



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-II-1M
August 21, 2025

GENERAL LOCATION: North side of Leesburg Pike, northwest of the Tysons Pimmit Library and Park.

PLANNING COMMISSION PUBLIC HEARING: Thursday, September 10, 2025 @ 7:30 PM

SUPERVISOR DISTRICT: Dranesville

BOARD OF SUPERVISORS PUBLIC HEARING: TBD

PLANNING AREA: Area II

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

PLANNING DISTRICT: McLean Planning District

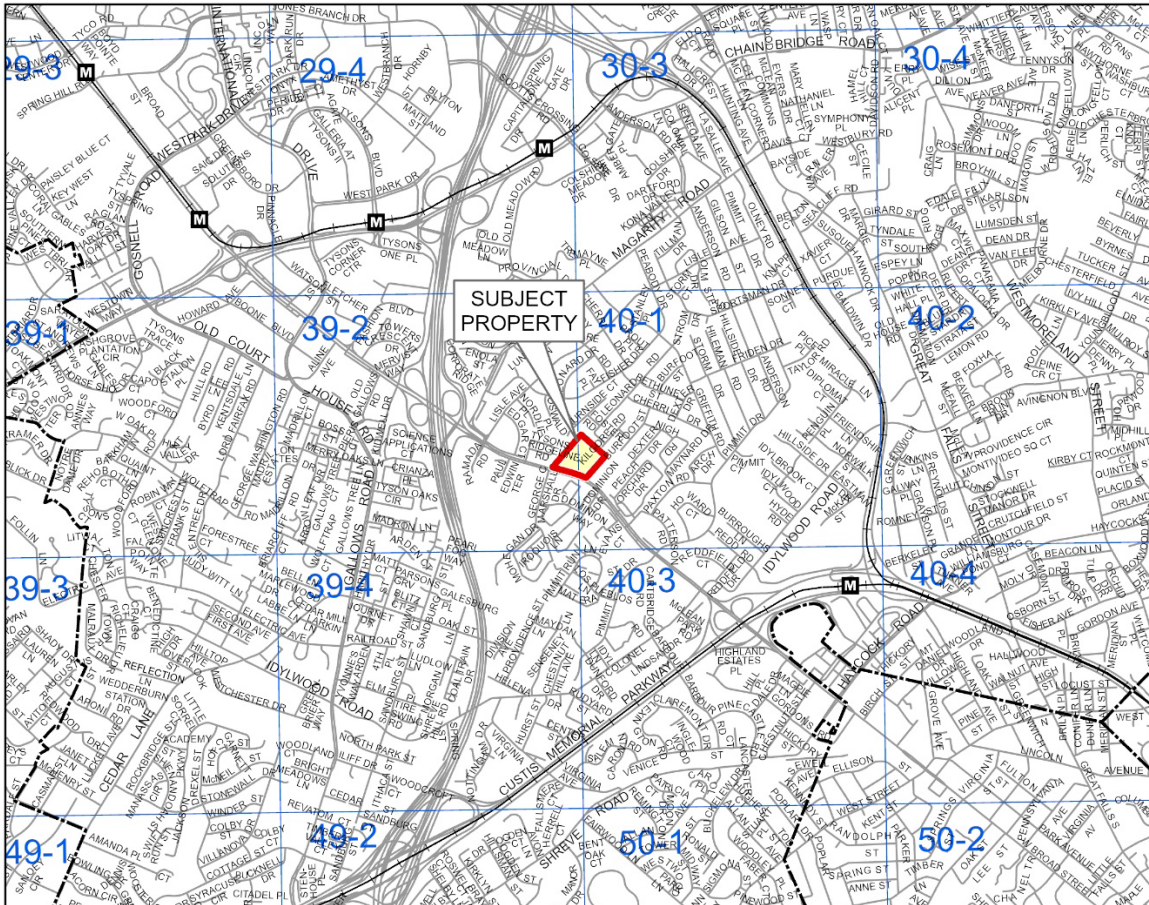
COMMUNITY PLANNING SECTOR (CPS): M2 - Pimmit

PARCEL LOCATION: 40-1 ((1)) 39



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

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





PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
SSPA 2023-II-1M 7600 Leesburg Pike



