



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2013-II-M1
January 27, 2015

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

SUPERVISOR DISTRICT: Dranesville, Providence

PLANNING AREAS: Areas I and II

PLANNING DISTRICTS: McLean and Jefferson

SUB-DISTRICT DESIGNATION:

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

PLANNING COMMISSION PUBLIC HEARING:

Thursday, February 12, 2015 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:

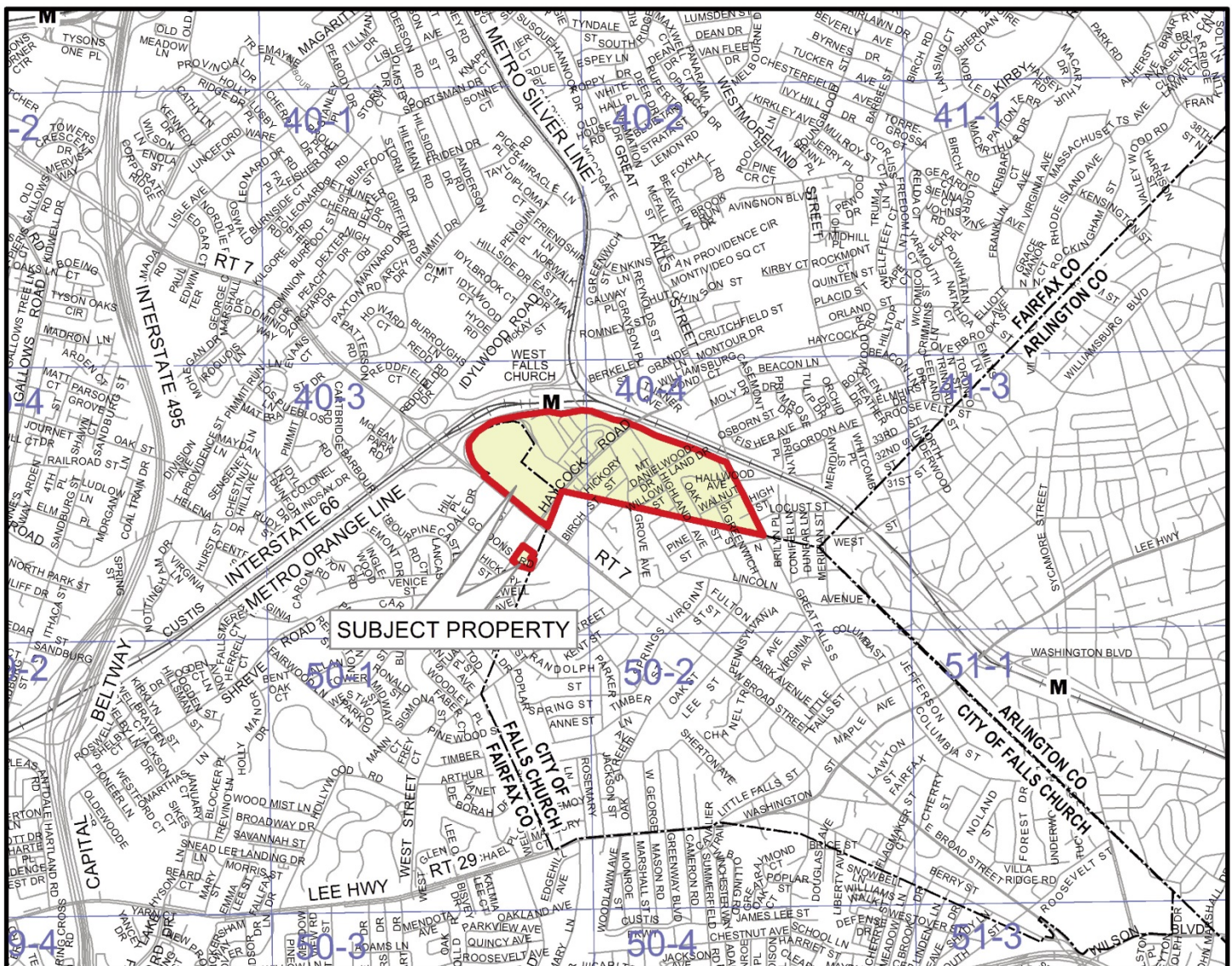
Tuesday, March 24, 2015 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.

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



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
WEST FALLS CHURCH TRANSIT STATION AREA EDITORIAL UPDATE

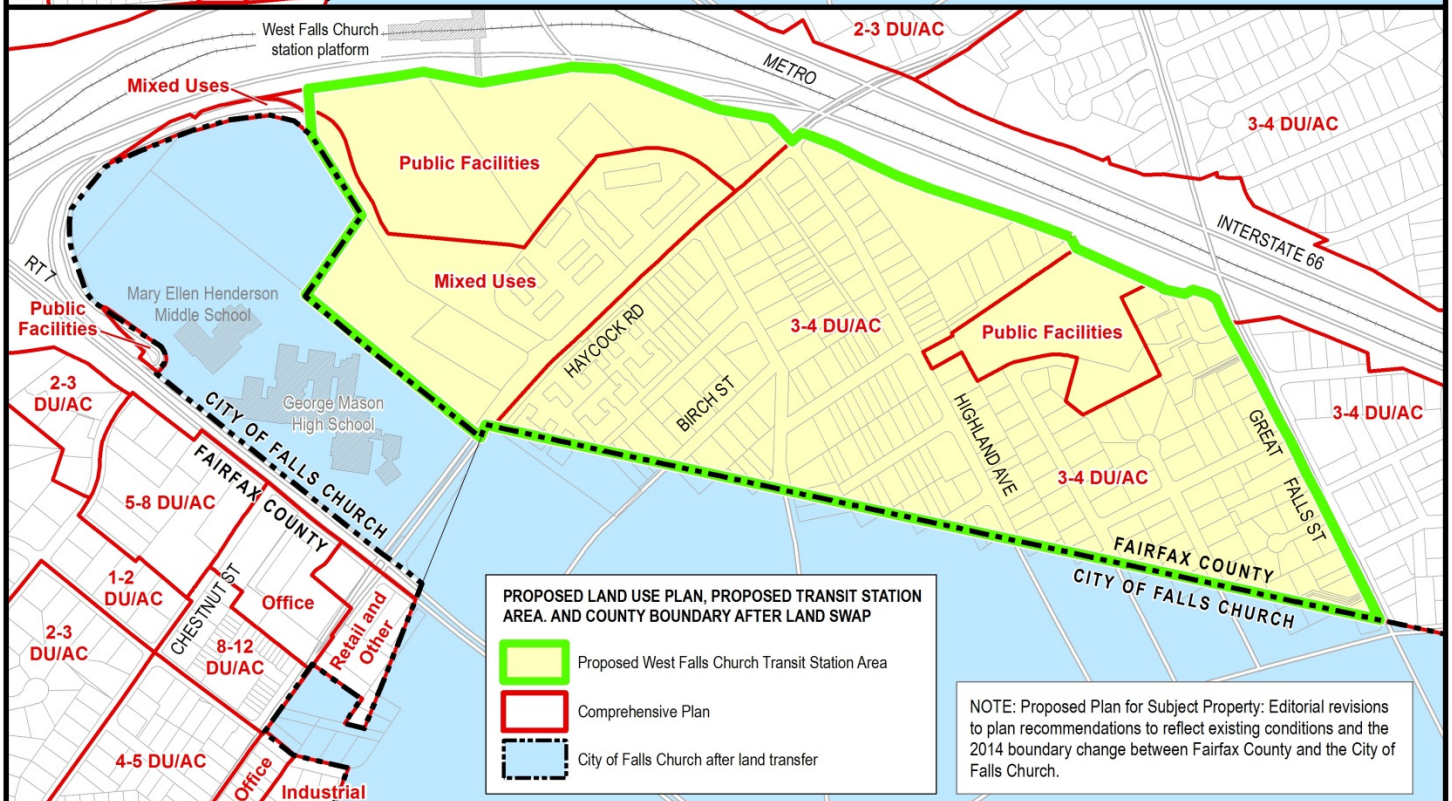
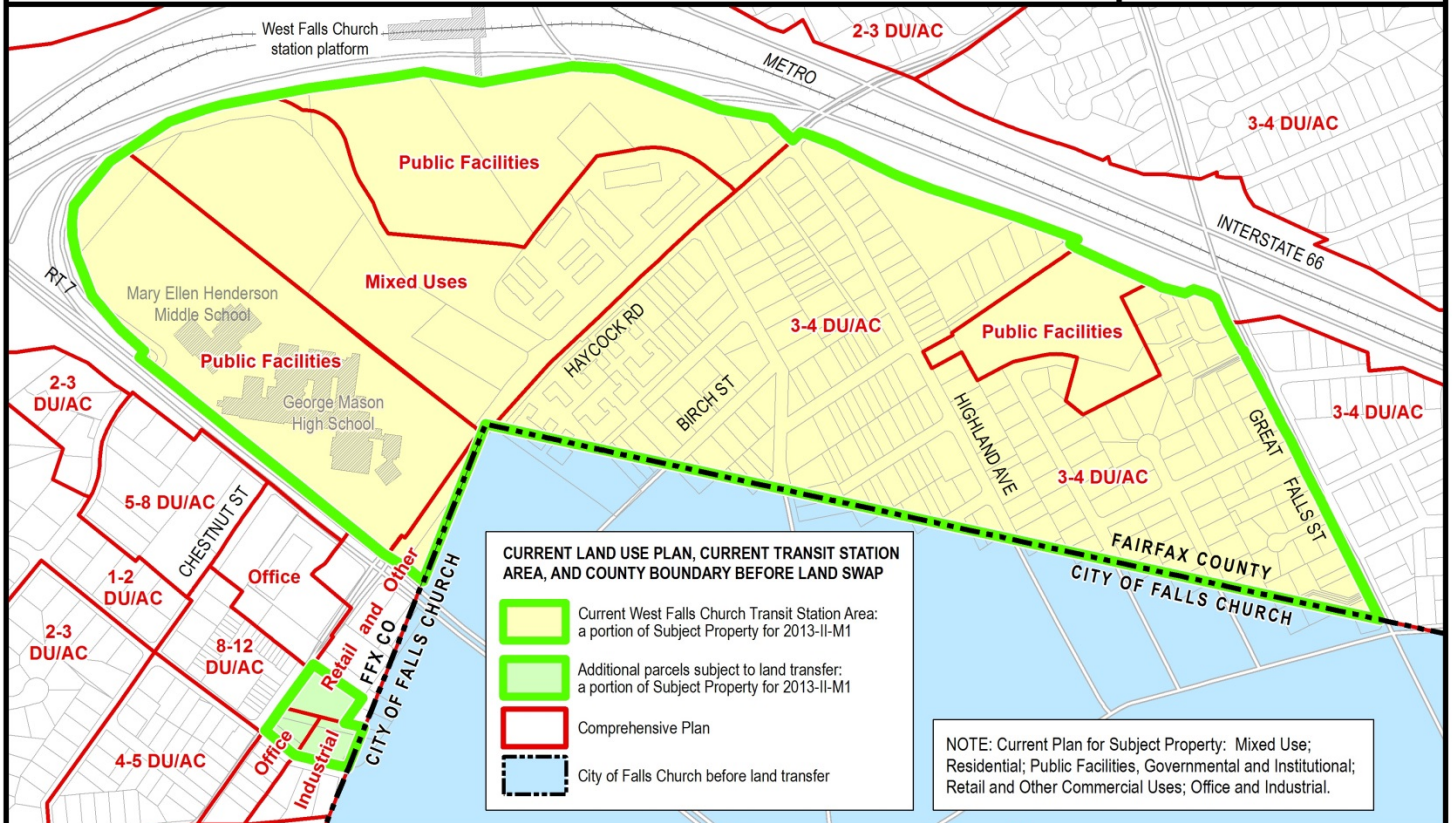


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CURRENT PLAN AND PROPOSED CHANGES

