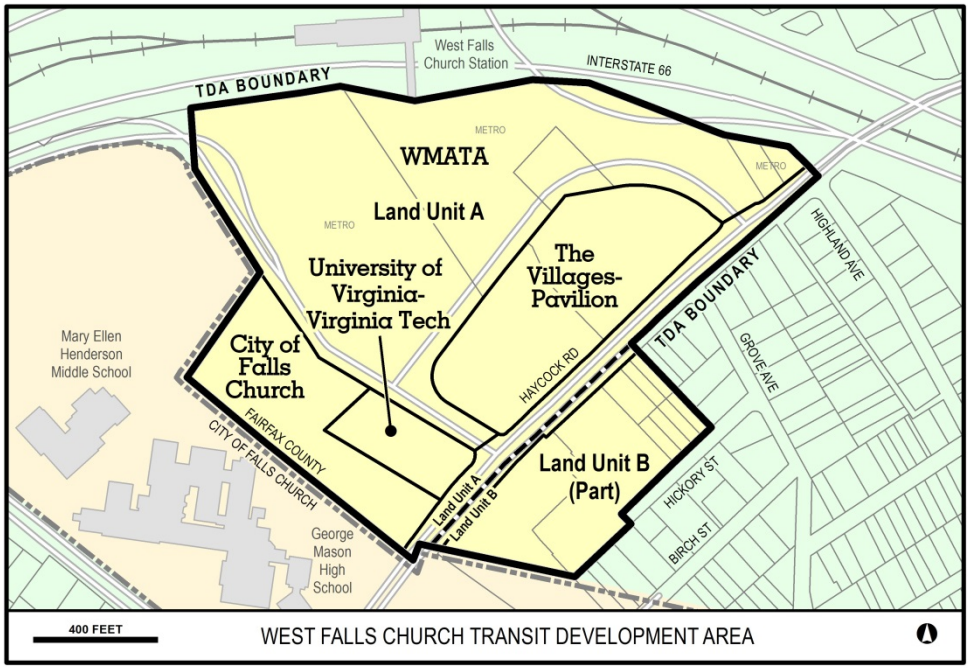
By its distinct character, the West Falls Church Transit Station Area warrants special development conditions and incentives that may apply to this area and nowhere ~~not be applied~~ else~~where~~ in the county. Implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these conditions and other implementation strategies only come into effect for development at the higher densities and intensities recommended by the Plan.

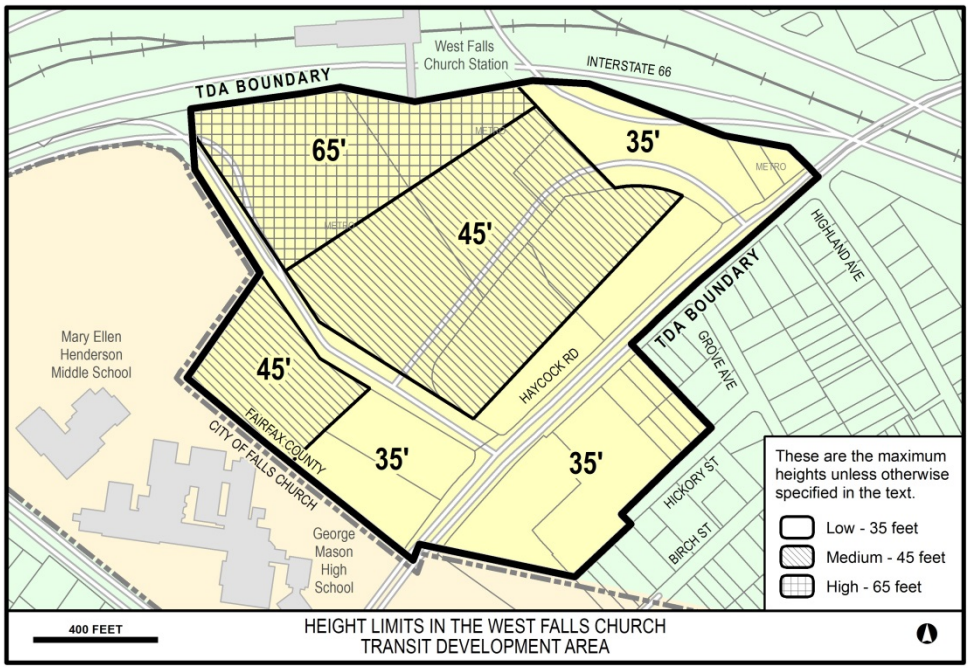
Traffic reduction measures such as ride-sharing, transit incentives and other ~~Transportation Systems Management Strategies (TSMs)~~ Transportation Demand Management (TDM) programs are applicable to this area. In addition to ~~While~~ the county ~~is striving to~~ implementation of ~~the~~ planned road improvements and ~~encouraging the use of Transportation Systems Management Strategies~~ TDM programs, the development community must address the impacts ~~concerns~~ of increased traffic associated ~~congestion for any~~ with new development within the Transit Station Area. ~~This may be addressed by any number of~~ Mitigation strategies may ~~responses,~~ include~~ing~~ ~~transportation systems management~~ TDM programs, financing for road improvements and/or the deferral of development until adequate road improvements have been implemented. Outside of the West Falls Church Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the TSA ~~Station Area~~ should be encouraged to improve, but additional density ~~to bring about change~~ is not recommended.