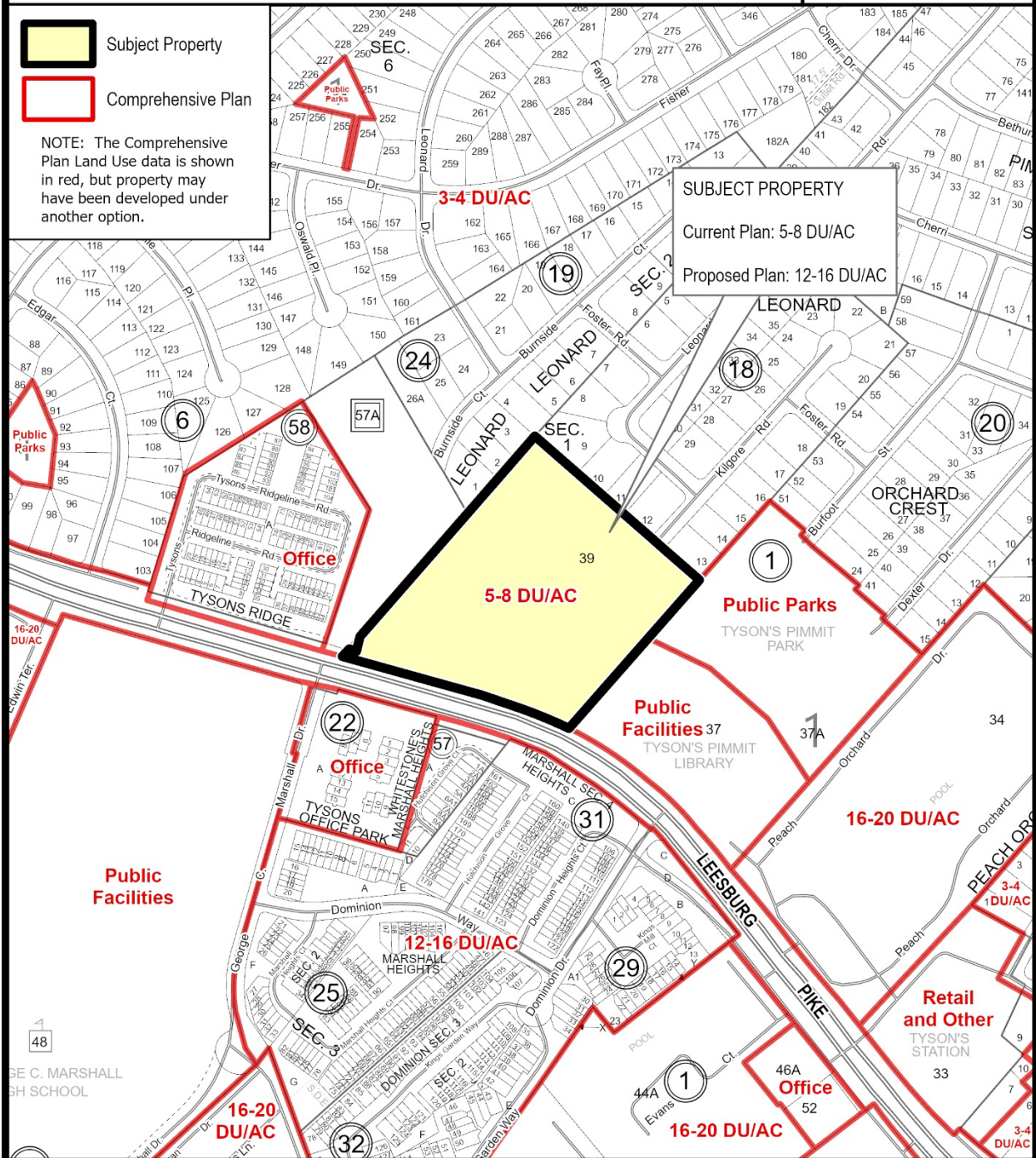
CURRENT PLAN AND PROPOSED CHANGE
 PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR
 SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM:
SSPA 2023-II-1M

-  Subject Property
-  Comprehensive Plan

NOTE: The Comprehensive Plan Land Use data is shown in red, but property may have been developed under another option.

SUBJECT PROPERTY
 Current Plan: 5-8 DU/AC
 Proposed Plan: 12-16 DU/AC



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
 PARCEL INFORMATION CURRENT TO JUNE 2025



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STAFF REPORT FOR PLAN AMENDMENT 2023-II-1M

BACKGROUND

On April 11, 2023, the Board of Supervisors (Board) authorized the consideration of a Plan amendment for 7600 Leesburg Pike, Falls Church, VA 22043, [Tax Map Parcel 40-1 ((1)) 39], located in the Dranesville Supervisor District. The Board requested staff evaluate an option for residential use up to 12-16 dwelling units per acre (du/ac), permitting 122-162 single-family attached dwellings with a maximum height of 50 feet. This Plan amendment is being reviewed concurrently with RZ/FDP 2024-DR-00006, which requests a rezoning from the C-2 Limited Office District to the PDH-16 Planned Development Housing District, 16 du/ac, to construct 139 single-family attached dwellings. Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed rezoning application and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

CHARACTER OF THE SITE

The subject property is 10.16 acres, located north of Leesburg Pike, and is currently developed with two office buildings constructed in 1986 that total 316,020 square feet. The property is zoned C-2 Limited Office District. Access to the property is provided from a shared, off-site entrance from Leesburg Pike and from Kilgore Road at the northeast corner of the site. A service road runs parallel to Leesburg Pike, extends across the front of the property, and provides interparcel access to the adjacent Tysons-Pimmit Regional Library. An existing ingress/egress easement also permits traffic through the site from Kilgore Road. The site contains existing mature vegetation around the perimeter of the parcel, and a Resource Protection Area (RPA) is located in the northeast corner of the site. The buildings are surrounded by surface parking with some low-level structured parking located to the rear.