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGES TO SUBJECT PROPERTIES

ITEM: 2013-II-M1
January 27, 2015



1000 FEET

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



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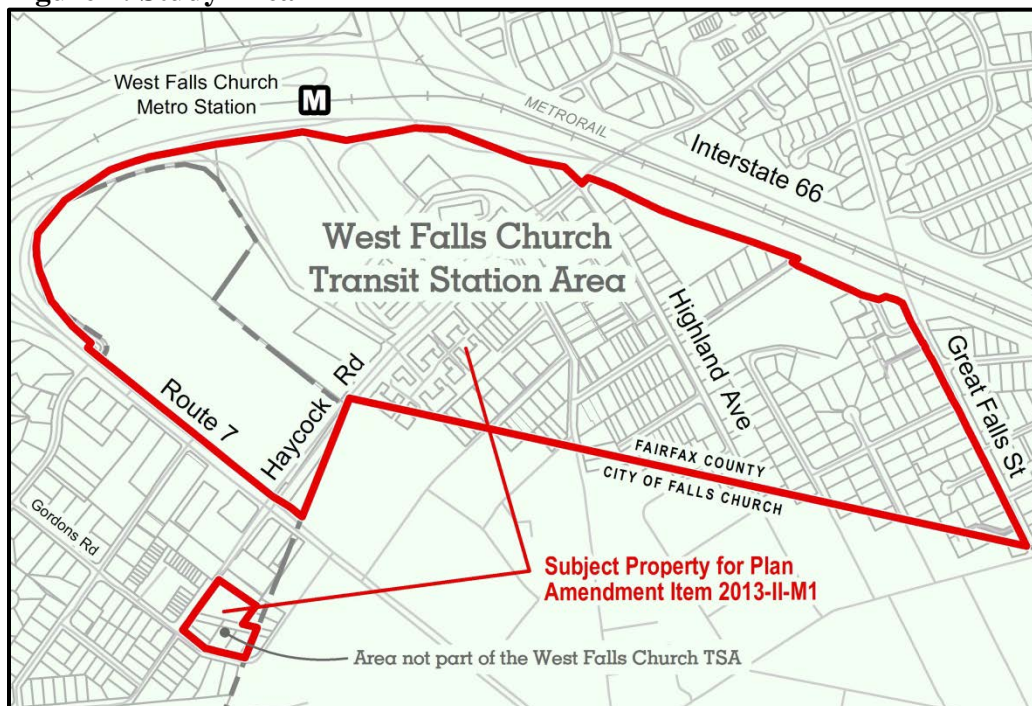
STAFF REPORT FOR PLAN AMENDMENT 2013-II-M1

BACKGROUND

On July 9, 2013, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2013-II-M1 to direct staff to consider an area wide editorial update of the West Falls Church Transit Station Area (TSA) and to revise the Fairfax County boundary to reflect the 2014 boundary change between the county and the City of Falls Church. The proposed Plan Amendment includes all parcels within Land Units A, B, C, D and E of the West Falls Church TSA and former Parcels 40-3 ((1)) 115A; 40-3 ((12)) 14, 15, 23A, 24, 25, 26, and 26A within the Jefferson North Community Planning Sector.

The Board of Supervisors authorized the Plan Amendment in response to the voluntary boundary adjustment between the City of Falls Church and Fairfax County, effective January 3, 2014. The boundary adjustment was a condition of the sale of the Falls Church Water System to Fairfax Water, which allowed the City of Falls Church to annex 38.4 acres located in Fairfax County. The City of Falls Church owned the majority of subject parcels prior to the boundary change. The largest parcels total 34.6 acres and contain the City of Falls Church's George Mason High School and Mary Ellen Henderson Middle School, located on Leesburg Pike. In addition, the City of Falls Church annexed the 2.4 acre Falls Church Public Works Yard located in the Jefferson North Planning Sector on Shreve Road, two privately owned parcels consisting of .62 acres owned by Federal Realty Investment Trust, an unnumbered portion of a City of Falls Church Parcel located in Fairfax County totaling 28.7 square feet, and a .77 acre portion of the Haycock Road right-of-way running parallel to the George Mason High School and Mary Ellen Henderson Middle School.

Figure 1: Study Area



CHARACTER OF THE AREA

The West Falls Church TSA is bounded by Interstate 66 to the north, the City of Falls Church and Leesburg Pike to the south, and Great Falls Street to the east. South of the TSA in the City of Falls Church, the area is characterized by detached single family homes, multifamily residential and commercial development along Leesburg Pike/Broad Street, including the Falls Plaza Shopping Center. To the north, across Interstate 66, is the Washington Metropolitan Transit Authority (WMATA) Rail Yard as well as single family homes.

The focal point of the West Falls Church TSA is the West Falls Church Metro Station. Although the station platform is located outside of the TSA within the median of Interstate 66, the station facilities are located within the TSA and include kiss and ride facilities, bus bays, bicycle racks and lockers, and surface lot and garage parking for 2,009 vehicles.

To the south of the metro station is the University of Virginia and Virginia Tech Graduate Education Center. The City of Falls Church's George Mason High School and Mary Ellen Henderson Middle School are adjacent to the University of Virginia and Virginia Tech Graduate Education Center. To the east of the station, along both sides of Haycock Road, is multifamily housing consisting of 340 units. The remainder of the West Falls Church TSA, between Haycock Road and Great Falls Street, consists of 197 single-family detached homes that are part of the Ellison Heights Neighborhood. Additionally, Mount Daniel Elementary School, a City of Falls Church Public School, is located in this area along North Oak Street.

PLANNING HISTORY

The West Falls Church TSA Plan was adopted in 1985, Amendment No 84-10, in anticipation of the opening of the 1986 extension of the Orange Line from Ballston in Arlington County to Vienna in Fairfax County. The West Falls Church TSA was the result of a four year study of transportation and land use around the extension of the Orange Line. The goal of the West Falls Church TSA Plan was to concentrate development in an area within a 5 to 7 minute walk of the metro station, while protecting the stable residential neighborhoods beyond this walking distance. The area within a 5 to 7 minute walk of the station was designated as the Transit Development Area (TDA). The TDA consists of Land Unit A and a portion of Land Unit B of the West Falls Church TSA. (Figure 2)

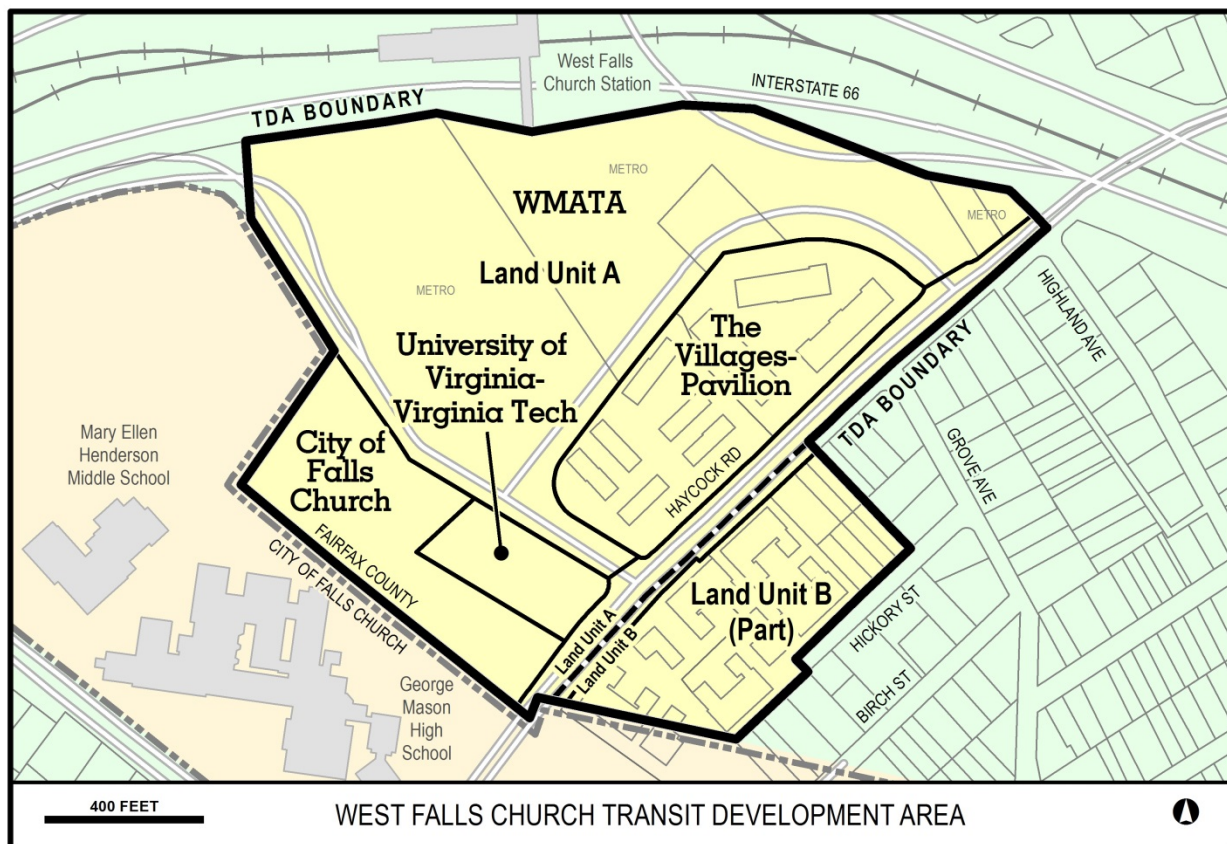
In February 1995, the Board of Supervisors adopted Comprehensive Plan Amendment S94 – II – M1, creating the option for 240,000 square feet of institutional use space on parcel 43-3 ((1)) 90, owned by Virginia Tech and the University of Virginia, and parcel 43-3 ((1)) 90A, owned by the City of Falls Church. The institutional use option is in lieu of 130 dwelling units and 43,800 square feet of office/retail space planned for these parcels.

In March of 2002, a Comprehensive Plan Amendment for the WMATA parcels was adopted by the Board of Supervisors, APR-01-II-4M. The Plan Amendment, the result of a 2001 Area Plan Review nomination, replaced 130,000 square feet of planned office/retail use with

recommendations for 30 dwelling units per acre on Parcels 40-3 ((1)) 83, 84 and 93C; 40-4 ((2)) 1 and 2 located adjacent to the University of Virginia and Virginia Tech Education Center and the site of the West Falls Church Station's parking garage and surface lot. This created the potential for an additional 788 dwelling units, increasing the maximum development potential of dwelling units within the TDA from 1,200 to 1,778 dwelling. However, no updates to the figures for the maximum development potential of dwelling units were made in the plan text.

In June of 2013, Comprehensive Plan Amendment S12-I-J1 was adopted by the Board of Supervisors; that removed five land units from the West Falls Church TSA located southwest of Leesburg Pike in the Jefferson Planning District and reduced the planned residential density. The land units were removed from the TSA because the neighborhood is not targeted for transit-oriented development, and because Leesburg Pike creates a barrier between the TSA area and the West Falls Church Metro Station.

Figure 2: Transit Development Area (TDA)



ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan text for the subject area is contained primarily in the Area II, McLean Planning District, amended through 10-28-2014, West Falls Church TSA section of the plan.

Additionally, eight parcels outside of the West Falls Church TSA are included in this proposed amendment, located in Area I, Jefferson Planning District, amended through 10-28-2014, J-10-Jefferson North Community Planning Sector section of the plan. See Attachment 1 for adopted Comprehensive Plan text.

The Comprehensive Plan recommendations focus primarily on the parcels within the TDA and include two options for mixed use development. One option recommends 1,908 dwelling units and 90,000 square feet of office/retail uses; the second option recommends 1,370 dwelling units, 46,200 square feet of office/retail and 240,000 square feet of institutional space for a joint graduate or continuing education facility. For the area outside the TSA, the Comprehensive Plan recommends low intensity commercial and industrial uses.

