



PC17-DR-001



FAIRFAX COUNTY, VIRGINIA
2017 NORTH COUNTY SITE SPECIFIC PLAN AMENDMENT PROCESS
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation and may contact the nominator for clarification before acceptance. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY

Date Received: _____

Date Accepted: _____

Planning District: _____

Special Area: _____

1. NOMINATOR/AGENT INFORMATION

Name: Brian Winterhalter

Daytime Phone: 703-456-8168

Address: 11951 Freedom Drive, Suite 1400; Reston, Virginia 20190

Nominator E-mail Address: bwinterhalter@cooley.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

NINA AUBERT, MANAGING DIRECTOR, REAL ESTATE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

2. GENERAL INFORMATION

Check appropriate supervisor district:



Dranesville



Hunter Mill



Providence



Sully

Total number of parcels nominated: 5.00

Total aggregate size of all nominated parcels (in acres and square feet): 24 acres 1,045,440 sq. ft.

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No (See page 22 of the Guide to the SSPA for more information. Nominations for neighborhood consolidation will need to attach a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.)

IMPORTANT NOTE: No nominations that include residential uses including residential mixed-use proposals will be accepted within the Site-specific Plan Amendment (SSPA) process for areas of the county subject to the 2016 Proffer Bill Legislation.

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? Visit http://www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp for more information. (See pages 14-15 of the Guide to the SSPA for more information.)

☒ Yes ☐ No

3. PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

4. CURRENT AND PROPOSED COMPREHENSIVE PLAN RECOMMENDATION AND ZONING DESIGNATION See Section IV, #4, of the Citizen's Guide for instructions.

a. Current Comprehensive Plan text for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/comprehensiveplan) for your citation.

Please see attached Comprehensive Plan text.

b. Current Plan Map (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/compplanmap.htm>)

Designation: Public Facilities

c. Current Zoning Designation (<http://www.fairfaxcounty.gov/myneighborhood/>).

R-30

d. Proposed Comprehensive Plan Designation: (NOTE: Your nomination as proposed will be evaluated and subject to the consideration and vote by the task force).

Please see attached proposed Comprehensive Plan text.

e. Describe what development under the new Plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?

The development under the proposed Comprehensive Plan text would include an office building, mid-rise residential buildings, four-story townhouses and a retail component. Recommended maximum heights would be 85 feet for the office and mid-rise residential buildings and 65 feet for the townhouses. Please see the attached Statement of Justification for further information.

f. RESIDENTIAL PROPOSALS: Select the appropriate density range proposed and complete the Residential Unit Type table.

Residential Land Use Categories		Residential Unit Types			
Categories expressed in dwelling units per acre (du/ac)	Number of Units	Unit Type	Number of Units	Unit Size (sq. ft.)	Total Square Feet
.1 - .2 du/ac (5-10 acre lots)		Single Family Detached			
.2 - .5 du/ac (2-5 acre lots)		Townhouse	200	2,500	500k
.5 - 1 du/ac (1 - 2 acre lots)		Low-Rise Multifamily (1-4 stories)			
1 - 2 du/ac		Mid-Rise Multifamily (5-8 stories)	300	1,000	300k
2 - 3 du/ac		High-Rise Multifamily (9+ stories)			
3 - 4 du/ac		TOTAL:	500	1,600	800k
4 - 5 du/ac					
5 - 8 du/ac					
8 - 12 du/ac					
12 - 16 du/ac					
16 - 20 du/ac					
20 + du/ac**					
** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.					

g. NON-RESIDENTIAL or MIXED-USE PROPOSALS: Check the proposed use(s):

☒ Office
 ☒ Retail
 ☐ Institutional
 ☐ Private Recreation/
 ☐ Industrial
 ☒ Residential

 Open Space (specify uses in table)

Total Floor Area Ratio (FAR) Proposed: 0.96 Total Gross Square Feet: 1,000,000

Categories	Percent of Total FAR	Square Feet
Office	15%	150,000
Retail	5%	50,000
Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	80%	800,000
TOTAL	100%	1,000,000
<i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i>		

5. MAP OF SUBJECT PROPERTY

Attach a Property Map (property maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches and clearly legible. Maps in color will not be accepted.