CHARACTER OF THE AREA

The subject property and surrounding area are located in the McLean Planning District and Pimmit Community Planning Sector; the subject property is planned at the base level for residential use at 5-8 dwelling units per acre. The surrounding uses include the Tysons-Pimmit Regional Library and Tysons Pimmit Park to the east, the Pimmit Hills single-family detached residential neighborhood to the north (zoned R-4, planned for 3-4 du/ac), St. Lukes Methodist Church to the northwest (zoned R-4, planned for 3-4 du/ac), and the Tysons Ridge residential development to the west. The Tysons Ridge development was the subject of Plan amendment 2020-II-M1 that provided an option for residential development at 12-16 du/ac and an associated rezoning application RZ/FDP 2021-DR-006 to rezone from C-2 to PDH-16 for 104 single-family attached dwellings; this development is currently under construction. Across Leesburg Pike and to the southwest is George C. Marshall High School, and the Marshall Heights and Dominion

single family attached residential uses to the southeast (R-12, planned for 12-16 du/ac). **Figure 1** depicts the subject property and the surrounding area.

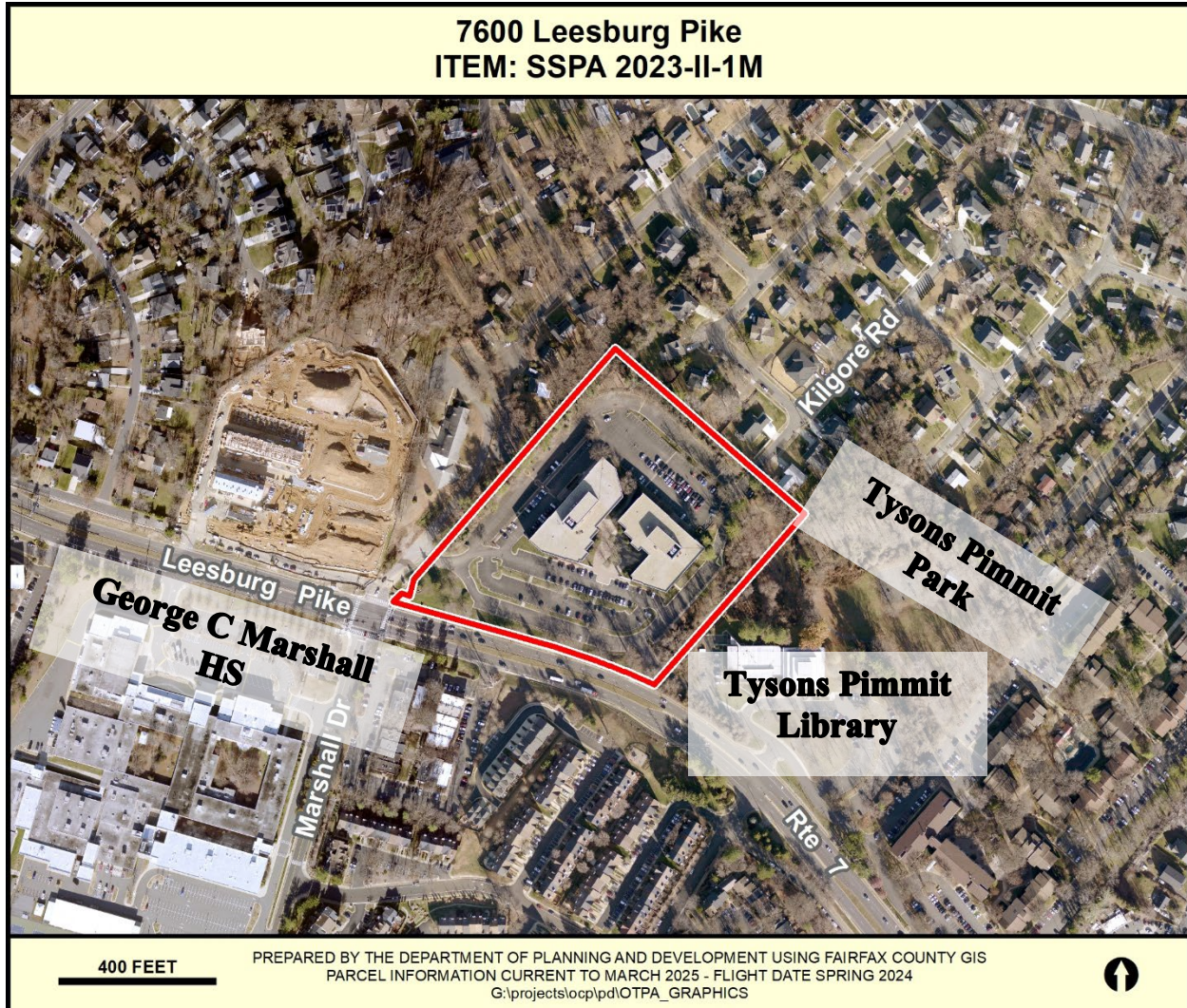


Figure 1: Subject Property, Source: Fairfax County GIS

PLANNING HISTORY

The Pimmit Community Planning Sector Land Use guidance highlights the importance of preserving the sector's stable, low-density residential character. To uphold this focus on low-density residential development, the Plan recommends that infill development be residential in nature and compatible with the existing uses.