PROPOSED PLAN AMENDMENT

This proposed Plan Amendment considers removing the following tax map parcels from the West Falls Church Transit Station Area (TSA) and Jefferson North Planning Sector transferred from Fairfax County to the City of Falls Church after the 2014 boundary change: former Parcel 40-3 ((1)) 91, 93, 94, 109A, 109B and 115A; 40-3 ((12)) 14, 15, 23A, 24, 25, 26 and 26A. It also removes two noncontiguous parcels from the West Falls Church TSA: Parcel 40-3 ((1)) 93C and 94A. Finally, this amendment proposes editorial revisions to plan recommendations and existing conditions in the West Falls Church TSA.

ANALYSIS

Land Use

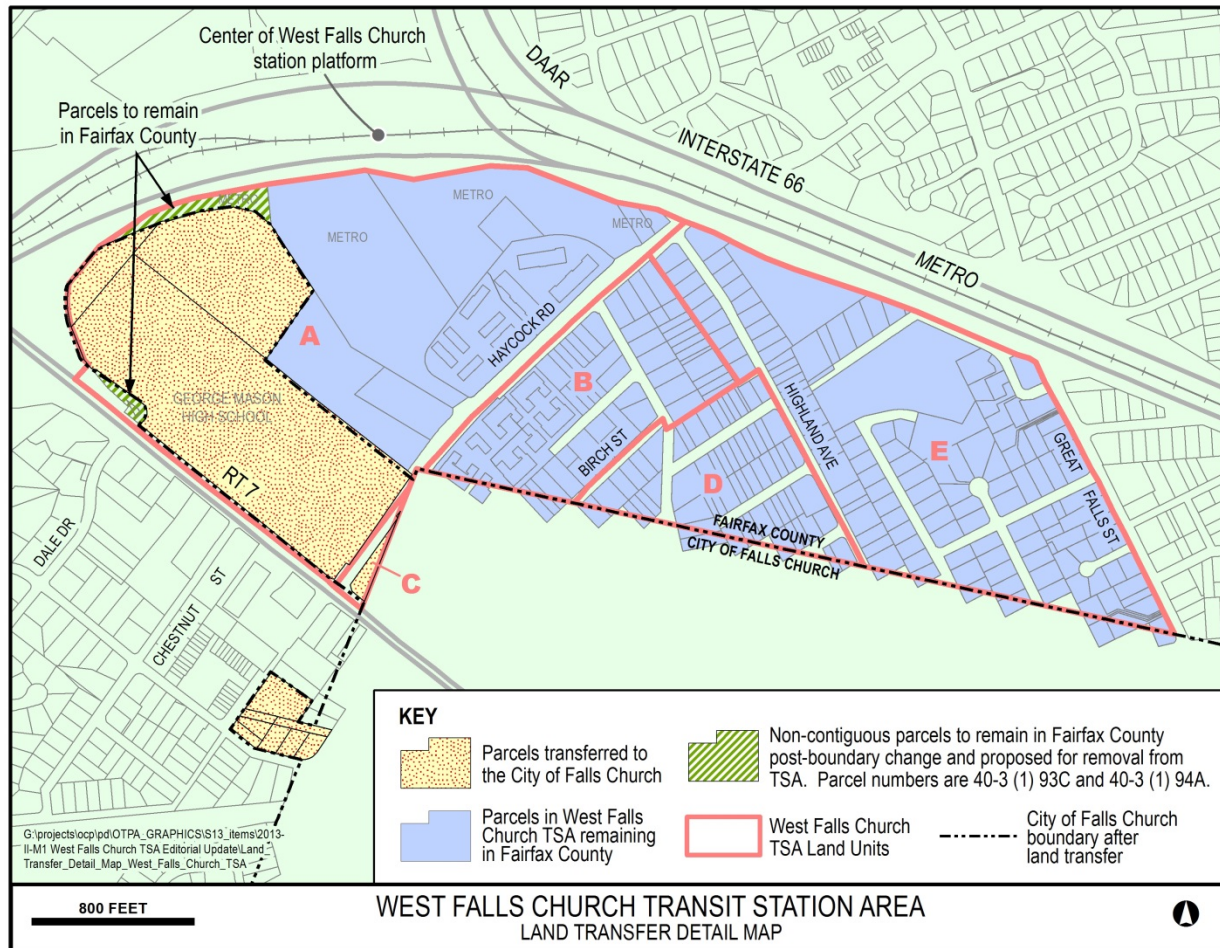
Removal of parcels annexed by the City of Falls Church from the Comprehensive Plan

Eleven out of the thirteen parcels annexed by the City of Falls Church were owned by the City prior to the boundary change. The largest parcels include the 34.6 acre George Mason High School and Mary Ellen Henderson Middle School site, former Parcels 40-3((1)) 91, 93, 94. The boundary adjustment agreement stipulates that 70 percent of the school parcels must be used by the City of Falls Church for school purposes for 50 years. Prior to the boundary adjustment, these parcels were planned for Public Facilities, Governmental and Institutional, and Mixed Use. The Comprehensive Plan contains language that allows a portion of the City of Falls Church Public School tract to be redeveloped at a maximum level of 470 dwelling units. In addition to the City of Falls Church public school tract, eight parcels totaling 2.4 acres located in the Jefferson North Planning Sector, containing the Falls Church Public Works yard, former Parcels 40-3 ((12)) 14, 15, 23A, 24, 25, 26 and 26A; 40-3 ((1)) 115A were also annexed by the City of Falls Church. Prior to the boundary change, these parcels were planned for Industrial, Office and Retail and Other Use. In addition to the parcels owned by the City of Falls Church, two privately owned parcels were also included in the boundary change. These former parcels 40-3 ((1)) 109A and 109B total .62 acres, and comprise a small portion of the parking lot of the Falls Plaza Shopping Center, located in the City of Falls Church. Prior to the boundary change these parcels

were planned for Retail and Other Commercial Use. Finally, the Haycock Road right-of-way, comprising 0.77 acres and parallel to the parcel of George Mason High School was also annexed by the City of Falls Church. These parcels are no longer located in Fairfax County, and this Plan Amendment proposes to remove them from the Comprehensive Plan.

Removal of non-contiguous parcels from the West Falls Church TSA

This Plan Amendment proposes to remove two non-contiguous parcels from the West Falls Church TSA owned by WMATA; Parcel 40-3 ((1)) 93C, and the Falls Church City School Board, Parcel 40-3 ((1)) 94A. These non-contiguous parcels were not part of the boundary change between the City of Falls Church and Fairfax County. However, due to the boundary change, these parcels are no longer contiguous with the West Falls Church TSA. The non-contiguous parcels are located in Land Unit A, between Leesburg Pike and the school parcels annexed by the City of Falls Church and shown on Figure 3. The WMATA parcel, 1.75 acres, contains the access ramp connecting the West Falls Church Metro Station facilities to Leesburg Pike and Interstate 66. The Falls Church City School Board site, .04 acre, contains a utility building for the George Mason High School and Mary Ellen Henderson Middle School site. The Comprehensive Plan recommends these parcels for Public Facilities, Institutional and Governmental Uses. This amendment does not propose to change this designation.

Figure 3: Non-contiguous Parcels

Renamed Land Units

The West Falls Church TSA is comprised of five land units as shown on Figure 4. Land Unit A consists of the Metro Station Facilities, the University of Virginia and Virginia Tech Education Center, the Villages at West Falls Church and the Pavilion Condominium developments. Land Unit A also contains the George Mason High School and Mary Ellen Henderson Middle School sites, now within the City of Falls Church after the 2014 boundary change. Land Unit B consists of the Gates at West Falls Condominiums and single-family residential development. Land Unit C consists of two parcels totaling .62 acre owned by Federal Realty, comprising a small portion of the parking lot of the Falls Plaza Shopping Center in the City of Falls Church. The Land Unit C parcels were annexed by the City of Falls Church after the 2014 boundary change. Land Units D and E are home to the Ellison Heights neighborhood, consisting of stable single family residential development. Additionally, Land Unit E includes Mount Daniel Elementary School. This Plan Amendment proposes to remove Land Unit C from the Comprehensive Plan, as it is no longer within the boundary of Fairfax County. Subsequently, Land Unit D would be renamed Land Unit C, and Land Unit E would be renamed Land Unit D, as shown in Figure 5.

Figure 4: Existing Land Units

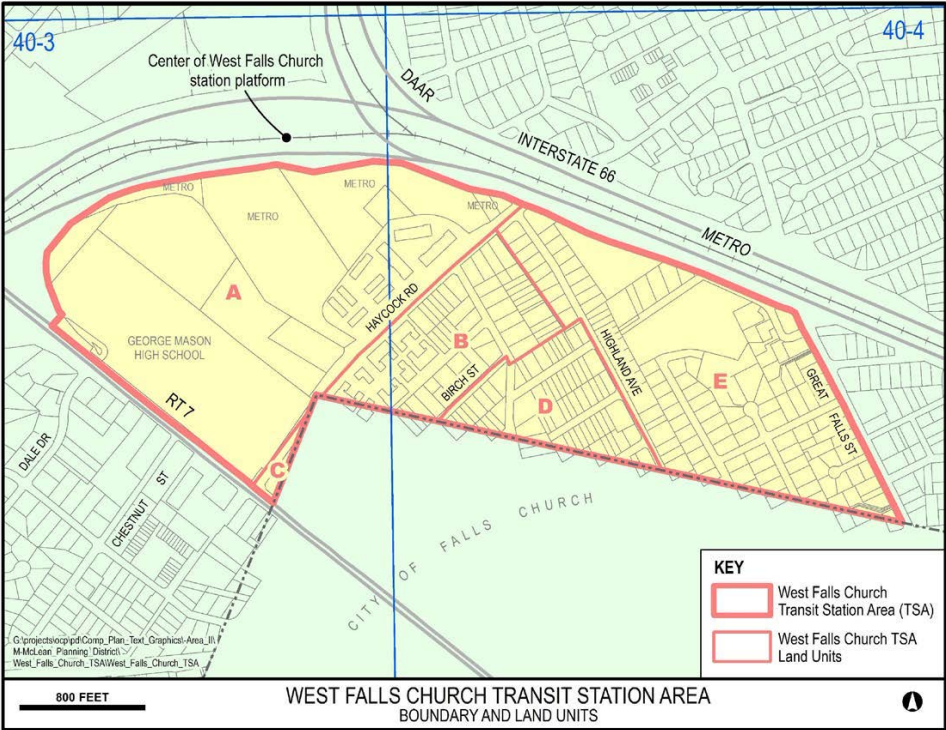
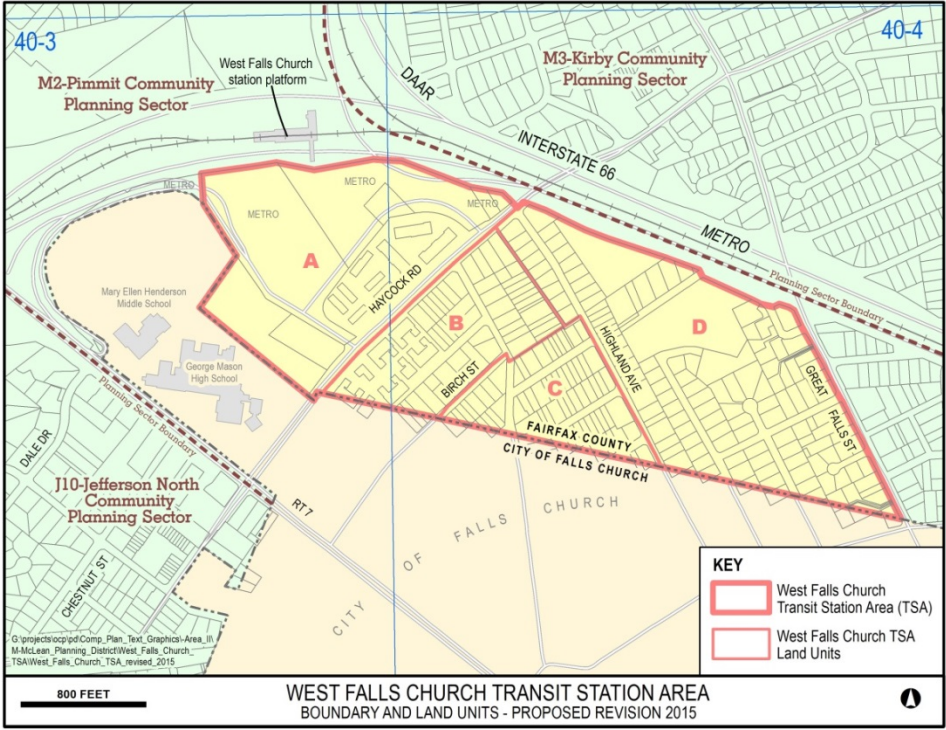


Figure 5: Proposed Land Units



Development Potential

Development potential lies primarily within the TDA, which includes all of Land Unit A and a portion of Land Unit B. There are two options for development within the TDA. Prior to the boundary change, the first option resulted in 1,908 dwelling units and 90,000 square feet of office/retail use. The second option produced 240,000 square feet of institutional use as a joint graduate and continuing education facility on Parcel 40-3 ((1)) 92 and 92A, 1778 dwelling units and 46,200 square feet of office/retail. The option for 240,000 square feet of institutional use is in lieu of 130 dwelling units and 43,800 square feet of office/retail use on these parcels. The maximum residential development potential for the second option is 1,778 dwelling units.

