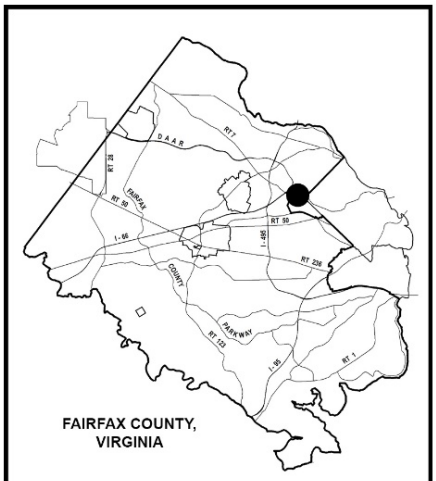
AMENDMENT NO. 2017-33



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2017 EDITION

GENERAL LOCATION: South of West Falls Church Metrorail Station, West of Haycock Road, and North of Leesburg Pike

PLANNING AREA AND DISTRICT:
Area II, McLean Planning District

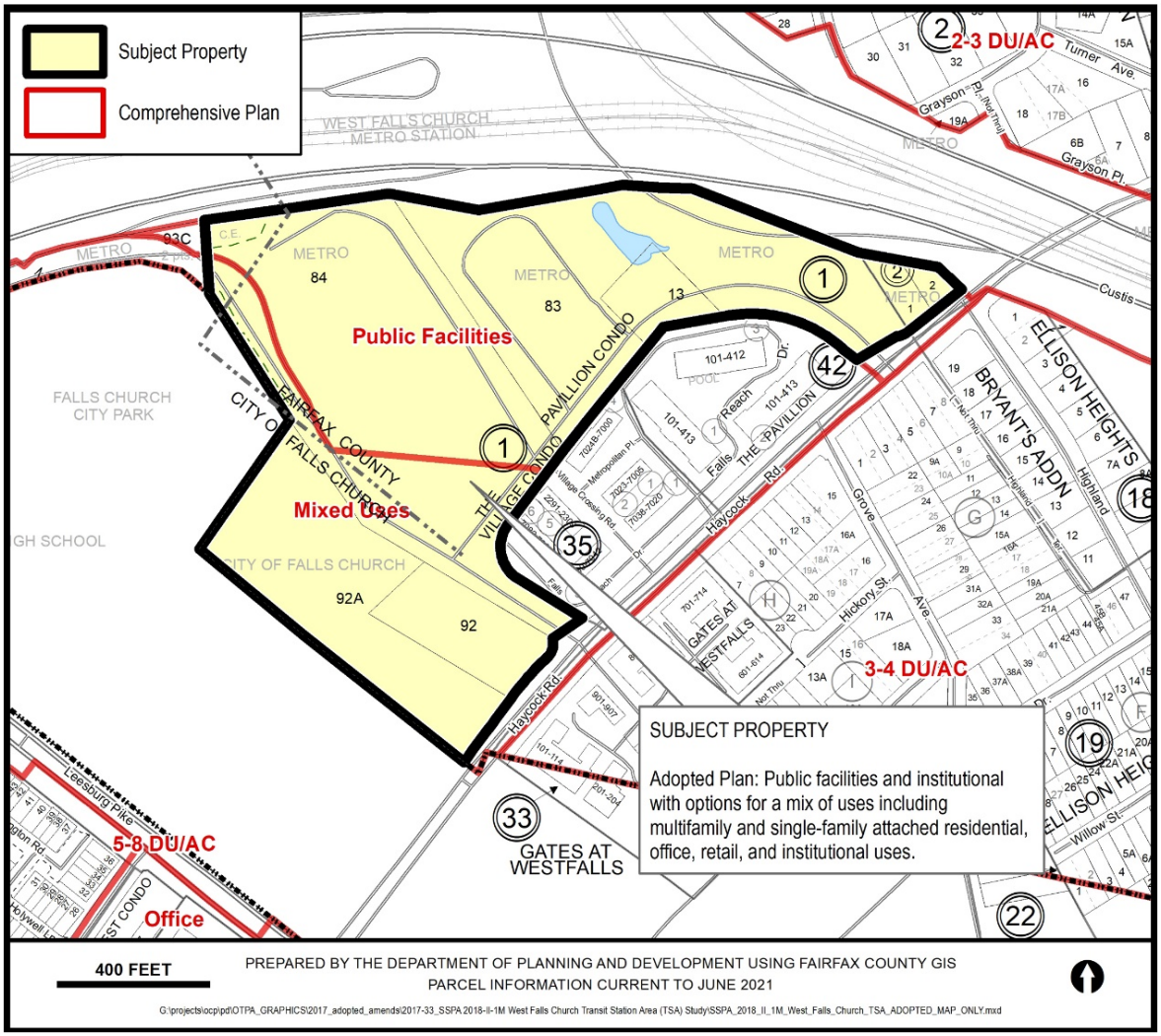
SPECIAL PLANNING AREA:
West Falls Church Transit Station Area (TSA)

PARCEL LOCATION: 40-3 ((1)) 83, 84, 92, and 92A; 40-4 ((1)) 13; 40-4 ((2)) 1 and 2

SUPERVISOR DISTRICT: Dranesville

ADOPTED: July 13, 2021 **ITEM NO.** PA 2018-II-1M

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)

The following changes to the Comprehensive Plan have adopted by the Board of Supervisors.

REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District as amended through 7-31-2018; West Falls Church Transit Station Area, pages 77-91:

"WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

The West Falls Church Transit Station Area (TSA) is located north of the City of Falls Church along the I-66 corridor north of Route 7 and south of I-66 and the Dulles Connector Road, (Route 267). The TSA encompasses the Washington Metropolitan Area Transit Authority (WMATA) West Falls Church Metrorail Station, which lies in the median of I-66 and is bordered to the north by the WMATA Service and Inspection Yard. The TSA is bounded to the west 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 Land Unit A – the portion of the TSA nearest to the Metrorail station. The land southeast of the schools, and also within the City of Falls Church, is planned for mixed-use development. 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 regarding the West Falls Church TSA are intended to guide appropriate transit-oriented development at sites adjacent to the station and to protect the existing residential communities. 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

