



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2018-II-1M
June 2, 2021

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

SUPERVISOR DISTRICT: Dranesville

PLANNING AREA: Area II

PLANNING DISTRICT: McLean Planning District

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

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

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, June 16, 2021 @ 7:30 PM

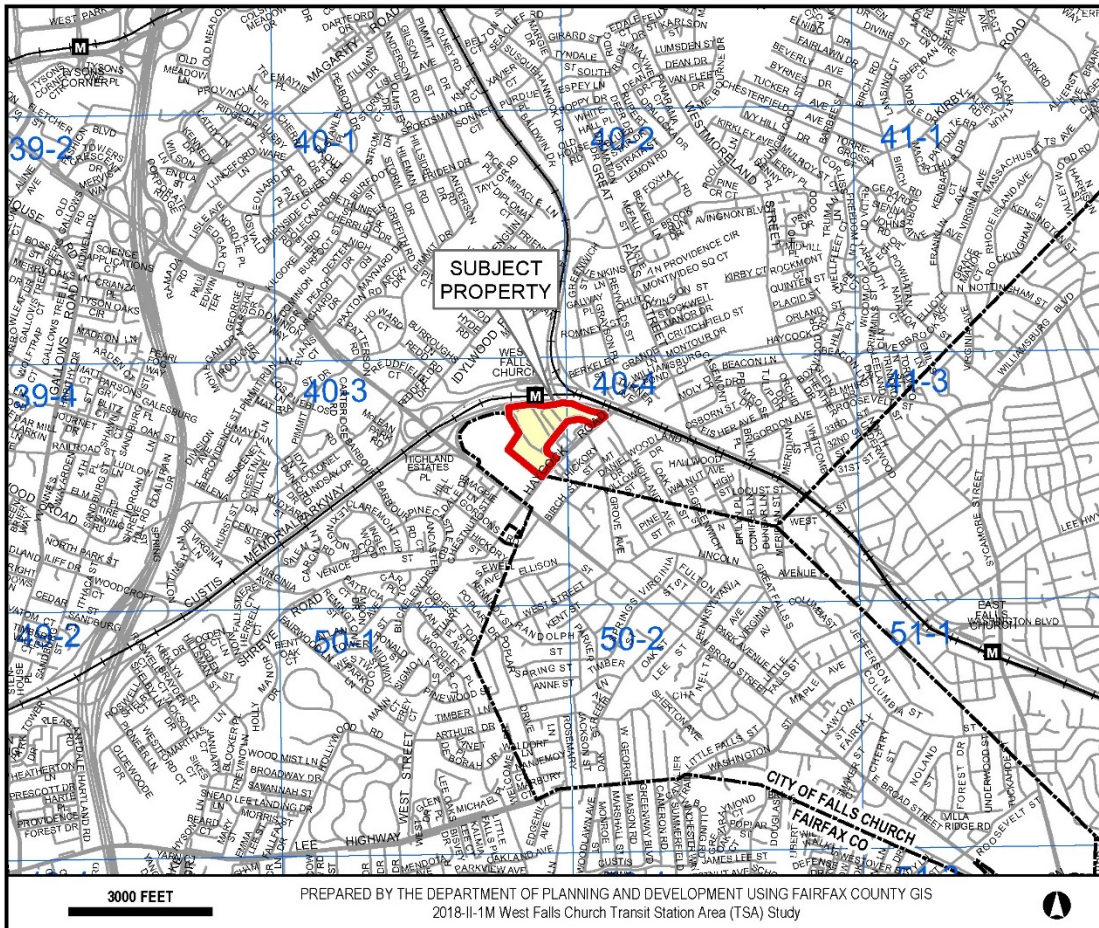
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, July 13, 2021 @ 4:00 PM

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

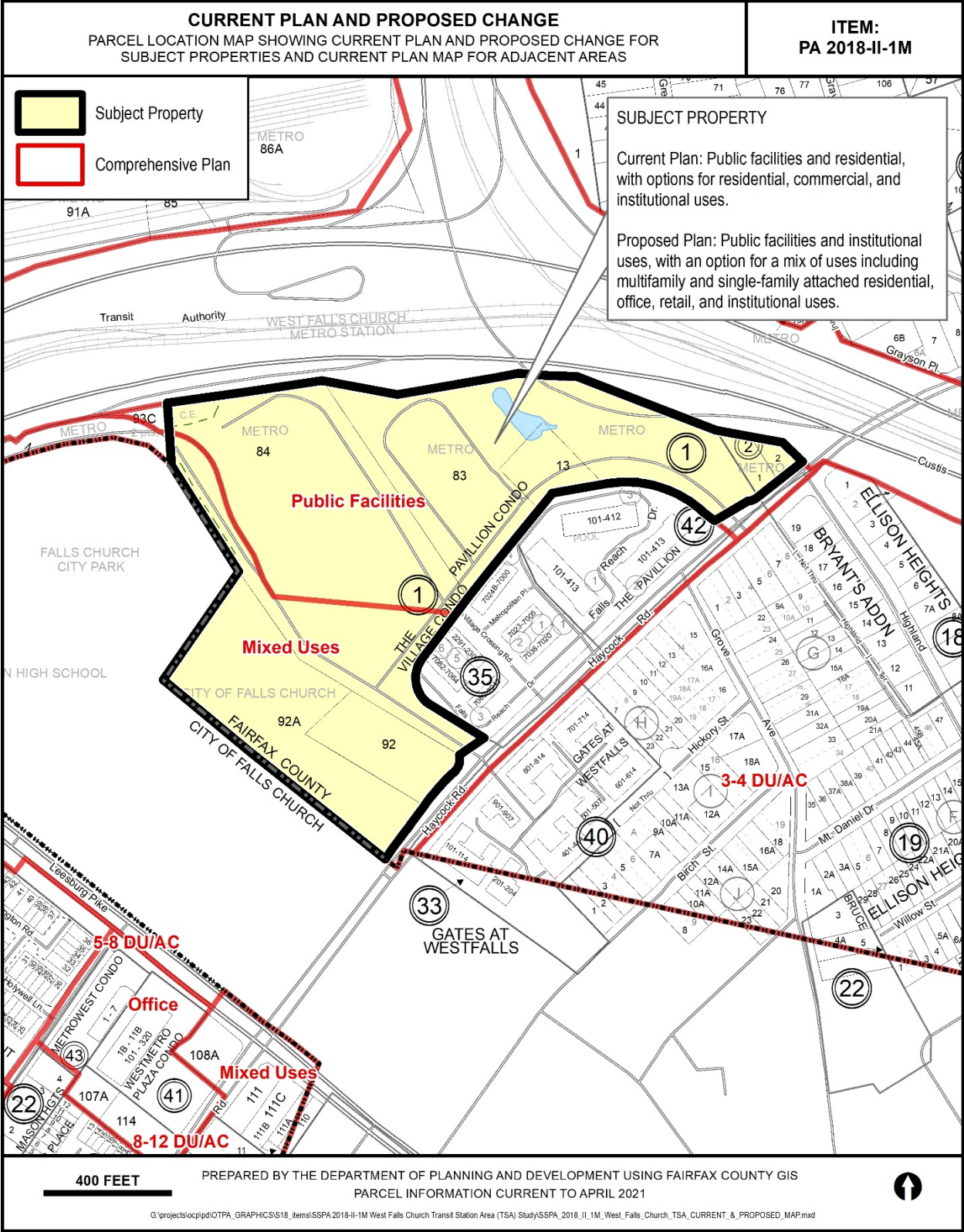


Reasonable accommodation is available upon 48 hours
notice. For additional information about accommodation
call the Planning Commission office at (703) 324-2865,
or the Board of Supervisors office at (703) 324-3151.

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



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STAFF REPORT FOR PLAN AMENDMENT 2018-II-1M

BACKGROUND

On July 31, 2018, through the approval of the Comprehensive Plan Amendment Work Program, the Board of Supervisors (Board) authorized the consideration of Comprehensive Plan Amendment PA 2018-II-1M for approximately 24 acres adjacent to the West Falls Church Metrorail station, in the Dranesville District. This site serves as a “Kiss and Ride” drop off area along with surface and structured parking on the Washington Metropolitan Area Transit Authority (WMATA)-owned Tax Map Parcels 40-4 ((1)) 13, 40-4 ((2)) 1 and 2, and 40-3 ((1)) 83 and 84. The study area was initially brought forth as a nomination for a change to the Comprehensive Plan during the 2017 North County Site Specific Plan Amendment (SSPA) process and originally numbered PC17-DR-001: West Falls Church Transit Station Area (TSA). The Board’s authorization directed staff to consider mixed-use development consisting of office, retail, multifamily and townhouse units up to an intensity of 0.96 floor area ratio (FAR) on the WMATA property.

On September 25, 2018, the Board authorized the expansion of the scope for PA 2018-II-1M to include the site of the adjacent University of Virginia (UVA) and Virginia Tech’s Northern Virginia Center (NVC). Since the Board authorized these properties for study, Virginia Tech purchased UVA’s interest in the NVC. The NVC is comprised of two parcels that contain approximately 7.53 acres, Tax Map Parcels 40-3 ((1)) 92 and 92A. Tax Map Parcel 40-3 ((1)) 92A, owned by the City of Falls Church, is developed with the approximately 101,460-square foot NVC and surface parking. Tax Map Parcel 40-3 ((1)) 92 is owned by Virginia Tech and is developed with surface parking and a small courtyard. This authorization directed staff to consider a mix of institutional, office, retail, and residential uses at an intensity of up to 2.5 FAR on the site which will be referred to in this report as the Virginia Tech site.

The authorized sites (Figure 1) collectively contain 31.5 acres and comprise most of Land Unit A within the Transit Development Area (TDA) of the West Falls Church TSA. Generally, the 47-acre TDA is within a five to seven-minute walk from the Metrorail station entrance, the area near transit that is generally identified as appropriate for higher-intensity, mixed-use development. Countywide guidance for such areas is contained within the Guidelines for Transit-Oriented Development (TOD Guidelines) in the Land Use Element of the Comprehensive Plan’s Policy Plan, which recommend, among other things, that development within the areas nearest to transit stations focus on reducing automobile dependence and increasing transit ridership.

2018-II-1M

West Falls Church Transit Station Area (TSA) Study



Figure 1: Aerial View of the Subject Area

Additional information regarding these nominations is provided in the proposed Plan Amendment section of this report.

A community task force that was formed by the Dranesville District Supervisor to review and provide input on this plan amendment met from January 2019 through April 2021. The task force made recommendations on a range of topics, including pedestrian access and safety, building heights and transitions, automobile traffic, and nighttime light pollution. A more detailed description of the task force work can be found below.

CHARACTER OF THE SITE

Figure 2 depicts the existing land uses for the subject property and the immediate vicinity. For purposes of organizing land use recommendations, the West Falls Church TSA is divided into 4 land units (A, B, C and D) as shown on the map in Figure 3. WMATA's parcels, which are located in the northern portion of Land Unit A, provide an entryway to the pedestrian bridge that crosses eastbound Interstate 66 (I-66) and into the West Falls Church Metrorail station and are planned for public facilities or residential uses. These parcels are zoned R-30. Other uses on these parcels consist of a six-level, 60-foot tall (74' including the elevator shaft) parking structure, two surface parking areas for daily use, and kiss-and-ride parking for the West Falls Church Metrorail station situated inside a bus loop. The area east of the bus loop, north of Metrorail Access Road, south of I-66, and west of Haycock Road remains largely in an undeveloped state. Immediately adjacent to the bus loop is a stormwater pond; otherwise, this area is forested and slopes sharply down toward I-66.

The Virginia Tech tract to the southwest is developed with the NVC building and framed by a large onsite parking area to the north, and two smaller parking lots to the east and west. Both parking lots on the northern side of the NVC share an entrance from Falls Church Drive, and this same road also serves as the primary public entrance to parking facilities for the Metrorail station. These parcels are planned for residential and commercial uses, with an institutional use option, and are zoned C-3.

Combined, these two tracts comprise the majority of Land Unit A. The land unit is also developed with The Village and The Pavilion condominiums, which together consist of 252 multifamily dwelling units.

CHARACTER OF THE AREA

Interstate 66 forms the northern boundary of the site; the West Falls Church Metrorail station platform is located within the center median of the interstate. Properties east of Haycock Road are developed with a mix of single-family detached and multi-family residential uses. Land Unit C is developed with single-family detached residential uses, while Land Unit D is primarily made up of single-family detached residential uses, but also includes institutional uses consisting of an elementary school and private swim club. Current Plan guidance is not proposed to be changed for Land Units B, C or D as a part of this amendment.

The eastern terminus of the Dulles Toll Road Connector merges with I-66 to the north of the subject property. A WMATA rail service yard is located on the northwest corner of the Dulles Toll Road/I-66 interchange, on parcels which are planned for public facilities.

