



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2020-II-M1
August 25, 2021

GENERAL LOCATION: East side of Leesburg Pike (Route 7) across from Marshall High School, approximately 1/3-mile south of the Route 7 / Interstate 495 interchange.

SUPERVISOR DISTRICT: Dranesville

PLANNING AREA: Area II

PLANNING DISTRICT: McLean Planning District

COMMUNITY PLANNING SECTOR:

Pimmit Community Planning Sector

PARCEL LOCATION: 39-2 ((1)) 57

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, September 29, 2021 @ 7:30 PM

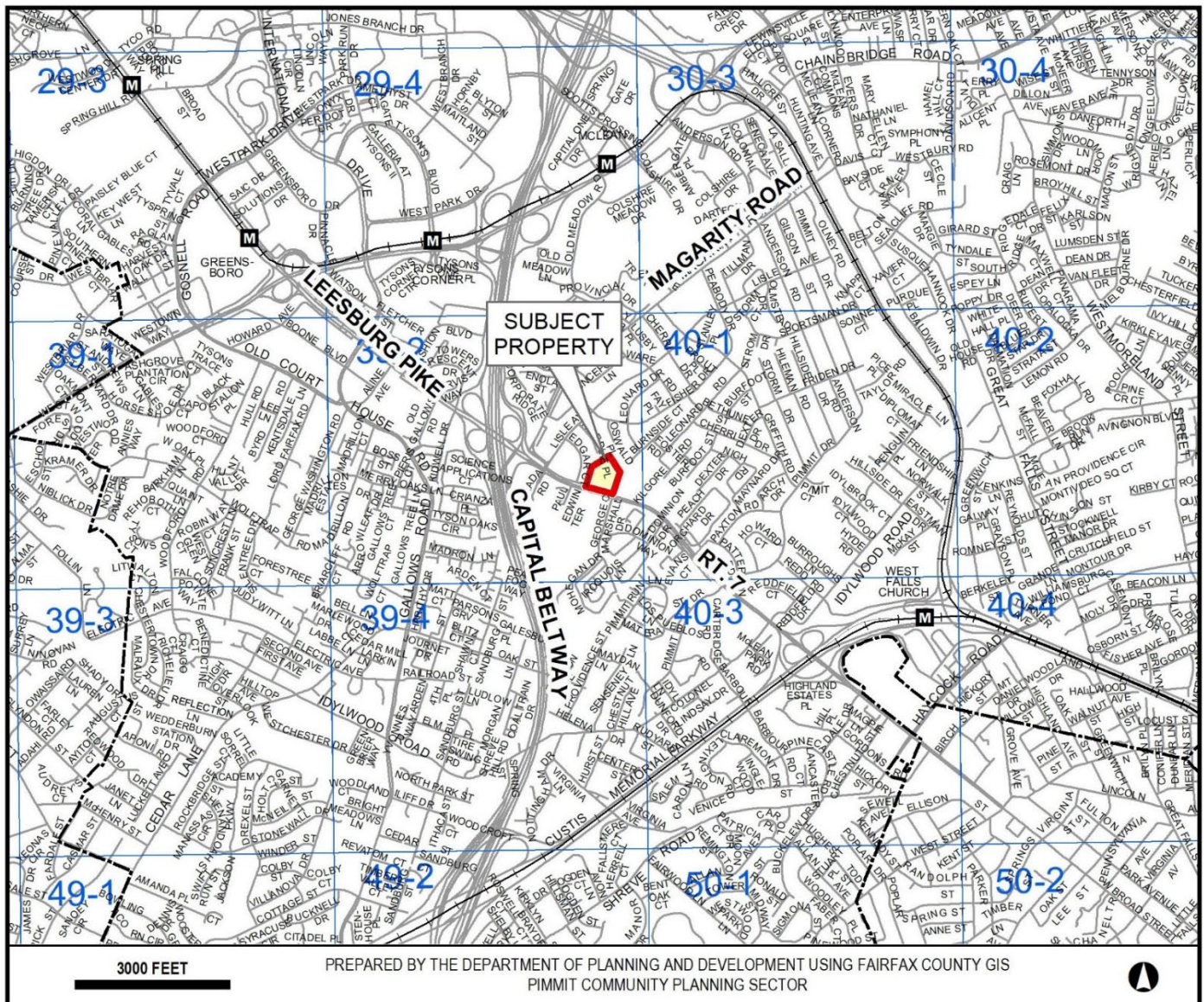
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, October 19, 2021 @ 4:00 PM