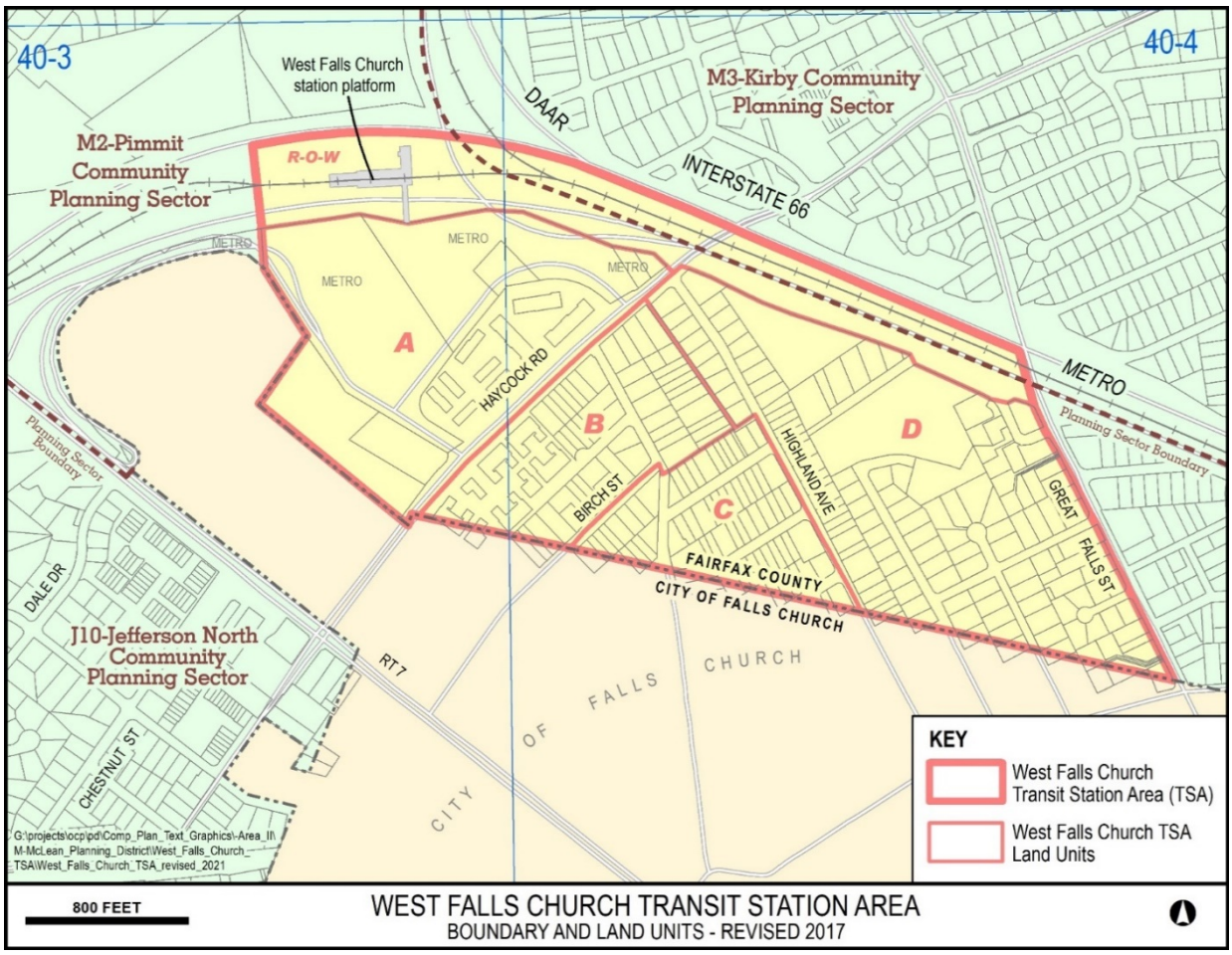
The Concept for Future Development designates the West Falls Church TSA as one of several specialized planning areas in Fairfax County that contain a Metrorail station which is part of the Metrorail Adopted Regional System. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development. The intention of the TSA 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 TSA, which 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 TSA 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 in a limited area nearest to the Metro station and preserving the existing stable neighborhoods around the station.



WEST FALLS CHURCH TRANSIT STATION AREA BOUNDARY AND LAND UNITS **FIGURE 12**

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 Plan. Infill development in residential neighborhoods within and surrounding the West Falls Church TSA, 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 TSA warrants special development conditions and incentives that apply to development at relatively higher densities and intensities as recommended by the Plan.

Transportation

Planned roadway improvements in the vicinity of the West Falls Church TSA are shown on Figure 13.

Recommended Public Transit Improvements

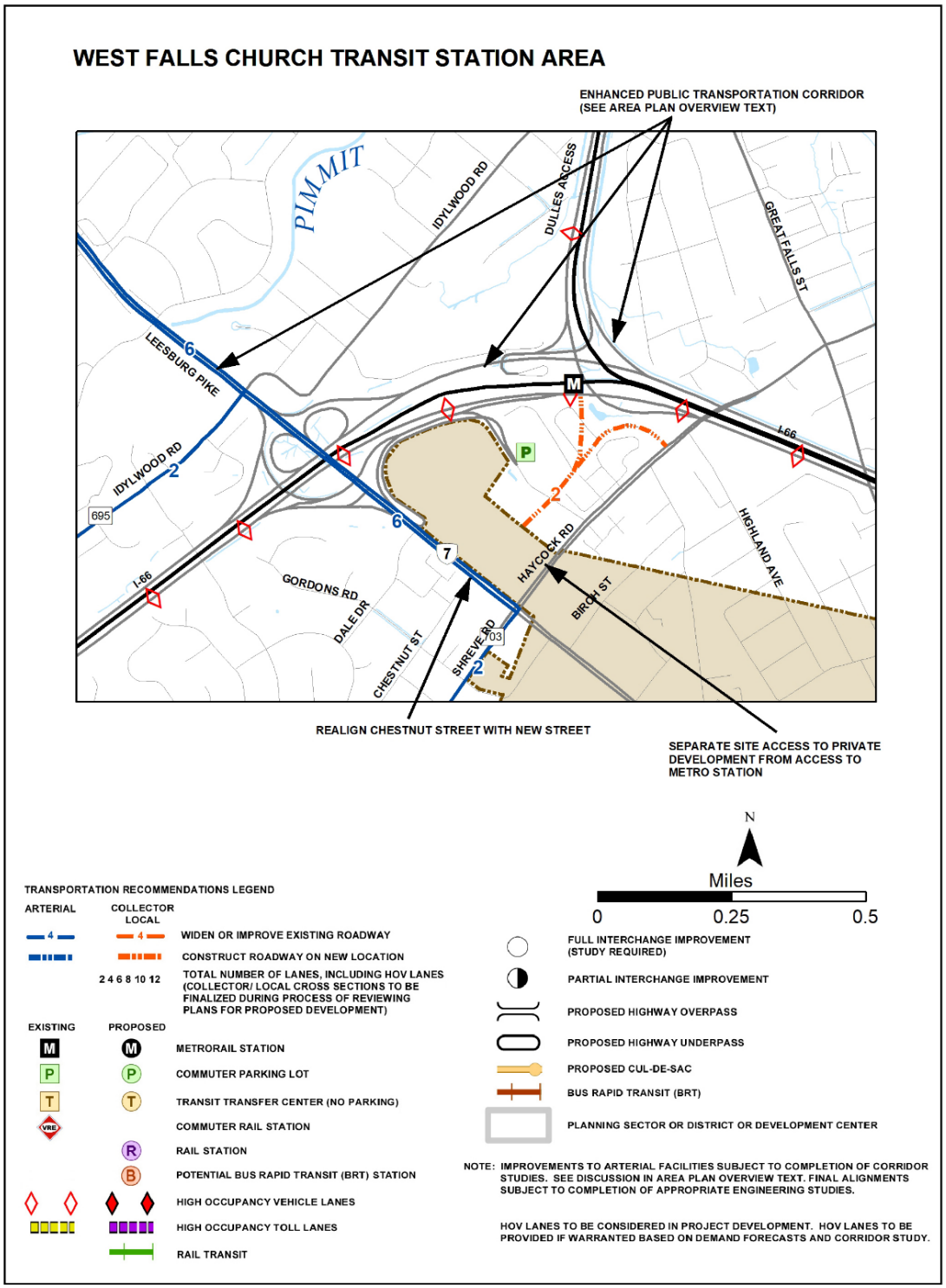
A high-quality transit system is expected along the Route 7 corridor. Provisions for this transit system, such as appropriately sized bus bays and shelters, should be accommodated along Route 7 and adjacent to the WMATA Metrorail station entrance. Standards for transit-serving infrastructure should be reviewed with FCDOT's Transit Services Division during the entitlement process for individual developments.