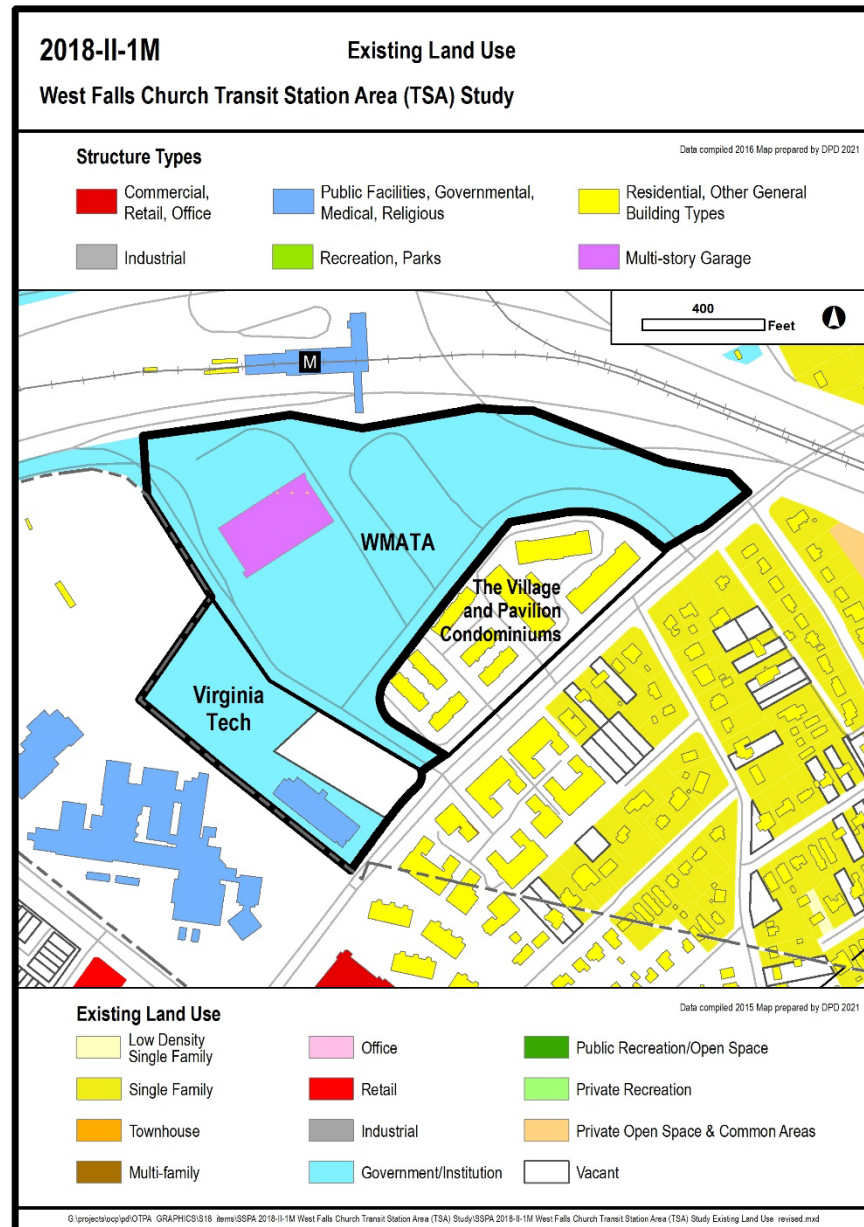


Figure 2: Existing Land Uses

East of the study area and to the west of Haycock Road are two condominium developments – The Village and The Pavilion – developed with 252 dwelling units. The Gates at Westfalls Condominiums are located on the opposite side Haycock Road at the intersection with Falls Church Drive. Other properties east of the study area are comprised of single-family residential development and planned for 3-4 dwelling units per acre (du/ac).

The jurisdictional boundary between Fairfax County and the City of Falls Church runs from the northwest to southeast of the subject property and comes to a point at the southwestern border of the study area.

Within the City of Falls Church, and nearer to I-66, is an approximately 24.55-acre site developed with the City of Fall Church's Mary Ellen Henderson Middle School and the new George Mason High School. Also within the City of Falls Church, the property at the corner of Haycock Road and Route 7 has been approved as a mixed-use center planned to have a shared system of streets that connect with Land Unit A, and consisting of multi-family and senior living residential uses with office, retail, grocery store, hotel, civic and other supporting commercial uses at an intensity of approximately 3.6 FAR.

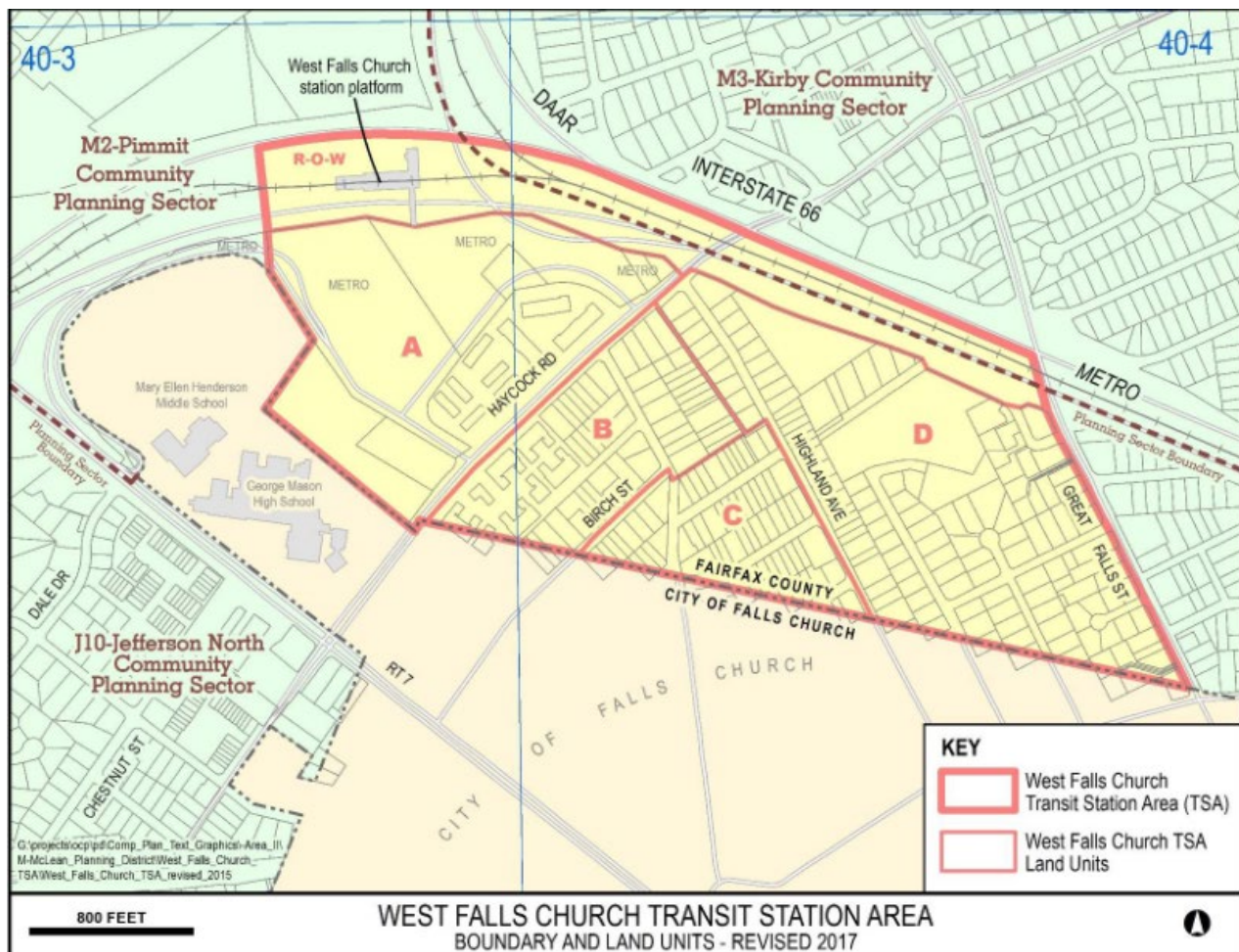


Figure 3: West Falls Church Transit Station Area and Land Units

PLANNING HISTORY

Fairfax County's 1975 Comprehensive Plan was the first edition to identify the study area as a Metro Complex Area ("MSA"). On July 22, 1985, the Board amended the Comprehensive

Plan guidance for the TSA, establishing the general framework and guidance that remains in the plan today. Following this, it was amended in 1991 to include alternative development options that provided an opportunity to increase the development potential by achieving certain incentive-based objectives.

In February 1995, the Board adopted Comprehensive Plan Amendment S94-II- M1, creating the option for 240,000 square feet of institutional use on Tax Map Parcels 43-3 ((1)) 92 and 92A, in lieu of the planned 130 dwelling units and 43,800 square feet of office/retail space. This Plan option for institutional use allowed for development of the 108,225 square-foot Virginia Tech and University of Virginia Northern Virginia Center, a facility that opened in 1997 offering college courses from both universities.

In March 2002, the Board adopted a Comprehensive Plan Amendment that was originally initiated as an Areawide Plan Review nomination (APR-01-II-4M) on the WMATA parcels. The updated Plan replaced 130,000 square feet of planned office/retail use with an allowance for residential use at a density of 30 du/ac on Tax Map Parcels 40-3 ((1)) 83, 84 and 93C; 40-4 ((2)) 1 and 2. This created the potential for 788 additional dwelling units and increased the maximum total number of dwelling units allowed within the TDA from 1,200 to 1,778.

On June 4, 2013, the Board adopted Comprehensive Plan Amendment S12-I-J1, which removed five land units (located southwest of Route 7 in the Jefferson Planning District) and reduced the amount of residential density planned within the West Falls Church TSA. These land units were removed from the TSA because the neighborhoods are not within the area that is targeted for transit-oriented development, and because Route 7 creates a significant barrier between these former parts of the TSA and the other tracts that adjoin the West Falls Church Metro Station.

On March 24, 2015, the Board adopted Plan Amendment 2013-II-M1 for the West Falls Church TSA to reflect the boundary change between Fairfax County and the City of Falls Church. This resulted in a reduced Land Unit A.

TASK FORCE AND COMMUNITY ENGAGEMENT

A task force was appointed by the Dranesville District Supervisor to consider and offer recommendations for changes to the Comprehensive Plan guidance for the West Falls Church TSA. The task force was composed of members representing condominium, homeowners, and civic associations adjacent to and near the study area.

Over the course of 22 meetings held from January 2019 through April 2021, the task force reviewed the proposed plan change and developed recommendations for new Comprehensive Plan guidance for the TSA based on the community's vision and suggestions. Task force meetings were held in-person at Virginia Tech's Northern Virginia Center from January 2019 through February 2020, but were then halted due to the COVID-19 pandemic. Meetings resumed virtually in June 2020 and continued through April 2021. All task force meetings were open to attendance and participation by the public. Meeting dates, agendas,

summaries, staff and developer presentations, recordings, and other written materials are available on the West Falls Church TSA Study Meetings webpage (<https://www.fairfaxcounty.gov/planning-development/plan-amendments/west-falls-church-tsa-study/meetings>).

Staff incorporated recommendations from the task force and community members into the draft plan. On April 20, 2021, the task force finalized its recommendations. This staff report includes this task force-recommended draft text with minor updates.

In January 2019, staff held a community meeting to initiate the plan amendment that was combined with the first task force meeting. A second community meeting was held in May 2021, following the conclusion of the task force's work. In addition to these broader community meetings, staff held or attended four meetings with nearby communities in early 2021.

ADOPTED COMPREHENSIVE PLAN TEXT

The adopted Comprehensive Plan Map designates the study area for Public Facilities and Mixed Uses. Under the adopted West Falls Church TSA plan, there are four tiers of recommendations for the subject properties: TSA-wide, TDA, land unit, and tract-level recommendations.

The adopted Plan for the WMATA parcels recommends public facilities, governmental and institutional/mixed use at the base and intermediate level, with an option for residential use at a density of 30 du/ac.

At the base and intermediate level, Tax Map Parcel 40-3((1)) 92A is recommended for 0 dwelling units. Tax Map Parcel 40-3 ((1)) 92 is recommended for 2 dwelling units at the base level and 40 dwelling units at the intermediate level. At the maximum level, the adopted Plan for these two Northern Virginia Center parcels recommends either a maximum of 130 dwelling units and 43,800 square feet of retail/office space or an option for 240,000 square feet of institutional use. The adopted Comprehensive Plan contains ten general development criteria that proposals should meet to achieve the maximum level of development within the TDA. The TOD Guidelines recommend a mix of land uses to ensure the efficient use of transit, encourage different types of activity throughout the day, and create a critical mass of pedestrian activity.

The Plan guidance for the study area is located in the Area II Volume of the Comprehensive Plan, McLean Planning District, pages 77-91 and can be viewed online at <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area2/mclean.pdf#page=77>.

The Plan Guidelines for Transit-Oriented Development are located in Appendix 11 of the Land Use Element of the Comprehensive Plan's Policy Plan, pages 34-39 and can be viewed online at <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/policy/landuse.pdf#page=34>.

PROPOSED PLAN AMENDMENT

The Board authorized staff to consider amending the plan to allow for office, retail, multifamily and single-family attached residential development up to a .96 FAR on the WMATA property (identified as Sub-unit A-1 in Figure 4), or approximately 1,003,620 sq. ft. on the 24-acre site. The Board directed that staff consider institutional, office, retail, and residential uses at an intensity up to 2.5 FAR for the Virginia Tech property (identified as Sub-unit A-2 in Figure 4), or approximately 816,750 sq. ft on the 7.5-acre site. The differences between the optional level of development recommended by the adopted and proposed plan are summarized in Figure 5.

In addition to proposed changes to use, intensity, and density for Sub-units A-1 and A-2, the draft amendment also considers modifications to the urban design, transportation, parks and open space, and environmental recommendations.