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



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

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

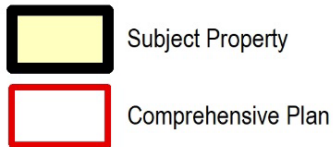


THIS PAGE INTENTIONALLY LEFT BLANK

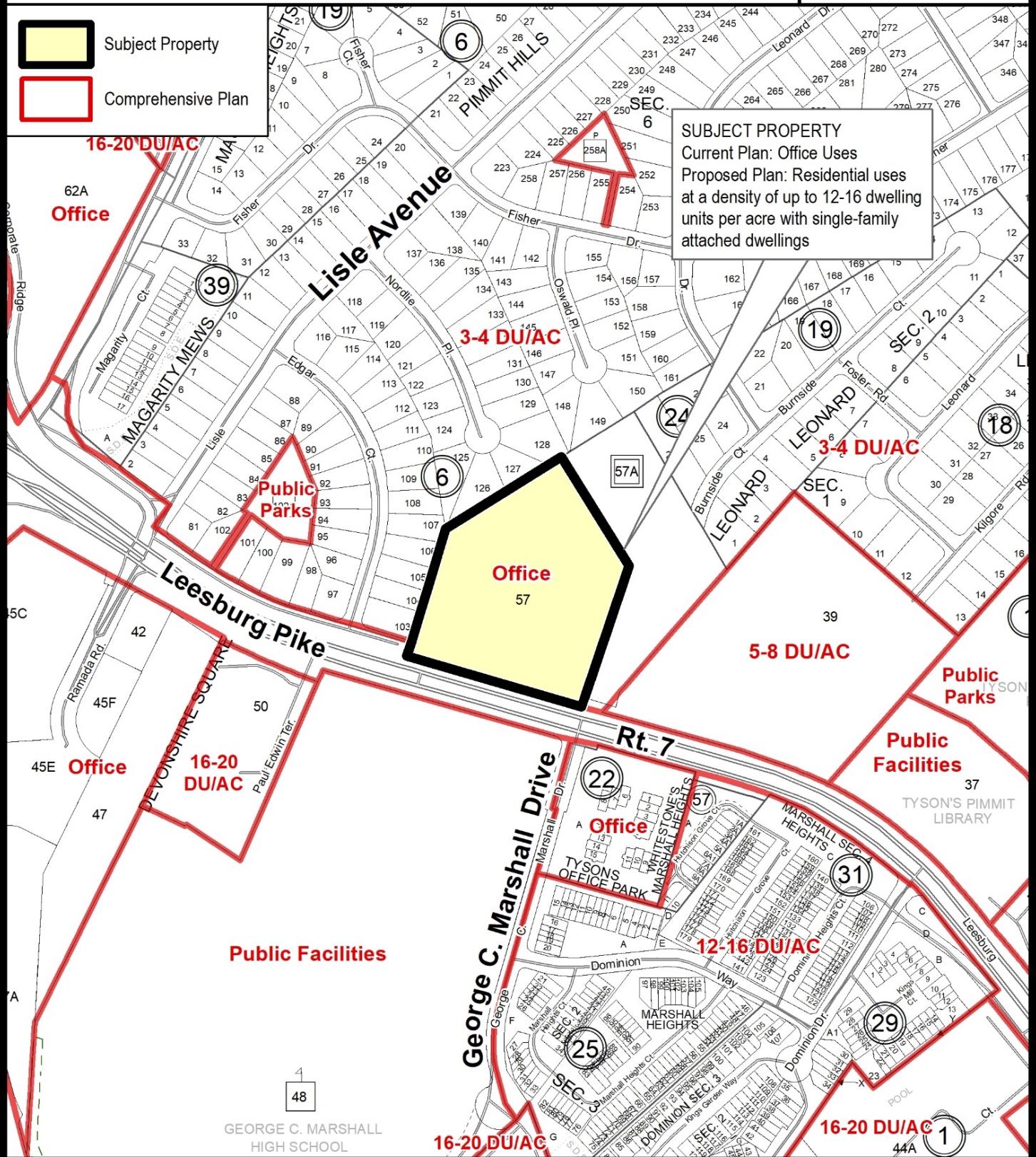
CURRENT PLAN AND PROPOSED CHANGE

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

ITEM:
PA 2020-II-M1



SUBJECT PROPERTY
Current Plan: Office Uses
Proposed Plan: Residential uses
at a density of up to 12-16 dwelling
units per acre with single-family
attached dwellings



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JUNE 2021



Document Path: G:\projects\loc\pd\OTPA_GRAPHICS\IS20_items\2020-II-M1-7700 Leesburg Pike\2020-II-M1_CURRENT_&_PROPOSED_MAP.mxd

THIS PAGE INTENTIONALLY LEFT BLANK

STAFF REPORT FOR PLAN AMENDMENT 2020-II-M1

BACKGROUND

On September 15, 2020, the Board of Supervisors (Board) authorized Plan amendment 2020-II-M1 for Tax Map Parcel 39-2 ((1)) 57, located at 7700 Leesburg Pike in the Dranesville District, and in the Pimmit Community Planning Sector (M2) of the McLean Planning District. The proposed amendment would add an option to the Comprehensive Plan (Plan) to allow the development of single-family attached dwelling units at a density of up to 12-16 dwelling units per acre (du/ac). The Board's authorization stated that the provision of high-quality open space should be a priority consideration and also established that this Plan Amendment will be reviewed concurrently with rezoning case RZ/FDP 2021-DR-006, which was accepted on March 5, 2021, and is currently under review. The development plan, revised through July 20, 2021, proposes a concept for 104 single-family attached townhomes units on the subject site with maximum heights up to 4 stories, which includes optional upper floor loft spaces and access to rooftop decks.