The subject property was rezoned from the R-4 Residential, 4 du/ac, district to the C-2 Low Rise Office District on September 13, 1982, with the Board of Supervisor's approval of RZ 82-D-025. At that time, the Comprehensive Plan guidance for the subject property was for medium-density residential at 5-8 dwelling units per acre with an option for low-rise office use with development conditions that were met with the approved rezoning. The 10.17 acre site was developed with the current two-four story office buildings with a 0.5 Floor Area Ratio (FAR). The rezoning application proffered to provide a direct vehicular connection along Kilgore Road from the Pimmit Hills subdivision to Leesburg Pike. This access was provided and exists today.

There is no previous Plan amendment history for the subject property.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2017 Edition, McLean Planning District, Amended through 9-10-2024, M2-Pimmit Community Planning Sector, Page 109-116

Concept for Future Development

Most of this sector is recommended as Suburban Neighborhoods under the Concept for Future Development. It contains predominantly single-family residential uses at 2-3 and 3-4 dwelling units per acre. Commercial and institutional uses are limited to the West Falls Church Transit Station Area and the already developed northeast side of Leesburg Pike.

Land Use

The Pimmit sector is largely developed as single-family residential neighborhoods. Infill development in that sector 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.

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition POLICY PLAN
Land Use, Amended through 9-10-2024.

Objective 8: Fairfax County should encourage a land use pattern that protects, enhances and/or maintains stability in established residential neighborhoods.

Policy a. Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.

Policy b. Discourage commercial development within residential communities unless the commercial uses are of a local serving nature and the intensity and scale is compatible with surrounding residential uses.

- Policy c. Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Comprehensive Plan.
- Policy d. Implement programs to improve older residential areas of the county to enhance the quality of life in these areas.
- Policy e. Encourage land owners within residential conservation and revitalization areas to contribute to the funding of these efforts.
- Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.
- Policy a. Locate land uses in accordance with the adopted guidelines contained in the Land Use Appendix.
- Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.
- Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.
- Policy d. Employ a density transfer mechanism to assist in establishing distinct and compatible edges between areas of higher and areas of lower intensity development, to create open space within areas of higher intensity, and to help increase use of public transportation at Transit Station Areas.
- Policy e. Stabilize residential neighborhoods adjacent to commercial areas through the establishment of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access.
- Policy f. Utilize urban design principles to increase compatibility among adjoining uses.
- Policy g. Consider the cumulative effect of institutional uses in an area prior to allowing the location of additional institutional uses.
- Policy h. Utilize landscaping and open space along rights of way to minimize the impacts of incompatible land uses separated by roadways.
- Policy i. Minimize the potential adverse impacts of the development of frontage parcels on major arterials through the control of land use, circulation and access.

- Policy j. Use cluster development as one means to enhance environmental preservation when the smaller lot sizes permitted would compliment surrounding development.
- Policy k: Provide incentive for the preservation of EQCs by allowing a transfer of some density potential on the EQC area to less sensitive portions of a site. The development allowed by the increase in effective density on the non EQC portion of the site should be compatible with surrounding area's existing and/or planned land use. It is expressly intended that in instances of severely impacted sites (i.e. sites with a very high proportion of EQC), density/intensity even at the low end of a range may not be achievable.
- Policy l: Regulate the amount of noise and light produced by nonresidential land uses to minimize impacts on nearby residential properties.

PROPOSED PLAN AMENDMENT

The Board requested that staff consider and evaluate a Plan amendment for Tax Map Parcel 40-1 ((1)) 39 for an option for residential use up to 12-16 du/ac, consisting of 122-162 single-family attached dwellings with a maximum height of 50 feet. The Plan amendment is being processed concurrently with rezoning application (RZ/FDP 2024-DR-00006) to rezone the site from the C-2 Limited Office District to the PDH-16 Planned Development Housing District. **Figure 2** shows the development potential evaluated for this Plan amendment.

Tax Map Parcel	Total Acres	Existing Uses	Adopted Plan Potential	Proposed Plan Potential	Net Changes
40-1 ((1)) 39	10.16 acres	Office 316, 020 sqft	Residential use at 5-8 du/ac 81 residential dwelling units	165 residential dwelling units	+84 residential dwelling units

Figure 2: Comprehensive Plan Potential Comparison

DEVELOPMENT CONCEPT

Figure 3 shows the Conceptual Development Plan/Final Development Plan (CDP/FDP) that has been submitted by the applicant as part of the review of the concurrent rezoning. The CDP/FDP depicts a proposed total of 139 dwelling units consisting of 38 stacked townhomes and 101 rear load townhomes at a density of 13.68 dwelling units per acre, with the inclusion of bonus density from the provision of affordable housing. The site layout shows a central green space, pocket

parcs and an internal network of streets with a public road connection along the frontage to Kilgore Road.