As a result of the boundary change, 470 dwelling units planned for the City of Falls Church School site are no longer within the West Falls Church TDA or Fairfax County. The boundary change results in a reduction of the maximum development potential of dwelling units within the TDA from 1,908 to 1,370, and from 1,778 to 1,240 under the second option as shown in the chart below.

Prior to boundary adjustment			
	Residential	Office/Retail	Institutional
Option 1	1,908 residential units	90,000 square feet	0 square feet
Option 2	1,778 residential units	46,200 square feet	240,000 square feet

Post boundary adjustment			
	Residential	Office/Retail	Institutional
Option 1	1,370 residential units	90,000 square feet	0 square feet
Option 2	1,240 residential units	46,200 square feet	240,000 square feet

In the TDA, residential development is at a lower density than the recommended maximum level in the Comprehensive Plan. In Land Unit A, the Villages at West Falls Church and the Pavilion Condominium Tract, Parcels 40-3((34)) and 40-4((35)), are recommended for a maximum of 400 residential units and 46,200 square feet of office/retail use. Between 1995 and 1997, 252 dwelling units were constructed on this tract. Land Unit B, south of Haycock Road, is recommended for a maximum of 120 units; however, 88 residential units were constructed in the Gates of West Falls Condominium development between 1994 and 1995, and the remaining parcels in this land unit include two detached single family dwelling units on parcels planned for a maximum development of 24 units. The residential units delivered from these developments total 340 units, while the maximum development potential for these tracts under both options is 520 residential units and 46,200 square feet of office/retail development. It is unlikely that the Villages at West Falls Church and the Pavilion Condominium tract will be redeveloped to the maximum recommendations of the Comprehensive Plan; therefore, this Plan Amendment proposes to update the text to reflect the existing conditions of the area. The proposed updates include changing the maximum residential units from 400 to 260 units and removing the

recommendation for 46,200 square feet of office/retail from the plan text. Under the institutional use option that reflects the existence of the joint graduate and continuing education facility, the maximum level of future development for the remainder of the TDA, excluding the Villages at West Falls Church and Pavilion tract in Land Unit A, and the Gates at West Falls Church tract in Land Unit B, is 744 residential units and 138,549 square feet of institutional space. The dwelling units planned for the WMATA tract and the institutional space planned for the City of Falls Church and the University of Virginia/Virginia Tech tract are allowed by the existing zoning.

Villages at West Falls Church and Pavilion Tract		
	Residential	Office/Retail
Prior to adoption of Plan Amendment 2013-II-M1	400 residential units	46,200 square feet
After adoption of Plan Amendment 2013 – II – M1	260 residential units	0 square feet

Total Development Potential within TDA after changes to the Villages at West Falls Church and Pavilion Tract (Post boundary adjustment)			
	Residential	Office/Retail	Institutional
Option 1	1,230 residential units	43,800 square feet	0 square feet
Option 2	1,100 residential units	0 square feet	240,000 square feet

Transportation

The proposed plan amendment recommends no land use changes or density increases; the adoption of this amendment will not have an adverse impact on the transportation network.

Other Comprehensive Plan Recommendations

The proposed plan addresses the Fairfax County and City of Falls Church Boundary change and is editorial in nature. Parks and Recreation, Environmental and Heritage Resources recommendations are not affected by the proposed plan change.

CONCLUSION

The Plan Amendment will update the recommendations for the West Falls Church Transit Station Area to reflect current conditions including development that has occurred under the Comprehensive Plan, and to revise the Fairfax County boundary to reflect the 2014 land transfer from Fairfax County to the City of Falls Church. Additionally, the boundary of the West Falls Church TSA, but not plan recommendations, will be modified to remove non-contiguous parcels resulting from the boundary change. This plan amendment proposes no change to land use or densities within the study area.

RECOMMENDATION

Staff recommends 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 ~~strike through~~. Text shown to be replaced is noted as such.

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

- “5. The parcels fronting on the south side of Shreve Road, Parcels 40-3 ((1)) 108A, 110, 111, 111A, 111B, 111C, and Parcels 40-3 ((12)) 8A, 8B, 11, 13 ~~north of Parcel 40-3((1))23A,~~ are planned for neighborhood-serving commercial uses up to .25 FAR. Substantial screening should be provided along the area adjacent to residentially planned areas north of Shreve Road to minimize any adverse visual or noise impacts.

The parcels fronting on the south side of Shreve Road, south of Gordons Road, Parcels 40-3 ((12)) 16, 116, 117, 118, 118A, 119 ~~and including Parcel 23A~~ and north of the W&OD Regional Park, are planned for coordinated low-rise office use (transitional low-rise office - limited office), well buffered from the residential community north of Shreve Road.”

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

“WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor north of between Leesburg Pike (Route 7) and south of I-66 and the Dulles Airport Access Road DAAR, (Route 267). The Washington Metropolitan Area Transit Authority (WMATA) Metro station itself lies in the median of I-66 and is bordered on the north by the Washington Metropolitan Area Transit Authority (WMATA) Service and Inspection Yard and Haycock Road. To the south are is vacant acreage comprised of parcels owned by WMATA and the City of Falls Church, and adjacent Adjacent to this land is the University of Virginia/Virginia Tech Education Center and George Mason High School. The WMATA Tract and University of Virginia/Virginia Tech Education Center are bounded by the Fairfax County – City of Falls Church boundary. The City of Falls Church’s George Mason High School, Mary Ellen Henderson Middle School, and athletic fields are west of the WMATA Tract and the University of Virginia/Virginia Tech Education Center, within the City of Falls Church. Multifamily residential development is located along Haycock Road. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

Key considerations ~~The major challenges~~ with respect to the West Falls Church Transit Station Area relate to the appropriate transit station-related development at adjacent sites and the protection of the existing residential communities. A result n impact of the Metro station is the increased pressure to develop ~~vacant~~ land and to redevelop certain existing uses in the area. The

accessibility of rail transit has generated pressure to redevelop the adjacent low density residential neighborhoods ~~to the~~ southeast of the Metrorail site. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metro-related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