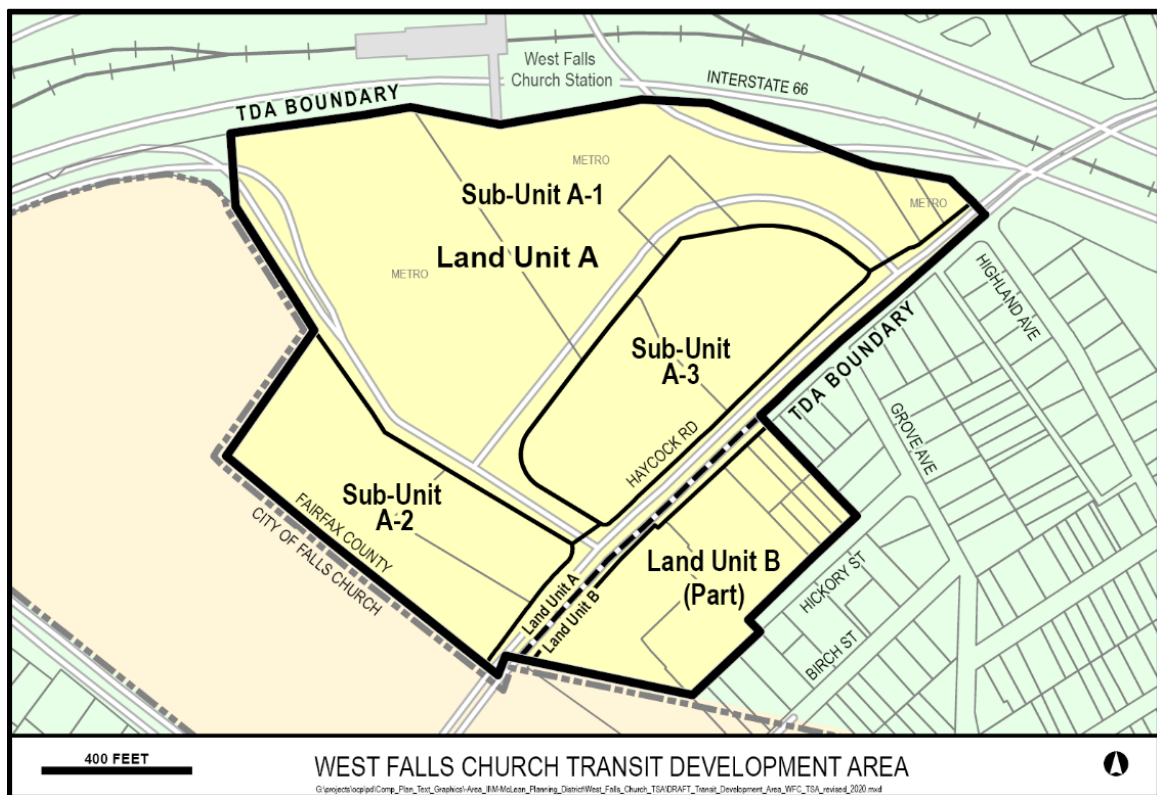


Figure 4: Transit Development Area Map – Proposed Sub-Units

	Land Use	Area
Existing Development	Institutional	101,460 sq. ft.
Adopted Plan, Institutional Development Option	Residential	720 DUs
	Institutional	240,000 sq. ft.
Adopted Plan, Maximum Development Option	Residential	850 DUs
	Office/Retail	43,800 sq. ft.
Proposed Plan Amendment	Residential	1,340 DUs*
	Office	301,000 sq. ft.*
	Retail	48,000 sq. ft.*
	Institutional	160,000 sq. ft.*
*Represents the maximum recommendation for each land use. Development in Sub-units A-1 and A-2 are proposed for a maximum 0.96 and 2.5 FAR, respectively.		

Figure 5: Existing, Planned, and Proposed Land Uses

ANALYSIS

The staff evaluation of this Plan amendment included a review of the adopted TOD Guidelines and other County policies and guidelines such as the Urban Parks Framework and the Volume I: Urban Design Guidelines for Commercial Revitalization Districts and Areas, as well as an assessment of the expected impacts from the proposed change in use.

The proposed amendment is aligned with the vision of the adopted TSA plan and with the TOD Guidelines, as it envisions a compatible mix of residential, commercial, institutional, and retail uses in a high-quality environment that prioritizes multimodal transportation. The proposed plan reduces sprawl and automobile dependency by focusing medium- to high-density growth around the Metrorail station while planning for adequate transitions to neighboring communities and adjacent development in the City of Falls Church. Urban parks, pedestrian-oriented design, and active ground floor uses would all serve to activate the public realm.

In keeping with the third, seventh, and ninth principles of the TOD Guidelines, the transportation analysis emphasized improvements for pedestrian and bicycle connectivity, wayfinding, safety, and comfort throughout the study area and to surrounding neighborhoods. Integral to achieving that vision is the creation of a grid of streets, as is contemplated by the proposed plan. As recommended in the ninth TOD principle, staff pursued a multimodal infrastructure balance approach when studying and planning for the traffic-related impacts on arterials adjacent to and within the TDA. Staff analyzed the proposed changes in land use to ensure that the priorities of all modes of transportation were balanced.

In many respects, the TOD Guidelines are reflected in the Board's Strategic Plan to Facilitate the Economic Success of Fairfax County. Accordingly, the proposed amendment also furthers the goals espoused in that plan as it relates to building sustainable and healthy activity

centers by improving mobility, providing open space and recreational opportunities, preserving water quality, and encouraging high quality design.

The amendment also includes formatting and editorial changes to update references to current County policies and terminology, and to improve readability and logical flow. Overarching development criteria for properties within the TDA remain largely unchanged and will aid in the realization of the proposed amendment. The following analysis examines the main components of the West Falls Church TSA plan, and the associated proposed Plan recommendations.

Land Use

This analysis is based on the Comprehensive Plan's Concept for Future Development, the TOD Guidelines in Appendix 11 of the Land Use element of the Policy Plan, and the anticipated impacts of the proposed plan. Under the proposed plan, the recommended FARs provide an overall development cap for Sub-Units A-1 and A-2. Within this maximum FAR, the draft plan contains guidance for each of the recommended land uses. Figure 5 compares the uses and intensities envisioned with the proposed plan amendment with those of the adopted plan and existing development. Compared to the current plan, the proposed plan represents an increase in intensity and contemplates a wider array of uses.

The Concept for Future Development sets forth a vision and direction for guiding growth and development in Fairfax County. TSAs are identified as one of four types of Mixed-Use Centers where most residential and employment growth should be focused. Outside of these Mixed-Use Centers, growth is generally expected to be limited. Per the Concept for Future Development, TSAs should promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of rail stations. This direction is provided in recognition of Metrorail as a vital public transit choice that reduces single-occupancy vehicle use.

Guidance for realizing the general vision for TSAs set forth in the Concept for Future development is supported in more detail by the 16 principles enumerated in the TOD Guidelines in Appendix 11 of the Land Use element of the Countywide Policy Plan. Accordingly, those principles form the foundation of the review of the plan amendment. Principle 11 recognizes that planning for higher intensities near Metrorail stations provides a countywide benefit by accommodating some of the region's projected employment and residential growth in areas accessible by transit. Maximizing development potential at West Falls Church can leverage major investments in public transit infrastructure, contribute to environmentally sound means to accommodate new growth in the County, improve access to transit stations, and enhance transportation choice in the area. The increases in maximum development potential contemplated in the proposed plan amendment support this principle.

However, the proposed plan does have a notable difference from other TSAs – Sub-unit A-1, which is nearest to the Metrorail station, is recommended for a lower FAR than Sub-unit A-2, which is slightly further away. While the first principle of the TOD Guidelines encourages the

most intense development nearest to the Metrorail station, the guidelines also recognize that the unique characteristics and needs of each Metrorail station should be considered. In this case, a lower FAR is recommended for Sub-unit A-1. This is to provide an appropriate transition in density between this sub-unit and existing and proposed uses and since much of the land area is not anticipated for development due to the following:

- The existing WMATA parking garage for Metrorail riders is planned to remain.
- There is an area located immediately adjacent to I-66, that is designated for no development as it is forested and has a steep grade.
- An existing stormwater management pond near the Metrorail station entrance is anticipated to remain.
- Land area used for transit operations, such as pick-up/drop-off areas, kiss-and-ride parking, and the bus loop and bus bays is provided.

Meanwhile, Sub-unit A-2, while further away from the Metrorail station, is appropriate for a higher intensity than Sub-unit A-1. None of the site constraints that exist for Sub-unit A-1 are present in Sub-unit A-2. The proposed 2.5 FAR is an intensity that is comparable to land units in other TSAs and, in this instance, provides a transition down in intensity from the adjacent planned development within the City of Falls Church to Sub-unit A-1. Lastly, recommended buffers and lower maximum building heights nearest to Sub-unit A-3 lessen the impact of higher intensity development on existing nearby communities.

Retail or other Active Ground Floor Uses

The fourth principle of the TOD Guidelines recognizes that providing a mix of uses, including retail, is necessary for achieving a critical mass of pedestrian activity. The recommended plan proposes between 28,000 and 48,000 sq. ft. of retail or other active ground floor uses for Sub-units A-1 and A-2. The plan contemplates these uses along the main route from the adjacent development in the City of Falls Church to the Metrorail station entrance, rather than on peripheral streets. Doing so prevents pedestrian activity from being diluted throughout the TDA and concentrates active uses where they can best be supported by pedestrian amenities and open spaces. Given ongoing trends in brick-and-mortar retail, the plan recognizes the need for providing flexibility for how the street frontage is activated. In addition to retail, the active ground floor uses planned for primary pedestrian routes may include building amenity areas or other creative spaces that promote street-level activity.

Residential Use Types

Residential uses should primarily consist of multifamily dwelling units, as the recommended amendment contemplates. However, the proposed plan recognizes that approximately 80 townhomes may be appropriate in Sub-unit A-1. These townhomes are appropriate as a transition to existing neighboring development and may be appropriate elsewhere within the sub-unit, depending upon the development plan that may be submitted to implement the plan. As a transitional element, the recommended townhomes are an acknowledgement of the station-specific flexibility and vision for the community emphasized in the TOD Guidelines. Additionally, a limited number of townhomes within the TDA provides a

mix of housing types that can meet different needs as is recommended in the fifth principle of the TOD guidelines. Similarly, variation in building form throughout the TDA creates a more interesting and engaging experience for pedestrians, creating a pedestrian-focused sense of place as is recommended in the TOD Guidelines recommendation on urban design.

Institutional Use

As identified in Figure 5, while the proposed plan contemplates a reduction in the planned institutional uses for Sub-unit A-2 from 240,000 sq. ft. to 160,000 sq. ft., the proposed plan still recommends a greater amount of institutional use than the 101,460 sq. ft. that is currently developed on the site. As such, expansion of institutional uses would still be possible under the proposed plan.

Affordable Housing

Housing within TSAs should be accessible for those most dependent on public transportation, including low- and moderate-income households, as expressed by the TOD Guidelines and the Board's Strategic Plan to Facilitate the Economic Success of Fairfax County. Guideline # 5 of the TOD Guidelines encourages the incorporation of a diverse range of housing types and sizes that provide for affordable units, senior living, and options for persons with disabilities and/or other special needs within the sites that are subject to development.

Currently, the plan for the West Falls Church TSA envisions more affordable housing than the countywide standard. Item #6 of the General Development Criteria in the adopted Comprehensive Plan for the West Falls Church TDA, which includes the entire study area, recommends that the approval of any new housing development at the maximum level of development only be granted if a minimum of 15 percent of the dwelling units provided are for low- and moderate-income households. Under the proposed plan amendment, Item #6 is proposed to be updated in response to recent changes to the County's Workforce Housing Policy. Additionally, Item #6 is proposed to be updated with current terminology and references to the Affordable Dwelling Unit Ordinance and the Workforce Dwelling Unit Policy.

On February 23, 2021, the Board of Supervisors approved an amendment to the Housing Element of the Policy Plan and the Guidelines for Provision of Workforce Dwelling Units (WDU policy). Prior to this new policy, rental WDUs were expected for households earning up to 120%, 100%, and 80% of the area median income (AMI). It was determined that most WDUs provided at the 120% and 100% AMI tiers were effectively leased at market rate. Under the new policy, committed rental WDUs are recommended for households earning up to 60%, 70%, and 80% AMI. Due to higher cost of providing WDUs to lower income households, the countywide total recommended commitment level for rental WDUs was decreased from 12% of total units, to 8%.

To update the West Falls Church TSA plan to better align with this policy update, the proposed amendment reduces the total commitment level for rental workforce units from 15% to 10%, as shown in Figure 6. This corresponds with the 33% countywide reduction from 12% to 8%. The proposed amendment also establishes guidance on the percentage of WDUs that should

be provided at each income tier, proportional to the countywide recommendation at the 8% commitment level. The recommended commitment level for for-sale units remains unchanged from the current plan, as the new WDU policy only affects rental units. Affordable Dwelling Units would be provided with any development within the study area as specified by the Zoning Ordinance.

Income Tiers	Current Plan	Proposed Plan
Up to 120% of AMI	5%	--
Up to 100% of AMI	5%	--
Up to 80% of AMI	5%	5.00%
Up to 70% of AMI	--	2.50%
Up to 60% of AMI	--	2.50%
Total	15%	10%

Figure 6: Rental Income Tiers for WDUs in the TDA

Urban Design

Within the adopted plan, urban design recommendations relate to building massing and height, landscaped buffers, and pedestrian circulation through the TDA. These recommendations remain and are supplemented by the proposed Urban Design Framework and additional recommendations for building and site design, the public realm, and the street grid. Guidance from the framework is intended to enhance wayfinding, create a sense of place, and improve walkability. The Urban Design Framework is essential for creating a walkable community that supports transit.

Urban Design Concept

In Sub-units A-1 and A-2, development should be organized around a street network that connects and orients the surrounding neighborhoods to the station entrance. Development should generally reflect the Urban Design Framework (Figure 7). The Urban Design Framework should be interpreted in concert with the text recommendations for urban design. The framework envisions a prominent street which functions as a primary pedestrian route that runs parallel to Haycock Road to integrate development from the City of Falls Church through Sub-units A-1 and A-2, ultimately connecting to the Metrorail Station entrance. Buildings should face the street and be designed to create a consistent street wall with minimal setbacks and with entrances that open on to it. To further orient transit riders and development towards the station, a visual axis should be created from the center of the WMATA property to the station entrance. This visual axis can be achieved using street alignments and focal points such as parks and plazas, vertically designed public art, and/or signage. Local streets are encouraged to break up larger blocks, provide access to buildings and improve pedestrian connectivity through the site.

