

**PRELIMINARY  
STAFF REPORT  
2004 AREA PLANS REVIEW**

**SUPERVISOR DISTRICT(S):** PROVIDENCE

**APR ITEM(S):** 04-I-1J

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**NOMINATOR(S):** Martin D. Walsh

**ACREAGE:** ~~5.12 Acres~~ 3.6 acres (11/12/04)

**TAX MAP I.D. NUMBERS:** 40-3((1))103,107,~~107A, 108A, 114~~ (11/12/04)

**GENERAL LOCATION:** South of Route 7, west of the City of Falls Church

**PLANNING AREA(S):** I

**District(s):** JEFFERSON

**Sector:** JEFFERSON NORTH (J10)

**Special Area(s):** WEST FALLS CHURCH TSA (Land Unit H)

**ADOPTED PLAN MAP:** OFFICE, RETAIL & OTHER

**ADOPTED PLAN TEXT:** Route 7 parcels are planned for commercial uses, including office and retail uses as shown on the Plan Map with conditions.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.htm>  
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/mclean.pdf>  
West Falls Church TSA, Page 85

**PROPOSED PLAN AMENDMENT:** Mixed use up to 3.0 FAR with 5% retail, ~~80%~~ 90% residential and ~~45%~~ 5% office (11/12/04).

**CRITICAL ISSUES:**

**Land Use:** The staff analysis for land use is based on the most recent change to the nomination to reduce the area to 3.6 acres at a 3.0 FAR, which would generate approximately 470,450 square feet (sq ft) of development. The subject property consists of Parcels 40-3((1))103 and 107 for a total of 3.6 acres. The nominator indicated that the intensity requested by the nomination remained at 3.0 FAR, but the mix of uses would change to 90% residential, 5% office and 5% retail. On Friday, November 12<sup>th</sup>, the nominator indicated that the residential component would consist of approximately 221 condominiums and 20 townhouses. The height of buildings would be 85 feet/8 stories.

With mixed use at 90% residential, 5% retail and 5% office, the yield is approximately 423,000 square feet of residential use and approximately 23,525 sq ft each for office and retail uses. Based on these figures, it appears that more than the 241 units indicated by the nominator would result

even assuming a larger than usual unit size. Because of this discrepancy and lack of time to obtain revised analysis from other agencies, staff has assumed a maximum of 423 multifamily units (based on 1000 square feet per unit).



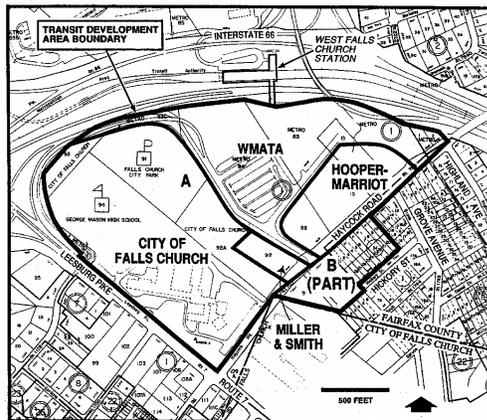
The subject property is bounded by Route 7 on the north, Chestnut Street on the west, Shreve Road on the east and the Falls Church VFW on the south. The VFW parcels (Parcels 114 and 107A) are zoned R-4 and C-3 respectively. Parcel 114 is planned for townhouse office use at .25 FAR (see J10, Recommendation 4). Immediately behind the VFW property is Falls Place Townhouses, planned for residential use at 8 – 12 du/ac and developed under R-12 zoning. Southwest of the townhouse development, the area is planned for residential use at 4-5 du/ac and has developed under R-4 zoning with single family detached homes. Immediately to the west of the subject property is landscape business which has developed under C-8 and R-3 zoning. To the east, the subject property forms 2 boundaries of the existing McDonalds Restaurant which is zoned C-8. Across Shreve Road, the area is planned for retail and other similar uses and has developed under C-8. Across Route 7 is George Mason High School.

The subject property consists of Parcels 107 and 103. Parcel 107 is split zoned C-3 and C-8 and is developed with office use at an intensity of approximately .62 FAR. Parcel 103 is zoned C-8 and is currently used for parking. The subject property is located in Land Unit H of the West Falls Church Transit Station Area. The Plan language for Land Unit H states: *“The area contains mostly single-family detached homes, strip retail use including fast food and nursery operations, office use*

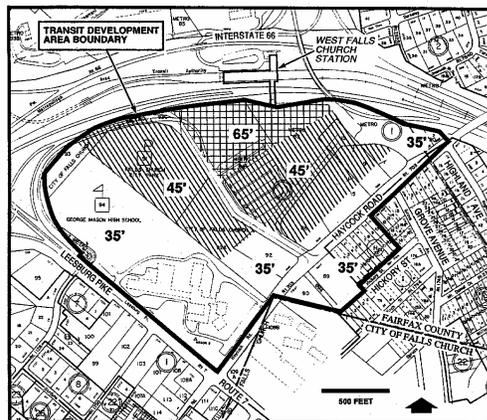
... The parcels along Route 7 to the east and the parcel immediately west of Chestnut Street, Tax Map 40-3((1))102, are planned for commercial uses, including office and retail uses as shown on the Plan map, and should provide screening next to residential areas.”