CHARACTER OF THE SITE

The 6.73-acre subject property is located on the east side of Leesburg Pike (Route 7), currently a four-lane arterial roadway with a center median, across from George C. Marshall High School and approximately one-third of a mile south of the Interstate 495 interchange (Figure 1). The subject site is currently planned for office use, zoned C-2 (Commercial), and developed with a 167,274 square-foot circular-shaped, low-rise office building that was constructed in 1976. This building currently serves as medical and professional offices and a nursing college. A narrow strip of trees serves as wooded buffer between the office building and the single-family homes to the north and west in Pimmit Hills. A private service drive that runs parallel with Leesburg Pike across the frontage of this property, provides the site with a single point of ingress and egress.

CHARACTER OF THE AREA

The Pimmit Community Planning Sector is generally located between Tysons and the City of Falls Church, between Leesburg Pike and Dulles Access Road (DAAR, Route 276), , , and largely consists of low-density single-family, detached residential neighborhoods. The subject site is located approximately 1/10-mile outside of the southeastern boundary of the Tysons Urban Center. Adjacent parcels largely consist of single-family homes in the Pimmit Hills subdivision. A church and two low-rise office buildings that all share access with the subject site at an intersection from Leesburg Pike are located directly to the east. Several sites in proximity to the subject property are currently planned and developed with residential uses at higher density ranges than that of Pimmit Hills. The nearest of the higher-density residential sites include two apartment complexes: Devonshire Square on the opposite side of Leesburg Pike just west of Marshall High School, and Peachtree of McLean which fronts on the same side of the road and is approximately 0.25-mile east from the subject site. Both of these sites are planned in the 12-16 du/ac and 16-20 du/ac density range.

The Pimmit Hills subdivision, situated to the north and west of the site, is a low-density residential neighborhood planned and developed at a density of 3-4 du/ac and zoned R-4. The site of St. Luke's Church, just east of the subject property is planned for low-density residential use at 3-4 du/ac and zoned R-4. George C. Marshall High School is located directly to the south of the subject parcel, planned for Public Facilities use and zoned R-1.