6. JUSTIFICATION

Check the appropriate box and attach a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☐ Addresses an emerging community concern(s);
- ☒ Better implements the Concept for Future Development, and is not contrary to long-standing policies established in the Concept for Future Development;
- ☒ Advances major policy objectives:
 - o Environmental protection,
 - o Revitalization of designated areas,
 - o Economic development,
 - o Preserving open space,
 - o Affordable housing, or
 - o Balancing transportation infrastructure and public facilities with growth and development.
- ☐ Responds to actions by others, such as Federal, State, or adjacent jurisdictions;
- ☐ Reflects implementation of Comprehensive Plan guidance;
- ☒ Responds to or incorporates research derived from technical planning or transportation studies.


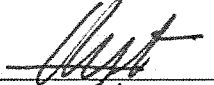



All completed nomination forms must be submitted between 8:00 a.m. on September 5, 2017 and 4:30 p.m. December 5, 2017 to:

Fairfax County Planning Commission Office
<http://www.fairfaxcounty.gov/planning/>
 Government Center Building, Suite 330
 12000 Government Center Parkway
 Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel size in acres	Signature of owner or Certified Receipt Number
40-3 ((1)) 83	Washington Metropolitan Area Transit Authority	7040 Haycock Road	600 5th St NW Washington, DC 20001	9.52	
40-3 ((1)) 84	Washington Metropolitan Area Transit Authority	N/A	600 5th St NW Washington, DC 20001	12.84	
40-3 ((1)) 13	Washington Metropolitan Area Transit Authority	N/A	600 5th St NW Washington, DC 20001	0.94	
40-4 ((2)) 1	Washington Metropolitan Area Transit Authority	6922 Haycock Road	600 5th St NW Washington, DC 20001	0.43	
40-4 ((2)) 2	Washington Metropolitan Area Transit Authority	6920 Haycock Road	600 5th St NW Washington, DC 20001	0.26	

NOMINATION CHECKLIST

- ☒ 1. Completed the official nomination form;
- ☐ 2. Copy of each the notification letter and map sent by certified mail to the property owner(s), if different than the nominator/agent (Item 3);
- ☐ 3. Original and/or copies of each of the postmarked certified mail receipt(s), if different from the nominator/agent (as proof of satisfying notice requirement) (Item 3, Property Information Table);
- ☒ 4. 8 ½ x 11 Property Map (tax maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) with nomination area outlined in black ink (Item 5);
- ☒ 5. Additional page (not more than two) of justification for proposed Plan change (Item 6).
- ☐ 6. Neighborhood petition, only if neighborhood proposes a neighborhood consolidation.

Existing Comprehensive Plan

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 Leesburg Pike (Route 7) and south of I-66 and the Dulles Airport Access Road DAAR, (Route 267). The Transit Station Area encompasses the Metrorail station. The Washington Metropolitan Area Transit Authority (WMATA) Metrorail station lies in the median of I-66 and is bordered on the north by the WMATA Service and Inspection Yard. To the south are parcels owned by WMATA and adjacent to this land is the University of Virginia/Virginia Tech Education Center. 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 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 of the Metrorail station is the increased pressure to develop 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 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 Metrorail related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the West Falls Church Transit Station Area as one of several specialized planning areas that encompasses a Metrorail station 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 of the West Falls Church Transit Station Area. The West Falls Church Transit Station Area is 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 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.

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 else 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 Demand Management (TDM) programs are applicable to this area. In addition to the county implementation of planned road improvements and TDM programs, the development community must address the impacts of increased traffic associated with new development within the Transit Station Area. Mitigation strategies may include 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 should be encouraged to improve, but additional density is not recommended.

Transit Development Area Conditions and Recommendations

The 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 which offer the most viable opportunities for development and redevelopment. It includes the WMATA property, the City of Falls Church Property (leased by University of Virginia and Virginia Tech) the University of Virginia/Virginia Tech parcel and The Villages at West Falls Church and The Pavilion developments 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 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.

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 and implement a plan which reduces development traffic to a level deemed satisfactory to the Fairfax County Department of Transportation through TDM programs, 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.

10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

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 component sites of the Transit Development Area. 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.