As noted in the Plan language for the West Falls Church Transit Station Area, major challenges with respect to this station relate to what is appropriate transit station-related development at adjacent sites to the transit station and the protection of the existing residential communities. One impact of the Metro station is the increased pressure to develop vacant land and to redevelop certain existing uses in the area. While the Policy Plan encourages greater use of rail and reducing dependency on the auto, it is also imperative that Metro-related development be compatible with existing uses near the station. In order to best achieve where higher densities may be appropriate, an area was designated as the “Transit Development Area” and is shown on the illustration below. The illustration below also shows that heights transition downward from the WMATA property to Route 7. Of particular note is that the area opposite the subject property is planned for a maximum height of 35 feet. Heights increase to 65 feet at the core area of the Metro Station.

The nomination concerns two parcels which are outside the Transit Development Area and proposes an intensity of 3.0 FAR with heights up to 85 feet. The character of Land Unit H is that of transition to predominately single family detached neighborhoods. Although the Plan text does not provide a specific intensity for the site, the proposed intensity exceeds what could reasonably be expected on a site of this small size and would be inconsistent with the character of the area.



WEST FALLS CHURCH  
TRANSIT DEVELOPMENT  
AREA



HEIGHT LIMITS IN THE  
TRANSIT DEVELOPMENT  
AREA\*

- LOW - 35 FEET
- MEDIUM - 45 FEET
- HIGH - 65 FEET

\* These are the maximum heights unless otherwise specified in the text.

**Parks:** The Comprehensive Plan District-Wide recommendations for the Jefferson Planning District (p.10), Parks and Recreation section text state:

“Although, the Jefferson Planning District contains a number of smaller parks, there is an overall deficiency of public open space in this almost completely developed district...

Neighborhood Park facilities should be provided in conjunction with any new residential development. There is a potential opportunity to acquire additional parkland in Sector J8; otherwise community level park and recreation needs will have to be satisfied at parks in adjoining planning districts...”

The subject site is located in West Falls Church Transit Station Area, Land Unit H.

Level of Service Impacts: The site is currently not served by any FCPA park land and facilities. Based on the current neighborhood and community park service level standard of 5 acres per 1,000 population, this proposal would generate the need for approximately 5 acres of local-serving park land (assumed normal multifamily unit size). Hence, the existing deficiencies for local-serving park land will be exacerbated if this proposal is implemented. *Please note that parks impacts assume multifamily units based on 1000 sq ft/unit. In addition, the parks recommendation is inclusive of parcel 108A.*

Because a more urban-scale development is proposed, urban park features such as plazas, gathering places, special landscaping and street furniture are appropriate to be integrated into the site and to surrounding areas.

FCPA Environmental Impacts: This site is in the Cameron Watershed. The 2001 Fairfax County Stream Protection Strategy Baseline Study classifies this area as a Watershed Restoration Level II. The primary goal for this category is to “Maintain areas to prevent further degradation and implement measures to improve water quality to support or comply with Chesapeake Bay Initiatives, Total Maximum Daily Load (TMDL) regulations and other water quality initiatives and standards”. Land disturbance could further degrade the conditions of the watershed. Approximately one-third of FCPA’s land holdings are in stream valley parks, including lands along Cameron Run stream valley. Development may contribute to increased storm water runoff that will further impact water quality and stream stabilization.

**Schools:** The schools impacted are Shreveewood Elementary, Kilmer Middle School and Marshall High School.

Enrollment at Shreveewood Elementary School is currently below that facilities capacity and is projected to remain below capacity through the 2008-09 school year. Enrollment at Kilmer Middle School currently is approximately 110 students over the capacity of the school, growing to approximately 160 students over capacity by 2008-09. Marshall High School is currently operating with enrollment below capacity; enrollment is expected to remain about 120 students below capacity through the 2008-09 school year.

This amendment would allow construction of 481 new high-rise dwelling units. These units could generate 48 additional school students (30 elementary, 5 middle and 13 high school students). Temporary classroom facilities may be required at the elementary and middle school to accommodate additional enrollment from this proposed density increase. *Please note that schools*

*impacts are inclusive of parcel 108A and assume multifamily units on a basis of 1000 sq ft/unit.*

**Transportation:** The subject property is located approximately ½ mile from the West Falls Church Metro Station entrance, which potential provides an opportunity to promote utilization of transit. However, access to/from the station is limited by the need to cross Route 7, a congested arterial roadway carrying high volumes of traffic.

Any proposed development would need to provide a detailed traffic impact study and would need to demonstrate that traffic can be accommodated at acceptable levels of service, and/or be satisfactorily mitigated as deemed appropriate by VDOT and the County. Given the high traffic volumes along the Route 7 frontage, primary access should be provided from Shreve Road. Only right-in/right-out access should be permitted from Route 7.

The trip generation estimates were based on the original nomination which was 5.12 acres with proposed mix use of 80% residential, 15% office and 5% retail and therefore need to be revised.

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**SUMMARY OF STAFF RECOMMENDATION:**

- Approve Nomination as Submitted
- Approve Staff Alternative
- Retain Adopted Plan

The nomination concerns two parcels which are outside the Transit Development Area and proposes an intensity of 3.0 FAR. The proposed intensity is not in keeping with the character of the area. It is staff's recommendation that the current Comprehensive Plan is appropriate for this area.