Transit Development Area Conditions and Recommendations

The~~An~~ area determined to be appropriate for higher intensity, mixed-use development within the West Falls Church Transit Station Area is identified as the "Transit Development Area~~.~~"which is generally defined as within a 5 to 7 minute walk of the station. As illustrated in Figure 13, the Transit Development Area is comprised of 47 acres ~~several land parcels~~ which offer the most viable opportunities for development and redevelopment. ~~This area is generally within a 5 to 7 minute walk of the station.~~ It includes the WMATA property, the City of Falls Church Property ~~-~~(leased by University of Virginia and Virginia Tech) ~~(school and park),~~ the University of Virginia/Virginia Tech parcel ~~Education Center (which includes the former Miller and Smith tract)~~ and The Villages at West Falls Church and The Pavilion developments ~~(the former Hooper-Marriott tract)~~ which together comprise Land Unit A. This area also includes The Gates of West Falls Church and the northern portions of the Ellison Heights neighborhood along Haycock Road (Land Unit B) west of Grove Avenue.

The land use plan for the Transit Development Area recommends a maximum level of development of 1,370 ~~1,120~~ dwelling units and 90,000 gross square feet of retail/office space with an option for 240,000 square feet of institutional use as a joint graduate and continuing education facility (education center) on Tax Map 40-3((1))92 and 92A. The institutional use option would replace approximately 130 dwelling units and 43,800 gross square feet of office/retail use planned at the maximum level on these parcels. The first phase of the joint graduate and continuing education center facility was constructed in 1996, and consists of a 101,460 square foot building occupied by the University of Virginia and Virginia Tech.





WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA AND HEIGHT LIMITS IN THE TRANSIT DEVELOPMENT AREA **FIGURE 13**

The maximum level of development is recommended in order to achieve the goals and objectives set forth for the West Falls Church Transit Station Area, especially those relating to the promotion of Metrorail ridership, renewal and improvement of the community, and the reduction of auto dependency while maintaining commuter accessibility. In order to achieve these public goals and objectives, it is necessary that new development be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals must be responsive to the following development criteria, which apply to all sites in the Transit Development Area:

1. Development should be in accordance with the design concept illustrated in Figures 13 and 14. In addition, the urban design guidelines for Transit Station Areas contained in the Concept for Future Development should be used as a guide.

2. Proffer a development plan that provides high quality site and architectural design, streetscaping, landscaping, urban design and development amenities.

3. Provide off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provide~~ision~~ and implement~~ation of~~ a plan which reduces development traffic to a level deemed satisfactory to the Fairfax County Department of Transportation through TDM programs ~~Transportation Systems Management (TSM) strategies~~, especially those which encourage the use of Metrorail.