Figure 3: Illustrative Plan (2-25-2025), Source: Vika Virginia

ANALYSIS

Staff evaluated the proposed Plan amendment with consideration of county goal's, the context of surrounding development, and Comprehensive Plan guidance. Staff's initial considerations and analysis included studying the impacts of the proposed Plan amendment and potential mitigation related to character of the development, transportation improvements, environment, housing, pedestrian facilities and connections, open space and parks, and adjacent land uses.

Land Use

The adopted Plan identifies the Pimmit Community Planning Sector as consisting of predominantly single-family residential uses with densities of 2-3 and 3-4 du/ac. This Plan amendment considers an option that would allow redevelopment of an existing commercial office site with single-family attached dwellings in the density range of 12-16 du/ac. While this is approximately four times that of the neighboring properties in Pimmit Hills, the subject property does currently have a base plan recommendation of residential at 5-8 du/ac (exceeding the recommendation for Pimmit Hill). To maintain the stability of the single-family

neighborhoods, land use recommendations state that infill development should be of compatible use, type, and intensity, recognizing that edge sites, such as this one, may serve as a transitional areas between lower density areas and higher intensity or commercial areas such as Leesburg Pike. In the Land Use Element of the Policy Plan, Objectives 8 and 14 indicate that residential developments should create a high-quality living environment, maintaining compatibility and stability with established residential neighborhoods, and mitigating any potential impacts. Any final development concepts should consider this guidance as part of the final design.

As noted, the adjacent Tysons Ridge development was recently replanned and rezoned to accommodate a planned density and development type similar to that proposed for the subject property. As part of the analysis of the Tysons Ridge Plan amendment, staff determined that additional density at the range of 12-16 du/ac and a single-family attached dwelling type would be appropriate with consideration of minimizing building height on the adjacent neighborhoods, providing high quality site and building design to include landscaping and tree preservation, and providing well-designed open space. In the review of the subject Plan amendment staff had similar considerations. Along this corridor of Leesburg Pike from Interstate 495 to Interstate 66, there are a variety of residential uses at a range of densities, including single-family detached, single-family attached and multi-family dwellings. The proposed option for single-family attached development at 12-16 du/ac is consistent with the surrounding area and neighborhood context along Leesburg Pike, particularly the adjacent Tysons Ridge development. Moreover, the additional density and site's proximity to the planned Bus Rapid Transit (BRT) station along Leesburg Pike would promote the county's goals of transit-oriented development.

To implement the proposed Plan amendment, the concurrent rezoning is requesting a rezoning to a Planned District, which speaks to the provision of high-quality design. The Pimmit Hills neighborhood to the north is developed with low density single family detached residential uses and is buffered on the subject parcel by existing mature trees and vegetation. With the addition of single-family attached dwellings to the subject property, which generally are designed with several units in a row, ensuring the proposed dwellings are compatible with the surrounding area is a critical consideration for staff, particularly where new dwellings are directly adjacent to single family detached homes. To address concerns regarding building heights and massing, staff proposed Plan language limiting building height and the number of stories. Site design can also be used to minimize visual impacts. Therefore, staff has proposed Plan guidance encouraging a combination of architectural design, setbacks, open space and landscaping along the perimeter as tools to minimize visual impacts. Proposed plan language also supports the preservation of the existing tree canopy, supplemented with new vegetation where needed, along the periphery of the subject property to maintain a compatible transition. The site's topography along the western boundary slopes downward and could use the natural grade to minimize impacts on adjacent single-family homes by locating the taller, stacked townhomes along the western side of the site.

The Plan recommendations, when implemented through the entitlement process, can help ensure that the proposed development is compatible with the surrounding area, particularly the low-density residential uses to the north, by incorporating height limits, high quality site design, and landscaping to provide effective buffering and transitions. Existing trees in good condition should be preserved, especially along the periphery of the site to provide a buffer from adjacent single-family homes and Leesburg Pike. Buffer areas should be supplemented with appropriate

evergreen deciduous, and understory vegetation, to provide year-round visual screening to adjacent residences as well as to improve the general effectiveness of existing vegetation. Compatibility can be further enhanced through the inclusion of architectural designs that contribute to an attractive living environment and a high quality of life.

Affordable Housing

The Communitywide Housing Strategic Plan and the One Fairfax Policy express the need for access to price-appropriate housing (when households can pay approximately 30 percent of their income in housing). The Housing Element in the Policy Plan states that higher densities can help to support a range of housing affordability, though it is necessary to determine acceptable locations for higher-density residential development.

To address the need for affordable housing, Fairfax County utilizes two programs, the Affordable Dwelling Unit (ADU) Program and the Workforce Dwelling Unit (WDU) policy to encourage the development of affordable housing for all income levels and to further equity through the One Fairfax Policy. If there is a mixture of residential unit types within a proposed development, affordable units should be provided proportionally in each of the unit types. Implementation of this guidance would be demonstrated with the concurrent zoning application and subject to concurrence by staff in Housing and Community Development (HCD). In accordance with the WDU Policy, HCD recommends offering a mix of unit types and sizes with varying bedroom counts to meet the diverse housing needs of the community.