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

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

RECOMMENDATIONS

Land Use

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

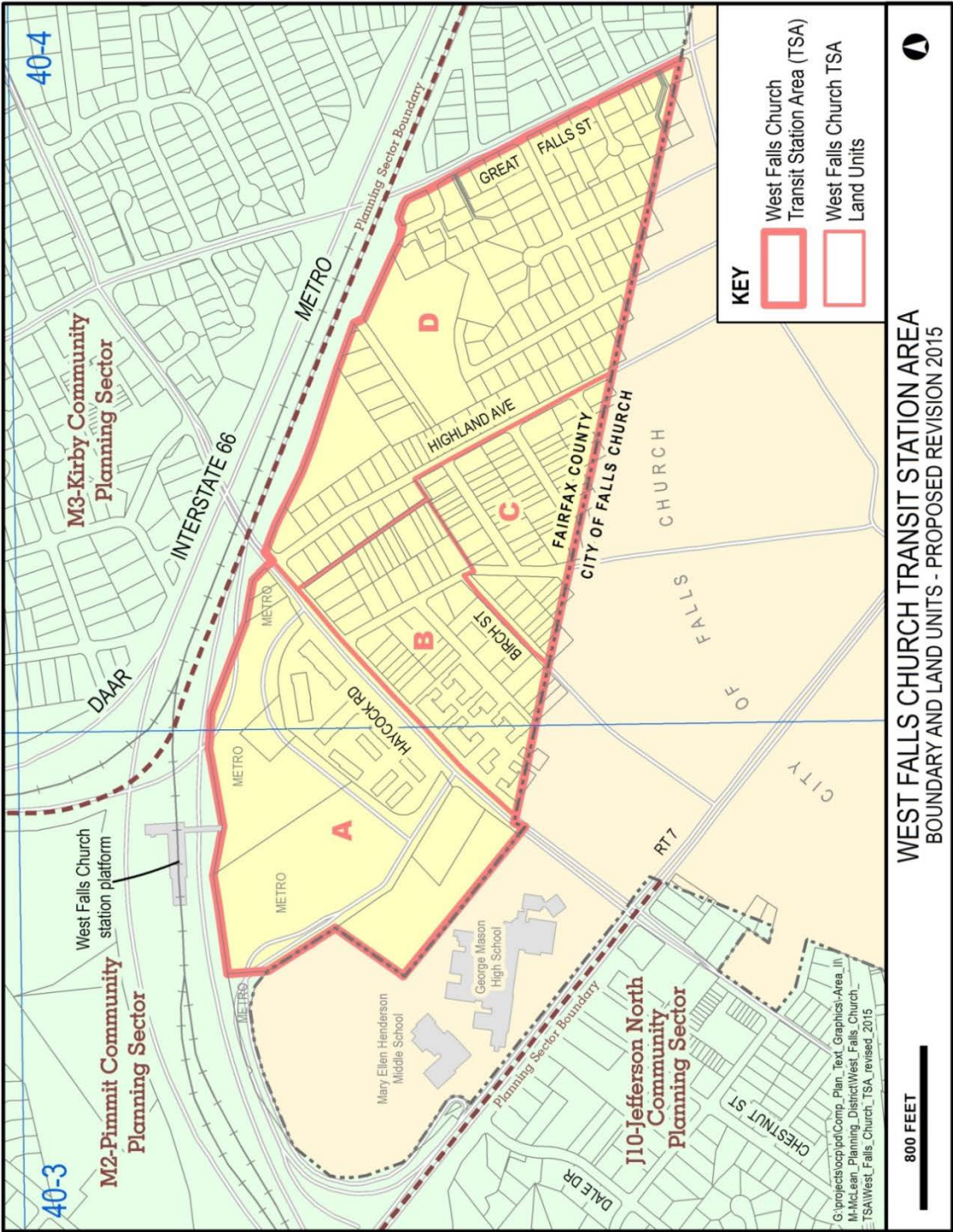


FIGURE 12

WEST FALLS CHURCH TRANSIT STATION AREA
BOUNDARY AND LAND UNITS

Where ~~substantial~~ parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

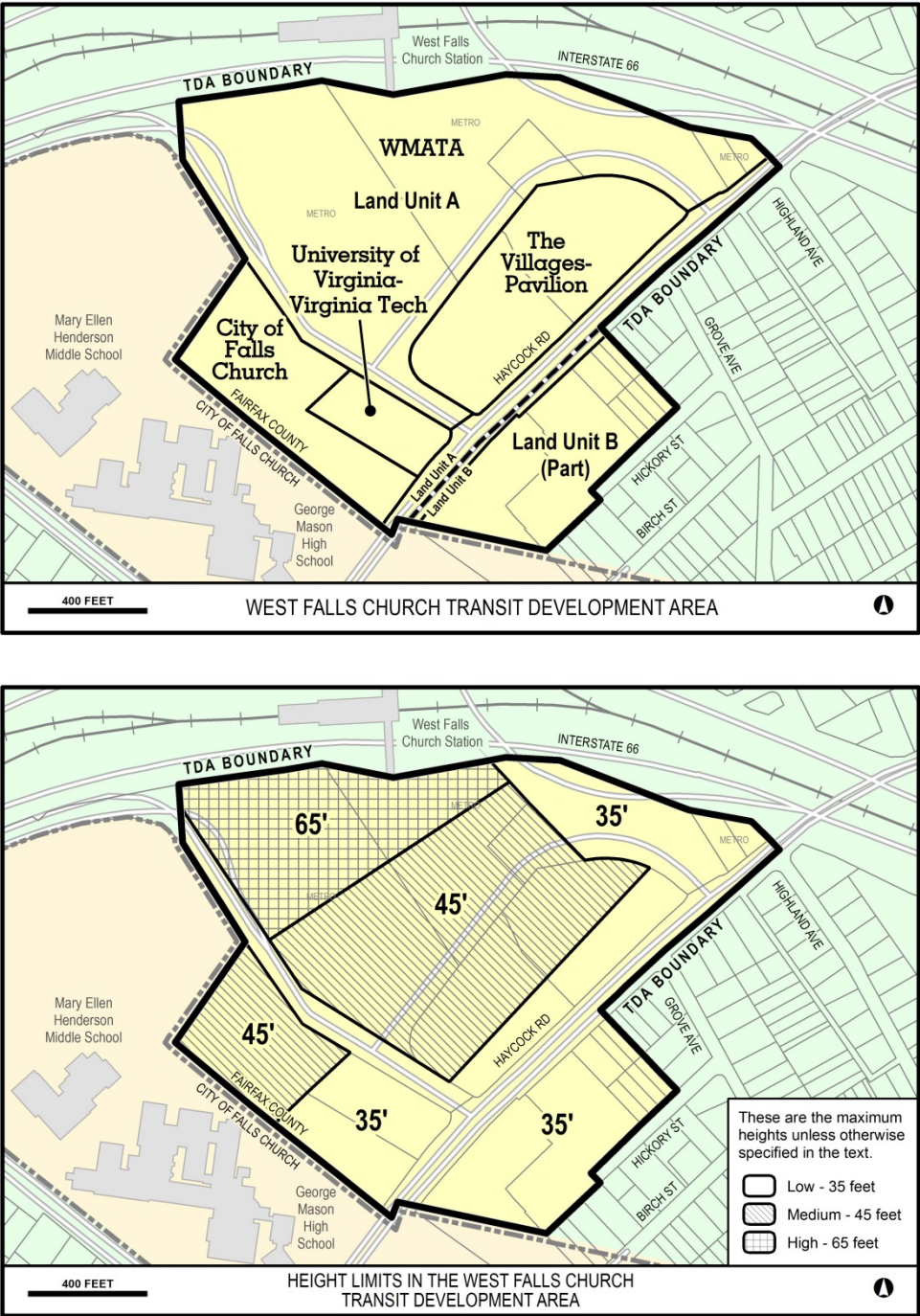
Traffic reduction measures such as ride-sharing, transit incentives and other ~~Transportation Systems Management Strategies (TSMs)~~ Transportation Demand Management (TDM) programs are applicable to this area. ~~In addition to While the county is striving to implementation of the planned road improvements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

Transit Development Area Conditions and Recommendations

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

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

101,460 square foot building occupied by the University of Virginia and Virginia Tech.”



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

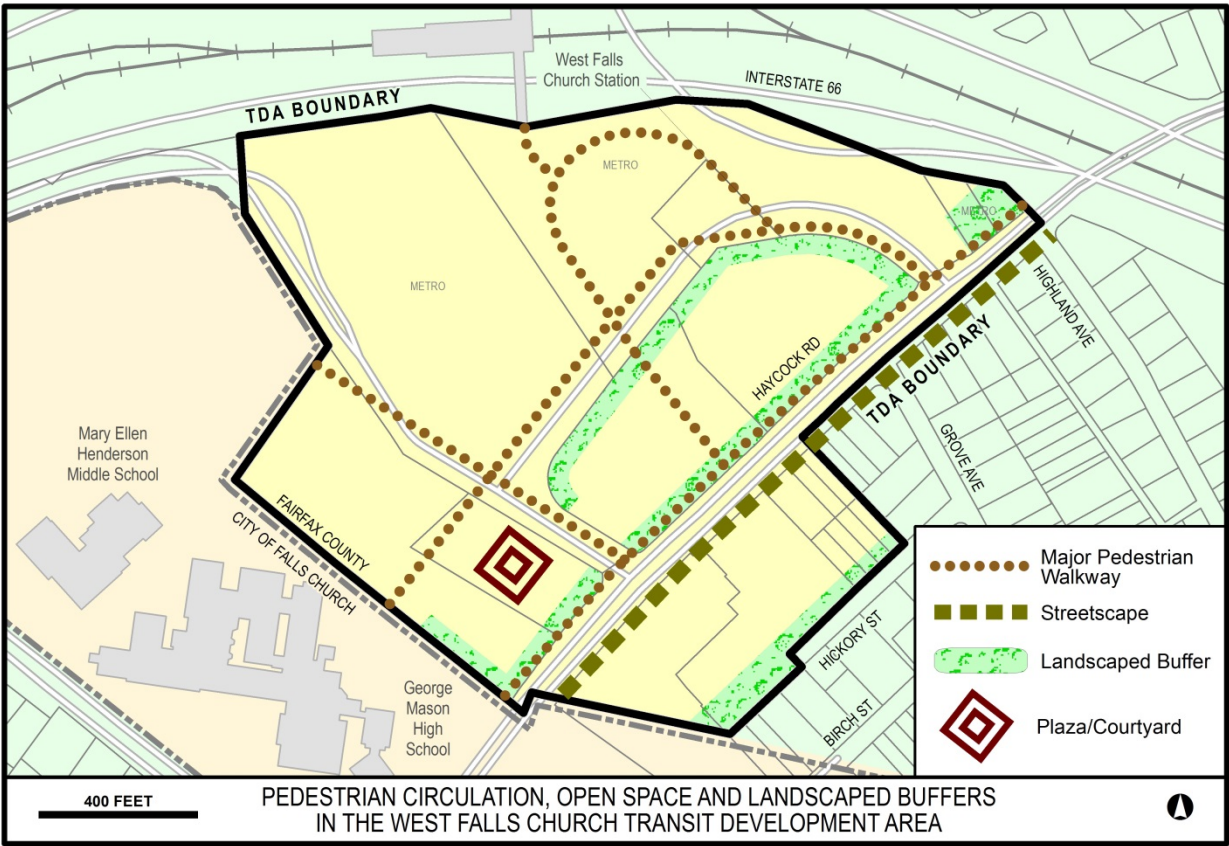
FIGURE 13

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

1. Development should be in accordance with the design concept illustrated in Figures 13 and 14. In addition, the urban design guidelines for Transit Station Areas contained in the Concept for Future Development should be used as a guide.
2. Proffer a development plan that provides high quality site and architectural design, streetscaping, landscaping, urban design and development amenities.
3. Provide off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, ~~provide~~ provide ~~decision and implementation of~~ a plan which reduces development traffic to a level deemed satisfactory to the Fairfax County Department of Transportation through TDM programs ~~Transportation Systems Management (TSM) strategies~~, especially those which encourage the use of Metrorail.
4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
5. For residential uses, provide energy conservation features that will benefit future residents of the development.
6. Provide moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.
8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.
9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.
10. Provide stormwater management in compliance with Fairfax County's stormwater management ordinance.

In addition to these general development criteria, site-specific conditions are identified with the following recommendations for each of the land units and tracts within the Transit

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



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

FIGURE 14

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

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

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

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

- ~~WMATA tract - This 24 26.25 acre tract (Tax Map 40-3 ((01)) 83 and 84, Tax Map 40-4 ((1)) 13 and Tax Map 40-4((2)) 01 and 02) is appropriate for residential development at 30 dwelling units/acre to the extent that such development complements rather than competes with its use as a transit hub and to the extent that the surrounding road network can supports additional residential development without diminishing access to the station. A parking garage constructed in 2004 serves the parking needs of the Metro Station as well and additional parking demands of the University of Virginia/Virginia Tech; A parking garage is planned for the site. The parking garage will serve serves both transit and The University Center demands for additional parking;~~
- ~~City of Falls Church tract (Tax Map 40-3((1))91, 92A, 93, part 94) - This 5.34 acre site is leased by the University of Virginia and Virginia Tech, and is the site of a 101,460 square foot education center. 24 acre The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 600 dwelling units;~~
- ~~The University of Virginia and Virginia Tech tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.~~

- The Villages at West Falls Church and The Pavilion developments (Tax Map 40-3((35)) and Tax Map 40-4((42), i.e. the former Hooper-Marriott tract). This ~~8.1~~ 9.55-acre site is appropriate for ~~high intensity mixed-use commercial and residential development not to exceed a maximum of 260 dwelling units, 1.25 FAR.~~ The site contains 252 multi-family dwelling units. It is planned for 400 dwelling units and 46,200 gross square feet of office/retail space.
- ~~Miller and Smith tract (Tax Map 40-3((1))92) This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.~~

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

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

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan;
- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station;
- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site; and
- Commercial development should be limited to support retail and service uses associated with the planned residential development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

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

The first phase of the option for institutional use was constructed in 1996, and consists of a 101,460 square foot education center for the University of Virginia/Virginia Tech. The option for institutional use in the area between the WMATA property and the

~~George Mason High School site~~ may be appropriate for development of an education center, provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- ~~Parcels 40-3((1))92 and 92A are consolidated.~~
- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Leesburg Pike/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.
- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.
- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.
- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Leesburg Pike and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.
- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.
- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the adjacent George Mason High School in the City of Falls Church.
- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.
- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern

boundaries, and within parcel 92. Every effort should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

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

- Except for office use needed to serve the Universities (education center), commercial office use is initiated only after institutional use has ceased.
- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.
- No direct access should be provided to Haycock Road.
- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

Haycock Road South (Portions of Land Unit B)

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

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

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;
- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and

- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

Alternatives for Development

For the development levels that are recommended in the Transit Development Area, all of the sites would require rezoning to permit the higher densities and mixture of uses. In the event that an owner does not want to proceed with a rezoning, or wants to develop property without meeting the conditions and criteria in the recommended plan for each property, development could proceed at the base level permitted under the existing zoning, although this would not achieve many of the goals and objectives identified for the West Falls Church Transit Station Area.

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

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

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

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

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

Land Unit A

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

Land Unit B

- ~~Miller and Smith tract – Base level of 4 dwelling units and intermediate level of 16 dwelling units.~~
- ~~Mormon Church tract – Base level of 13 dwelling units and intermediate level of 46 dwelling units.~~
- Tax Map 40-4((19))(H) 7, 9, 10, 11, 20,21,22 and 23 - ~~Other properties -~~ Base level of 4 dwelling units and intermediate level of 17 ~~24~~ dwelling units.

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

Urban Design Concept

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

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

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

Building Heights

To reduce the visual impact of new development upon the surrounding community, it is recommended that development should taper in building heights with the tallest building, a parking garage, adjacent to I-66 on the WMATA property as shown in Figure 13. Other heights on the WMATA property should not exceed 45 and 35 feet (as shown on Figure 13) in order to be compatible with the surrounding residential communities. The 65-foot maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Leesburg Pike and the Dulles Airport Access Road and Dulles toll toad (DAAR, Route 267). Outside of this area, heights are recommended to taper from a medium range maximum of 55 feet to a low range maximum of 35 feet.