Land Unit A

Land Unit A (Figure 12) is comprised of 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 developments known as The Villages at West Falls Church and The Pavilion. Land Unit A, approximately 40 acres in size, is the most accessible property from the station and contains parcels with a strong potential for development fronting on Haycock Road. WMATA's Metro station parking, bus pick-up and drop-off, and kiss-and-ride facilities are located at the northern edge of the land unit away from Haycock Road. 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.

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

- WMATA tract - This 24 acre tract (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2) is appropriate for residential development at 30 dwelling units/acre to the extent that such development complements rather than competes with its use as a transit hub and the surrounding road network 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;
- City of Falls Church tract (Tax Map 40-3((1))92A) - 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. The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 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)). This 8.1-acre site is appropriate for residential development not to exceed a maximum of 260 dwelling units. The site contains 252 multifamily dwelling units.

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 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 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

Land Unit A

- Tax Map 40-3((1))83, 84; 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))92A (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))92 (The University of Virginia and Virginia Tech tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

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

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 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. 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 Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons 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 into 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

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Proposed Comprehensive Plan Amendment

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 Leesburg Pike (Route 7) and south of I-66 and the Dulles Airport Access Road DAAR, (Route 267). The Transit Station Area encompasses the Metrorail station. The Washington Metropolitan Area Transit Authority (WMATA) Metrorail station lies in the median of I-66 and is bordered on the north by the WMATA Service and Inspection Yard. To the south are parcels owned by WMATA and adjacent to this land is the University of Virginia/Virginia Tech Education Center. 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 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 of the Metrorail station is the increased pressure to develop 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 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 Metrorail related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the West Falls Church Transit Station Area as one of several specialized planning areas that encompasses a Metrorail station 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 of the West Falls Church Transit Station Area. The West Falls Church Transit Station Area is 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 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.

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 else 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 Demand Management (TDM) programs are applicable to this area. In addition to the county implementation of planned road improvements and TDM programs, the development community must address the impacts of increased traffic associated with new development within the Transit Station Area. Mitigation strategies may include 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 should be encouraged to improve, but additional density is not recommended outside of the TSA.

Transit Development Area Conditions and Recommendations

The 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 which offer the most viable opportunities for development and redevelopment. It includes the WMATA property, the City of Falls Church Property (leased by University of Virginia and Virginia Tech) the University of Virginia/Virginia Tech parcel and The Villages at West Falls Church and The Pavilion developments 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 dwelling units and 240,000 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.

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 and implement a plan which reduces development traffic to a level deemed satisfactory to the Fairfax County Department of Transportation through TDM programs, 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 and a variety of housing types 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.

10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

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 component sites of the Transit Development Area. 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.

Land Unit A

Land Unit A (Figure 12) is comprised of 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 developments known as The Villages at West Falls Church and The Pavilion. Land Unit A, approximately 40 acres in size, is the most accessible property from the station and contains parcels with a strong potential for development fronting on Haycock Road. WMATA's Metro station parking, bus pick-up and drop-off, and kiss-and-ride facilities are located at the northern edge of the land unit away from Haycock Road. 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.

Opportunities may exist within Land Unit A for a joint development effort between the City of Falls Church, WMATA and private owners. Taken as a whole, 1,110 dwelling units plus 243,800 gross square feet of commercial development are recommended for the land unit. The distribution of this density is noted below:

- WMATA tract – Two development options are appropriate for this 24 acre tract (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2). Under Option 1, the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 720 dwelling units. Under Option 2, the portion of the WMATA tract located closest to the Metrorail station is appropriate for up to 150,000 square feet of office uses, and the remainder of the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 500 dwelling units. Support retail and service uses up to 50,000 square feet are appropriate under Option 1 or Option 2. Development under either option is appropriate to the extent that such development complements rather than competes with the WMATA tract's use as a transit hub and the surrounding road network supports the additional 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.

- City of Falls Church tract (Tax Map 40-3((1))92A) - 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. The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 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)). This 8.1-acre site is appropriate for residential development not to exceed a maximum of 260 dwelling units. The site contains 252 multifamily dwelling units.