Transportation

Trip Generation

The transportation study associated with the Plan amendment analyzed up to 165 single-family attached dwelling units for trip generation and estimated 1,194 fewer daily vehicle trips compared to the site's existing office use. During peak travel periods, AM peak hour trips are expected to decrease by 263 trips and PM peak hour trips by 237 trips.

Roadway Improvements

The Plan guidance recommends Leesburg Pike to increase from four to six lanes. It is recommended that future developments should preserve approximately 75 feet from the centerline of Leesburg Pike to accommodate the planned widening project, which should also safely accommodate both pedestrians and bicyclists. Leesburg Pike is designated as an “Enhanced Public Transportation Corridor.” There is a planned Bus Rapid Transit (BRT) system along Leesburg Pike, from the West Falls Church Metrorail Station to the Spring Hill Metrorail Station. The BRT would run in the planned 5th and 6th lanes with two proposed BRT stops in the vicinity of the site. The future planned transportation improvements for BRT and lane widening should be accommodated by the site layout. Pedestrian and bicycle facilities should provide appropriate circulation and relationships to the open spaces on site.

Transit Services

The site is served by WMATA Metrobus Route 28A that runs along Leesburg Pike, from Tysons Corner Station to King Street-Old Town Station. As part of the Plan amendment study, staff

considered the planned BRT development and recommend that development on this site provide safe and convenient access to existing and planned transit routes.

Bicycle Facilities/Pedestrian Facilities/Trails

Bicycle Level of Traffic Stress is used to assess perceived level of comfort for cyclists and consider variables such as presence and type of bicycle facility, and the posted speed limit on the roadway. A roadway/facility rated BLTS 1 is “low stress”, or comfortable for most bicyclists. A roadway/facility rated BLTS 4 is “high stress” or uncomfortable for most bicyclists. Pedestrian Level of Comfort (PLOC) is a way of measuring pedestrian access that scores pedestrian circulation conditions from 1) very comfortable to 5) no pathway (no facility).

The existing sidewalk facilities along Leesburg Pike can be improved with the addition of adequate pedestrian buffers such as street trees or a shared-use path. Future developments should implement a shared-use path to provide pedestrian and bicycle connectivity, with an adequate buffer for street trees, along the eastern/northern side of Leesburg Pike, including adjacent to the site. Future development should include a grid of streets that provide sidewalk infrastructure on-site and allow convenient and safe connectivity to the site. Given the proximity of the site to future BRT, existing retail and school, this location could be considered for a bikeshare station.

Recommendations

The following recommendations are provided to address anticipated transportation impacts regarding the subject site. Staff has proposed Plan language below to account for these recommendations.

- Preserve approximately 75’ from centerline to accommodate the widening of Leesburg Pike, from four to six lanes (with two of the lanes used for the BRT transitway) as well as the potential BRT station. The widening should be planned to safely accommodate pedestrian and bicycle use.
- Implement a shared-use path (SUP) to provide pedestrian and bicycle connectivity, with an adequate buffer for street trees, along the eastern side of Leesburg Pike, including adjacent to the site.
- Construct ample sidewalk infrastructure on-site and allow convenient and safe connectivity to the site.
- Ensure future residents have safe and convenient access to existing transit routes, as well as the future BRT.
- Evaluate environmental impacts, especially mitigating stormwater runoff from the site.

Schools

For School Year (SY) 2023-24, the schools serving the subject property are Marshall High School, Kilmer Middle School, and Westgate Elementary School.

The following projections were published in the Fairfax County Public Schools (FCPS) Adopted Capital Improvement Program (CIP) Fiscal Year (FY) 2025-29 and do not reflect the potential increase in the number of students that could result from the Comprehensive Plan amendment.

School	Program Capacity SY 2023-24	Membership SY 2023-24	Capacity Utilization SY 2023-24	Projected Membership SY 2028-29	Projected Capacity Utilization SY 2028-29
Marshall HS	2,276	2,189	96%	2,299	101%
Kilmer MS	1,227	1,194	97%	1,208	98%
Westgate ES	677	610	90%	568	84%

Source: FCPS, Approved Capital Improvement Program FY 2025-29, February 2024.

Table 1: School Capacity, Source: FCPS

The school capacity table shows a snapshot in time (as of February 2024) of student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by FCPS. Recommended boundary adjustment options, program changes, and potential school expansions and new schools are included in the FCPS CIP for future consideration based on the most recent five-year projections and capacity evaluations from SY 2023-24. Any option(s) chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with Fairfax County School Board Policies and Regulations. This includes adjustments needed for Advanced Academic Program centers at existing facilities and newly identified locations for such programs. At this time, Marshall HS and Kilmer MS are approaching a capacity deficit, and Westgate ES is considered to have sufficient capacity for current programs and future growth. If the subject property does not redevelop with residential under the current base of 5-8 du/ac, under the existing zoning, Marshall HS would have a slight capacity deficit, Kilmer MS would be approaching a capacity deficit, and Westgate ES would be considered to have a capacity surplus by SY 2028-29. Beyond the five-year projection horizon, membership projections are not available.