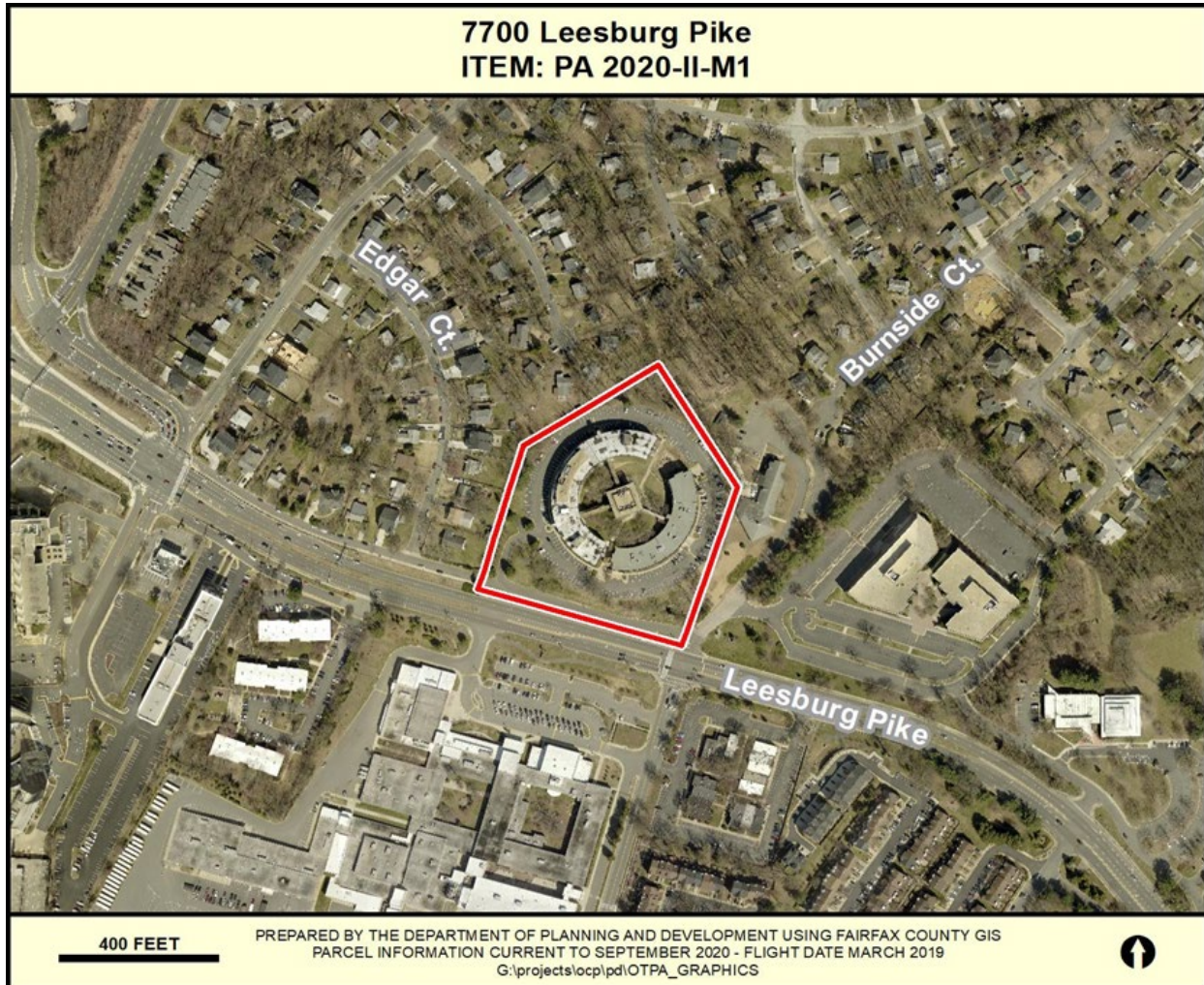


Figure 1: Aerial Imagery of Subject Property

PLANNING HISTORY

Land Use guidance dating back to 1975 has emphasized the importance of preserving the stable, low-density residential character of the Pimmit Community Planning Sector. To maintain the Pimmit Community Planning sector's orientation toward low-density residential development, the Plan recommended that in-fill development should be residential and compatible with the existing uses. By 1986, the Plan recognized that the office building on the subject parcel was one of two commercial use sites in the planning sector, along with the Pimmit Hills Shopping Center (currently known as Tysons Station) located further to the south. Just east

of St. Luke's Church was a vacant parcel that is now developed with two office buildings that were approved under a plan option for commercial use of the site. Except for those uses that were intended to support the planned West Falls Church Metrorail Station farther to the south, the only other land use activities recommended by the Plan's 1986 edition largely followed established development patterns by recommending for institutional uses and neighborhood-serving amenities such as two schools, a library and 49 acres of parks to support the existing residential uses. This site does not have any previous Plan amendment history.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan Map identifies the subject property as being planned for office use. Although the adopted Plan provides no other site-specific guidance for development of the subject site, the Area II volume characterizes the Pimmit Community Planning Sector (outside of the West Falls Church Transit Station Area) primarily as stable, single-family detached residential neighborhoods, and recommends that most of the sector be maintained as Suburban Neighborhoods under the Concept for Future Development. Current Land Use recommendations for the Pimmit Community Planning Sector are provided as Attachment 1 of the staff report. The Plan amendment proposes an option for residential use at an intensity of 12-16 du/ac on the subject property as the third land use recommendation for the sector.

The Comprehensive Plan provides Land Use recommendations for the McLean Planning District, Pimmit Community Planning Sector and Countywide Policy Plan guidance pertaining to this amendment are provided below:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, Amended through 2-23-2021, Overview, Page 15:

“Parks and Recreation

...

With more than 40 parks and over 500 acres of "community-serving parkland", including applicable portions of public school sites, the McLean Planning District is generally well-served by existing facilities of this type. However, changing demographic trends are generating a commensurate demand for additional and/or improved active recreation facilities.

...”

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District as amended through 2-23-2021, M2 - Pimmit Community Planning Sector, Page 93:

“CONCEPT FOR FUTURE DEVELOPMENT

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

“RECOMMENDATIONS

Land Use

...

The Pimmit sector is largely developed as single-family residential neighborhoods. Infill development in that sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.”

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District as amended through 2-23-2021, M2 - Pimmit Community Planning Sector, Page 94:

“Transportation

Transportation recommendations for this sector are shown on Figure 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.”

“Heritage Resources

The Pimmit Hills neighborhood should be evaluated for inclusion in the Inventory of Historic Sites. It is located east of Margarity Road between Leesburg Pike and DAAR.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.”

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District as amended through 2-23-2021, M2 - Pimmit Community Planning Sector, Page 97:

“Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 19. The column “Park Classification” includes existing park facilities. The “Recommendations” column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.”

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, Amended through 2-23-2021, Page 2:

“BOARD OF SUPERVISORS GOALS

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.”

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, Amended through 2-23-2021, Appendix 9 - Residential Development Criteria, Page 26:

“1. Site Design

c) *Open Space*: Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances.”

Fairfax County Comprehensive Plan, 2017 Edition, POLICY PLAN, Land Use, Amended through 2-23-2021, Page 6:

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

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

Fairfax County Comprehensive Plan, 2017 Edition, POLICY PLAN, Land Use, Amended through 2-23-2021, Pages 10-11:

“Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.

...

Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.

Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.

Policy e. Stabilize residential neighborhoods adjacent to commercial areas through the establishment of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access.

Policy f. Utilize urban design principles to increase compatibility among adjoining uses.

...”

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Parks and Recreation, Amended through 3-14-2014, Page 7:

“Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication.

...

Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.

...”