Implementation and Phasing of Transportation Improvements

The transportation impact of any proposed development in the TSA should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements to assure a balance that accommodates people, bicyclists, transit services, and vehicles.

West Falls Church Active Transportation

Travel within and surrounding the TSA should be safe, accessible, comfortable, and intuitive for all modes of active transportation including walking, bicycling, and other forms of non-motorized travel. Infrastructure should be of sufficient size and have adequate connections for people trying to access the West Falls Church Metrorail station, including from neighborhoods along Haycock Road toward Westmoreland Street, the Falls Hill area along Route 7, and from the Washington & Old Dominion (W&OD) Trail, a major regional trail located about a half mile south of the West Falls Church Metrorail Station. The County should develop a plan for the area which will recommend improvements to the active transportation infrastructure to increase connectivity, fill in missing or inadequate facility segments, and



TRANSPORTATION RECOMMENDATIONS **FIGURE 13**
WEST FALLS CHURCH TRANSIT STATION AREA
M2 COMMUNITY PLANNING SECTOR

promote programs which encourage walking and bicycling. Walksheds, school routes, and bicycle routes should be considered when developing the scope of the plan. Opportunities to fund these improvements through private contributions and/or public funds should be explored to advance the implementation of these active transportation recommendations. Community outreach and coordination should continue to assist in prioritizing the improvements in the plan.

Active transportation recommendations for the West Falls Church area should be integrated with the Countywide ActiveFairfax Plan.

Pedestrian Circulation Recommendations

A comprehensive pedestrian circulation system is recommended that provides an interconnected system of walkways linking pedestrians to their destinations. This system would propose new pedestrian routes, improves existing pedestrian facilities, and provide special physical treatments to enhance the pedestrian experience (Figure 15). Connections should be provided within the site and to the existing pedestrian network surrounding the site, with an emphasis on pedestrian safety, accessibility, and comfort.

A streetscape program should be developed for interior streets and the segments of Route 7, Haycock Road and Great Falls Street that lie within the vicinity of the TSA to provide a benefit to commuters and to make the walk to the Metro station more pleasant. Special treatment along both sides of these streets should include street trees, pedestrian-level lighting, coordinated graphics and street furniture. Streetscape design should transition into existing and programmed sidewalks and should be provided as part of any new development.

Throughout the TSA and surrounding communities, new sidewalks and sidewalk improvements should be constructed after soliciting and receiving community feedback to facilitate access between the Metrorail station, new development, and existing neighborhoods. For those pathways that can accommodate possible bicycle trails, the decision regarding specific bicycle routes should consider the input of each affected community.

TRANSIT DEVELOPMENT AREA (TDA)

The portion of the West Falls Church TSA that is generally defined as the area within a five-to-seven-minute walk of the station is appropriate for higher intensity, mixed-use development and is identified as the "Transit Development Area" (TDA). The TDA is divided into two land units and three subunits, as illustrated in Figure 14. The 47-acre TDA-area offers the most viable opportunities for development and redevelopment. The TDA includes the WMATA property (Sub-unit A-1) and the Virginia Tech (VT) property (Sub-unit A-2). Other property within the TDA includes The Village at West Falls Church and The Pavilion communities which are currently developed as planned, and comprise Sub-unit A-3. The TDA 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.

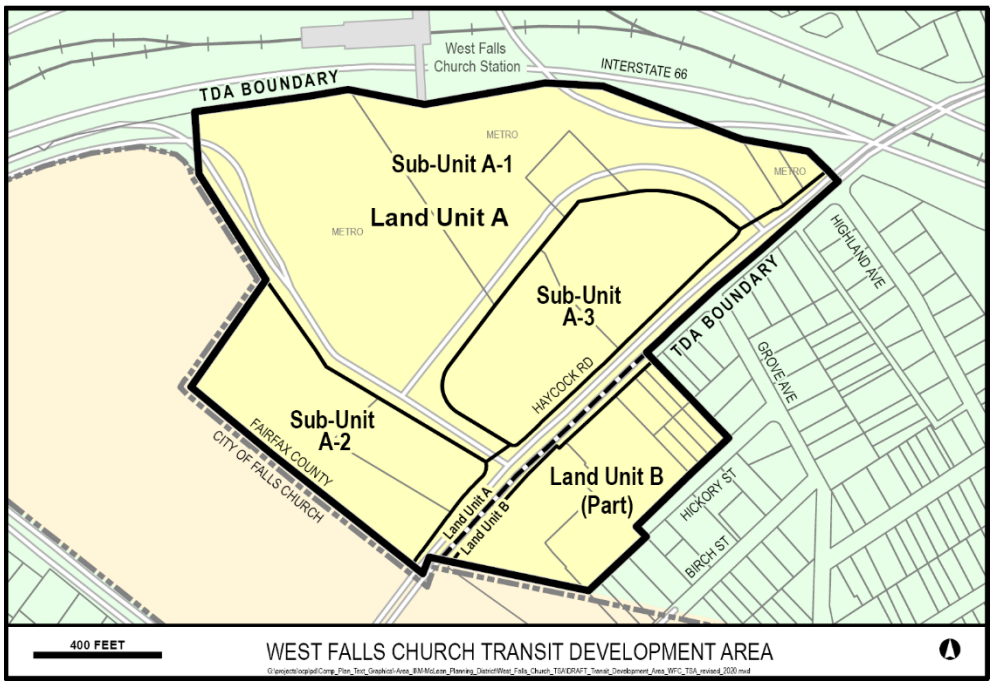
The plan for the TDA orients new development to the Metrorail station while addressing the impact on the surrounding community. New development should serve to enhance the character, appearance and function of the area and improve access to the station for all modes of travel. Open spaces should consider a range of activities that support community needs. Pedestrians and cyclists should be prioritized through high-quality streetscapes that incorporate wide sidewalks, trees, street furnishings, and bike facilities, where appropriate. Urban design should be context-sensitive, resulting in positive impacts for the community by encouraging redevelopment efforts that respect the scale and character of nearby stable residential areas.