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

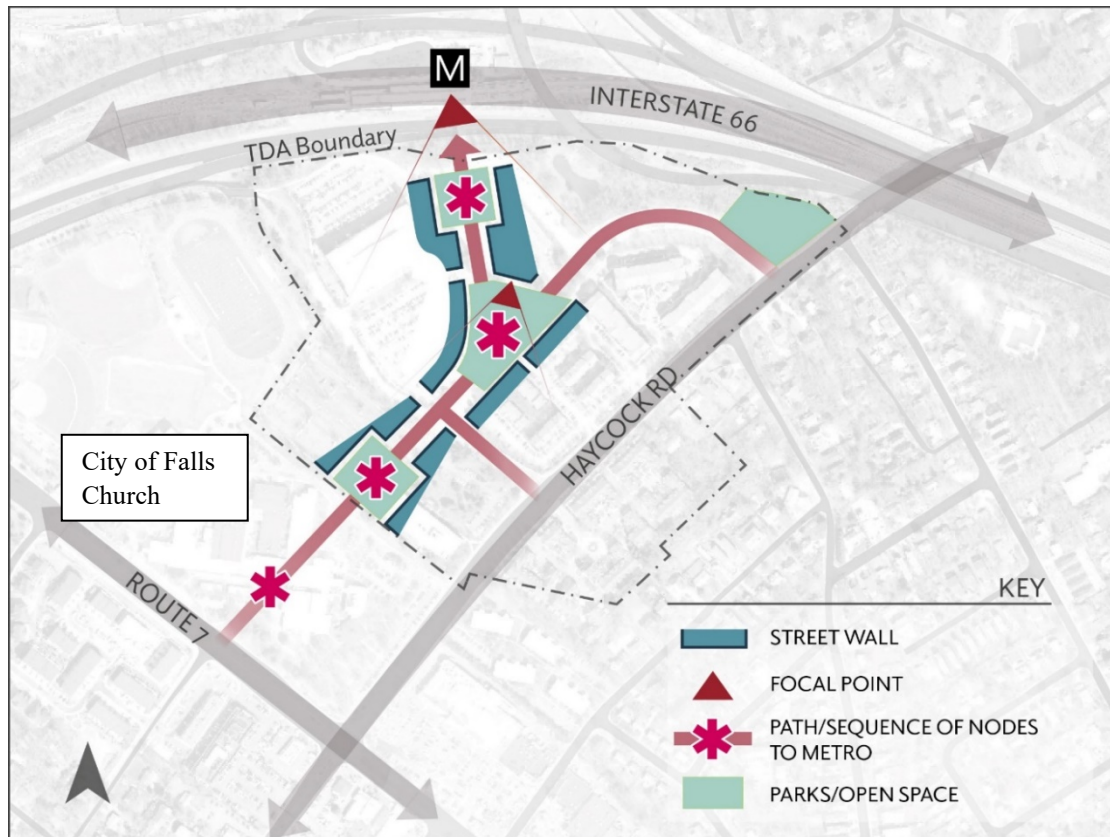


Figure 7: Urban Design Framework

The urban design of the area should conform to the recommendations established in Volume I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas, specifically those chapters pertaining to streetscapes, open space, building design, and placemaking elements. While the West Falls Church TSA is not within a Commercial Revitalization District or Area, the guidelines contain broad recommendations and urban design ideas for streets, streetscapes, parks, landscaping, parking, building exteriors, and special placemaking features that are appropriate for a TSA and that assist in the creation of complete streets, enhance walkability, and promote a sense of place.

Building Heights and Massing

Because the plan amendment proposes increasing the intensity of both Sub-units A-1 and A-2, the building height map is proposed to be updated to account for increased intensity while

also responding to the surrounding community. To develop the height recommendations, shadow studies were conducted using a variety of building heights. An increase in maximum recommended building heights is proposed so that development at the recommended intensities will provide sufficient parks and open space to serve new and existing residents. In general, building heights (see Figure 8) are envisioned to be greatest nearest to the Metrorail station and the neighboring development in the City of Falls Church, which is planned for buildings up to 175' in height. As a transition to existing adjacent communities, it is expected that height of any development will taper down as it nears those communities. Specifically, lower building heights (85 feet) are recommended near The Village Condominiums in Sub-unit A-3.

Step-downs may be appropriate when adjacent to, or across from existing residences. Mechanisms such as shadow studies, cross sections, and building design should be provided to demonstrate that the proposed heights do not adversely impact residences in neighboring developments.

Due to the increased visibility of taller buildings, the proposed plan recommends that developers collaborate with the community on lighting and architectural design of any buildings greater than 85 feet in height. The plan also recommends that building modulation and variations in building heights within a block should be incorporated to distinguish uses, create variety, and to provide light, views, privacy, and effective transitions to existing residential communities. These recommendations further mitigate the effects on neighboring communities and resulted from an inclusive, collaborative community participation process, as recommended in the tenth principle in the TOD Guidelines.

Building designs should avoid large undifferentiated horizontal or vertical massing by using techniques such as façade breaks, roof line modulation, balconies, and variations in materials. These variations create visual interest and variety, allow light to permeate down to the street reducing the impacts of shadows, and can result in elevated outdoor terraces. Building location and massing should minimize long periods of shadow on the street, on adjacent buildings, or in open space, as demonstrated by shadow studies (also called sunlight or solar shading analyses).

Changes in materials, colors, and/or textures should be used to differentiate the ground floor, which, should be designed to engage the street and have active uses. Active ground floor uses can include storefronts, building lobbies, amenities spaces, residential entrances with porches or spaces for residents to congregate, or other creative uses that contribute to vibrant street life. Active ground floor uses, along with façade treatments that enliven the street and public spaces, should be provided particularly on the primary pedestrian route to the Metrorail station entrance. Visibility into buildings from the street as well as onto the street from within ground floors is encouraged to create lively and active street frontages.

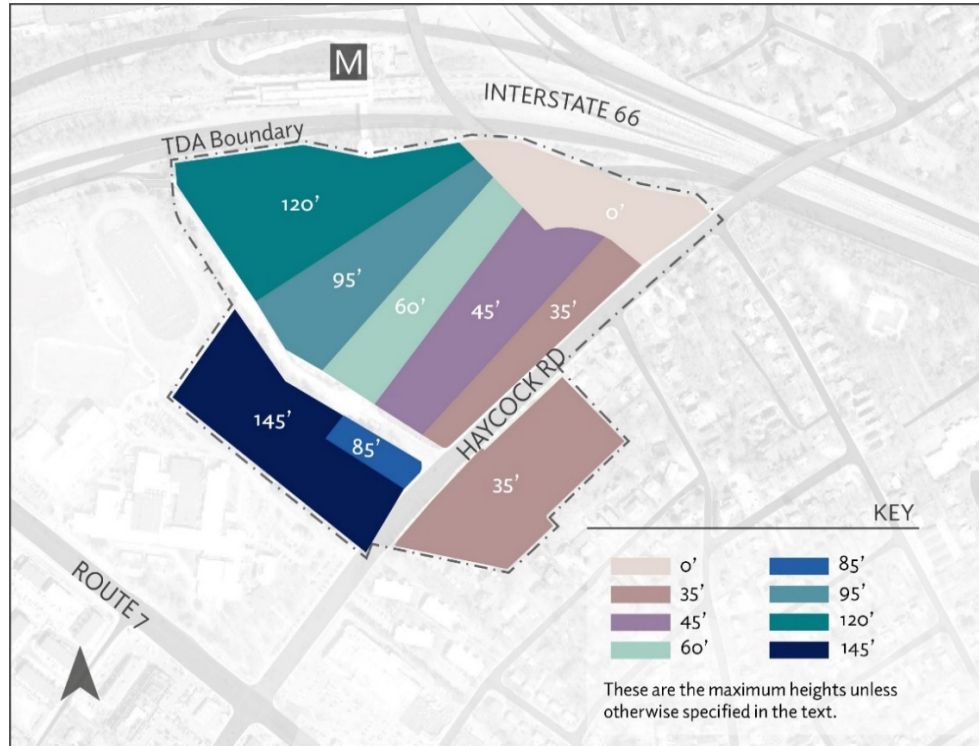


Figure 8: Maximum Recommended Building Heights Within the TDA

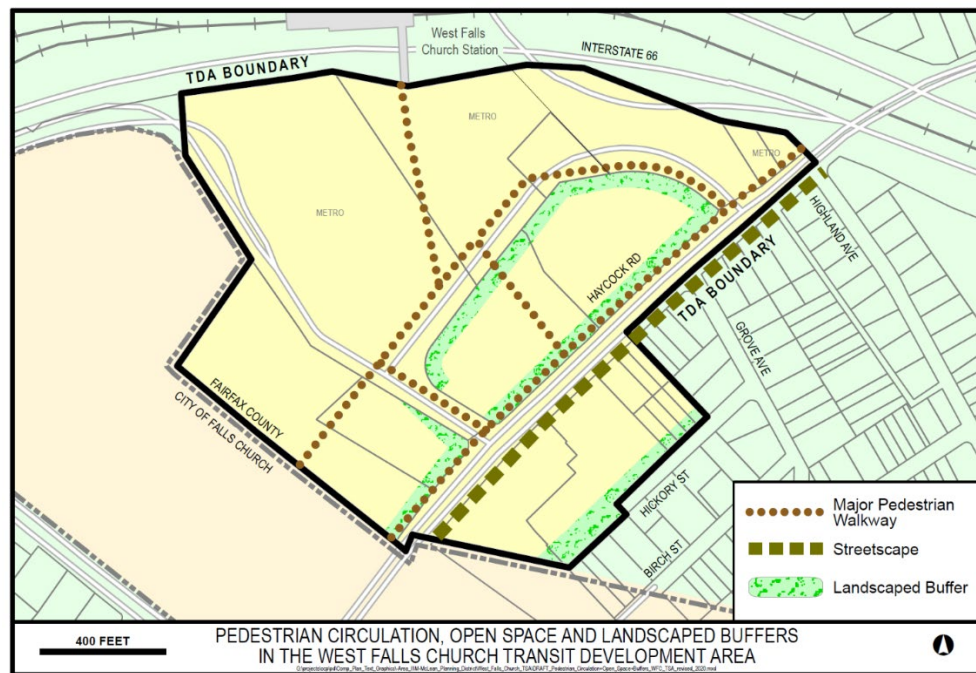


Figure 9: Pedestrian Circulation and Landscaped Buffers in the West Falls Church TDA

Pedestrian-Friendly Design

Principle 6 of the TOD Guidelines states that a pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street widths and block sizes; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture. These elements foster a more comfortable pedestrian environment and provide for natural wayfinding throughout the site. The proposed plan amendment incorporates those elements in its urban design, transportation, and parks and open space recommendations. Specifically, pedestrian-friendly design should be emphasized most strongly on major pedestrian walkways, as identified in Figure 9.

Parks, Recreation, and Open Space

Principal 14 of the TOD guidelines state that urban parks and open space should contribute to a sense of place and are integral amenities that should be offered to residents, workers, and shoppers. Transit-oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas, and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts, and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Development plans should provide access to the County's network of parks and trails. To realize the principles espoused in the TOD Guidelines, the proposed plan envisions a series of parks and public gathering spaces throughout the site that are developed in accordance with the County's Urban Parks Framework. The recommended plan also notes the importance of ensuring adequate connectivity between the study area and the nearby Washington and Old Dominion (W&OD) Trail, a major regional shared-use path located roughly half a mile south of the study area.

Park acreage within one mile of the West Falls Church station totals approximately 80.3 acres. The majority of County parks are north of Interstate 66 and provide trails; some of the parks provide school-age playgrounds and other similar recreational facilities. The nearest City of Falls Church public parks are the West End and Berman parks. Early in the study, task force members noted the dearth of parkland south of I-66 in this area of the county.



Figure 10: Existing Parks Near the Study Area (Fairfax County and City of Falls Church)

Existing nearby parks are shown in Figure 10 and include Mount Royal, Lemon Road, and Haycock-Longfellow. These parks meet only a portion of the demand for parkland generated by residential development in the service area. They contain only trails and a school-age tot lot in Mount Royal Park. The limited recreation value of these parks for residents, employees, and visitors of the subject properties is constrained further by their location: the subject properties are located south of I-66 and the three FCPA parks are located north of I-66 and on either side of the Dulles Airport Access Road. The nearest City of Falls Church public park is West End Park, approximately a half-mile down Haycock Road and West Broad Street from the southeast corner of the Northern Virginia Center property.

Adjacent to the study area are the recreational facilities at the Mary Ellen Henderson Middle School and the under-construction high school in the City of Falls Church. These include four tennis courts, two diamond fields, a rectangular athletic field, and a football field with track

and field facilities. Use of these facilities is prioritized for school-related activities, then residents of the City of Falls Church, after which County residents may use the athletic facilities.

The proposed adjacent development in the City of Falls Church contains a linear park within the median of the primary roadway through the development, continuing north into Virginia Tech tract. This would be a privately owned, publicly accessible park tentatively called the “Little City Commons.”

In addition to parkland, there is a deficit of recreational facilities in the McLean Planning District including basketball courts, diamond and rectangular fields, playgrounds, dog parks, and trails. The planned urban parks throughout the TDA will help to meet these some of this existing need. Proposed parks and recreational facilities should use FCPA’s Urban Parks Framework as a guide. Development of urban parks such as pocket parks, plazas, common greens, and recreation-focused urban parks are encouraged. The proposed development should provide a major urban plaza and a neighborhood park with place-making features that serve the residents, employees, and visitors of the new development.