PROPOSED PLAN AMENDMENT

The Board's authorization directs staff to consider adding an option to the Comprehensive Plan to allow for single-family attached dwelling units at a density up to 12-16 du/ac, and to include the provision of high-quality open space on the subject property as a priority in the review of the proposed plan amendment. A density of 12-16 du/ac on the 6.73-acre subject property could result in development of between 80 and 107 residential units on this site. An application to rezone the subject property (RZ/FDP 2021-DR-006) to the PDH-16 district is under review concurrently with this Plan amendment.

DEVELOPMENT CONCEPT

The design represented in Figure 2 is provided to generally illustrate the proposed building locations along with related elements, such as open space and recreation amenities. The inclusion of the general concept plan with this report is not intended to suggest that elements of the layout may not differ from any final design that may be approved with the proposed rezoning. The most recent concept shows 104 townhome units are currently proposed for the site.



Figure 2: Illustrative Development Concept (as revised on 7-14-2021)

ANALYSIS

Land Use

The analysis for this Plan amendment considers the subject property in the context of the surrounding development and the Plan's areawide planning recommendations. The Pimmit Hills subdivision and some of the homes that are adjacent to the subject site were developed and built in the early 1950s. The Plan recommends that the neighborhood be analyzed for inclusion on the county Inventory of Historic Sites, reinforcing the importance of transitions to this community.

The adopted Plan identifies the Pimmit Community Planning Sector as consisting of predominantly single-family residential uses with densities of 2-3 and 3-4 du/ac. To maintain the stability of the single-family neighborhoods, land use recommendations state that infill development should be of a compatible use, type, and intensity.

Density and Compatibility

This Plan amendment considers an option that would allow redevelopment of an existing commercial office site with single-family attached dwellings in the density range of 12-16 du/ac which is approximately four times that of the neighboring properties in Pimmit Hills. Therefore, planning analysis is largely focused on the Area Plan recommendations and Objective 8 of the Policy Plan's Land Use element emphasizing that development be compatible with the existing stable, residential character of the Pimmit Hills neighborhood. Staff's analysis finds that certain characteristics of the subject site, including its size and topography, can provide adequate opportunities to mitigate the potential impacts of townhomes developed at the proposed density of 12-16 du/ac. In addition, the property's entrance on Leesburg Pike will preclude vehicular traffic from accessing the site from within Pimmit Hills.

Plan recommendations implemented through the zoning process can ensure that compatible transitions are established and maintained between the proposed mid-range density and the lower-density residential uses that adjoin the property. The Policy Plan's Land Use Objective 14 provides recommendations for ensuring the compatibility of infill development with that of stable residential neighborhoods through the establishment of elements such as height limits and setbacks, along with proper landscaping and screening barriers, all which can also contribute to the quality of life for residents. To that end, staff's analysis also considers efforts to protect high quality trees within preservation areas along the outer edges of the subject site, and install new plantings fortify the buffers and transitions to adjacent parcels as key for any proposals to develop the site.

Townhome development is typically characterized by three to four-story dwellings that are connected by common walls and arranged in rows can often contain more than 10 units. Therefore, the impacts of building heights and massing have been considered when evaluating the proposed development for compatibility with the adjacent neighborhood, particularly along the edges of the site adjacent to Pimmit Hills. Site design and careful attention to height can be utilized to minimize visual impacts to the adjacent homes. The development currently proposed through the concurrent rezoning would consist of townhomes with a maximum height of four stories that would allow for loft space and access to rooftop terraces that are proposed to be offered as an optional upgrade. These townhomes would be arranged in blocks that are oriented in such a way that would allow the common walls of no more than four units to face the adjacent single-family residential homes to the west, whereas the longest blocks of homes would be oriented to run parallel to Leesburg Pike and with views that are partially blocked by planting strips with trees and shrubs proposed along the frontage of the road. Additionally, proposed redevelopment can take advantage of the subject site's topography to assist with goals for establishing compatibility with the surrounding development. This is because the buildings proposed at a maximum height of 4 stories would be set at ground-level elevations that are generally 10-20 feet lower than that of existing homes on the adjacent properties. Special attention to height and topography, as well as the use of architectural treatments and design elements that are characteristic of residential uses within the area should be incorporated into the design features of any future redevelopment to assist in reducing any visual impacts of the higher density, attached dwellings.

Transportation

The transportation analysis considered trip generation rates for the current office use in comparison to the proposed plan for residential use at 12-16 du/ac, using the Institute of Traffic Engineers (ITE), 10th (2018) edition trip generation estimates. Figure 3 shows that residential uses at the highest end of the proposed density range could produce nearly 1,116 fewer total daily trips than the currently developed office use. Additionally, a reduction of 286 total trips could be anticipated during weekdays with 37 AM peak hour trips (down from 184) and 47 PM peak hour trips (down from 186).