Each of the land units/sub-units has a base level recommendation that reflects how the land unit is currently zoned or developed. An optional level of development is recommended to achieve the goals and objectives for the West Falls Church TSA, 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. To achieve these goals and objectives, it is necessary that new development be responsive to general criteria and site-specific conditions which further guide the character of new development and mitigate potential impacts. To achieve the optional level of development, all site-specific conditions and all of the general development criteria must be met. For any proposed development beyond the base level, discretion exists on the part of the Board to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

The TDA is planned for a maximum level of development, which includes both existing and new development of:

- 1,720 dwelling units;
- 301,000 square feet of office use;
- 48,000 square feet of retail use;
- 160,000 square feet of institutional use.

This maximum development potential is divided among the land units and sub-units, each of which is subject to a maximum recommended FAR.



WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA FIGURE 14

Transportation for the TDA should facilitate multimodal travel by providing high-quality transit infrastructure, enhancing the pedestrian and bicycle network, and providing a grid of streets that connects to major roads, such as Route 7 and Haycock Road. Improvements are needed throughout the TSA to enable access to the Metrorail station and any new development. Within the TDA, specific attention should be given to a system of pedestrian walkways and bicycle facilities which not only facilitate safe and comfortable access to the station and surrounding development, but also serve as a cohesive element to tie adjacent neighborhoods, parcels and uses together. The following are recommendations that will help shape the transportation network in the TDA:

1. Create primary automobile, pedestrian, and bicycle routes within the TDA that generally reflect those shown in Figures 13 and 15.

2. With any new development in Sub-units A-1 and A-2, construct a parallel street to Haycock Road that serves as a direct route to the Metrorail station, as depicted in Figures 13, 15, and 16. The parallel street should be implemented with the first phase of development. Accommodations for pedestrian and bicycle travel should be made along this route, including continuous dedicated bicycle lanes from the County boundary line to Haycock Road.

3. Improve pedestrian and bicycle connectivity between the WMATA Metrorail station and neighborhoods within and surrounding the TDA, including but not limited to Idylwood Road across the WMATA rail yard and along Haycock Road to Great Falls Street.

4. Maintain an adequate amount of structured parking to serve park-and-ride Metrorail users.

5. Improve the intersection of Chestnut Street and Route 7 to better distribute traffic and provide access to area destinations for pedestrians, bicyclists, and vehicles, while protecting the adjacent neighborhoods from cut-through traffic.

6. Provide connectivity to neighborhoods surrounding the TSA by including safe and convenient crossings for pedestrians at signalized intersections along Haycock Road and Route 7. Pedestrian crossing distances should be minimized.

7. Provide a minimum 10-foot-wide sidewalk on streets with ground floor commercial and institutional uses and along the primary pedestrian routes. Walkways within the TDA should be landscaped and well-lit at the pedestrian level.

8. Implement design features that provide separation between pedestrians, bicyclists, and vehicles. Within the TDA, accommodate bicycle traffic off-street where possible.

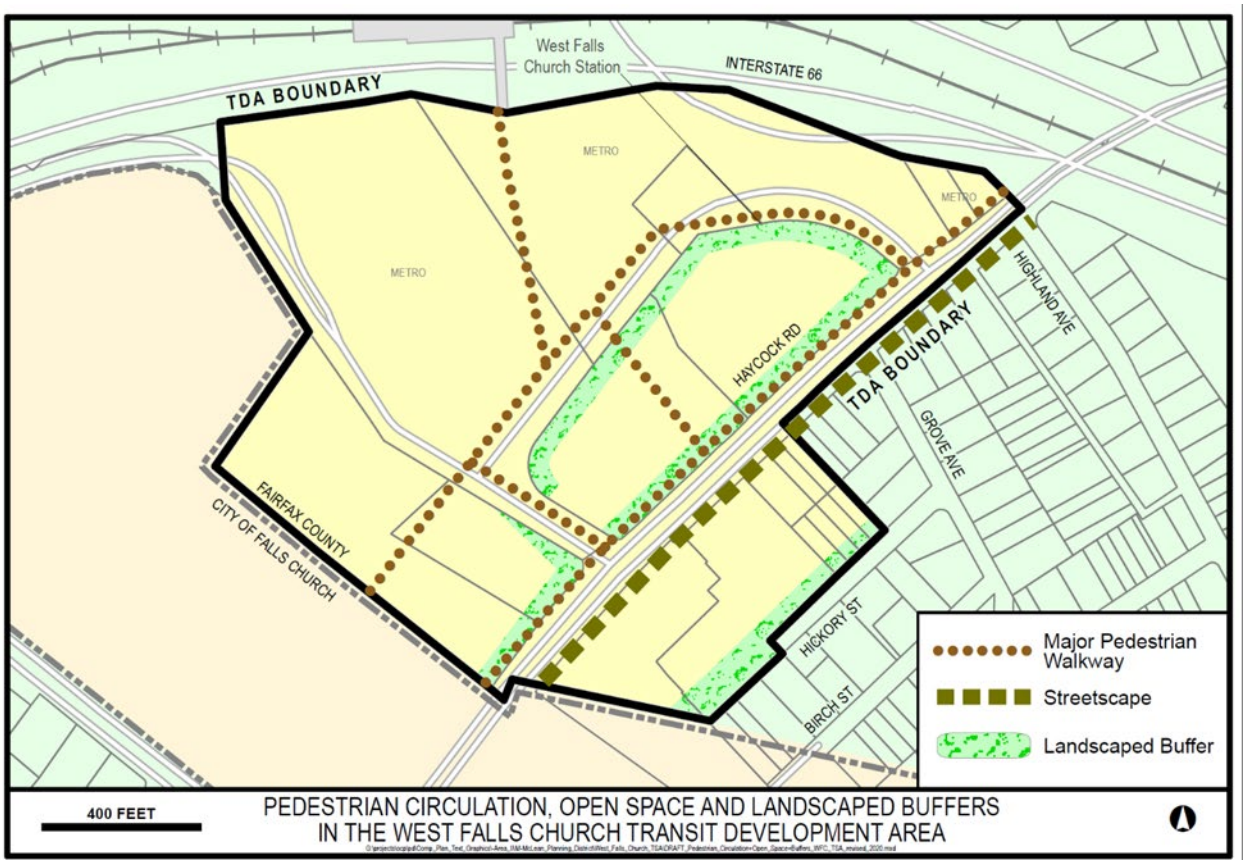
9. Provide a seamless transition for pedestrian and bicycle facilities across the boundary between Fairfax County and the City of Falls Church by maintaining continuity of facility types.