The current Comprehensive Plan for the West Falls Church TSA was adopted before the Urban Parks Framework was incorporated into the Policy Plan. The proposed plan revises language and figures to be consistent with the new standards for urban parks. The urban design concept replaces single recommended courtyard at the corner of Falls Church Drive and Haycock Road, with three recommended parks along the primary route to the Metrorail station, and a recreational park at the corner of Metro Access Road and Haycock Road (Figure 7).

The recommended plan retains current language in the M2 Pimmit Community Planning Sector that recommends urban neighborhood parks. These recommendations are strengthened in the plan for the study area to ensure the creation of usable urban park spaces.

Buffers

Figures 7 and 9 show the recommended location of open space and landscaped buffer areas, which are areas that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development. Landscaped buffers should be provided in accordance with Objectives 8 and 14 of the Land Use Element of the Policy Plan, which state that the County should encourage a land use pattern that protects established neighborhoods and that impacts from potentially incompatible uses should be minimized. Compared to the adopted plan, the proposed plan removes a recommended landscaped buffer between Sub-unit A-2 and the City of Falls Church, near Haycock Road and replaces it with a recommended landscaped buffer fronting Sub-unit A-3, to mitigate the impact of new development on the neighboring community. The proposed plan goes further, stating that an open space amenity with significant landscaped buffering such as a linear park should be provided on the south side of Falls Church Drive as a transition between Sub-units A-2 and A-3.

Transportation

A major goal of the proposed Plan amendment is to encourage multimodal transportation through pedestrian and bicycle infrastructure, and to provide improved visibility and access to the West Falls Church Metrorail Station. Well-planned development within TSAs must provide a reliable network of well-organized internal secondary streets that are designed to encourage pedestrian and bike travel within the area and offer efficient access to the Metrorail stations for transit riders. To establish these connections and to pursue a policy of non-degradation as it relates to traffic impacts on nearby arterials, the plan recommends that the central route connecting Sub-units A-1, A-2, and the planned adjacent development within the City of Falls Church be constructed with the first phase of development within the study area. This route is identified with an orange dashed line in Figure 11, and in the Urban Design Framework in Figure 7. This route aligns with the planned primary route through the development planned within the City of Falls Church and is also necessary to ensure connectivity with that site and with County residents to the south of Route 7. County staff worked with counterparts in the City of Falls Church to ensure that the planned automobile, active transportation, and transit improvements throughout the study area, but particularly along this primary corridor, are well integrated.

The opening of the Silver Line Phase 1 resulted in daily ridership decreases at the West Falls Church Metrorail Station. The COVID-19 pandemic has further impacted ridership. While ridership is expected to rebound after the pandemic, the provision of additional density around the station is an important step towards reversing this trend. The surrounding street network should provide opportunities for traffic dispersion among multiple routes through and around the site. The following sections will: provide multimodal recommendations that promote walking, biking, and transit use in and around the TSA; describe the transportation impact analysis (TIA) conducted in support of the West Falls Church Transit Station Area (TSA) Plan Amendment; and provide recommendations for mitigating traffic impacts associated with the proposed development.

Multimodal Recommendations

Encouraging walking, biking, and transit use, along with an appropriate mix of land uses, including more residential, in the transit-oriented development (TOD) area will be the primary drivers for decreasing car dependency and reducing traffic in and around the TSA. There are several pedestrian, bicycle, and transit related recommendations put forward in the proposed Plan Amendment, including improvements to infrastructure, access, and the implementation of Transportation Demand Management (TDM) strategies.

Providing a minimum 10-foot-wide sidewalk on streets with ground floor commercial and institutional uses and along primary pedestrian routes should encourage more people to walk to, from, and around the development. Planting of street trees and installation of pedestrian-scale lighting will contribute to comfort and walkability, and wayfinding signage will help guide users to major destinations.

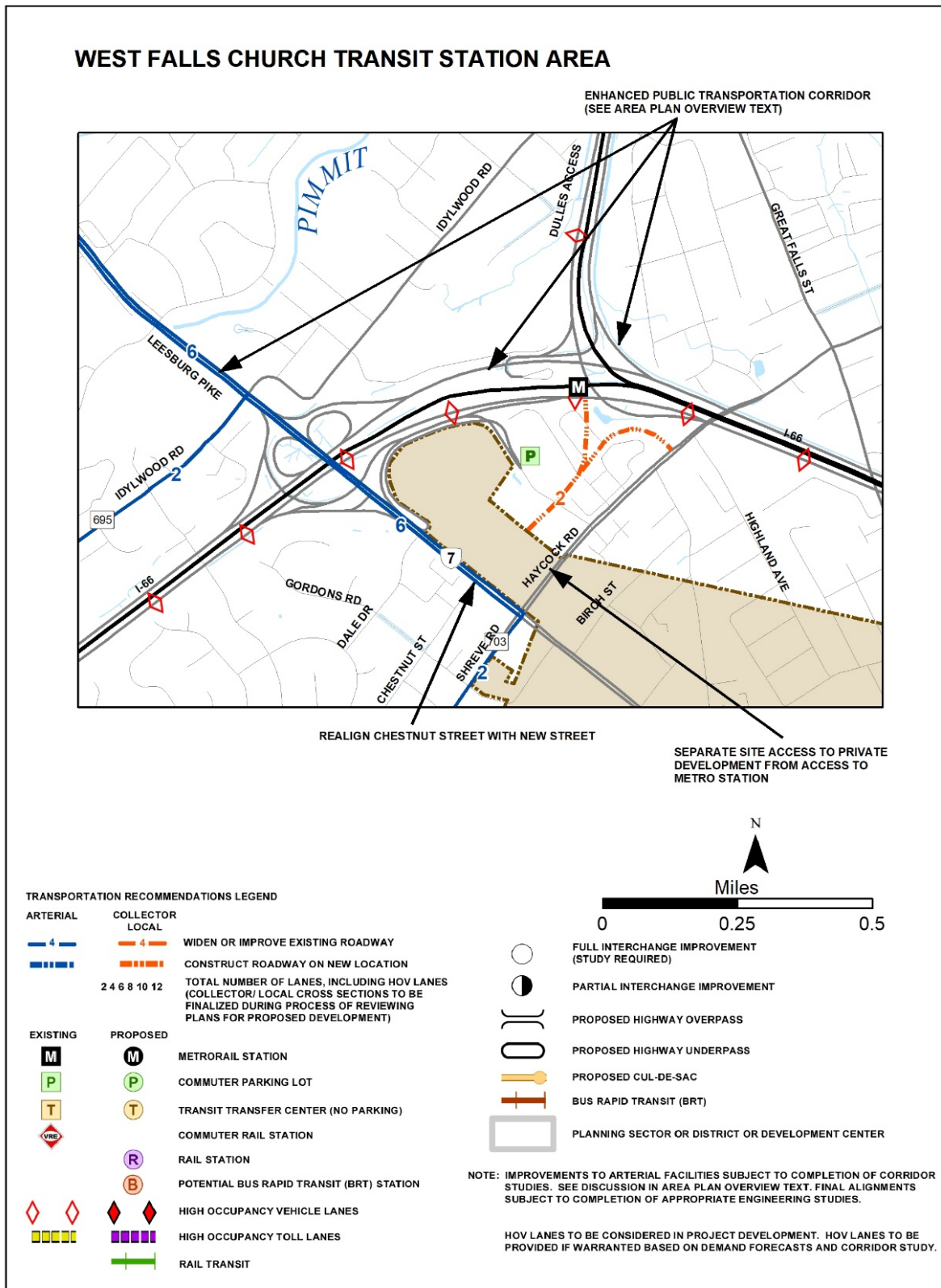


Figure 11: Transportation Recommendations for the West Falls Church TSA

Under present conditions, accessing the WMATA Metrorail station from surrounding neighborhoods can present challenges to pedestrians and bicyclists. Convenient crossings should be installed at signalized intersections along Haycock Road and Route 7 and crossing distances should be minimized to improve connectivity and accessibility. Surrounding the TSA are mostly single-family residential neighborhoods, many of which lack basic pedestrian infrastructure. Providing a means of access is critical in encouraging walkability from these communities. The W&OD Trail, a major regional trail located about a half mile south of the Metrorail station, is heavily travelled by pedestrians and bicyclists. The recommendations described above and in the Plan Amendment should accommodate users between these two major facilities. Additional recommendations may be found in the Fairfax County Bicycle Master Plan and the Countywide Trails Plan.

Pedestrian and bicycle improvements around the TSA will also help promote transit usage by providing convenient and intuitive pathways to and from the WMATA Metrorail station. The Route 7 Bus Rapid Transit (BRT) line, a potential future transit improvement, would provide a dedicated travel lane for transit use and shorten transit travel time through the corridor, making it a desirable option. Access to a variety of mobility choices will make the West Falls Church TSA an important transportation hub for the region.

Transportation Demand Management (TDM) strategies are another critical component in the effort to reduce single occupant vehicle trips, and may include ridesharing, teleworking, and parking management programs, among others. As recommended in the Plan Amendment, trip reduction goals for commercial and residential developments within the TSA should meet or exceed the higher end of the range outlined in Fairfax County's TDM Guidelines.

West Falls Church Active Transportation Plan

To encourage walking and biking from neighborhoods surrounding the TSA, the Plan Amendment includes language recommending the development of a West Falls Church Active Transportation Plan. The West Falls Church Active Transportation Plan would assess the existing active transportation network and facilities around the TSA to identify issues related to pedestrian and bicyclist accessibility and comfort. Fairfax County will coordinate with the community and the City of Falls Church to recommend improvements to active transportation infrastructure to increase connectivity, remove barriers to access, and promote programs which encourage walking and bicycling. The plan will also explore potential funding opportunities and set priorities for improvements.

Transportation Impact Analysis

A Transportation Impact Analysis (TIA) was conducted and submitted by the property owners to the Fairfax County Department of Transportation (FCDOT) and Virginia Department of Transportation (VDOT) for review, comment, and approval. FCDOT, VDOT, and the City of Falls Church agreed upon the scope of work for the study, including assumptions regarding the relevant background information. Seventeen total intersections were studied as part of this analysis. Fourteen were existing intersections and three were future intersections that are

proposed as part of the West Falls Church Economic Development site. The intersections studied are shown in Figure 12 and listed below:

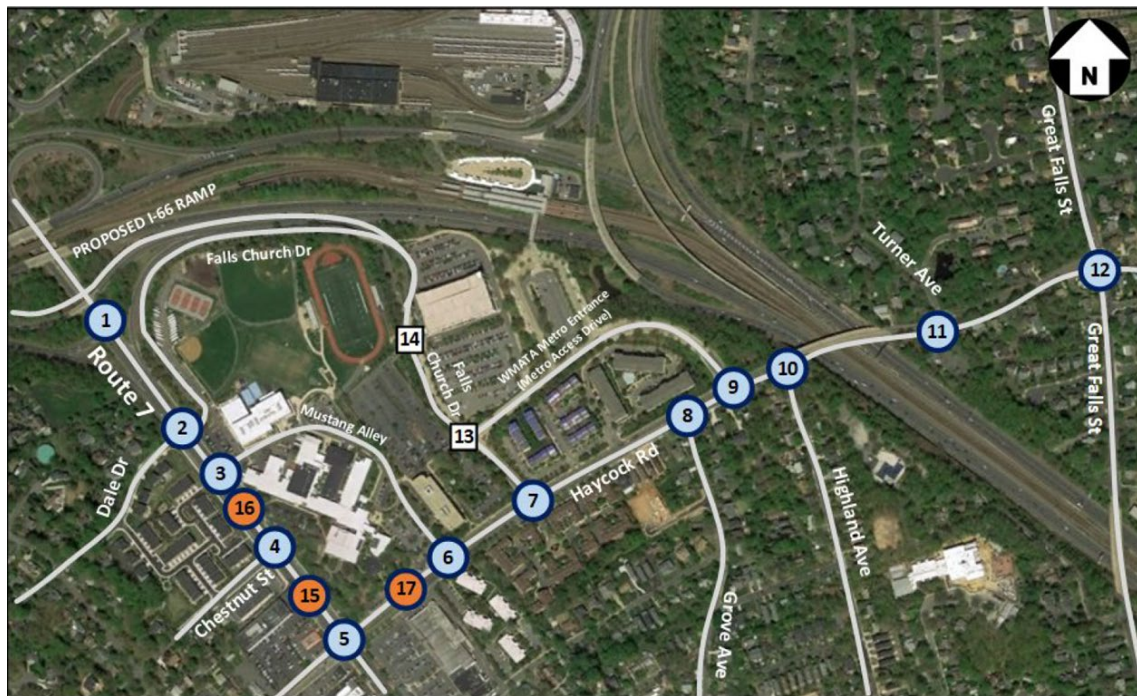


Figure 12: Study Intersections (from TIA prepared by Gorove/Slade Associates)

Existing intersections within the study area:

1. I-66 eastbound off-ramp and Route 7
2. Route 7 and Dale Drive
3. Route 7 and Mustang Alley
4. Route 7 and Chestnut Street / Grace Community Church
5. Route 7 and Shreve Road / Haycock Road
6. Haycock Road and Mustang Alley
7. Haycock Road and Falls Church Drive
8. Haycock Road and Grove Avenue
9. Haycock Road and WMATA Metro Entrance (Metro Access Drive)
10. Haycock Road and Highland Avenue
11. Haycock Road and Turner Avenue
12. Haycock Road and Great Falls Street
13. Falls Church Drive at Nova Driveway (VT Parking Lot Entrance) / WMATA Metro Entrance (Metro Access Drive)
14. Falls Church Drive at Nova Driveway (VT Parking Lot Entrance) / WMATA Park & Ride Garage Entrance

Additional intersections proposed and evaluated as part of the adjacent West Falls Church Economic Development plan:

15. Route 7 and Alley 1
16. Route 7 and Alley 3
17. Haycock Road and Street C

As part of the City's development project, new traffic signals are proposed at the intersections of Haycock Road and Mustang Alley (#6) and Haycock Road and Street C (#17). These two intersections are entirely within the City, but coordination on signal timing will be needed with VDOT. There are also plans to implement a traffic signal at the intersection of Chestnut Street, Route 7, and the future entrance to the West Falls Church Economic Development site (Commons Drive). Signalization of this intersection is anticipated to improve traffic conditions around the site by providing a full access intersection directly to Route 7. This would have the intended benefit of diverting some trips destined for the site away from the intersection of Haycock Road, Shreve Road, and Route 7. Pedestrian and bicycle connectivity to the development from the neighborhoods across Route 7 will also be enhanced with the implementation of a marked signalized crosswalk at the intersection.