Development Types	# Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing								
Office (ITE 710)	167,274 SF	1,747	158	26	184	30	156	186
Proposed Plan								
Townhome (ITE 221)	107 DU's	581	10	27	37	29	18	47
Impact Over Current Use		(1,166)	(148)	1	(147)	(1)	(138)	(139)

Figure 3: Trip Generation Table for PA 2020-II-M1 (7700 Leesburg Pike)

The suburban character of development in the Pimmit Hills Community Planning Sector is a contributing factor to the high numbers of automobile-oriented uses within the area, and the adopted Plan provides various recommendations for transportation improvements to mitigate the impacts of existing development. Leesburg Pike is designated as an “Enhanced Public Transportation Corridor” planned to be expanded from four lanes to six lanes as part of the project improvement being undertaken by the Virginia Department of Transportation (VDOT). The Fairfax County Department of Transportation (FCDOT) is currently in the process of preparing a Comprehensive Plan amendment that proposes to incorporate language for a median-running Bus Rapid Transit (BRT) system along Leesburg Pike (Route 7) from the I-66 area to the Spring Hill Metrorail Station (via International Drive). There is also a proposed BRT stop in the vicinity of George C. Marshall Drive along Leesburg Pike.

The widening of Leesburg Pike should be planned to safely accommodate all modes of transportation by providing improved intersection and crosswalk designs along with connections to pedestrian and bicycle facilities recommended both in the Countywide Trails Plan and Bicycle Master Plan and in VDOT’s corridor improvements plan, which indicate construction of a major trail (8 to 10-foot wide shared use path to VDOT Road Design Manual standards) which would run parallel with Leesburg Pike. The widening of Leesburg Pike will likely result in eliminating the existing service road that currently provides the single point of access to the subject property along the frontage. Therefore, any proposed development should carefully consider possible impacts to the access and enhancements for site circulation and multimodal mobility. Due to the proximity of the subject site to the retail shops to the east and Tysons to the west, as well as the high school across the street, FCDOT has identified the site as a location that should be considered for a bikeshare station.

Lastly, the Comprehensive Plan recommends the future construction of a local collector road that would start at the southeast property corner where the signalized entrance to subject site currently intersects with Leesburg Pike and George C. Marshall Drive. This road would then extend to the north and east connecting with Burnside Court and Kilgore Road before leading into the Pimmit Hills subdivision. The Transportation element of the Policy Plan recommends sidewalks or trails be provided along both sides of collector roads such as these. In addition to adding another outlet to Leesburg Pike, the proposed road could also provide pedestrians and bikers from the adjoining Pimmit Hills neighborhood with a more direct point of access to the publicly accessible open space on the subject site. Development of the subject site under the proposed option would not impact alignment of this planned future road. Furthermore, draft text for the Plan amendment provides a recommendation to ensure that the site will accommodate safe connections for pedestrian and bike access between the trail planned across the frontage of the subject parcel and facilities on adjacent properties, which would include sidewalks along this planned road to the east.

Environment

The subject property is located in the Pimmit Run Watershed. Pimmit Run is a highly degraded stream with several restoration projects that are either in design or included on the County's 5-year Capital Improvement Program (CIP). The subject site also drains into the Pimmit Hills neighborhood which was developed prior to the adoption of stormwater management regulations, and therefore lacks controls for both water quality and water quantity and has a history of flooding and drainage complaints. Redevelopment of the subject property will be subject to stormwater management guidance found within the McLean Planning District section of the Comprehensive Plan as well as in the Environment element of the Policy Plan. The Plan amendment proposes stormwater management guidance that recommends that redevelopment of the subject site implement stormwater detention measures that are above the minimum standards. Examples of strategies that could be implemented to meet this goal include setting targets for limiting the peak run-off rate for the 10-year, 24-year storm event under redeveloped conditions to be significantly lower than the peak run-off rate for the same storm event under currently developed conditions, or by implementing techniques that reduce phosphorous loads in water before it is discharged from the site or recharged into the ground. Adequacy of stormwater improvements and innovations that are proposed to exceed standard stormwater regulations of the proposed development would be assessed during the development review process.

It is possible that noise impacts generated by traffic on Leesburg Pike will exceed 65 dBA DNL for the subject property, which may result in the need for interior or exterior mitigation. Therefore, a noise study and potential mitigation practices should be reviewed during the rezoning process for the proposed development.

The Environment element of the Policy Plan's recommendations for formal green building certification for new residential developments should be considered with any potential redevelopment of the subject property. The adequacy of proposed green building certifications and practices is evaluated as part of the concurrent zoning process. Additionally, the Policy Plan

recommends the incorporation of electric vehicle charging, particularly in proposals for residential development, which will be reviewed as part of the concurrent zoning process.

Parks and Open Space

The Board directed staff to place an emphasis on the provision of high-quality open space with the authorization for the proposed Plan amendment. There is an opportunity for the open space on the subject site to be provided as a system that could serve a variety of needs for residents of any future redevelopment as well as residents of the surrounding neighborhood.

Active open space on the subject site could include areas that will be set aside to accommodate community gatherings and support neighborhood active recreational needs that promote the health of future residents.

The Parks and Recreation element of the Policy Plan provides guidelines for the provision of parks and recreation services. These include population-based standards for specific types of park facilities and parkland acreage for recreation activities. The potential impacts to parks and recreation were evaluated by determining the potential residential population that could result from future development at 12-16 du/ac; and applying the population-based standards as detailed in the Policy Plan. An average household size of 2.60 residents for single-family attached units in the McLean Planning District was assumed, based on the County's 2020 Demographics Reports. If adopted, the proposed Plan Amendment could result in a net new population of up to 280 residents to the McLean Planning District, all of whom will need access to park and recreation facilities on site or nearby.