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, and may be located along the main pedestrian access route to the Metro Station or elsewhere within the land unit.
- 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. Residential development in mid-rise multi-family structures and/or four-story single-family attached units is appropriate within the WMATA property; and
- Commercial development should be limited to office, support retail and service uses associated with the planned residential or mixed-use development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential or mixed-use 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 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 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

Land Unit A

- Tax Map 40-3((1))83, 84; 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))92A (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))92 (The University of Virginia and Virginia Tech tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

- Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23 - Base level of 4 dwelling units and intermediate level of 17 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 buildings and 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 85-foot maximum would permit buildings of approximately 5 to 8 stories and accommodate the planned office and mid-rise multi-family residential buildings on the WMATA property. 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 road (DAAR, Route 267). Outside of this area, heights are recommended to taper from a medium range maximum of 65 feet to accommodate mid-rise multi-family residential buildings and four-story single-family attached units and 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 and D)

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 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. 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.

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Recommended Public Transit Improvements

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Transit Development Area Conditions and Recommendations

The 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 which offer the most viable opportunities for development and redevelopment. It includes the WMATA property, the City of Falls Church Property (leased by University of Virginia and Virginia Tech) the University of Virginia/Virginia Tech parcel and The Villages at West Falls Church and The Pavilion developments 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 dwelling units and 9240,000 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.

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 and implement a plan which reduces development traffic to a level deemed satisfactory to the Fairfax County Department of Transportation through TDM programs, 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 and a variety of housing types 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.

10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

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 component sites of the Transit Development Area. 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.

Land Unit A

Land Unit A (Figure 12) is comprised of 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 developments known as The Villages at West Falls Church and The Pavilion. Land Unit A, approximately 40 acres in size, is the most accessible property from the station and contains parcels with a strong potential for development fronting on Haycock Road. WMATA's Metro station parking, bus pick-up and drop-off, and kiss-and-ride facilities are located at the northern edge of the land unit away from Haycock Road. 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.

Opportunities may exist within Land Unit A for a joint development effort between the City of Falls Church, WMATA and private owners. Taken as a whole, 1,110 dwelling units plus 243,800 gross square feet of commercial development are recommended for the land unit. The distribution of this density is noted below:

• WMATA tract – Two development options are appropriate for this 24 acre tract (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2). Under Option 1, the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 720 dwelling units. Under Option 2, the portion of the WMATA tract located closest to the Metrorail station is appropriate for up to 150,000 square feet of office uses, and the remainder of the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 500 dwelling units. Support retail and service uses up to 50,000 square feet are appropriate under Option 1 or Option 2. Development under either option is appropriate to the extent that such development complements rather than competes with the WMATA tract's use as a transit hub and the surrounding road network supports the 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;

- City of Falls Church tract (Tax Map 40-3((1))92A) - 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. The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 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)). This 8.1-acre site is appropriate for residential development not to exceed a maximum of 260 dwelling units. The site contains 252 multifamily dwelling units.

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, and may be located along the main pedestrian access route to the Metro Station; or elsewhere within the land unit.
- 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. Residential development in mid-rise multi-family structures and/or four-story single-family attached units is appropriate within the WMATA property; and
- Commercial development should be limited to office, support retail and service uses associated with the planned residential or mixed-use development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential or mixed-use 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 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 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

Land Unit A

- Tax Map 40-3((1))83, 84; 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))92A (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))92 (The University of Virginia and Virginia Tech tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

- Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23 - Base level of 4 dwelling units and intermediate level of 17 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 buildings and 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 6585-foot maximum would permit buildings of approximately 5 to 68 stories and accommodate the planned office and mid-rise multi-family residential buildings on the WMATA property. 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 5565 feet to accommodate mid-rise multi-family residential buildings and four-story single-family attached units and 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 and D)

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 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. 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 Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons 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 into 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.

WEST FALLS CHURCH TRANSIT STATION AREA COMPREHENSIVE PLAN AMENDMENT

I. Introduction

The Washington Metropolitan Area Transit Authority (“WMATA”) is the owner of property located south of the West Falls Church Metrorail Station, identified on the Fairfax County Tax Map as 40-3 ((1)) 83 and 84, 40-3 ((1)) 13, and 40-4 ((2)) 1 and 2 (the “Property”). The Property is directly south of interstate 66, northwest of The Villages and The Pavilion condominiums, and northeast of the University of Virginia/Virginia Tech Education Center. A Tax Map with the Property outlined in black is attached as Exhibit A.