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

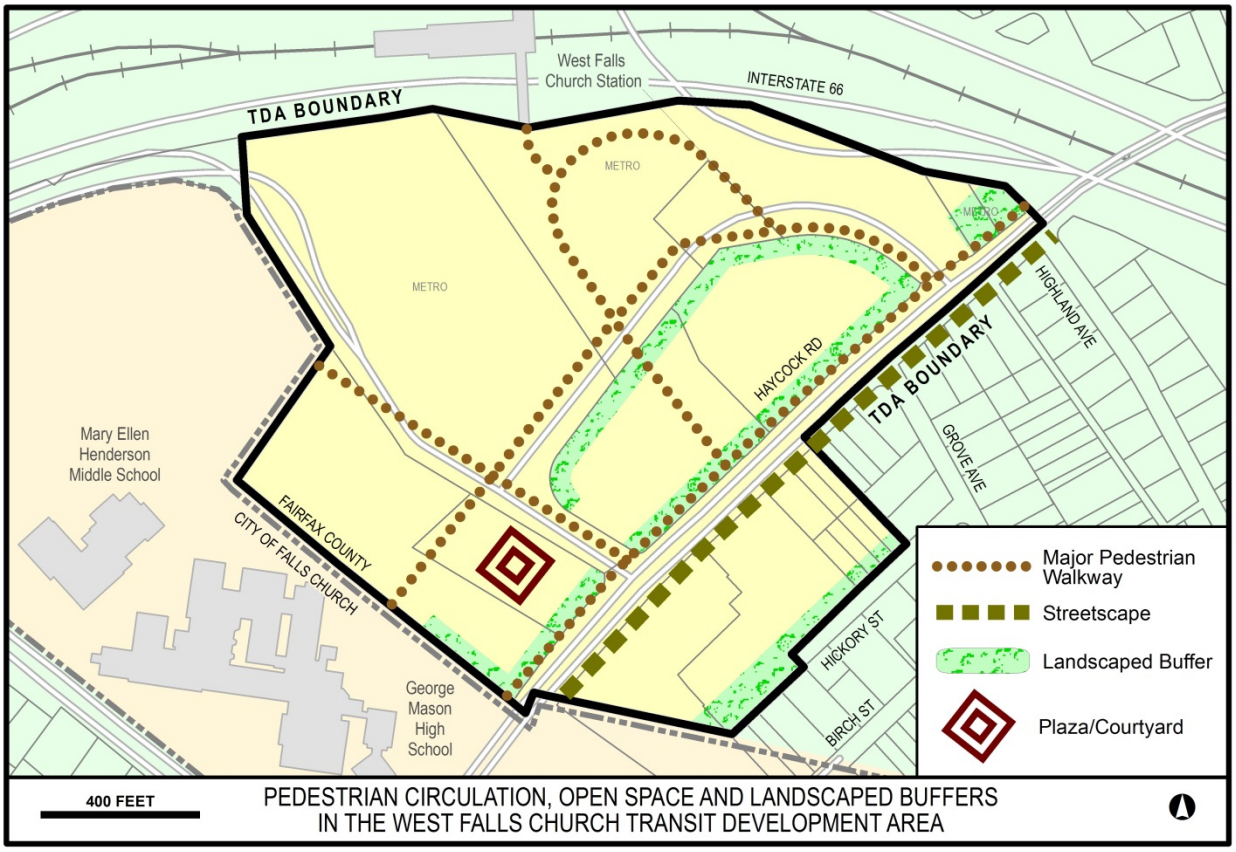
5. For residential uses, provide energy conservation features that will benefit future residents of the development.

6. Provide moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.

7. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.

8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.

9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.



WEST FALLS CHURCH OPEN SPACE AND LANDSCAPED BUFFERS AND PEDESTRIAN CIRCULATION IN THE TRANSIT DEVELOPMENT AREA **FIGURE 14**

10. Provide stormwater management in compliance with Fairfax County's stormwater management ordinance.

In addition to these general development criteria, site-specific conditions are identified with the following recommendations for each of the land units and tracts within the Transit Development Area. The following sections of this document describe the recommended maximum development level for the four ~~five~~ component sites of the Transit Development Area~~: the WMATA tract, Hooper-Marriott tract, the City of Falls Church tract, the Miller and Smith tract and the land on the south side of Haycock Road between the City of Falls Church line and Grove Avenue~~. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community.

~~The WMATA, Miller and Smith, Hooper-Marriott and City of Falls Church Tracts~~ - Land Unit A

~~As illustrated in Figure 12,~~ Land Unit A (Figure 12) is comprised of ~~several~~ land parcels which offer the most viable opportunities for mixed-use development. The area includes property owned by WMATA, The University of Virginia and Virginia Tech, and the City of Falls Church, as well as ~~several privately held parcels~~ developments known as The Villages at West Falls Church and The Pavilion. ~~This area, which is~~ Land Unit A, approximately 40 ~~82~~ acres in size, is the most accessible property from the station and contains parcels with ~~having~~ a strong potential for development fronting on Haycock Road. ~~Currently, the City of Falls Church owns and operates the George Mason High School and the adjacent City park.~~ WMATA's Metro station parking, bus pick-up and drop-off, ~~facilities~~ and kiss-and-ride facilities are located at the northern edge of the land unit ~~site~~ away from Haycock Road. ~~Several parcels along Haycock Road are adjacent to WMATA property and are in private ownership~~. The Villages at West Falls Church and The Pavilion developments are located between the WMATA parcels and Haycock Road. The University of Virginia/Virginia Tech parcels to the south, also front Haycock Road.