The Fairfax County Park Authority (FCPA) analysis recommends that the plan amendment consider the potential impact to park and recreation service levels that could result from converting office uses to medium-density residential use. FCPA also recommends that any new Plan guidance providing an option for residential development on the subject site encourage the creation of onsite park spaces for new residents to include walking trails, play areas, and other local-serving recreational facilities that are also accessible for use by the public. Therefore, Plan text proposed for this amendment recommends a condition for ensuring that outdoor recreation amenities are provided with connections for safe and convenient access of both the on-site residents and visitors from the neighboring community.

Passive open space should be provided in areas identified for tree preservation and new plantings should be provided to achieve buffer and canopy requirements, and to ultimately ensure that any proposed development is designed, constructed, and maintained in ways that are compatible with the lower-density residential development in the adjacent Pimmit Hills neighborhood. Existing tree cover, vegetative diversity and canopy have been evaluated in relationship to the proposed plan amendment and for the concurrent rezoning application submitted for the property. The analysis includes information regarding tree health, native and non-native species as well as an invasive species management or removal plan. This is important for ensuring that adequate of tree preservation, buffering and transitions are provided between the higher-density development of townhomes on the subject site and single-family

detached dwellings in Pimmit Hills through the provision of adequate screening and barriers. The adequacy of existing tree cover to remain and requirements for supplemental landscape plantings are determined by the Urban Forest Management Division (UFMD). UFMD analysis identified specific areas containing healthy groupings of trees that should be preserved. In order to ensure the health of mature off-site trees on the adjacent property of the church, UFMD has also recommended greater limits of protection in certain areas as needed to minimize the potential of land disturbing activities damaging root systems of trees located near the parcel lines, both on the subject parcel and in nearby wooded areas on properties that adjoin the site.

Heritage Resources

The office building on the subject property, designed by architects Ward and Hall, was constructed in 1976 and presented with a Merit Award by the American Institute of Architects in 1978. The structure itself is not listed on the Fairfax County Inventory of Historic Sites or located within a county Historic Overlay District; and is not listed on the state register or the National Register of Historic Places. However, the site has been identified by staff as needing further study to better understand its significance. Therefore, staff recommends that the office building be properly documented and studied as part of the development review process. Information resulting from the study should be submitted to the County prior to any demolition to accommodate future development.

The Pimmit Hills neighborhood makes up the largest portion of this planning sector, and the adopted Plan recommends that the neighborhood be evaluated for possible inclusion in the Inventory of Historic Sites. Staff's recommendations for ensuring that development on the subject site is compatible with adjacent homes in the Pimmit Hills subdivision through appropriate residential building designs and adequate buffering, screening and transitions should also assist in preserving the prevailing character of the greater neighborhood.

Schools

The subject site is served by Marshall High School (HS), Kilmer Middle School (MS), and Westgate Elementary School (ES). Figure 4 provides the latest projections published by Fairfax County Public Schools (FCPS) to reflect increases in student membership and individual school capacities considering the existing developments and the developments under construction within the service areas of each school (not including the proposed plan amendment). The latest projections were published in the FCPS Capital Improvement Program (CIP) FY 2021-25, based on School Year (SY) 2019-20 conditions prior to the COVID-19 pandemic. Projections were not published in the FCPS CIP FY 2022-26 due to the changing conditions of the pandemic. At this time, Marshall HS is considered to have sufficient capacity for current programs and future growth, Kilmer MS is at capacity, and Westgate ES is considered to have a capacity surplus. Membership projections account for factors such as the current and historical membership, migration, and transfer conditions for each school as well as the potential for by-right development that could occur under the existing zoning in the areas

served by these schools. Considering all these factors and based on SY 2019-20 conditions, Marshall HS would be approaching a capacity deficit, Kilmer MS would be considered to have a moderate capacity deficit, and Westgate ES would be considered to have a capacity surplus by SY 2024-25. Membership projections beyond the five-year horizon are not available.

School	Program Capacity SY 2019-20	Current Membership (9/30/19)	Capacity Utilization SY 2019-20	Projected Membership SY 2024-25	Capacity Utilization SY 2024-25
Marshall HS	2,333	2,134	91%	2,248	96%
Kilmer MS	1,146	1,146	100%	1,234	108%
Westgate ES	700	576	82%	579	83%

Source: FCPS, FY 2021-25 Capital Improvement Program, January 2020.

Figure 4: Current Student Membership and School Capacity Projections

Figure 5 provides the potential number of students anticipated to be generated by the proposed plan amendment by school level based on the proposed 12-16 du/ac density range and calculated using the current countywide student yield ratio. Mitigation of any potential school impacts will be reviewed with the concurrent rezoning application under review.