The Property is located in the West Falls Church Transit Station Area (“TSA”) and is currently developed with a Metrorail parking garage, kiss and ride lot, and bus drop-off/pick-up area. On behalf of WMATA, Cooley LLP (the “Nominator”) requests approval of a Comprehensive Plan Amendment to provide an office use option and a modest height increase to accommodate the office, mid-rise multi-family residential buildings, and four-story single-family attached units at an overall intensity comparable to that already planned for the Property.

II. Comprehensive Plan Amendment

The Property is within Land Unit A of the West Falls Church TSA portion of the Fairfax County Comprehensive Plan (the “Plan”). For the transit-oriented development option, the Plan currently recommends development of the Property with residential development at 30 dwelling units/acre. Across the approximately 24 acres of the Property, this density would allow up to 720 dwelling units. The Plan suggests retail and service uses may be appropriate, but does not recommend any other non-residential uses for the Property.

A. Option for Office Use

The proposed Comprehensive Plan Amendment would provide an additional option for up to 150,000 square feet of office use on the Property. The recommendations for development within Land Unit A permit predominantly residential development, and the proposal would further the Plan’s vision of diversifying the mix of uses in the TSAs and encouraging greater use of Metrorail, all while maintaining development at a scale and intensity consistent with the current Plan recommendations for the Property and compatible with the surrounding residential uses. As the current Plan states, the goal of the TSA is to capitalize on the opportunity to provide transit-focused housing and employment locations. With such a limited amount of non-residential development currently recommended for this area, the proposed office use is a much-needed option to draw the employment uses sought for this TSA.

With this office development option, the proposed Plan language does not seek additional intensity beyond that currently recommended in the Comprehensive Plan. Development under the proposed Plan language would either be the same as the current Plan with residential at 30 dwelling units/acre and up to 720 units, or at an intensity consistent with the current Plan with 150,000 square feet of office use and the remainder of the site at 30 dwelling units/acre and up to

500 units. As such, the overall intensity of the development will remain comparable to the existing Comprehensive Plan recommendation, except with the additional benefit of providing an opportunity for mixed-use development with complementary office and residential uses and a potential support retail component that improves upon the current Plan recommendations in achieving the overall vision for the West Falls Church TSA.

As the Property is to remain under the ownership of WMATA, it is important to note that WMATA policies require its employees to utilize Metrorail and discourage any vehicular use. Office uses typically generate more peak hour traffic than residential uses, however, this specific office building would have the goal of generating a nominal, if not net zero, amount of additional vehicular trips. The current Plan for the TSA mentions the goal of reducing vehicular-dependency multiple times, and the proposed office use would support this objective.

Furthermore, the recommendation that ground-floor retail may be appropriate throughout the Property remains consistent with the current Plan's goal to create a sense of community and encourage pedestrian activity throughout the TSA. By permitting ground floor retail within both the office and multi-family residential buildings, the development can provide areas with pedestrian-activated streets with a stronger transit-oriented design than is otherwise achieved with the currently recommended development.

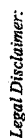
B. Modest Height Increase

The Comprehensive Plan currently recommends development of the Property up to 65 feet closest to the Metro station and up to 45 feet closest to Haycock Road. The proposed Plan language increases these building heights to better reflect the urban design character envisioned for this TSA. The proposal seeks an increase to 85 feet closest to the Metro station to accommodate an office building and mid-rise multi-family residential buildings of five to eight stories and 65 feet on the portion of the Property closer to Haycock Road to accommodate mid-rise multi-family residential and four-story single-family attached dwelling units. Please see Exhibit B for a depiction of the areas with the requested height increases. These heights would permit the type of mixed-use, urban residential buildings that are ideal for the TSAs and provide a pedestrian-oriented environment close to Metrorail.

As noted above, the proposed Plan language does not seek an increase in development intensity, even with the proposed increases in building heights. These heights will facilitate the desired transit-oriented development, while still respecting the surrounding residential uses and maintaining consistency with the other surrounding non-residential uses.

III. Conclusion

The proposed Comprehensive Plan Amendment would provide a complementary office option for mixed-use development and modestly increase the building heights for the Property in furtherance of the Plan's goals for the TSA by diversifying the mix of uses and supporting transit-oriented development. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.