Existing Conditions

The Existing Conditions scenario was developed with traffic counts collected in May 2018 and May 2019. The weekday peak hours for the study area were determined to be 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM. Level of service (LOS) and vehicular delay were assessed for all intersections. One intersection, Haycock Road/Shreve Road at Route 7 (#5), performed at an LOS E in both peak hours. All other signalized intersections operated at an LOS D or better.

Future Traffic Scenarios

Following the Existing Conditions scenario assessment, traffic was projected for future scenarios, including Future Without Additional Development, Current Adopted Plan Development, and Proposed Plan Amendment Development. For planning purposes, analysis was also conducted for 2045 Future Without Additional Development and 2045 Plan Amendment Development to show that the road network around the TSA does not become over-saturated with traffic in the longer-term.

Additional traffic from the West Falls Church Economic Development project was accounted for in the background traffic for all future scenarios. The signalization of Chestnut Street, Commons Drive, and Route 7 is also assumed, as is construction of a connector ramp on the eastbound I-66 off-ramp towards Route 7, which is anticipated to be completed in Summer 2021 and will feed people directly into the site and the Metrorail station from eastbound I-66 without having to get on Route 7 and Haycock Road. The Future Without Development scenario showed that all intersections performed at LOS D or better, except for the intersections of Haycock Road/Shreve Road at Route 7 (#5) (LOS E in AM and PM peak), and Haycock Road and Great Falls Street (#12) (LOS E in PM peak).

Under the Adopted Plan Development scenario, the WMATA and Virginia Tech sites could develop 720 multifamily residential units and 240,000 SF of institutional uses. The Proposed Plan Amendment Development scenario assumes the maximum intensity under the recommended plan. In Figure 13, existing land uses are shown, as well as land uses in the current adopted plan and those in the proposed Plan Amendment, to determine the difference in trips generated by the development. The comparison combines land use quantities for both the

Virginia Tech and WMATA sites and includes reductions for internal and pass-by trips based on the Institute of Transportation Engineer's (ITE) Trip Generation methodology. In addition, a 45% trip reduction was applied per Fairfax County's Transportation Demand Management (TDM) goal for developments within 0 to ¼ mile of a transit station. Refer to <https://www.fairfaxcounty.gov/transportation/tdm-toolkit> and the TIA for additional TDM and trip reduction details. Trips for existing Metrorail parking were included in the background traffic for the analyses.

Land Use (ITE Code)	Quantities	AM Peak	PM Peak	Daily Trips
Existing Conditions*				
Institutional (540)	101 KSF	238	230	2,055
Total Trips Generated		238	230	2,055
Current Adopted Plan*				
Multi Family Residential (221)	720 DU	237	295	3,922
Institutional (540)	240 KSF	565	446	4,860
Total Trips Generated		802	741	8,782
Internal, Pass-By, and TDM Reductions		-361	-333	-3,952
Total Trips with Reductions		441	408	4,830
Proposed Plan Amendment*				
Multi Family Residential (221)	1,305 DU	424	522	7,111
Office (710)	311 KSF	319	335	3,189
Institutional (540)	160 KSF	422	298	3,240
Retail (820)	28 KSF	166	212	2,530
Total Trips Generated		1,331	1,367	16,070
Internal, Pass-By, and TDM Reductions		-622	-672	-7,888
Total Trips with Reductions		709	695	8,182
Difference in Trips (Plan Amendment - Adopted Plan)		+268	+287	+3,352

*Trips for existing Metrorail parking were included in the background traffic for the analyses.

Figure 13: Site Trip Generation

Results of the analysis showed that several intersections in the Proposed Plan Amendment Development scenario perform poorly when compared to the Current Adopted Plan Development scenario. These are Haycock Road, Shreve Road, and Route 7 (#5) (LOS F in AM and PM peak), Haycock Road and Great Falls Street (#12) (LOS F in PM peak) and Falls Church Drive at Commons Drive (#13) (LOS E in PM peak). However, after applying the mitigations outlined in the next section, LOS improves at these intersections compared to the Current Adopted Plan Development scenario.

Traffic Mitigation Strategies

Several mitigation strategies are proposed to alleviate the potential impacts of the development. These include:

- Optimize traffic signal timings along the Route 7 and Haycock Road corridors to allow for efficient traffic flow;

- Add a westbound through lane on Haycock Road at the approach to Route 7;
- Add a left turn lane on Grove Avenue at the approach to Haycock Road;
- Change the lane configuration on eastbound and westbound Haycock Road approaching Great Falls Street from shared left/through with dedicated right to dedicated left and shared through/right.

In addition, the Comprehensive Plan recommends widening Route 7 from four lanes to six lanes (three lanes in each direction) from the intersection of Haycock Road/Shreve Road to the north. This scenario was not studied in the TIA, but additional capacity on Route 7 may improve operations at the intersection of Haycock Road and Shreve Road.

With the mitigations listed above in the Proposed Plan Amendment Development scenario, LOS and delay improve for all but one of the several intersections including Haycock Road, Shreve Road, and Route 7 (#5) (LOS E in AM peak and LOS D in PM peak), Haycock Road and Great Falls Street (#12) (LOS C in AM peak and LOS D in PM peak) and Falls Church Drive at Commons Drive (#13) (LOS A in AM and PM peak).

In summary, it is expected that implementation of these traffic mitigations, along with adherence to the high range of the TDM goals, will result in LOS D or better at all intersections within the study area, except for the intersection of Haycock Road, Shreve Road, and Route 7 which is forecasted to operate at LOS E in the AM peak.

Additional details on the traffic analysis and proposed mitigations can be found in the approved TIA on VDOT's LandTrack webpage:

<http://landtrx.vdot.virginia.gov/page/SubmissionRead.aspx?MastId=66115>

Environment

The proposed plan envisions creating a more sustainable community by protecting ecological resources, enhancing the built environment, improving energy conservation and natural resource management. The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. TOD, as is envisioned in the proposed plan, also results in improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions.

The Environment element of the countywide Policy Plan provides goals, objectives, and policies related to environmental resources, air and water quality, and other environmental considerations. Redevelopment within the study area will be guided by the Environment element of the Policy Plan regarding resource protection, green building, and minimized human exposure to unhealthy levels of transportation-generated noise. Guidance within the Policy Plan also forms the basis for proposed environmental recommendations for Sub-units A-1 and A-2.

Stormwater

All subject parcels are located within the Pimmit Watershed with Tax Map Parcels 40-3 ((1)) 92 and 92A overlapping into the Cameron Run Watershed. Sub-units A-1 and A-2 are

highly impervious and were developed prior to modern stormwater management controls. The proposed recommendations address the need to integrate environmentally friendly stormwater design into development projects, with an emphasis on the use of LID practices and Green Stormwater Infrastructure, which is designed to protect, restore, or mimic nature. Stormwater and site designs should minimize the amount of impervious cover and incorporate runoff reduction strategies to improve downstream waters.

The proposed stormwater management guidance recommends a 40% reduction in the peak runoff rate from current conditions for the 10-year, 24-hour storm, which will improve the control of the stormwater runoff. The delay and slow release of runoff into the stream system will help to mitigate the degradation of Pimmit Run and Cameron Run downstream from the West Falls Church TSA. Adequacy regarding any applicable stormwater regulations of the proposed development would be assessed with any development proposal.

Concerns were raised by the community regarding the removal of the stormwater management pond within the study area. While there are no current plans for the removal of the stormwater management pond, staff from LDS and the Department of Public Works and Environmental Services (DPWES) will ensure that appropriate regulations are implemented if the pond is removed.

Light Pollution

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

Urban Forest

Urban forestry is focused on the planting, maintenance, care, and protection of tree populations in urban settings. These tree populations provide benefits to the community, including physiological, social, economic, aesthetic, and environmental benefits. Environmental and human health benefits include stormwater management, energy conservation, and the mitigation of air pollution. From a design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise.

There are various existing cover types located throughout the study area. The existing vegetation located at the northeastern corner of the study area, along the northern side of Metro Access Road, consists primarily of sweetgum, red oak, pin oak, American beech, and tulip trees. The southeastern corner of the existing Kiss and Ride parking lot consists primarily of willow oak, American holly, red oak, eastern redcedar, and crape myrtle trees. The northeastern corner of the existing parking garage and garage parking lot consists primarily of sycamore, American holly, red oak, red maple, pin oak, sawtooth oak, and tulip tree. The existing vegetation located

within the courtyard of the VT property consists primarily of white oak, red maple, southern magnolia, American holly, pecan, chamaecyparis, and tulip trees. These various cover types appear to be in fair to good condition, are desirable for preservation, and are considered an asset to the community.

The proposed plan amendment envisions the West Falls Church TSA as a sustainable community. It recommends the preservation of healthy, native plant species, particularly in the forested area in the northern portion of the study area along Metro Access Road. The proposed plan recommends that this area remain in a natural state and that new development in Sub-units A-1 and A-2 incorporate natural landscaping. Doing so will creation of a larger landscape in which the aesthetic and ecological functions of landscapes installed in the built environment are improved with a focus on clean air, clean water, runoff control, the maintenance of healthy soils, mitigation of the urban heat island effect, and the provision of habitat, and support for human health and well-being.

Tree canopy, vegetative diversity and canopy will be evaluated as part of any development proposal on the subject property. Detailed analysis would include information regarding tree health, native and non-native species as well as an invasive species management or removal plan.

Problem Soils

No problem soils have been mapped in or around the subject property.

Green Building Practices

The Environment Element of the Policy Plan recommends formal green building certification for new residential developments and nonresidential developments within the Transit Station Area (TSA). This policy should be considered with the potential future redevelopment within the study area and will be evaluated as part of any zoning process.

Public Facilities

Schools

The schools serving this area are McLean High School (HS), Longfellow Middle School (MS), and Haycock Elementary School (ES).

The school capacity table (Figure 14) shows a snapshot in time (as of December 2019) for student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are typically updated annually by FCPS. Due to the impacts of the COVID-19 pandemic, a five-year projection set was not produced, an assessment of facility capacity was not completed, and the program capacity utilization was not calculated for SY 2020-21. When school capacity was last assessed in December 2019, McLean HS was considered to have a substantial capacity deficit, Longfellow MS was approaching a capacity deficit, and Haycock ES was considered to have a moderate capacity deficit.

School	Program Capacity SY 2019-2020	Membership (9/30/19)	Program Capacity Utilization SY 2019-20	Projected Membership SY 2024-25	Capacity Utilization SY 2024-25
McLean HS	1,992	2,350	118%	2,425	122%
Longfellow MS	1,374	1,335	97%	1,390	101%
Haycock ES	902	972	108%	959	106%

Source: FCPS FY2021-2025 Capital Improvement Program, December 2019

Figure 14: School Membership and Capacity

Since FCPS last assessed school capacity in December 2019, FCPS has taken measures to address the capacity deficit at McLean HS and Longfellow MS. In 2021, a 12-classroom modular was constructed at McLean HS, increasing the program capacity from 1,992 to 2,343. In February 2021, the Fairfax County School Board voted to approve a boundary adjustment to alleviate the capacity deficit at McLean HS and Longfellow MS. This adjustment identifies an estimated 190 students at the high school level and 78 students at the middle school level that will be realigned to Langley HS and Cooper MS. The high school boundary change will begin with rising ninth grade students in the 2021-22 school year; ninth and tenth grade students in the 2022-23 school year; ninth, tenth, and eleventh grade students in the 2023-24 school year; and ninth through twelfth grade students in the 2024-25 school year.

During the development review process, FCPS will evaluate a residential development's impacts on schools and identify measures to mitigate these impacts. The Capital Improvement Program (CIP) includes potential solutions to alleviate current and projected capacity deficits in the schools that serve the study area. FCPS may consider other strategies for ameliorating capacity deficits; any options chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with School Board Policies and Regulations.

Adopted Plan			Proposed Plan	
School Level	Number of Dwelling Units	Potential Student Yield	Number of Dwelling Units	Potential Student Yield
High	850	26	1340	50
Middle	850	16	1340	29
Elementary	850	53	1340	99
Total Student Count		95		178

Source: FCPS, 2015 Countywide Student Yield Ratios, November 2016

Figure 15: Projected Schools Impact

Although it does not specify housing type, the potential student yield for the maximum development option in the adopted plan (Figure 5) was calculated for mid/high-rise multifamily housing units. Potential student yield for the proposed plan was projected using the maximum recommended 1,260 multifamily mid/high-rise multifamily dwelling units and 80 single-family attached housing units. As shown in Figure 15, the proposed plan amendment is expected to generate 83 additional students when compared to the adopted plan.

Police and Fire and Rescue

The study area is served by the McLean District Police Station co-located with the Dranesville District Supervisor's Office at the McLean Governmental Center. The Police Station also provides service to the surrounding area, including Tysons, McLean, Pimmit Hills, Dunn Loring and portions of Great Falls and Merrifield. The McLean District Police Station has sufficient operational capacity to continue serving the West Falls Church TSA.

The nearest fire station is the Falls Church Fire Station 6 located in the County of Arlington. The next closest fire station is the Dunn Loring Volunteer Fire and Rescue Station 13 which is owned by the Volunteer Fire Department but staffed 24/7 by Fairfax County Fire and Rescue personnel. The third closest fire station is the McLean Fire and Rescue Station 1. The new Scotts Run Fire Station and Rescue Station 44, located on Old Meadow Lane, is expected to begin operating in summer 2021.