Impact

Based on the number of housing units proposed in this Comprehensive Plan amendment, the tables show the potential student yield by school level, calculated by using the FCPS 2022 countywide student yield ratios. The adopted Comprehensive Plan does not specify the type of housing units. For this memo, the potential student yield was calculated for single-family attached housing units.

Potential Student Yield – Adopted Comprehensive Plan

School Level	Adopted Number of Housing Units	Potential Student Yield
High	81	11
Middle	81	6
Elementary	81	21
Total Student Count		38

Source: FCPS, 2022 Countywide Student Yield Ratios, June 2022.

Table 2: Potential Student Yield – Adopted Comprehensive Plan, Source: FCPS

Potential Student Yield – Proposed Comprehensive Plan

School Level	Proposed Number of Housing Units	Potential Student Yield
High	122-162	17-23
Middle	122-162	9-12
Elementary	122-162	31-41
Total Student Count		57-76

Source: FCPS, 2022 Countywide Student Yield Ratios, June 2022.

Table 3: Potential Student Yield – Proposed Comprehensive Plan, Source: FCPS

Summary

Based on the FCPS Adopted CIP FY 2025-29, the high school and the middle school are approaching a capacity deficit, and the elementary school is considered to have sufficient capacity for current programs and future growth. For projected membership, assuming no change to programs and boundaries, the high school would have a slight capacity deficit, the middle school would be approaching a capacity deficit, and the elementary school would be considered to have a capacity surplus, prior to consideration of any Comprehensive Plan amendment or rezoning. This analysis is a snapshot in time (as of February 2024) for student membership and school capacity balances. With a Comprehensive Plan amendment that increases residential density, such as that proposed in this Comprehensive Plan amendment, the membership at these schools will necessarily increase. Any future development applications or Comprehensive Plan amendments would need to be analyzed along with this Comprehensive Plan amendment to determine the future impact on capacity. The impacts of a Comprehensive Plan amendment may occur beyond the five-year projection horizon and conditions of a school and/or school boundaries may change by the time the residential density proposed by this Comprehensive Plan amendment is realized.

Capital Improvement Program Potential Solutions

The FCPS Adopted CIP FY 2025-29 includes potential solutions to alleviate current and projected school capacity deficits. For consideration purposes, as many options as possible have been identified for each school, in no significant order, and may be contingent on other potential solutions listed. Any option(s) chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with Fairfax County School Board Policies and Regulations

Marshall HS: Increase efficiency by reassigning instructional spaces within a school to accommodate an increase in membership; possible program changes; minor interior facility modifications to create additional instructional space and to help accommodate a capacity deficit; addition of temporary classrooms to accommodate a short-term capacity deficit; and/or potential boundary adjustment with other schools identified as having a capacity surplus.

Kilmer MS: Monitor student membership
 Westgate ES: Monitor student membership.

Based on the identified capacity needs for current and projected programs and growth, the FCPS Adopted CIP FY 2025-29 identifies the existing need for three new schools in this region to alleviate overcrowding. These new schools are identified as Dunn Loring ES, Tysons ES, and the repurposing of Pimmit Hills Center.

Parks and Recreation

Urban Parks Framework

The Parks and Recreation Element of the Policy Plan and the McLean Planning District guidance describes the need to mitigate adverse impacts to park and recreation facilities caused by growth and development; it also offers a variety of ways to offset those impacts, including contributions, land dedication, development of facilities, and others (Parks and Recreation, Objective 6, p.8). The Parks and Recreation Element of the Policy Plan includes an Urban Parks Framework that provides an urban parkland standard and detailed guidance on urban park development.

The McLean Planning District is deficient in parkland and recreational facilities. The existing parks (Lisle, Fisher, Tysons Pimmit, Pimmit Hills, Lemon Road, and Griffith Parks) meet only a portion of the current demand for parkland. New developments will create more demand for park and recreational facilities.

The proposed Plan amendment under consideration would allow from 122-162 dwelling units, which could result in an estimated 317-421 new residents who will all need access to park and recreation facilities on site or nearby. Tysons Pimmit Park, adjacent to the subject parcel, offers an opportunity to establish a seamless and connected park network accessible to both residents and visitors.

Natural Resources

The subject property and adjacent Tysons Pimmit Park contain natural capital in the form of biodiversity, natural communities, and ecosystems. This Plan amendment should consider maintaining and even increasing the connectivity of private land to the county's existing natural areas. Preserving natural areas along the boundary adjacent with Tysons Pimmit Park and other existing buffer areas of trees surrounding the perimeter of the site will help sustain native species and communities and increase the ecological services and quality of life benefits they will provide to the additional residents within this area. Additionally, consideration for expansion of these natural areas along with providing additional native vegetation should be considered. The proposed urban park space exceeds the minimum amount of park space required by the Urban Parks Framework. There are no park-related issues requiring mitigation, and the RPA will remain undisturbed, supporting its ecological function.

Environment

Existing guidance within the Environment Element of the Policy Plan provides recommendations for soils, low impact development techniques, forest resources, green building, electric vehicle charging, bird friendly design, and lighting.