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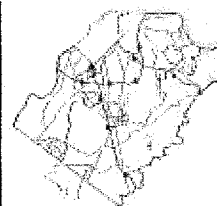
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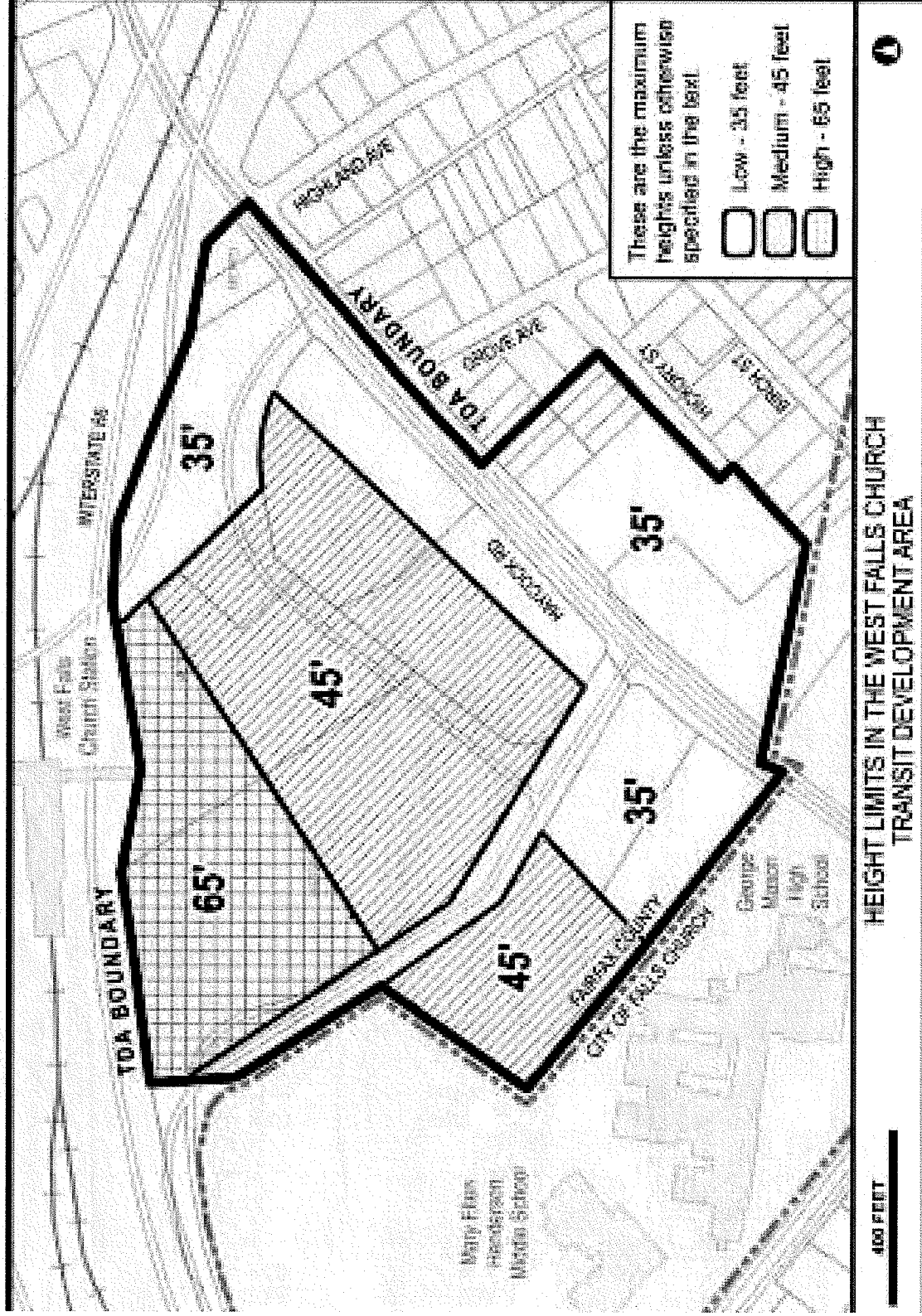


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Chall Church Comprehensive Plan: Current Height Recommendations



West Falls Church Comprehensive Plan: Proposed Height Recommendations