10. Ensure that the road network provides all users with intuitive routes to major destinations, such as the Metrorail station. Wayfinding signage should be provided to direct users to and along these routes.

11. Plant street trees between the street and sidewalk and install pedestrian-scale lighting along roads within Sub-units A-1 and A-2, and along existing roads such as Haycock Road, Metro Access Road, and Falls Church Drive. These amenities should be designed to contribute to pedestrian comfort and should be further developed with streetscape plans that accompany any development plans.

12. Provide for efficient transit bus access to the Metrorail station.

13. Provide secure bicycle parking/storage facilities within the TDA. At a minimum, facilities should be provided proximate to the Metrorail station entrance and to the Virginia Tech campus.



WEST FALLS CHURCH LANDSCAPED BUFFERS AND PEDESTRIAN/BIKE CIRCULATION IN THE TRANSIT DEVELOPMENT AREA **FIGURE 15**

Road improvements, public transit improvements and Transportation Demand Management (TDM) goals at the high end of the trip reduction range or beyond are recommended for the TDA. Careful planning and implementation efforts are required to successfully reduce peak hour vehicle trips. Reductions in traffic volumes contribute to improved livability, walkability, and bikability through more efficient use of the multi-modal transportation system. Development proposals should commit to reduce vehicle trips during peak travel times through the use of TDM strategies per the Fairfax County Comprehensive Plan, Transportation Policy Element and Fairfax County TDM Guidelines. Trip reductions for commercial and residential developments within the TSA should meet or exceed the higher end of the range as outlined in the Fairfax County TDM Guidelines. These TDM efforts include (but are not limited to) ridesharing programs; bus transit planning and promotion; parking management programs; alternative work schedules and teleworking; and non-motorized connections.

All development proposals within the TDA must be responsive to the following development criteria:

1. Provide a development plan that demonstrates high quality site and architectural design, streetscaping, landscaping, urban design, and development amenities.

2. Provide development that is in accordance with height and open space guidance illustrated in Figures 15, 16, and 17. In addition, applicable urban design recommendations for the specific land unit/sub-unit should be used.

3. Provide off-site public road improvements, or funding of such improvements, to accommodate trips generated by the development. Off-site transportation improvements that accommodate safe access to the Metrorail station should be strongly encouraged. 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 County including through TDM programs, especially those which encourage the use of Metrorail and transit services.

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

5. Construct visual cues to indicate transitions from commercial to residential areas, such as tree plantings, landscaping, and signage.

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

7. Provide price-appropriate housing that will serve the needs of the county's population. Residential developments should comply with the County's Affordable Dwelling Unit (ADU) Ordinance and the Workforce Dwelling Unit (WDU) policy, except as otherwise specified with the income tiers and commitment levels listed below for the WDUs.

Income Tiers for WDUs in the TDA		
Income Tiers	For-Sale Units	Rental Units
Up to 120% of AMI	2%	--
Up to 100% of AMI	3%	--
Up to 80% of AMI	5%	5.0%
Up to 70% of AMI	3%	2.5%
Up to 60% of AMI	2%	2.5%
Total	**15%**	**10%**

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

9. Provide structured parking (above or below grade). If surface parking is permitted, it should include sufficient screening to visually shield views at street level.

10. Consolidate vehicular access points to minimize interference with commuter access to the Metrorail station.

11. Provide stormwater management using Fairfax County's Best Management Practices.

In addition to these general development criteria, site-specific conditions are identified for each of the land units and sub-units within the TDA. The following sections of this document describe the recommended land uses and development levels for each of the four sub-units that comprise the TDA. These recommendations ensure a balanced mixed-use development which is both Metrorail-oriented and compatible with the surrounding community.

LAND UNIT RECOMMENDATIONS

Land Unit A

Land Unit A, shown in Figure 14, is designated primarily for mixed-use development. All such development should be well coordinated to ensure that the area functions as a cohesive whole. Plans should demonstrate that any proposed development will not preclude development of other parcels in the land unit in conformance with the Plan. Considerations should include site design; building location and design; urban design; open space amenities and signage; inter-parcel access, including pedestrian- and bicycle-only connections, where appropriate; roadway realignment or improvements; and parking facilities. Development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner and are consistent with the land use guidance and development potential of the TSA. Proposals should also be compatible with the development on adjacent properties and reflect coordinated phasing of improvements as needed (for example, frontage improvements). Development should be sequenced such that infrastructure and public amenities to support the project, such as roads, sidewalks, and parks, are completed with each phase as required. Consideration should be given to the existing topography of the land unit, which is at its highest point in Sub-unit A-2, and gently slopes downward toward I-66, quickly dropping off immediately before the stormwater pond and I-66.

Land Use Recommendations

Land Unit A is planned for a maximum of 1,600 dwelling units, 301,000 square feet of office use, 48,000 square feet of retail use, and 160,000 square feet of institutional use. Multifamily residential use should be the predominant residential building type.