~~The City of Falls Church's High School site and portions of the park are recommended to remain in the same general use and are therefore planned for public facilities and public park~~.

~~There is the o~~Opportunities may exist~~y~~ within Land Unit A for a joint development effort between the City of Falls Church, WMATA and ~~the~~ private owners. Taken as a whole, 1,110 ~~1,000~~ ~~additional~~ dwelling units plus 43,800 ~~90,000~~ gross square feet of commercial development are recommended for ~~a portion of~~ the land unit. The distribution of this density is noted below:

- WMATA tract - This 24 ~~26.25~~ acre tract (Tax Map 40-3 ((01)) 83 and 84, Tax Map 40-4 ((1)) 13 and Tax Map 40-4((2)) 01 and 02) is appropriate for residential development at 30 dwelling units/acre to the extent that such

development compl~~i~~ements rather than competes with its use as a transit hub and ~~to the extent that~~ the surrounding road network ~~can~~ supports additional residential development without diminishing access to the station. A parking garage constructed in 2004 serves the parking needs of the Metro Station as well and additional parking demands of the University of Virginia/Virginia Tech; ~~A parking garage is planned for the site. The parking garage will serve serves both transit and The University Center demands for additional parking~~;

- City of Falls Church tract (Tax Map 40-3((1))~~91,~~ 92A, ~~93, part 94)~~ - This 5.34 acre site is leased by the University of Virginia and Virginia Tech, and is the site of a 101,460 square foot education center. ~~24-acre~~ The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 ~~600~~ dwelling units;

- The University of Virginia and Virginia Tech tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.

- The Villages at West Falls Church and The Pavilion developments (Tax Map 40-3((35)) and Tax Map 40-4((42))~~, i.e. the former Hooper-Marriott tract~~). This 8.1 ~~9.55~~-acre site is appropriate for ~~high intensity mixed-use commercial and~~ residential development not to exceed a maximum of 260 dwelling units. ~~1.25 FAR.~~ The site contains 252 multifamily dwelling units. ~~It is planned for 400 dwelling units and 46,200 gross square feet of office/retail space.~~

- ~~Miller and Smith tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.~~

~~Under an option in the Plan, there is an opportunity for 240,000 square feet of institutional use on the former Miller and Smith tract and part of the City of Falls Church tract (Tax Map 40-3((1))92 and 92A). The option would replace approximately 130 dwelling units and 43,800 square feet of office/retail use planned at the maximum level on these parcels.~~

These preceding recommendations represent the maximum development level planned for the respective parcels. The physical distribution of this density should be accomplished under the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan;

- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station;

- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site; and

- Commercial development should be limited to support retail and service uses associated with the planned residential development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

Under an option in the Plan, there is an opportunity for 240,000 square feet of institutional use on the City of Falls Church and the University of Virginia and Virginia Tech tracts (Tax Map 40-3((1))92 and 92A). The option would replace approximately 130 dwelling units and 43,800 square feet of office/retail use planned at the maximum level on these parcels.

The first phase of the option for institutional use was constructed in 1996, and consists of a 101,460 square foot education center for the University of Virginia/Virginia Tech. The option for institutional use ~~in the area between the WMATA property and the George Mason High School site~~ may be appropriate for development of an education center, provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Parcels 40-3((1))92 and 92A are consolidated.

- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Leesburg Pike/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.

- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.

- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and

service uses. No direct access should be provided to Haycock Road.

- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Leesburg Pike and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.

- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.

- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the adjacent George Mason High School in the City of Falls Church.

- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.

- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern boundaries, and within parcel 92. Every effort should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

If it becomes necessary in the future to convert the institutional use to another use planned for the Transit Development Area, any conversion would be subject to the approval of Fairfax County either through a proffered condition amendment or rezoning. The following conditions should be met:

- Except for office use needed to serve the Universities (education center), commercial office use is initiated only after institutional use has ceased.

- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking.

Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.

- No direct access should be provided to Haycock Road.

- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

Haycock Road South (Portions of Land Unit B)

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing and the 88 unit Gates of Westfall townhouse development. (See Figure 12). Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. (See Figure 13). The portions that are recommended for redevelopment should provide an area of transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

This area is planned for 120 dwelling units. It is recommended for redevelopment at a residential density between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;
- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and
- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

Alternatives for Development

For the development levels that are recommended in the Transit Development Area, all of the sites would require rezoning to permit the higher densities and mixture of uses. In the event that an owner does not want to proceed with a rezoning, or wants to develop property without

meeting the conditions and criteria in the recommended plan for each property, development could proceed at the base level permitted under the existing zoning, although this would not achieve many of the goals and objectives identified for the West Falls Church Transit Station Area.

It is also possible that a developer would like to develop above the base level but does not want to meet all development conditions and criteria, or does not want to develop at the maximum level defined in the recommended plan. An intermediate level of development has been identified which would require that the following conditions be met:

- All site-specific conditions;
- Criteria #1, #2, #3 and #4 of the general development criteria; and
- One-half of the remaining general development criteria.

If the developer desires the maximum level of development as outlined in the previous text, the following must be satisfied:

- All site-specific conditions; and
- All of the general development criteria.

Base and Intermediate Levels ~~The base and intermediate levels of development allow for residential development only. The number of dwelling units associated with each of these development levels is described below.~~

Land Unit A

- Tax Map 40-3((1))83, 84, ~~93C~~; 40-4((1))13; and 40-4((2))1 and 2 (WMATA tract) - Base and intermediate level for public facilities.
- Tax Map 40-3((1))~~91~~, 92A, ~~93, and part 94~~ (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- ~~Tax Map 40-3 ((1))88 and 40-4 ((1))15 and 9 (Hooper-Marriott tract) - Base level of 286 dwelling units and intermediate level of 319 dwelling units.~~
- Tax Map 40-3((1))92 (The University of Virginia and Virginia Tech ~~Miller and Smith~~ tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

- ~~Miller and Smith tract - Base level of 4 dwelling units and intermediate level of 16 dwelling units.~~

- ~~Mormon Church tract - Base level of 13 dwelling units and intermediate level of 46 dwelling units.~~

- Tax Map 40-4((19))(H) 7, 9, 10, 11, 20,21,22 and 23 - ~~Other properties~~ - Base level of 4 dwelling units and intermediate level of 17 ~~24~~ dwelling units.

For any proposed development beyond the base level, county staff has the discretion to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

Urban Design Concept

The proposed plan for the West Falls Church Transit Station Area is intended to fulfill community objectives to orient development to Metro without significant negative impacts on the stable residential neighborhoods near the station. The reconciliation between new development and the existing community is a formidable task, as new development should serve to enhance the character, appearance and function of the immediate and larger community. Added to this objective are the goals of orienting development toward the Metro Station and improving access to the station. While the land use recommendations provide a method of addressing these concerns, their successful achievement requires the application of an urban design concept.

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. A higher level of urban design also results in positive impacts for the community, since it attracts and encourages redevelopment and revitalization efforts while reinforcing conservation of stable residential areas.

Urban design recommendations for the West Falls Church Transit Station Area are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. These recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the Transit Station Area.

Building Heights

To reduce the visual impact of new development upon the surrounding community, it is recommended that development should taper in building heights with the tallest building, a parking garage, adjacent to I-66 on the WMATA property as shown in Figure 13. Other heights on the WMATA property should not exceed 45 and 35 feet (as shown on Figure 13) in order to be compatible with the surrounding residential communities. The 65-foot

maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Leesburg Pike and the Dulles Airport Access Road and Dulles toll toad (DAAR, Route 267). Outside of this area, heights are recommended to taper from a medium range maximum of 55 feet to a low range maximum of 35 feet.

Pedestrian Circulation

Improvements in the pedestrian circulation system are needed throughout the Station Area to facilitate access to the Metro station and new development. Within the Transit Development Area specific attention should be given to a system of pedestrian walkways which not only facilitates access to the station and surrounding development but also serves as a cohesive element to tie parcels and uses together.