Libraries

The Fairfax County public library system provides a network of facilities and library services to meet the educational, recreational, and informational needs of residents. The library system is composed of categories of libraries, regional and community, based on facility size and the extent of services provided. The Tysons-Pimmit Regional Library is the closest Fairfax County library to West Falls Church Station; also nearby is the Falls Church City Mary Riley Styles Public Library. Fairfax County Public Library participates with the libraries of neighboring jurisdictions in providing reciprocal privileges for residents of each jurisdiction. There are four other County Community libraries within five miles of the West Falls Church area. The Thomas Jefferson Library is the closest. Given that the study area is located within approximately five miles of five Fairfax County libraries, as well as the Mary Riley Styles Public Library in the City of Falls Church, the need for additional library facilities either within or in closer proximity to the study area is not anticipated for the foreseeable future. Redevelopment of the study area is not expected to impact the library's ability to provide service to the West Falls Church area.

Wastewater Management

The trunk sewer lines for the study area have adequate capacity to handle the projected flow for the proposed development program.

Sewage generated within the West Falls Church TSA is treated at the Blue Plains treatment plant. Under a service agreement, the County has 31 million gallons per day (mgd) treatment allocation of Blue Plains 370 mgd treatment capacity. As of March 2021, the County's

average flow to Blue Plains is 27.13 mgd. The existing allocation at the Blue Plains treatment plant is not adequate to handle the projected sewage flow through 2045. The County has taken measures to alleviate the treatment capacity deficit at Blue Plains: an additional 1 mgd treatment capacity at Blue Plains has been purchased from Loudon Water. For projected flow beyond 32 mgd, the County has rehabilitated the Difficult Run Pump Station to pump excess flow from the Blue Plains service area to the Noman M. Cole Jr. Pollution Control Plant.

Fairfax Water

The study area was previously supplied by the City of Falls Church water system. Fairfax Water acquired the City's water assets in January 2014 and has initiated a number of transmission system improvements to compensate for the limitations within the City's legacy network, including inadequate transmission, ineffective system storage, and areas of marginal pressure that are expected to be completed in phases between mid- and late-2021.

In addition to water main improvements being undertaken by Fairfax Water, additional elevated storage is required to meet the Virginia Department of Health requirements and provide reliable service for developments associated with this plan amendment. Fairfax Water is actively evaluating options to construct additional storage within this pressure zone. Additional water main sizing and alignments, and fire flow requirements will be determined concurrent with site-specific development.

CONCLUSION

Plan Amendment 2018-II-1M proposes recommendations that will provide the opportunity to establish Sub-units A-1 and A-2 of the West Falls Church TSA as a mixed-use, pedestrian-oriented place that offers a range of housing and transportation choices. A vibrant pedestrian realm and attractive public spaces are encouraged through the urban design framework, land use and transportation recommendations, and recommendations for additional parkland to serve new and existing residents. Active uses are envisioned through a series of parks, plazas, and active ground floor uses along the primary route through the study area.

Needs of all travelers will be well-balanced with the recommendations. The proposed plan provides benefits to pedestrians, motorists, transit-riders, and bicyclists. The recommended plan provides an opportunity for improved connections and safety for vulnerable roadway users. The plan fosters the provision of homes and amenities for those seeking greater access to transit, while also retaining the West Falls Church Metrorail station's function as a park-and-ride station.

Adequate mitigations have been identified and recommended for potential impacts on nearby communities related to building height, nighttime light pollution, and the transportation network. The proposed plan amendment addresses appropriate transitions to adjacent neighborhoods, with building heights tapering down from the Metrorail station and the higher intensity development within the City of Falls Church.

The proposed plan amendment also reorganizes the West Falls Church TSA plan guidance for a more logical flow. All development options for each sub-unit are located within

the sections that pertain to each sub-unit, and the two parcels that compose Sub-unit A-2 in the proposed plan are now combined to more closely reflect the vision for the coordinated redevelopment of these two parcels.

This proposed new vision for the WMATA and Virginia Tech properties was prepared with extensive public participation and task force input. Task force and community recommendations have been incorporated into the proposed plan amendment. The task force recommended approval of the plan amendment on April 20, 2021.

RECOMMENDATION

Staff recommends replacing the Comprehensive Plan guidance as shown in Appendix A as indicated below.

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.

APPENDIX A (RECOMMENDED PLAN TEXT)

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

WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

The West Falls Church Transit Station Area (TSA) is located north of the City of Falls Church along the I-66 corridor north of Route 7 and south of I-66 and the Dulles Connector Road, (Route 267). The TSA encompasses the Washington Metropolitan Area Transit Authority (WMATA) West Falls Church Metrorail Station, which lies in the median of I-66 and is bordered to the north by the WMATA Service and Inspection Yard. The TSA is bounded to the west by the Fairfax County – City of Falls Church boundary. The City of Falls Church’s George Mason High School, Mary Ellen Henderson Middle School, and athletic fields are west of Land Unit A – the portion of the TSA nearest to the Metrorail station. The land southeast of the schools, and also within the City of Falls Church, is planned for mixed-use development. Multifamily residential development is located along Haycock Road. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

Key considerations regarding the West Falls Church TSA are intended to guide appropriate transit-oriented development at sites adjacent to the station and to protect the existing residential communities. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metrorail related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

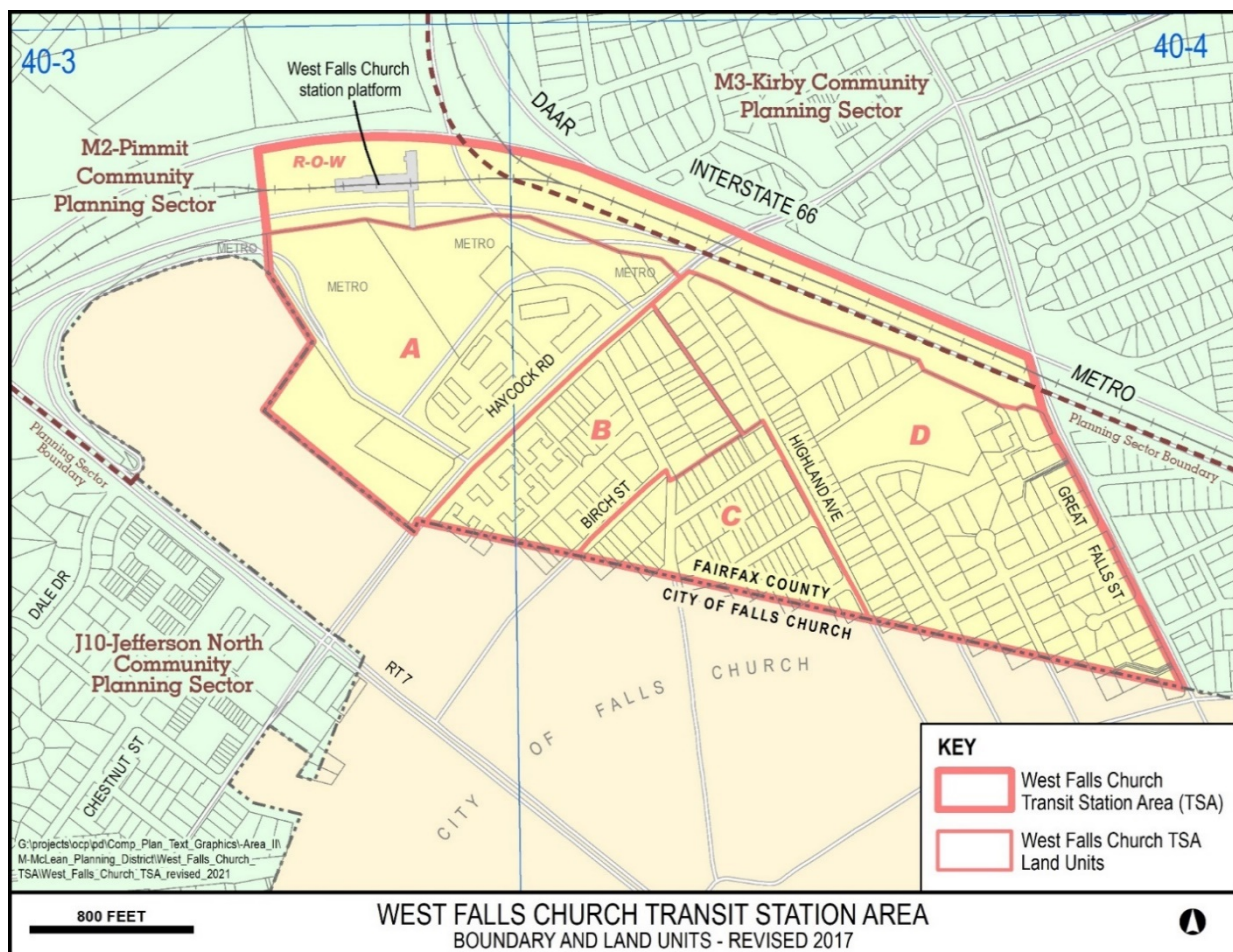
The Concept for Future Development designates the West Falls Church TSA as one of several specialized planning areas in Fairfax County that contain a Metrorail station which is part of the Metrorail Adopted Regional System. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development. The intention of the TSA designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses.

Figure 12 shows the boundary of the West Falls Church TSA, which is divided into separate "land units" for the purpose of organizing Plan recommendations.

RECOMMENDATIONS

Land Use

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



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

FIGURE 12

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

By its distinct character, the West Falls Church TSA warrants special development conditions and incentives that apply to development at relatively higher densities and intensities as recommended by the Plan.

Transportation

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

Recommended Public Transit Improvements

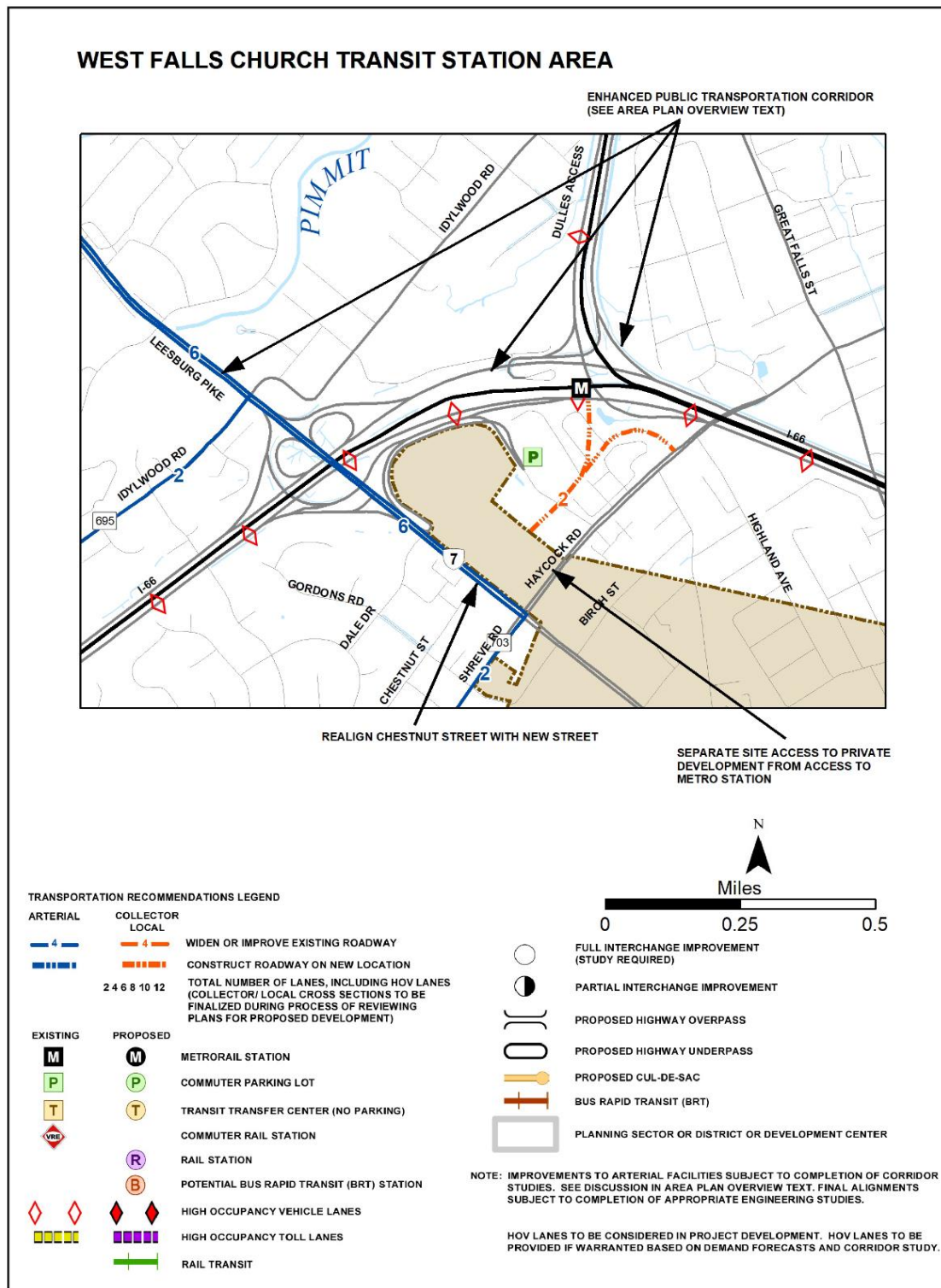
A high-quality transit system is expected along the Route 7 corridor. Provisions for this transit system, such as appropriately sized bus bays and shelters, should be accommodated along Route 7 and adjacent to the WMATA Metrorail station entrance. Standards for transit-serving infrastructure should be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

Implementation and Phasing of Transportation Improvements

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

West Falls Church Active Transportation

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



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

**FIGURE
13**

advance the implementation of these active transportation recommendations. Community outreach and coordination should continue to assist in prioritizing the improvements in the plan.