School Level	Proposed Number of Housing Units	Potential Student Yield
High	80-107	11-15
Middle	80-107	5-7
Elementary	80-107	21-28
Total Student Count		37-50

Figure 5: Student Yield Resulting from Proposed Plan Amendment

CONCLUSION

The proposed Plan amendment considers an option for single-family attached residential use at 12-16 du/ac. Providing the opportunity for additional housing in the area at this density is appropriate if conditions for development are included to achieve compatibility with the established low-density single-family detached development in the Pimmit Hills neighborhood, including through the provision of appropriate building and site design and adequate transitional buffering and screening. Residential development at the proposed density will result in significantly fewer daily trips and AM and PM peak-hour trips than those generated by the existing office use. Additional considerations for impacts identified through staff's analysis are reflected in the recommendations for Plan guidance and conditions that should be met to ensure the quality of proposed open space amenities, improved access to multimodal transportation, and the balancing of environmental and heritage resources considerations.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined.

ADD: Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through 2-23-2021, M2-Pimmit Community Planning Sector, Recommendations, Land Use, Page 94:

“3. Tax Map Parcel 39-2 ((1)) 57 is planned and developed with office use. As an option, residential use up to a density of 12-16 du/ac with single-family attached or stacked townhouses may be appropriate if the following conditions are met:

- Building heights do not exceed four stories, including any optional features such as lofts or accessways to rooftop level decks or terrace;
- A system of high-quality, well-designed, and attractive open space and site amenities is provided to adequately serve needs for recreation, tree preservation and buffering for adjacent homes in a well-designed network of green spaces distributed throughout the site;
- Active open space area(s) is provided as an integral and publicly accessible feature of the site. This space should be usable, well-designed, and attractive while allowing for a variety of amenities such as flexible community gathering space, natural and landscaped gardens, adequate space for outdoor seating, and active recreation facilities that are appropriate to a residential neighborhood context. These areas should be accessible by an internal pedestrian “loop” or similar network of well-connected trails and walkways that are also linked to external paths providing safe and convenient access to residences from the adjacent community;
- Visual impacts to the adjacent residential neighborhood are minimized through site and building design, effective landscaped screening buffers and appropriate barriers;
- Existing healthy and mature trees are preserved in areas adjoining property boundaries to the greatest extent possible and land disturbing activities managed to minimize the risk for damaging trees in buffer areas and adjacent open areas, in consultation with the Fairfax County Urban Forest Management Division. Buffer areas should be supplemented with appropriate evergreen deciduous, and understory vegetation, to provide year-round visual screening to adjacent residences as well as to improve the general effectiveness of existing vegetation;
- Stormwater management controls for the new development above the minimum standards are provided to the extent possible.

- The existing office building has potential to be a significant resource due to its award-winning design. Prior to demolition, documentation should be provided for the building. The specific type of documentation should be coordinated with county heritage resources staff;
- The widening of Leesburg Pike, from four to six lanes to accommodate Bus Rapid Transit and a potential station, needs to also accommodate pedestrian and bicycle facilities. Pedestrian and bicycle connections should be safely accommodated to enhance connectivity from the site to adjacent properties. Supportive active transportation facilities, should also be considered;
- Public transit facilities, such as bus stops, are accessible from the site via paved walkways that should be lighted for safety and security;
- Access to Leesburg Pike is consolidated to the extent possible due to the planned Bus Rapid Transit System; careful consideration should be given to access that enhances site circulation and multimodal mobility.

MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through 2-23-2021, M2-Pimmit Community Planning Sector, Figure 17, “Land Use Recommendations, General Locator Map,” page 95, to add the new recommendation (#3) to the figure for Tax Map Parcel 39-2 ((1)) 57.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

ATTACHMENT 1

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through 2-23-2021, M2-Pimmit Community Planning Sector, Recommendations, Land Use, Pages 93-94:

RECOMMENDATIONS

Land Use

The West Falls Church Transit Station Area is located in this planning sector. Recommendations for this area are found in the section of the Plan entitled “West Falls Church Transit Station Area.”

The Pimmit sector is largely developed as single-family residential neighborhoods. Infill development in that sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 17 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. To preserve the stable residential portions of the sector, infill should be residential in nature and compatible with existing development. Specifically,
 - a. Low density residential infill should be continued northwest of Idylwood Road, between Leesburg Pike and Great Falls Street, to preserve the character of the neighborhood, which is planned for development at 2-3 dwelling units per acre. [Not shown]
 - b. The single-family residences with access to Leesburg Pike, adjacent to the Reddfield community and northwest of Idylwood Road, are planned for residential use at 2-3 dwelling units per acre. A service road should connect to Idylwood Road as far away from Leesburg Pike as possible (see Figure 18). Buffering should be included along Leesburg Pike as well as between new development and the Reddfield community. [Not shown]
2. The area located southeast of Idylwood Road, west of the Dulles Airport Access Road and north of the West Falls Church Transit Station Area, is planned for 2-3 dwelling units per acre with the exception of Mount Royal Park which is located to the west of the single-family housing. The single-family dwellings should have landscaped buffering from noise and nonresidential uses with appropriate pedestrian and vehicular access.