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 14. Such a public space on this site would serve several purposes:

- Organize circulation between the Metro station and buildings constructed on various sites;
- Serve as a focal point for community activities related to new development and the Metro station by the transit user;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;
- Enhance the overall image of this area and create a special identity for the Metro station area; and
- Provide a strong physical and visual link between the City of Falls Church at Haycock Road and the Metro station.

Open Space and Landscaped Buffers

Figure 14 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development.

Recommendations Outside of the Transit Development Area

Balance of the Transit Station Area (Portions of Land Unit B and Land Units C~~, D,~~ and D ~~E~~)

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~~ generally 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.

Transportation

The recommended Transportation Plan includes recommendations for road improvements, public transit improvements and Transportation Demand Management (TDM) programs. ~~Transportation Systems Management Strategies~~. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

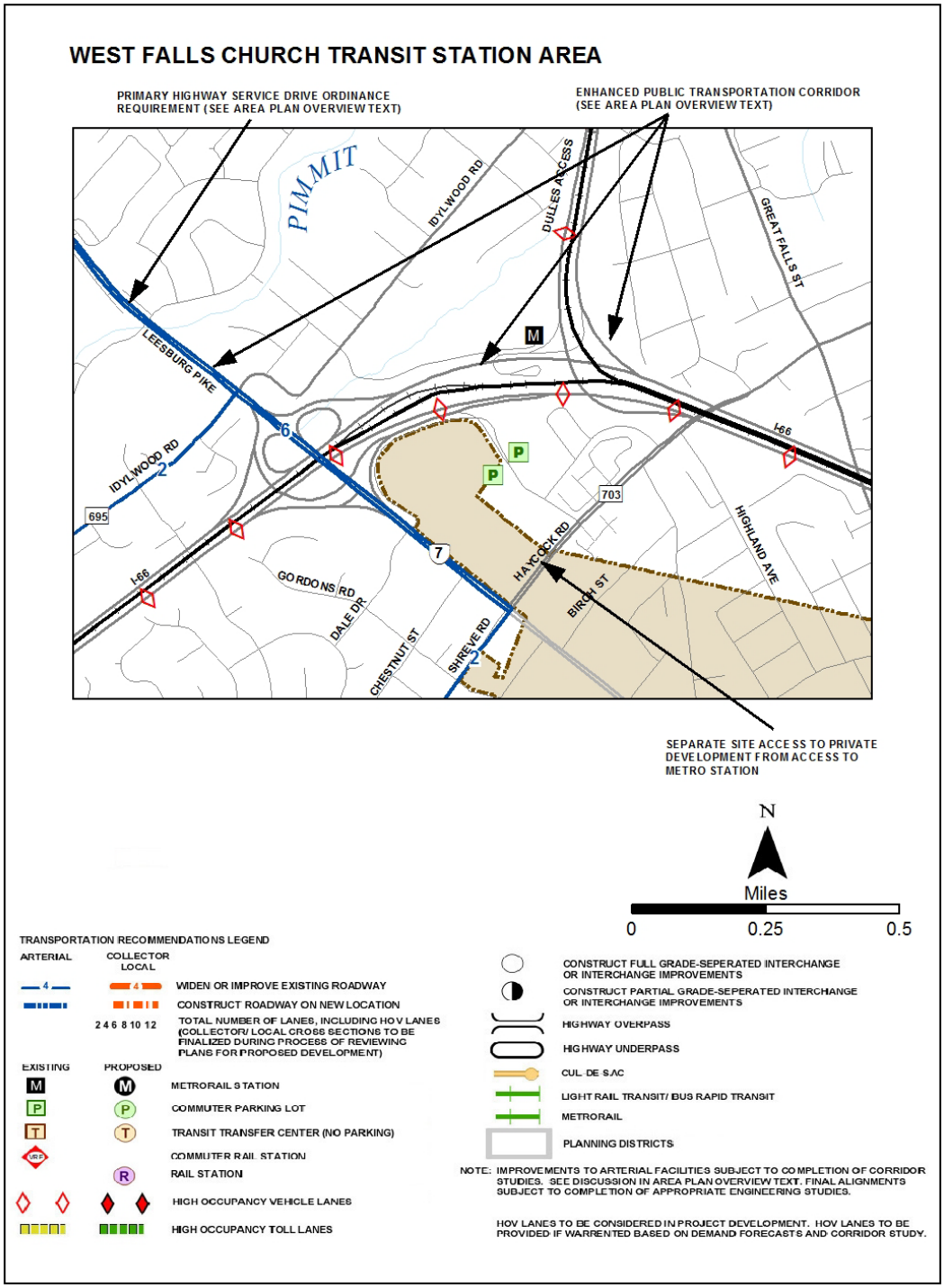
- Ridesharing programs;
- Bus transit planning and promotion;
- Parking management programs; and
- Non-motorized connections.