Pedestrian Circulation

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

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

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

Open Space and Landscaped Buffers

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

Recommendations Outside of the Transit Development Area

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

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should ~~probably~~ generally not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map.

Special efforts should be taken to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties.

Transportation

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

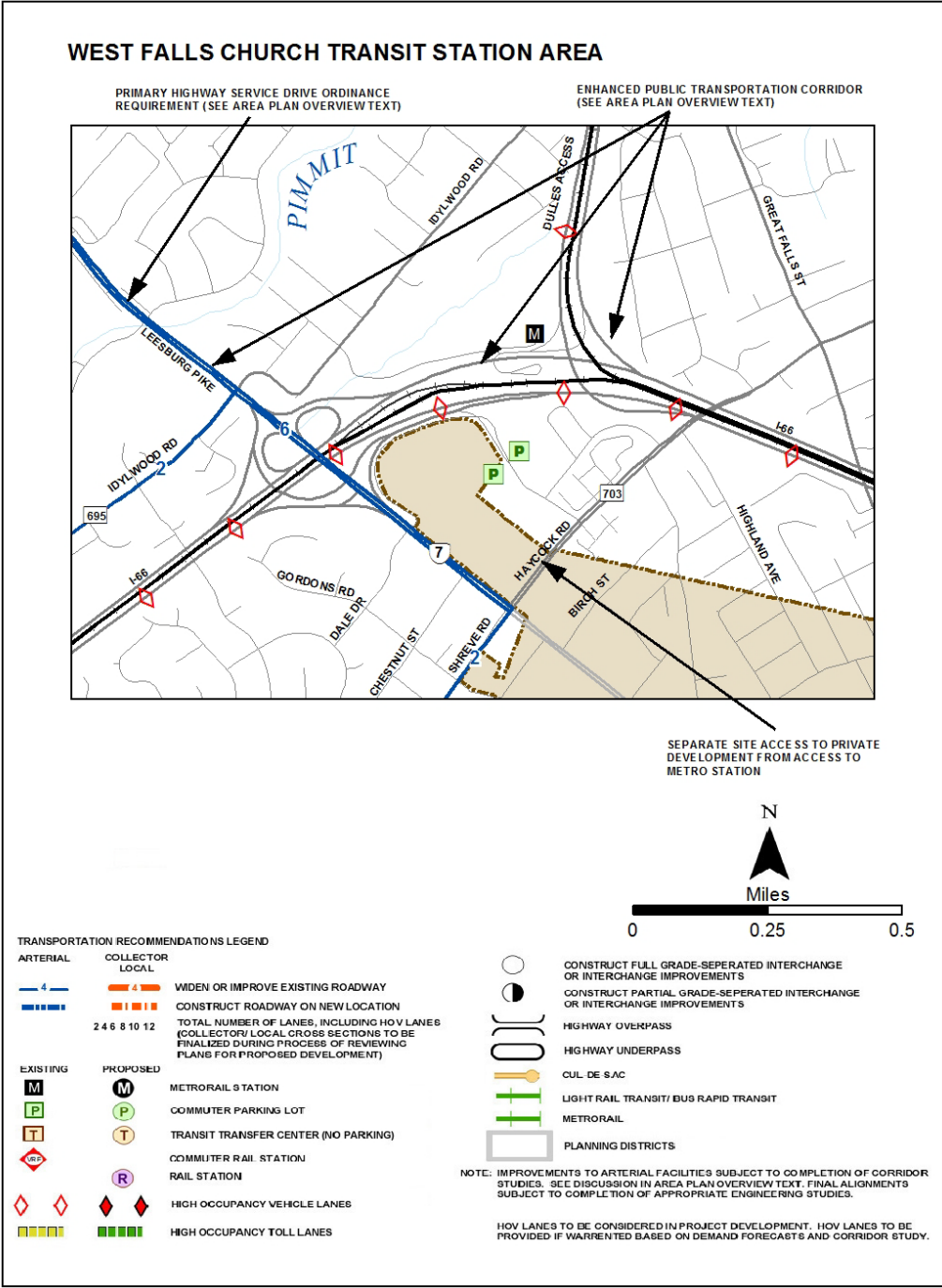
- Ridesharing programs;
- Bus transit planning and promotion;
- Parking management programs; and
- Non-motorized connections.

Recommended Road Improvements

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

Recommended Public Transit Improvements

The potential exists to expand county-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church-VT/UVA Metro Station should be given consideration for county-provided service. As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons Corner area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Leesburg Pike to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The county's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.”



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

FIGURE 15

“Implementation and Phasing of Transportation Improvements

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

Pedestrian Circulation Recommendations

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

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

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

Heritage Resources

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

Public Facilities

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

Parks and Recreation

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

Trails and Bicycle Facilities

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

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

Policy Plan:

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

Area I:

- 1) Area Plan Overview, as amended through September 23, 2014:
 - Figure 2, “Concept for Future Development Map,” page 4;
- 2) Jefferson Planning District, as amended through October 28, 2014;
 - Figure 1, “Jefferson Planning District,” page 2;
 - Figure 2, “Countywide Transportation Recommendations Jefferson Planning District,” page 4
 - Figure 5, “Inventory of Historic Sites Jefferson Planning District General Locator Map,” page 10;
 - Figure 8, “Community Planning Sectors Jefferson Planning District,” page 15;
 - Figure 27, “J8-Shreve West Community Planning Sector Land Use Recommendations General Locator Map,” page 55;
 - Figure 28, “Transportation Recommendations,” page 56;
 - Figure 33, “J10-Jefferson North Community Planning Sector Land Use Recommendation General Locator Map,” page 67;
 - Figure 34, “J10-Jefferson North Community Planning Sector,” page 71;
 - Figure 35, “Transportation Recommendations J-10 Community Planning Sector,” page 72;

Area II:

- 1) Area Plan Overview, as amended through September 23, 2014:
 - Figure 2, “Concept Map,” page 4;
- 2) Fairfax Planning District, as amended through October 28, 2014

- Figure 2, “Countywide Transportation Recommendations Fairfax Planning District,” page 5;
- 3) Vienna Planning District, as amended through October 28, 2014:
 - Figure 2, “Countywide Transportation Recommendations Vienna Planning District,” page 4;
- 4) McLean Planning District, as amended through October 28, 2014:
 - Figure 2, “Countywide Transportation Recommendations McLean Planning District, “ page 4;
 - Figure 15, “Transportation Recommendations West Falls Church Transit Station Area M2 Community Planning Sector,” page 88;
 - Figure 18, “M2-Pimmit Community Planning Sector Land Use Recommendations General Locator Map,” page 95;
 - Figure 19, “Transportation Recommendations,” page 96;
 - Figure 21, “M3-Kirby Community Planning Sector Land Use Recommendations General Locator Map,” page 101;
 - Figure 22, “Transportation Recommendations,” page 104;

Area III:

- 1) Area Plan Overview, as amended through September 23, 2014
 - Figure 2, “Concept Map,” page 4;

Area IV:

- 1) Area Plan Overview, as amended through September 23, 2014
 - Figure 2, “Concept Map,” page 4;

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

Area I:

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

Area II:

- 1) Area Plan Overview, as amended through September 23, 2014

- Figure 2, “Concept Map,” page 4

Area III:

- 1) Area Plan Overview, as amended through September 23, 2014
 - Figure 2, “Concept Map,” page 4

Area IV:

- 1) Area Plan Overview, as amended through September 23, 2014
 - Figure 2, “Concept Map,” page 4

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

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

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, as amended through 10-28-2014: Overview, Figure 33, “J10-Jefferson North Community Planning Sector, Land Use Recommendations, General Locator Map”, page 67, to reflect the revised West Falls Church Transit Station Area boundary, the revised Jefferson Planning District boundary and the boundary change between Fairfax County and the City of Falls Church:

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, Amended through 4-29-2014: Overview, Figure 2, “Countywide Transportation Recommendations Fairfax Planning District”, page 5, to reflect the revised West Falls Church Transit Station Area and the boundary change between Fairfax County and the City of Falls Church:

- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, Vienna Planning District, Amended through 10-28-2014: Overview, Figure 2, “Countywide Transportation Recommendations Vienna Planning District”, Page 5, to reflect revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church:
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: Overview, page 2, “McLean Planning District”, Figure 1, to reflect the revised McLean Planning District boundary:
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: Overview, page 4, “Countywide Transportation Recommendations McLean Planning District”, Figure 2, to reflect the revised McLean Planning District boundary and the boundary change between Fairfax County and the City of Falls Church:
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended thorough 10-28-2014: Overview, page 14, “Inventory of Historic Sites McLean Planning District General Locator”, Figure 5, to reflect the revised McLean Planning District boundary and the boundary change between Fairfax County and the City of Falls Church:
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: West Falls Church Transit Station Area, page 76, “West Falls Church Transit Station Area Boundary And Land Units”, Figure 12, to add Grove Avenue and Hickory Street to reflect the revised land unit letters, the revised West Falls Church Transit Station Area boundary, and the boundary change between Fairfax County and the City of Falls Church.
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: West Falls Church Transit Station Area, page 78, “West Falls Church Transit Development Area and Height Limits in the Transit Development Area”, Figure 13, to reflect the revised West Falls Church Transit Development Area

boundary, revised land tract names and the boundary change between Fairfax County and the City of Falls Church:

- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: West Falls Church Transit Station Area, page 80, “West Falls Church Transit Development Area and Height Limits in the Transit Development Area”, Figure 14, to reflect the revised West Falls Church Transit Station Area boundary, the boundary change between Fairfax County and the City of Falls Church, revise major pedestrian walkways, revise landscape buffers, revise plaza/courtyard and combine both maps in figure 14 into one map.
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: West Falls Church Transit Station Area, page 88, “Transportation Recommendations West Falls Church Transit Station Area”, Figure 15, to reflect the boundary change between Fairfax County and the City of Falls Church.
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: M2-Pimmit Community Planning Sector, page 95, “M2-Pimmit Community Planning Sector Land Use Recommendations General Locator Map”, Figure 18, to reflect the revised M2-Pimmit Community Planning Sector boundary, revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church:
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: M2-Pimmit Community Planning Sector, page 96, “Transportation Recommendations”, Figure 19, to reflect the revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of Falls Church:
- MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 10-28-2014: M3-Kirby Community Planning Sector, page 105, “Transportation Recommendations”, Figure 22, to reflect the revised West Falls Church Transit Station Area boundary and the boundary change between Fairfax County and the City of West Falls Church:

MODIFY FIGURE: Fairfax County Comprehensive Land Use Plan, Amended through 11-18-2014: to reflect revised West Falls Church Transit Station Area boundary.

MODIFY FIGURE: Fairfax County Transportation Plan, Amended through 9-13-2011: to reflect boundary change between Fairfax County and the City of Falls Church.

MODIFY FIGURE: Fairfax County Countywide Trails Plan: to reflect boundary change between Fairfax County and the City of Falls Church.