To create activity during the day and in the evenings and to encourage the use of transit and public spaces while supporting the daily needs of residents, retail or other activating ground floor uses should be included in Sub-units A-1 and A-2. Active ground floor uses, which may include retail, building amenity areas, and other creative spaces that promote street-level activity,

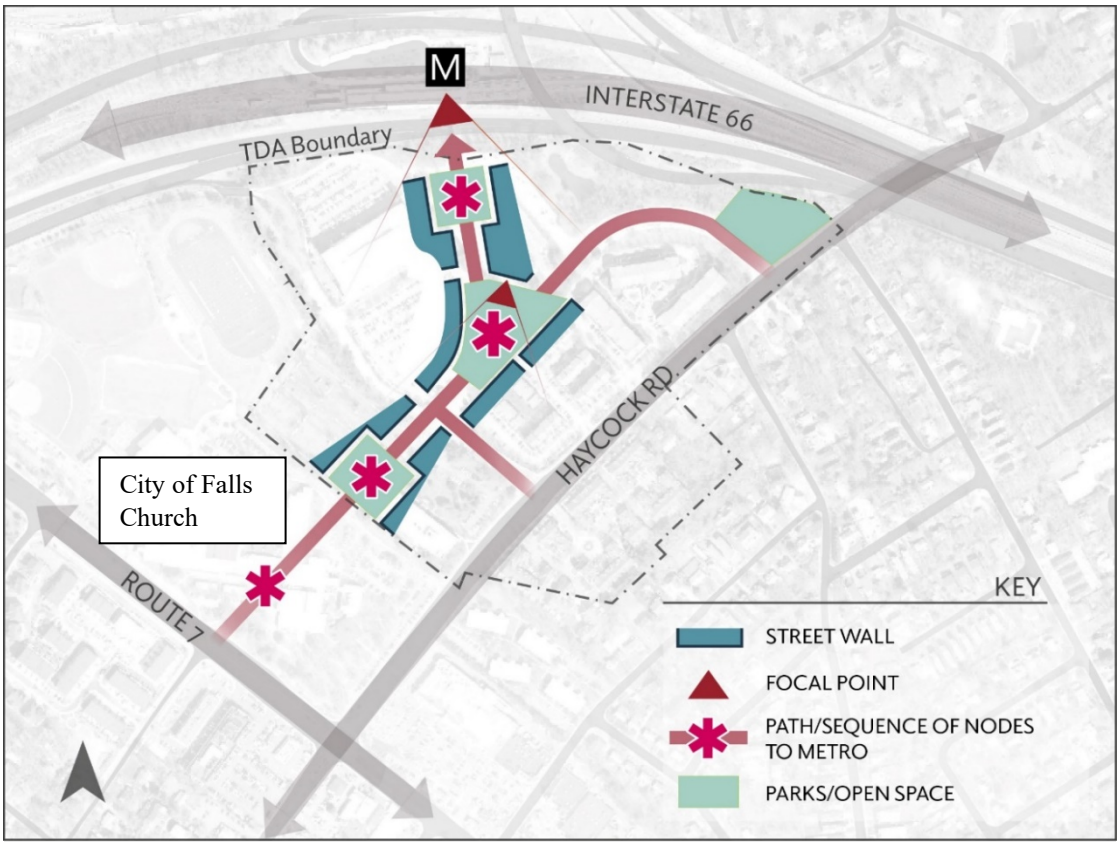
should be focused along the main route from adjacent development in the City of Falls Church to the Metrorail station entrance, rather than on peripheral streets.

Urban Design Recommendations

In Sub-units A-1 and A-2, development should be organized around a street network that connects and orients the surrounding neighborhoods to the station entrance. Development should generally reflect the Urban Design Framework (Figure 16). Along the parallel street to Haycock Road, buildings should face the street and be designed to create a consistent street wall with minimal setbacks and with entrances that open on to it. To further orient transit riders and development towards the station, a visual axis should be created from the center of the WMATA property to the station entrance. This visual axis can be achieved using street alignments and focal points such as parks and plazas, vertically designed public art, and/or signage. Local streets are encouraged to break up larger blocks, provide access to buildings and improve and encourage pedestrian connectivity through the site.

The WMATA commuter parking garage should be treated to minimize the impact of the structure on the public realm. Treatments may include organizing new buildings around the garage to screen it from adjacent streets and public spaces; orienting streets away from it so that it is a less dominant feature of the site; and/or using a combination of architectural screening and landscaping to treat the facades of the structure. Similar treatments should be utilized to minimize the impact of bus bays and kiss-n-ride areas. The site design of Sub-unit A-1 should not preclude future redevelopment of the WMATA commuter parking garage.

Specific urban design recommendations are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. Implementation of these recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the TSA. The implementation of these recommendations should address the recommendations contained in Volume I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas, specifically those chapters pertaining to streetscapes, open space, building design, and placemaking elements. While the West Falls Church TSA is not within a Commercial Revitalization District or Area, the guidelines contain recommendations and urban design ideas for streets, streetscapes, parks, landscaping, parking, building exteriors, and special placemaking features that are appropriate for a TSA and that assist in the creation of complete streets, enhance walkability, and promote a sense of place.



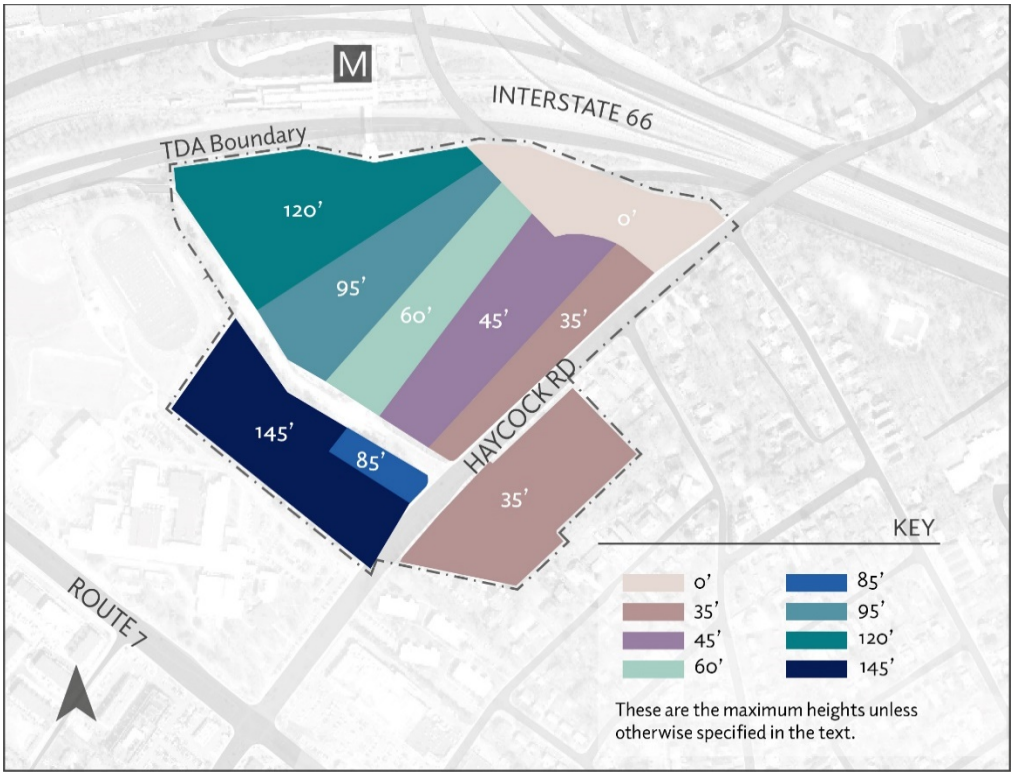
WEST FALLS CHURCH URBAN DESIGN FRAMEWORK **FIGURE 16**

Building Massing and Heights

In Sub-units A-1 and A-2, any new development should be designed to achieve the desired intensity goals while addressing impacts on the surrounding community. Building design should avoid large undifferentiated horizontal or vertical massing using techniques such as façade breaks, roof line modulation, balconies, and variations in materials. These variations create visual interest and variety, allow light to permeate down to the street reducing the impacts of shadows, and can result in elevated outdoor terraces. Building location and massing should minimize long periods of shadow on the street, on adjacent buildings, or in open space, as demonstrated by shadow studies (also called sunlight or solar shading analyses).