Recommended Road Improvements

Planned roadway improvements in the vicinity of the West Falls Church Transit Station Area are shown on Figure 15.

Recommended Public Transit Improvements

The potential exists to expand county-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church-VT/UVA Metro Station should be given consideration for county-provided service. As part of the



TRANSPORTATION RECOMMENDATIONS **FIGURE 15**
WEST FALLS CHURCH TRANSIT STATION AREA
M2 COMMUNITY PLANNING SECTORS

Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons Corner area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Leesburg Pike to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The county's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.

Implementation and Phasing of Transportation Improvements

The traffic impact of any proposed development in the station vicinity should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

Pedestrian Circulation Recommendations

For the entire Transit Station Area, a pedestrian circulation system is recommended which provides an interconnected system of walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience.

A streetscape program should be developed for the segments of Leesburg Pike, Haycock Road and Great Falls Street that lie within the vicinity of the Transit Station Area to meet the functional needs of commuters and make the walk to the Metro station more pleasant. Special treatment along both sides of these streets includes street trees, pedestrian-level lighting, special paving, coordinated graphics and street furniture. Streetscape design should transition ~~be retrofitted~~ into ~~the~~ existing ~~rights-of-way and should augment existing~~ and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. For those pathways which can accommodate possible bicycle trails, the decision regarding specific bicycle routes should be made by each community.

Heritage Resources

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Public Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Parks and Recreation

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Trails and Bicycle Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector."

MODIFY FIGURES: Fairfax County Comprehensive Plan, Areas I, II, III and IV and the Policy Plan, the following figures to reflect the Fairfax County and the City of Falls Church boundary adjustment:

Policy Plan:

1) Transportation section, as amended through 10-28-2014:
   - Figure 1, "Transportation Plan Map," page 3;
   - Figure 2, "Countywide Trails Map," page 4;
   - Figure 4, "Roadway System Functional Classification," page 17;

Area I:

1) Area Plan Overview, as amended through 9-23-2014:
   - Figure 2, "Concept for Future Development Map," page 4;
2) Jefferson Planning District, as amended through 10-28-2014;
   - Figure 1, "Jefferson Planning District," page 2;
   - Figure 2, "Countywide Transportation Recommendations Jefferson Planning District," page 4
   - Figure 5, "Inventory of Historic Sites, Jefferson Planning District, General Locator Map," page 10;
   - Figure 8, "Community Planning Sectors Jefferson Planning District," page 15;
   - Figure 27, "J8-Shreve West Community Planning Sector, Land Use Recommendations, General Locator Map," page 55;

- Figure 28, "J8-Shreve West Community Planning Sector, Transportation Recommendations," page 56;
- Figure 33, "J10-Jefferson North Community Planning Sector, Land Use Recommendations, General Locator Map," page 67;
- Figure 34, "J10-Jefferson North Community Planning Sector, Transportation Recommendations" page 71;
- Figure 35, "Transportation Recommendations, J-10 Community Planning Sector," page 72;

Area II:

1) Area Plan Overview, as amended through 9-23-2014:
   - Figure 2, "Concept Map," page 4;
2) Fairfax Planning District, as amended through 12-2-2014:
   - Figure 2. "Countywide Transportation Recommendations, Fairfax Planning District," page 5;
3) Vienna Planning District, as amended through 10-28-2014:
   - Figure 2, "Countywide Transportation Recommendations, Vienna Planning District," page 4;
4) McLean Planning District, as amended through 10-28-2014:
   - Figure 2, "Countywide Transportation Recommendations, McLean Planning District, " page 4;
   - Figure 15, "Transportation Recommendations, West Falls Church Transit Station Area, M2 Community Planning Sector," page 88;
   - Figure 18, "M2-Pimmit Community Planning Sector, Land Use Recommendations, General Locator Map," page 95;
   - Figure 19, "M2-Pimmit Community Planning Sector, Transportation Recommendations," page 96;
   - Figure 21, "M3-Kirby Community Planning Sector, Land Use Recommendations, General Locator Map," page 101;
   - Figure 22, "M3-Kirby Community Planning Sector, Transportation Recommendations," page 104;

Area III:

1) Area Plan Overview, as amended through 9-23-2014:
   - Figure 2, "Concept Map," page 4;

Area IV:

1) Area Plan Overview, as amended through 9-23-2014
   - Figure 2, "Concept Map," page 4;

MODIFY FIGURE: Fairfax County Comprehensive Plan, Areas I, II, III and IV, the following figures to reflect the revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church.