Attachment 1

Adopted Comprehensive Plan Text

To achieve stabilization of the Route 7 corridor through infill compatible with existing high density residential and commercial uses:

1. The tract along the east side of I-495 south of George Marshall High School (Tax Map 39-4((1))178A) is planned for residential density not to exceed 332 units in the event that the following conditions are met:
 - Building heights should not visually affect adjoining low density residential development, and in no case should exceed ten (10) stories;
 - Site layout, development and acoustical treatment satisfactorily responds to the noise impacts from the Capital Beltway;
 - Substantial buffers of at least 200 feet are provided along the boundary with the adjoining single-family residential development, and an effective vegetative screening of the development along the western boundary adjacent to the Beltway should likewise be provided. The entire buffered area on the eastern and southern portions of the property should not be developed, built on, or used except in the event that the property adjacent to the buffered area is rezoned to a more intense density of use other than single-family residential. This condition should not prohibit within the buffered area the installation, construction and maintenance of utilities, including stormwater management facilities, necessary to site development or passive recreational features such as walking/jogging trails and/or picnic tables; and
 - There should be no building in the Pimmit Run floodplain, and clearing and grading should be limited to that necessary for the installation, construction and maintenance of utilities, stormwater management facilities, an access road, fence, masonry wall or passive recreational features such as walking/jogging trails and/or picnic tables designed to serve the site development.
2. Idylwood Shopping Center, located on Pimmit Drive, is planned for neighborhood-serving retail use up to .25 FAR. The parcels located at the southwest corner of Pimmit Drive and Leesburg Pike (Tax Map 40-3((1))1 and 1A) are planned for community-serving retail use up to .35 FAR.
3. The area bounded by Gordons Road, Shreve Road, and Chestnut Street is planned for residential use at 4-5 dwelling units per acre.
4. Parcel 40-3((1))114 fronting on the north side of Shreve Road immediately east of the Falls Place townhouse development is planned for townhouse office uses up to .25 FAR. Retail commercial use of the subject property should be considered appropriate only if substantial buffering and screening supplemented with landscaping is provided adjacent to the existing townhouse community in order to eliminate the adverse visual, noise and traffic impacts of retail activity.
5. The parcels fronting on the south side of Shreve Road, north of Parcel 40-3((1))23A, are planned for neighborhood-serving commercial uses up to .25 FAR. Substantial screening should be provided along the area adjacent to residentially planned areas north of Shreve Road to minimize any adverse visual or noise impacts.

The parcels fronting on the south side of Shreve Road, south of and including Parcel 23A and north of the W&OD Regional Park, are planned for coordinated low-rise office use

(transitional low-rise office -- limited office), well buffered from the residential community north of Shreve Road.

6. Parcels along Leesburg Pike west of Idylwood Road (Tax Map 40-3((1))6, 7, 7A and 9) are planned for residential development at 16-20 dwelling units per acre with consolidation of all four parcels. Unless fully consolidated, these parcels are only suitable for low density residential development due to their small size and access constraints to Leesburg Pike. Future development should be oriented away from Leesburg Pike and integrated with the slopes of the site. A service road should connect and access the site to Idylwood Road as far away from Leesburg Pike as possible.

Special attention should be given to pedestrian amenities which allow access to the Metro station. Residential infill development should be compatible with adjacent development and, where appropriate, because of site difficulties, be clustered. Commercial properties should attempt to provide a more uniform frontage and should minimize curb cuts to avoid the negative elements of strip development.

7. Parcels north of Idylwood Road near Pimmit Drive (Tax Maps 40-3((1))15, 16, 17, 18 and 39-4((1))198 and 199) are planned for residential use at 2-3 dwelling units per acre. As an option, these parcels, if fully consolidated, may be considered for single-family detached housing at 3-4 dwelling units per acre. As an alternative, a portion of the subject property may be developed with an assisted living facility for the elderly provided the following conditions are met:

- The assisted living facility should be located on the northern portion of the subject property and encompass approximately 5 acres; and should not exceed .35 FAR which is to be calculated only on that portion of the subject property where the assisted living facility is to be located;
- A minimum 50 foot landscaped buffer area should be provided between the assisted living facility and the existing low density residential area to the west. In addition, the storm water management facility should be visually screened from any existing residential areas and should provide, at a minimum, a 35-foot landscaped buffer area;
- Development on the remainder of the subject property should be single-family detached at 3-4 dwelling units per acre, with the maximum number of single-family dwelling units to be limited to 25 units;
- The minimum lot size for single-family detached units on the west and south of the subject property, adjacent to existing single-family detached housing and Idylwood Road, should be 8,800 square feet; and
- Pedestrian walkways (sidewalks and trails) should connect all portions of the development to Idylwood Road and Pimmit Drive.

8. The area south of Leesburg Pike between Dale Drive and Chestnut Street (Tax Map Parcels 40-3 ((1))99, 100, 101, 102; 40-3((5))23, 24; 40-3((7))1, 2, 3, 4; and 40-3((8))A) is planned for residential use at 7-8 dwelling units per acre. This area should be fully consolidated and developed in a manner that meets the following conditions:

- The site layout achieves effective transitions to the existing residential neighborhoods.

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 between Leesburg Pike (Route 7) and the Dulles Airport Access Road DAAR, Route 267). The Metro station itself lies in the median of I-66 and is bordered on the north by the Washington Metropolitan Area Transit Authority (WMATA) Service and Inspection Yard and Haycock Road. To the south is vacant acreage comprised of parcels owned by WMATA and the City of Falls Church. Adjacent to this land is the University of Virginia/Virginia Tech Education Center and George Mason High School. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

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

CONCEPT FOR FUTURE DEVELOPMENT

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

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

RECOMMENDATIONS

Land Use

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

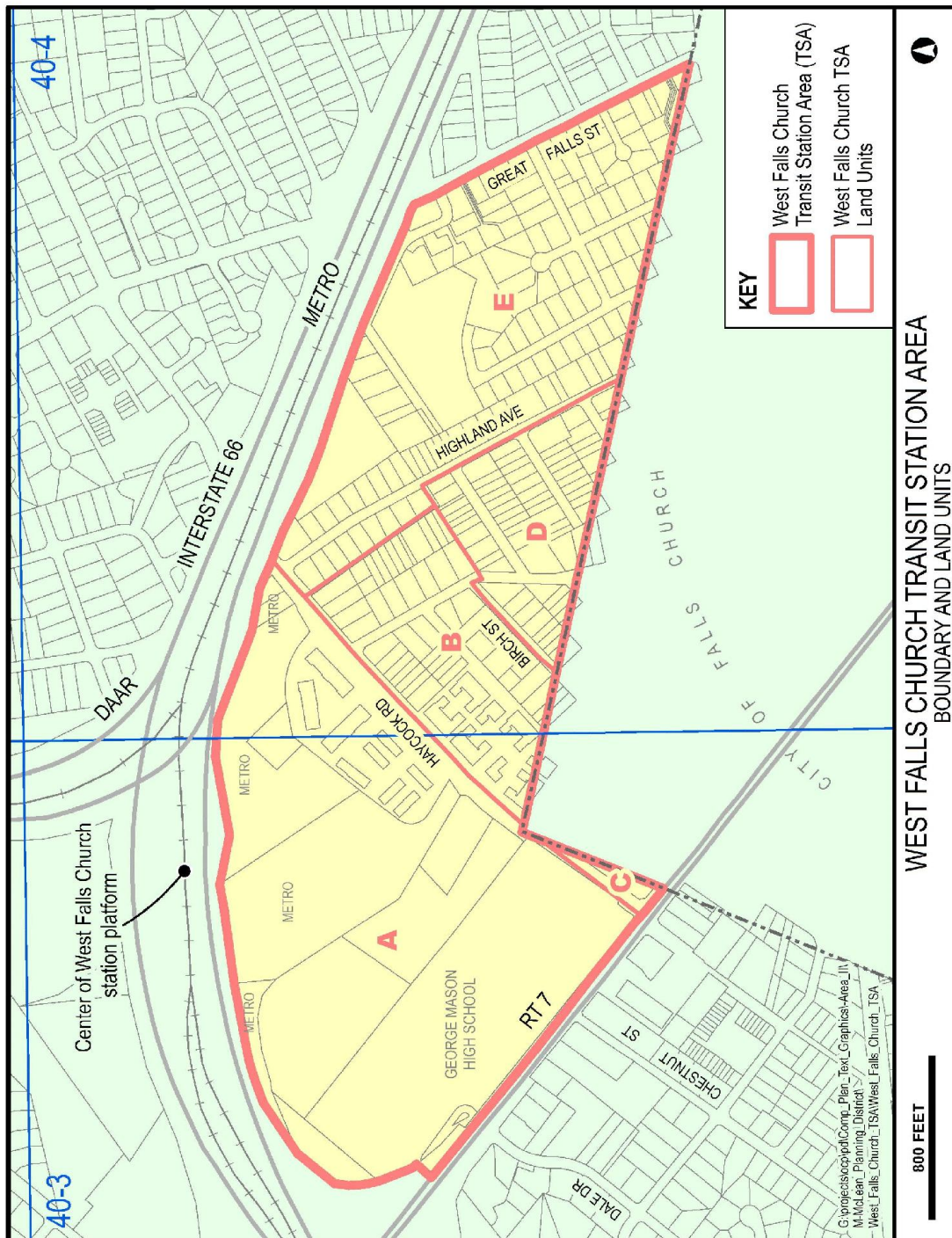


FIGURE 12

WEST FALLS CHURCH TRANSIT STATION AREA
 BOUNDARY AND LAND UNITS

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

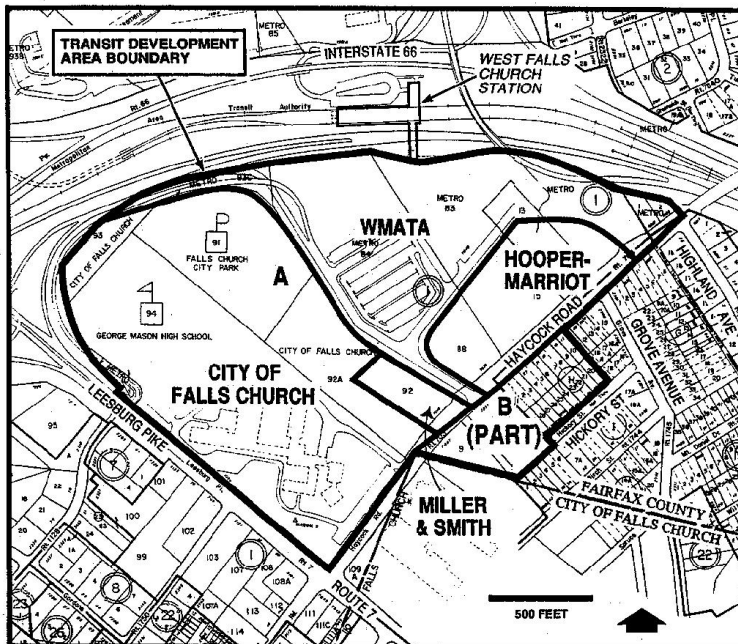
Traffic reduction measures such as ride-sharing, transit incentives and other Transportation Systems Management Strategies (TSMs) are applicable to this area. While the county is striving to implement the planned road improvements and encouraging the use of Transportation Systems Management Strategies, the development community must address the concerns of traffic congestion for any new development within the Transit Station Area. This may be addressed by any number of responses, including transportation systems management, 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 Station Area should be encouraged to improve, but additional density to bring about change is not recommended.