Changes in materials, colors, and/or textures should be used to differentiate the ground floor, which, should be designed to engage the street and have active uses. Active ground floor uses can include storefronts, building lobbies, amenities spaces, residential entrances with porches or spaces for residents to congregate, or other creative uses that contribute to vibrant street life. Active ground floor uses, along with façade treatments that enliven the street and public spaces, should be provided particularly on the primary pedestrian route to the Metrorail

station entrance. Visibility into buildings from the street as well as onto the street from within ground floors is encouraged to create lively and active street frontages.



HEIGHT LIMITS IN THE TRANSIT DEVELOPMENT AREA **FIGURE 17**

Maximum building heights are depicted in Figure 17. To create an appropriate transition to established neighboring uses and to reduce the visual impact of new development upon surrounding residential communities, building heights should taper with the tallest buildings adjacent to I-66 and the Fairfax County-City of Falls Church boundary. Building modulation and variations in building heights within a block should be incorporated to distinguish uses, create variety, and to provide light, views, privacy, and effective transitions to existing residential communities. Given the sensitivity to building heights within this site, the developer is expected to work with the community during the design phase to collaborate on the lighting and architectural design of any building façade greater than 85 feet. Step-downs may be appropriate when adjacent to, or across from existing residences (see locations in Figure 17). Portions of the buildings that are directly across from The Village should be no more than 85 feet high. Mechanisms such as shadow studies, cross sections, and building design should be provided to demonstrate that the proposed height does not adversely impact residences in that development.

Transportation

Efficient access to the Metrorail station should be accommodated for all modes of travel, particularly buses. Pedestrian and bicycle connectivity should be provided between Sub-units A-1 and A-2 and neighboring communities. Streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping should be provided to encourage pedestrian activity. Pedestrian and bicycle facilities within the Sub-units A-1 and A-2 should accommodate and be designed to attract users while contributing to placemaking. To provide a complete network, redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation; active transportation facilities should be constructed on both sides of all roadways. The following are recommendations that will help shape the transportation network in the Land Unit:

1. Complement the station's use as a transit hub by ensuring efficient circulation and enhancing the station entrance area. The surrounding road, pedestrian and bicycle network should support additional development while maintaining access to the station for all modes of travel.

2. Provide walkways along Haycock Road and the primary road linking the City of Falls Church, Sub-unit A-2, and Sub-unit A-1.

3. Construct a 10-foot-wide shared use path along Falls Church Drive between Haycock Road and the proposed parallel street to establish a connection between Haycock Road and the West Falls Church Metrorail station. In addition, this path should be extended along Falls Church Drive to the existing pedestrian/bicycle connection that runs along the ramp access road to Route 7.

4. Accommodate and/or install stations for bikeshare programs and micromobility programs, and designate storage space for dockless bikeshare and micromobility options.

5. Accommodate most parking in structures, either below grade or above ground. On-street parking is strongly encouraged. Surface parking should consist of on-street parking, kiss-n-ride at the Metrorail station, and pick-up/drop-off spaces adjacent to residential, institutional, and commercial uses, as well as the Metrorail station transit plaza.

6. Maintain or provide a new direct pedestrian access to the Metrorail station from Land Unit A-3 through Land Unit A-1, taking into account site design, building placement, open space, and roadway alignment.

Parks, Open Space, and Landscaped Buffers

In Sub-units A-1 and A-2, publicly accessible open space should be provided in accordance with the Urban Parks Framework, including minimum park acreage standards. Figures 15 and 16 show the recommended location of open space and landscaped buffer areas, which 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. Landscaped buffers should be provided in accordance with Objectives 8 and 14 of the Land Use Element of the Policy Plan.

In Sub-units A-1 and A-2, the open space concept should include a network of urban park spaces that support both transit and resident activities. The network should consist of a range of park types, such as civic plazas, common greens, pocket parks, and recreational parks. A central green space should incorporate amenities and activities that complement the adjacent uses. A plaza with public art, or gateway features should be provided to mark the entrance to the Metrorail station and provide space for transit station amenities.

Parks, open spaces, and landscaped buffers should promote environmental stewardship and the creation of a connected network of environmental features throughout Sub-units A-1 and A-2. Planting areas should incorporate a diversity of native trees, shrubs, and perennials to increase the habitat value of each site and be designed to ensure healthy growing conditions for all plantings. Corridors should be designed to incorporate continuous planting areas, where feasible, with healthy soils and trees planted at regular intervals, helping to manage the quantity and quality of water entering the stormwater system and community waterways, regulate ambient temperatures and air quality, provide comfortable pathways for exercise, and serve as wildlife habitat.

Enhanced wayfinding and pedestrian access should be provided for major destinations, such as the Metrorail station entrance and to the recreational park. In Sub-units A-1 and A-2, public art in public spaces is encouraged both to help foster a sense of place and community identity and to contribute to wayfinding.

Environment

The following environmental recommendations apply to proposed development in Sub-Units A-1 and A-2:

1. Create a more sustainable community by applying best practices and sustainable technologies in site design, streetscapes, stormwater management, resource conservation, and other efforts to protect and enhance the built environment and ecological resources, to improve energy and natural resource conservation and management, and to enhance the human environment.

2. Prioritize the preservation of healthy, native plant species, particularly surrounding the stormwater management pond and where landscaped buffers are identified in Figure 15.

3. Provide stormwater quantity and quality control measures with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. Green Stormwater Infrastructure (GSI) should be incorporated to help achieve runoff reduction goals. Examples of GSI include urban bioretention, permeable pavements, and green roofs. GSI is designed to protect, restore, and/or mimic nature and to evapotranspire water, filter water through vegetation and/or soil, return water into the ground, and/or reuse water. Stormwater management measures should be phased in with those portions of the site being redeveloped. Each phase should adequately meet stormwater quality and quantity standards.