Noise

The Policy Plan recommends minimizing human exposure to unhealthful levels of transportation-generated noise. The subject property is immediately adjacent to Leesburg Pike (Route 7) which has the potential to create transportation-generated noise impacts on the site that exceed 65 dBA DNL and require mitigation. New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of 45 dBA DNL, or to noise in excess of 65 dBA DNL in the outdoor recreation areas of homes. Any proposed design should minimize the potential for noise impacts consistent with the Environment Element.

Water Quality and Stormwater Management

Existing environmental policies in both the Environment Element and the McLean Planning District Comprehensive Plan apply to this site. The McLean Planning District Comprehensive Plan policies call for enhanced stormwater management due to nonpoint source in the form of runoff.

This site was originally developed in the mid-1980s, prior to the establishment of Countywide water quality requirements; therefore, the existing stormwater measures on site were not designed to improve water quality. The site contains approximately 7,134 square feet of resource protection area (RPA); there is no floodplain on site. The site is within the Pimmit Run watershed; Pimmit Run is highly degraded with several stream restoration projects in design or included in the county's Capital Improvement Program. There are opportunities for environmental preservation and mitigation around the edges of the site where older growth forest and the RPA area are located. During review of this Plan amendment and in consultation with staff, it was determined that additional site-specific stormwater guidance was not needed; however, measures above the minimum would be beneficial for the site considering McLean Planning District guidance, the site's location within the Pimmit Run Watershed, as well as existing imperviousness. Implementation would be demonstrated with the development application.

CONCLUSION

The 7600 Leesburg Pike Plan amendment considers an option for residential uses up to a density of 12-16 du/ac and up to 162 single-family attached dwellings. To support this additional housing, proposed Plan conditions related to minimizing impacts on adjacent properties through thoughtful site design, minimizing building heights, tree preservation, the provision of publicly accessible park space, and multimodal transportation improvements should be met. The proposed density would also support the planned Bus Rapid Transit (BRT) project. The proposal aligns with County housing goals and policies which encourage residential options in appropriate locations while preserving existing residential communities.

The Plan amendment provides an opportunity to support the One Fairfax Policy and the Countywide Strategic Plan's three community outcomes, Mobility and Transportation; Cultural and Recreational Opportunities; and Housing and Neighborhood Livability by prioritizing safe pedestrian access, multimodal connectivity, providing community park space and improved

transportation connections to nearby amenities, and increasing the amount of housing in Fairfax County.

RECOMMENDATION

Staff recommend the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~. Text shown to be replaced is noted as such.

ADD: Fairfax County Comprehensive Plan, 2017 Edition, McLean Planning District, Amended through 9-10-2024, Page 111

“Tax Map Parcels 40-1 ((1)) 39 is planned and developed with office use. As an option, residential use at a density of 12-16 du/ac with single-family attached or stacked townhouses may be appropriate if the following conditions are met:”

- Building heights should not exceed 55 feet as measured in accordance with the Zoning Ordinance and be limited to four stories.
- An appropriate combination of architectural design, building setbacks, open space and landscaping should be incorporated along the perimeter of the site adjacent to existing residential neighborhoods. An assessment of the health and condition of the existing trees onsite should be completed. Development should be designed to retain as many of the native and non-invasive trees that are good candidates for preservation along the western property boundaries.
- Future widening of Leesburg Pike, from four lanes to six lanes to accommodate Bus Rapid Transit (BRT) and a BRT station at the intersection with George C. Marshall Drive should be provided. In order to enhance access to transit, safe and convenient pedestrian connections should be provided, with lighting, to existing bus stops and the future BRT station.
- Public vehicular access is provided, with safe and adequate pedestrian facilities, through the parcel, from Leesburg Pike to Kilgore Road and the Pimmit Hills neighborhood. Two points of access should be provided to Leesburg Pike, (1) at George C. Marshall Drive and (2) at the Tysons Pimmit Regional Library.
- Pedestrian crossings along Leesburg Pike should be safe and comfortable, with pedestrian refuges, high visibility paint, and crossing distances minimized, especially at intersections near existing or planned residential uses, schools, shopping, or where BRT stations are planned. The inclusion of right turn lanes, in particular, should be carefully considered, with the needs of pedestrians balanced with those of automobiles.

- A shared-use path is provided, with buffers and street trees, where feasible, along the eastern side of Leesburg Pike in order to promote pedestrian and bicycle connectivity and safety. Pedestrian and bicycle facilities along Leesburg Pike should include paved trail connections to the adjacent Tysons Pimmit Park and sidewalk connections to cross streets, including the planned public road connections to Leesburg Pike.
- Pedestrian and bicycle infrastructure should be incorporated into the development to enhance connectivity between the site and adjacent properties.
- Onsite urban parks should include programming that provides walking trails, play areas, local-serving recreational facilities, and/or similar public amenities. Site design should consider a trail to Tysons Pimmit Park.

MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through 9-10-2024, M2-Pimmit Community Planning Sector, Figure 41, “Land Use Recommendations, General Locator Map,” page 113, to add the new recommendation (#4) to the figure for Tax Map Parcel 40-1 ((1)) 39.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.