Area I:
1) Area Plan Overview, as amended through September 23, 2014
   - Figure 2, "Concept For Future Development Map," page 4

Area II:
1) Area Plan Overview, as amended through September 23, 2014
   - Figure 2, "Concept Map," page 4

Area III:
1) Area Plan Overview, as amended through September 23, 2014
   - Figure 2, "Concept Map," page 4

Area IV:
1) Area Plan Overview, as amended through September 23, 2014
   - Figure 2, "Concept Map," page 4

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, as amended through 10-28-2014: Overview, page 4, "Countywide Transportation Recommendations, Jefferson Planning District", Figure 2, to reflect the revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, as amended through 10-28-2014: Overview, page 10, "Inventory of Historic Sites, Jefferson Planning District, General Locator Map," Figure 5, to reflect the revised Jefferson Planning District boundary and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, as amended through 10-28-2014: Overview, Figure 33, "J10-Jefferson North Community Planning Sector, Land Use Recommendations, General

Locator Map", page 67, to reflect the revised West Falls Church Transit Station Area boundary, the revised Jefferson Planning District boundary and the boundary change between Fairfax County and the City of Falls Church:

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 12-2-2014: Overview, Figure 2, "Countywide Transportation Recommendations Fairfax Planning District," page 5, to reflect the revised West Falls Church Transit Station Area and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Vienna Planning District, as amended through 10-28-2014: Overview, Figure 2, "Countywide Transportation Recommendations Vienna Planning District", Page 4, to reflect revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: Overview, page 2, "McLean Planning District," Figure 1, to reflect the revised McLean Planning District boundary.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: Overview, page 4, "Countywide Transportation Recommendations McLean Planning District", Figure 2, to reflect the revised McLean Planning District boundary and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended thorough 10-28-2014: Overview, page 14, "Inventory of Historic Sites McLean Planning District General Locator", Figure 5, to reflect the revised McLean Planning District boundary and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: West Falls Church Transit Station Area, page 76, "West Falls Church Transit Station Area Boundary And Land Units", Figure 12, to add Grove Avenue and Hickory Street to reflect the revised land unit letters, the revised West Falls Church Transit Station Area boundary, and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: West Falls Church Transit Station Area, page 78, "West Falls Church Transit Development Area and Height Limits in the Transit Development Area", Figure 13, to reflect the revised West Falls Church Transit Development Area boundary, revised land tract names and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: West Falls Church Transit Station Area, page 80, "West Falls Church Transit Development Area and Height Limits in the Transit Development Area", Figure 14, to reflect the revised West Falls Church Transit Station Area boundary, the boundary change between Fairfax County and the City of Falls Church, revise major pedestrian walkways, revise landscape buffers, revise plaza/courtyard and combine both maps in figure 14 into one map.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: West Falls Church Transit Station Area, page 88, "Transportation Recommendations West Falls Church Transit Station Area", Figure 15, to reflect the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: M2-Pimmit Community Planning Sector, page 95, "M2-Pimmit Community Planning Sector Land Use Recommendations General Locator Map", Figure 18, to reflect the revised M2-Pimmit Community Planning Sector boundary, revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: M2-Pimmit Community Planning Sector, page 96, "Transportation Recommendations", Figure 19, to reflect the revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, as amended through 10-28-2014: M3-Kirby Community Planning Sector,

page 104, "Transportation Recommendations", Figure 22, to reflect the revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of West Falls Church.

LAND USE

PLAN MAP: The Comprehensive Land Use Plan Map will be revised to reflect the revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church.

TRANSPORTATION

PLAN MAP: The Countywide Transportation Plan map will be revised to reflect the boundary change between Fairfax County and the City of Falls Church.

TRAILS

PLAN MAP: The Fairfax County Countywide Trails Plan will be revised to reflect the boundary change between Fairfax County and the City of Falls Church.