4. The peak runoff rate released from the site in the post-developed condition for the 10-year, 24-hour storm should be at least 40% less than the peak runoff rate released in the existing condition for the same storm.

5. Provide phosphorus load reductions on-site that meet the most current regulatory requirements.

6. Incorporate natural landscaping within each site for the creation of a larger landscape in which the aesthetic and ecological functions of landscapes installed in the built environment are improved with a focus on clean air, clean water, runoff control, the maintenance of healthy soils, mitigation of the urban heat island effect, the provision of habitat, and support for human health and well-being.

7. Minimize light pollution and glare in accordance with Objective 5 of the Environment element of the Policy Plan, especially for taller buildings with the potential to cast light on nearby residential properties. This may be accomplished through the use of full cutoff fixtures, directional shields, and lower color temperature bulbs, among other methods. Lighting should promote a safe environment while enhancing the character and appeal of the public realm.

SUB-UNIT RECOMMENDATIONS

Specific recommendations and the distribution of development potential among sub-units is noted below:

Sub-unit A-1

This sub-unit (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2) is planned for public facility use at the base level. At the optional level, the site is planned for mixed-use at a maximum intensity up to 0.96 FAR, inclusive of bonus intensity, with between 105,000 and 120,000 square feet of office use, and between 10,000 and 30,000 square feet of ground floor, community-serving retail or active ground floor uses. Residential use should not exceed a maximum of 900 dwelling units, including approximately 80 townhomes. The 900 units are inclusive of affordable and workforce dwelling units and associated bonus units. Development should be sequenced such that infrastructure and public amenities, such as roads and parks, are provided with the first phase. Other than the park noted in Figure 16, no development is anticipated in the area planned for 0' maximum building height adjacent to I-66.

To achieve the optional level of development, proposals should conform to the recommendations for the TSA, TDA, and Land Unit A, as well as the following site-specific conditions:

Land Use and Urban Design

1.1. Townhouse and/or stacked townhouse uses are preferred on the periphery of the sub-unit to provide a transition to The Villages at West Falls Church and the Pavilion developments in Sub-unit A-3. Townhouses may be appropriate elsewhere in the sub-unit if they further the urban design guidance and other TDA and Land Unit

recommendations and contribute to the sense of place. These units may include live-work units, office space, or other uses that promote interaction with the adjacent street. Townhome ground floors should be elevated from the street so that there some degree of privacy from the right-of-way. Front gardens may also be utilized for privacy. Tall ceiling heights are encouraged on the ground floor to promote flexibility for the use of the space.

1.2. The office component should be located adjacent to the Metrorail station entrance and should be oriented toward the station entrance.

Parks and Open Space

1.3. A civic plaza with a focal element, unique placemaking features, and adjacent active ground floor uses should be provided near the Metrorail station entrance. The plaza should be located and designed to minimize any potential adverse impacts from the transit facility/bus bays.

1.4. One or more parks with neighborhood recreational facilities, such as a playground, dog park, sport court, or other similar active uses should be incorporated to support residential uses.

1.5. Linear recreation spaces such as outdoor fitness trails should be incorporated as a link between the core of the development and nearby recreational areas within the Land Unit. Continuous linear spaces for recreation can provide amenities that can be linked with pedestrian and bicycle street elements and enhance visual connections between urban park spaces.

1.6. The area identified for a maximum building height of 0' in Figure 17 should remain a natural area.

Subunit A-2

This sub-unit (Tax Maps 40 3((1)) 92 and 92A) is planned for institutional use at its base level, as it is currently developed.

At the optional level, the sub-unit is planned for mixed-use development up to an intensity of 2.5 FAR, inclusive of bonus intensity, with a maximum of 440 multifamily residential units, approximately 18,000 square feet of retail use, up to 181,000 square feet of office use, and up to 160,000 square feet of institutional use. The 440 units are inclusive of affordable and workforce dwelling units and associated bonus units. Development should be sequenced such that infrastructure and public amenities, such as roads and parks, are provided with the first phase. To achieve the optional level of development, proposals should conform to the recommendations for the TSA, TDA, and Land Unit A as well as the following site-specific conditions:

Land Use and Urban Design

2.1. To create appropriate transitions to established neighboring uses in Sub-unit A-3, careful consideration should be given to building heights, including tapering down in height, use of step-backs, and/or other creative design solutions.

Parks and Open Spaces

2.2. A linear park should be incorporated along the primary road through the sub-unit, providing continuity between the City of Falls Church, Sub-unit A-2, and Sub-unit A-1.

2.3. A civic plaza-type park with a focal element, visual amenities, and unique placemaking features should be provided near the entrance to the Virginia Tech building to provide for a public gathering space set aside for civic purposes and commercial supporting activities.

2.4. Pocket parks and small-scale open spaces should be incorporated into the design for casual use by people living and working in the immediate area. These spaces may consist of hardscape elements or lawn and landscaped areas, and seating and visual amenities.

2.5. An open space amenity with significant landscaped buffering such as a linear park should be provided on the south side of Falls Church Drive as a transition between Sub-units A-2 and A-3.

Sub-unit A-3

(Tax Map 403((35)) and Tax Map 40-4((42)). This sub-unit is developed with 252 dwelling units and is planned for residential use not to exceed a maximum of 260 dwelling units.

Portion of Land Unit B - Haycock Road South

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 at Westfalls townhouse development. (See Figure 12). Parcels immediately to the west of Grove Avenue are not included in the area recommended for redevelopment. (See Figure 14). The portions that are recommended for redevelopment should provide a 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.

At the base level, 4 dwelling units are appropriate for Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23. For Land Unit B an intermediate level of development of 17 dwelling units 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.

At the optional level, 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.

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 TDA and on the same block may 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 any changes to the recommendations for this area should be based upon mitigation of any transportation impacts.

The balance of the TSA 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 Metrorail station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties.

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."

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan map will not change.

TRANSPORTATION PLAN MAP:

Countywide Transportation Plan Map: Add orange lines

J10- Jefferson North Community Planning Sector, Figure 34, Page 71: Add orange lines

J10- Jefferson North Community Planning Sector, Figure 35, Page 72: Add orange lines, remove "Primary Highway Service Drive" note

M3- Kirby Community Planning Sector, Figure 22, Page 106: Add orange lines

M2- West Falls Church TSA, Figure 15, Page 90: Add orange lines, remove "Primary Service Drive" note and "Separate Site Access" note

M2- Pimmit Community Planning Sector, Figure 19, Page 98: Add orange lines, move "Primary Highway Service Drive".