Transit Development Area Conditions and Recommendations

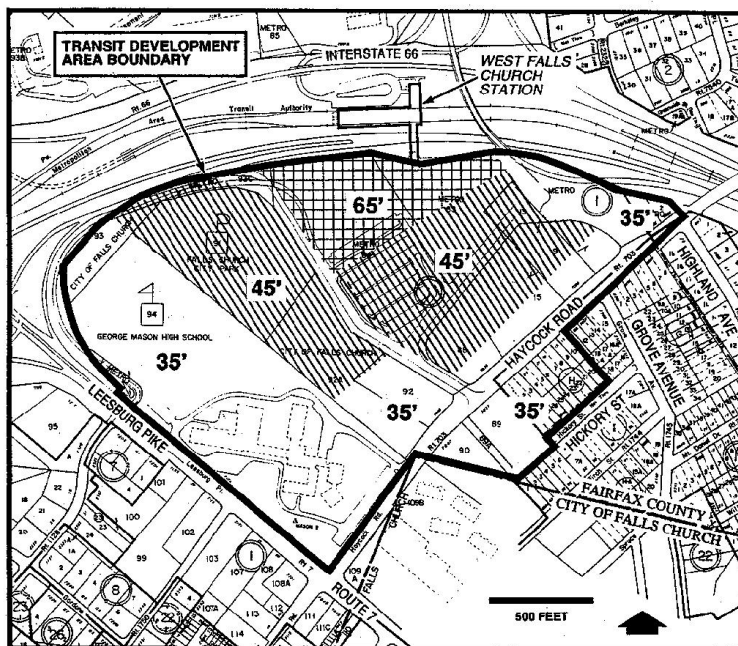
An area determined to be appropriate for higher intensity, mixed-use development within the West Falls Church Transit Station Area is identified as the "Transit Development Area." As illustrated in Figure 13, the Transit Development Area is comprised of several land parcels which offer the most viable opportunities for development and redevelopment. This area is generally within a 5 to 7 minute walk of the station. It includes the WMATA property, the City of Falls Church property (school and park), the University of Virginia/Virginia Tech Education Center (which includes the former Miller and Smith tract) and The Villages at West Falls Church and The Pavilion developments (the former Hooper-Marriott tract) which together comprise Land Unit A. This area also includes the 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 1,120 dwelling units and 90,000 gross square feet of retail/office space with an option for 240,000 square feet of institutional use as a joint graduate and continuing education facility (education center) on Tax Map 40-3((1))92 and 92A. The 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 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



WEST FALLS CHURCH
 TRANSIT DEVELOPMENT
 AREA



HEIGHT LIMITS IN THE
 TRANSIT DEVELOPMENT
 AREA *

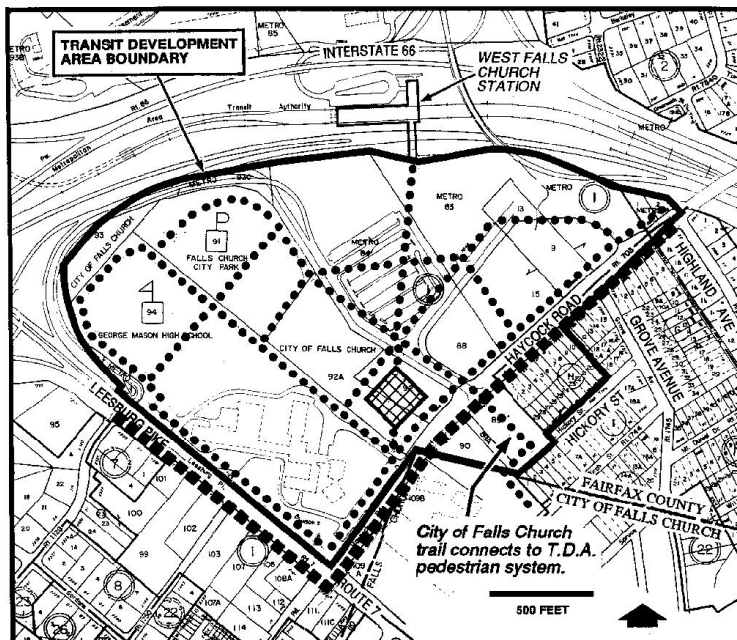
LOW - 35 FEET
 MEDIUM - 45 FEET
 HIGH - 65 FEET

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

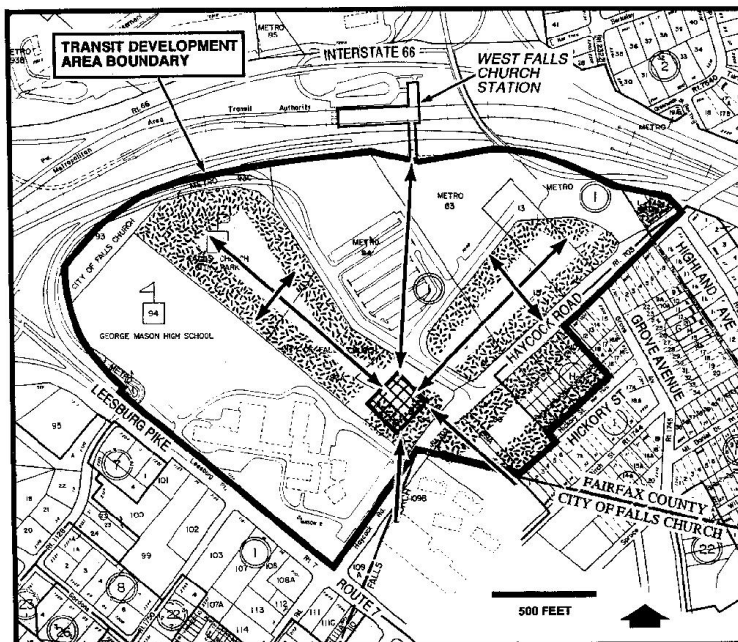
must be responsive to the following development criteria, which apply to all sites in the Transit Development Area:

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, provision and implementation of a plan which reduces development traffic to a level deemed satisfactory to the Department of Transportation through Transportation Systems Management (TSM) strategies, especially those which encourage the use of Metrorail.
4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
5. For residential uses, provide energy conservation features that will benefit future residents of the development.
6. Provide moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.
8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.
9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.
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 five component sites of the Transit Development Area: the WMATA tract, the Hooper-Marriott tract, the City of Falls Church tract, the Miller and Smith tract and the land on the south side of Haycock Road between the City of Falls Church line and Grove Avenue. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community.



**PEDESTRIAN CIRCULATION
 IN THE TRANSIT
 DEVELOPMENT AREA**



**OPEN SPACE AND
 LANDSCAPED BUFFERS
 IN THE TRANSIT
 DEVELOPMENT AREA**

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

FIGURE 14

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

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

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

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

- WMATA tract - This 26.25 acre tract is appropriate for residential development at 30 dwelling units/acre to the extent that such development compliments rather than competes with its use as a transit hub and to the extent that the surrounding road network can support additional residential development without diminishing access to the station. A parking garage is planned for the site. The parking garage will serve both transit and University Center demands for additional parking;
- City of Falls Church tract (Tax Map 40-3((1))91, 92A, 93, part 94)- This 24-acre site is appropriate for residential development at 25 dwelling units per acre. It is planned for 600 dwelling units;
- The Villages at West Falls Church and The Pavilion developments (Tax Map 40-3((34)) and Tax Map 40-4((35)), i.e. the former Hooper-Marriott tract). This 9.55-acre site is appropriate for high intensity mixed-use commercial and residential development not to exceed a maximum 1.25 FAR. It is planned for 400 dwelling units and 46,200 gross square feet of office/retail space; and
- Miller and Smith tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.

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

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

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan;
- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station;
- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site; and
- Commercial development should be limited to support retail and service uses associated with the planned residential development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

The option for institutional use in the area between the WMATA property and the George Mason High School site may be appropriate for development of an education center provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Parcels 40-3((1))92 and 92A are consolidated.
- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Leesburg Pike/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.
- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.
- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.
- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Leesburg Pike and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.
- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.

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

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

Land Unit A

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

Land Unit B

- Miller and Smith tract - Base level of 4 dwelling units and intermediate level of 16 dwelling units.
- Mormon Church tract - Base level of 13 dwelling units and intermediate level of 46 dwelling units.
- Other properties - Base level of 4 dwelling units and intermediate level of 24 dwelling units.

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

Urban Design Concept

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

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

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

Building Heights

To reduce the visual impact of new development upon the surrounding community, it is recommended that development should taper in building heights with the tallest building, a parking garage, adjacent to I-66 on the WMATA property as shown in Figure 13. Other heights on the WMATA property should not exceed 45 and 35 feet (as shown on Figure 13) in order to be compatible with the surrounding residential communities. The 65-foot maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Leesburg Pike and the Dulles Airport Access Road and Dulles toll toad (DAAR, Route 267). Outside of this area, heights are recommended to taper from a medium range maximum of 55 feet to a low range maximum of 35 feet.

Pedestrian Circulation

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

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

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

Open Space and Landscaped Buffers

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

Recommendations Outside of the Transit Development Area

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

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should probably 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 Systems Management Strategies. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

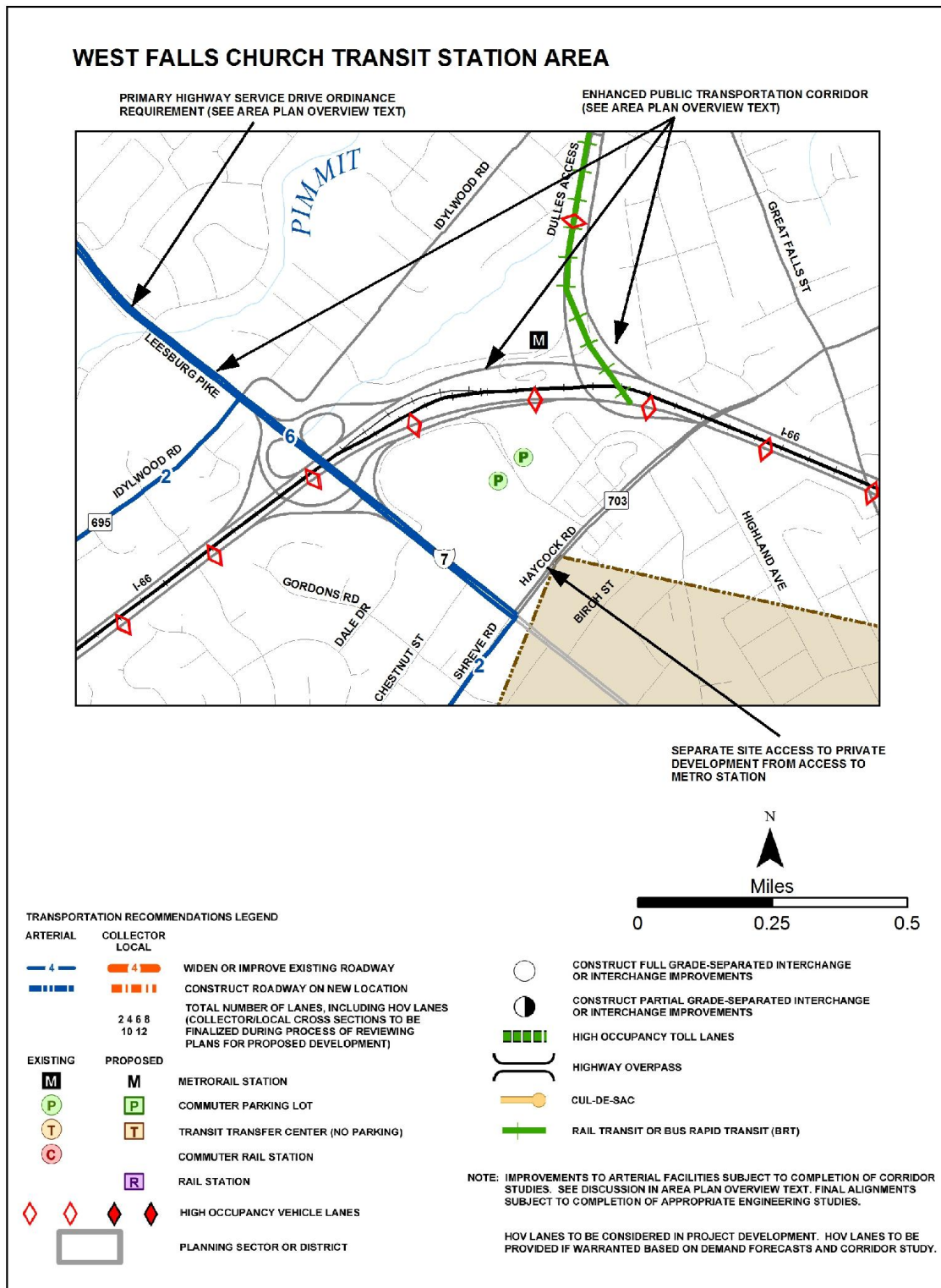
- Ridesharing programs;
- Bus transit planning and promotion;
- Parking management programs; and
- Non-motorized connections.

Recommended Road Improvements

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

Recommended Public Transit Improvements

The potential exists to expand county-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church-VT/UVA Metro Station should be given consideration for county-provided service. As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons Corner area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Leesburg Pike to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The county's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.



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

FIGURE 15

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 be retrofitted into the existing rights-of-way and should augment existing and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

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