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

Pedestrian Circulation Recommendations

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

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

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

TRANSIT DEVELOPMENT AREA (TDA)

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

The plan for the TDA orients new development to the Metrorail station while addressing the impact on the surrounding community. New development should serve to enhance the character, appearance and function of the area and improve access to the station for all modes of travel. Open spaces should consider a range of activities that support community needs. Pedestrians and cyclists should be prioritized through high-quality streetscapes that incorporate

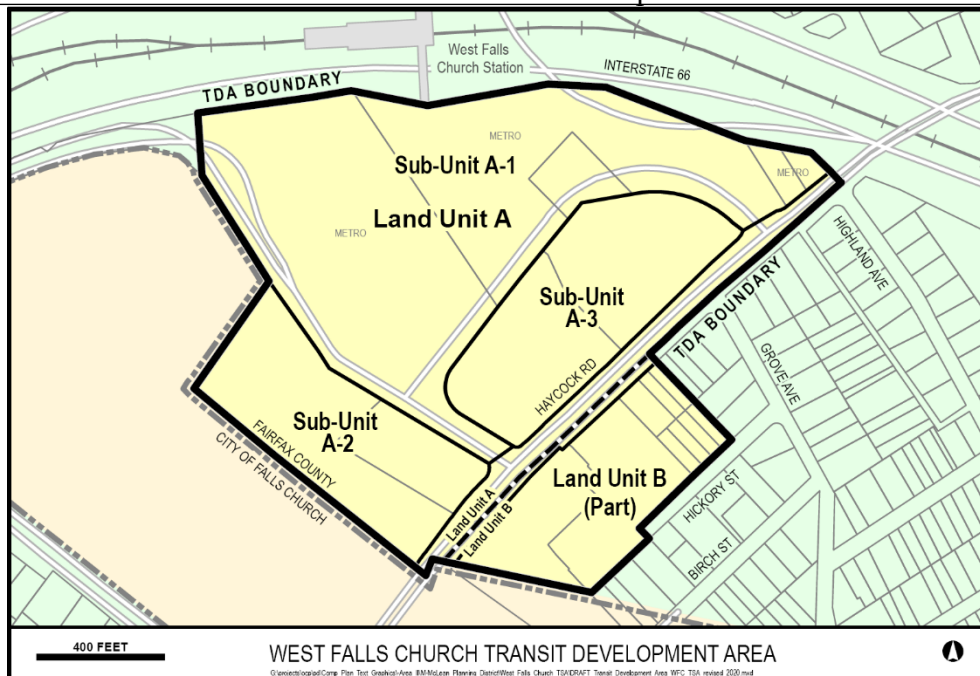
wide sidewalks, trees, street furnishings, and bike facilities, where appropriate. Urban design should be context-sensitive, resulting in positive impacts for the community by encouraging redevelopment efforts that respect the scale and character of nearby stable residential areas.

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

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

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

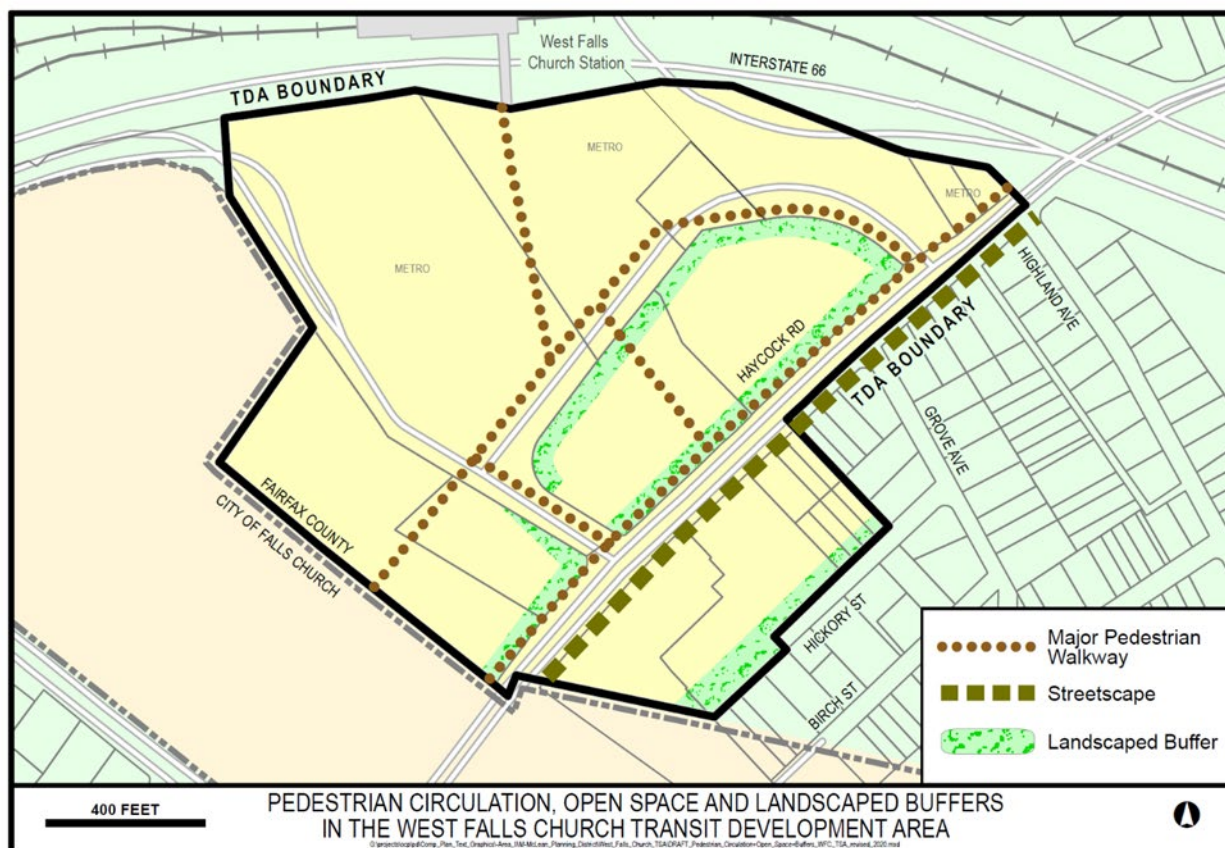
This maximum development potential is divided among the land units and sub-units, each of which is subject to a maximum recommended FAR.

**WEST FALLS CHURCH TRANSIT DEVELOPMENT AREA****FIGURE 14**

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

1. Create primary automobile, pedestrian, and bicycle routes within the TDA that generally reflect those shown in Figures 13 and 15.
2. With any new development in Sub-units A-1 and A-2, construct a parallel street to Haycock Road that serves as a direct route to the Metrorail station, as depicted in Figures 13, 15, and 16. The parallel street should be implemented with the first phase of development. Accommodations for pedestrian and bicycle travel should be made along this route, including continuous dedicated bicycle lanes from the County boundary line to Haycock Road.
3. Improve pedestrian and bicycle connectivity between the WMATA Metrorail station and neighborhoods within and surrounding the TDA, including but not limited to Idylwood Road across the WMATA rail yard and along Haycock Road to Great Falls Street.
4. Maintain an adequate amount of structured parking to serve park-and-ride Metrorail users.

5. Improve the intersection of Chestnut Street and Route 7 to better distribute traffic and provide access to area destinations for pedestrians, bicyclists, and vehicles, while protecting the adjacent neighborhoods from cut-through traffic.
6. Provide connectivity to neighborhoods surrounding the TSA by including safe and convenient crossings for pedestrians at signalized intersections along Haycock Road and Route 7. Pedestrian crossing distances should be minimized.
7. Provide a minimum 10-foot-wide sidewalk on streets with ground floor commercial and institutional uses and along the primary pedestrian routes. Walkways within the TDA should be landscaped and well-lit at the pedestrian level.
8. Implement design features that provide separation between pedestrians, bicyclists, and vehicles. Within the TDA, accommodate bicycle traffic off-street where possible.
9. Provide a seamless transition for pedestrian and bicycle facilities across the boundary between Fairfax County and the City of Falls Church by maintaining continuity of facility types.
10. Ensure that the road network provides all users with intuitive routes to major destinations, such as the Metrorail station. Wayfinding signage should be provided to direct users to and along these routes.
11. Plant street trees between the street and sidewalk and install pedestrian-scale lighting along roads within Sub-units A-1 and A-2, and along existing roads such as Haycock Road, Metro Access Road, and Falls Church Drive. These amenities should be designed to contribute to pedestrian comfort and should be further developed with streetscape plans that accompany any development plans.
12. Provide for efficient transit bus access to the Metrorail station.
13. Provide secure bicycle parking/storage facilities within the TDA. At a minimum, facilities should be provided proximate to the Metrorail station entrance and to the Virginia Tech campus.



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

FIGURE 15

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

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

1. Provide a development plan that demonstrates high quality site and architectural design, streetscaping, landscaping, urban design, and development amenities.
2. Provide development that is in accordance with height and open space guidance illustrated in Figures 15, 16, and 17. In addition, applicable urban design recommendations for the specific land unit/sub-unit should be used.
3. Provide off-site public road improvements, or funding of such improvements, to accommodate trips generated by the development. Off-site transportation improvements that accommodate safe access to the Metrorail station should be strongly encouraged. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provide and implement a plan which reduces development traffic to a level deemed satisfactory to the County including through TDM programs, especially those which encourage the use of Metrorail and transit services.
4. Provide design, siting, style, scale, and materials that are compatible with adjacent development and the surrounding community, and which maintain and/or enhance the stability of existing neighborhoods.
5. Construct visual cues to indicate transitions from commercial to residential areas, such as tree plantings, landscaping, and signage.
6. For residential uses, provide energy conservation features that will benefit future residents of the development.
7. Provide price-appropriate housing that will serve the needs of the county's population. Residential developments should comply with the County's Affordable Dwelling Unit (ADU) Ordinance and the Workforce Dwelling Unit (WDU) policy, except as otherwise specified with the income tiers and commitment levels listed below for the WDUs.

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

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

9. Provide structured parking (above or below grade). If surface parking is permitted, it should include sufficient screening to visually shield views at street level.
10. Consolidate vehicular access points to minimize interference with commuter access to the Metrorail station.
11. Provide stormwater management using Fairfax County's Best Management Practices.

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

LAND UNIT RECOMMENDATIONS

Land Unit A

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

Land Use Recommendations

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

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

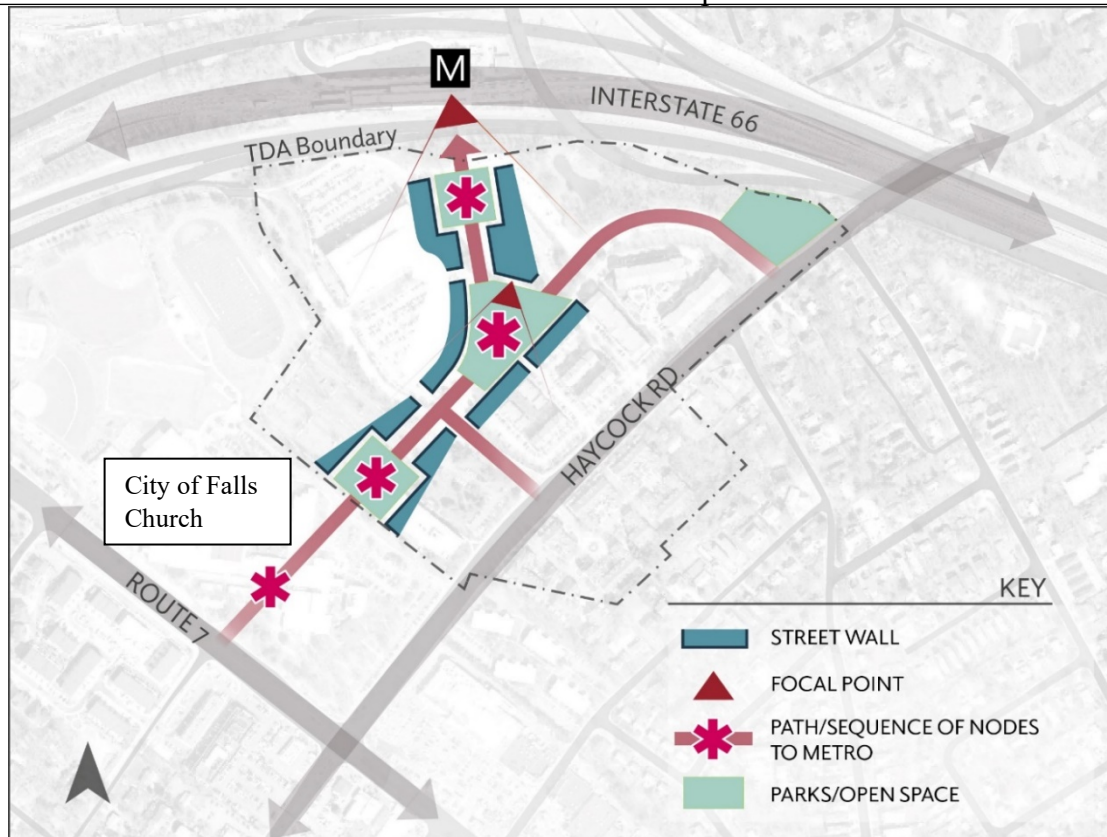
should be focused along the main route from adjacent development in the City of Falls Church to the Metrorail station entrance, rather than on peripheral streets.

Urban Design Recommendations

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

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

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



WEST FALLS CHURCH URBAN DESIGN FRAMEWORK

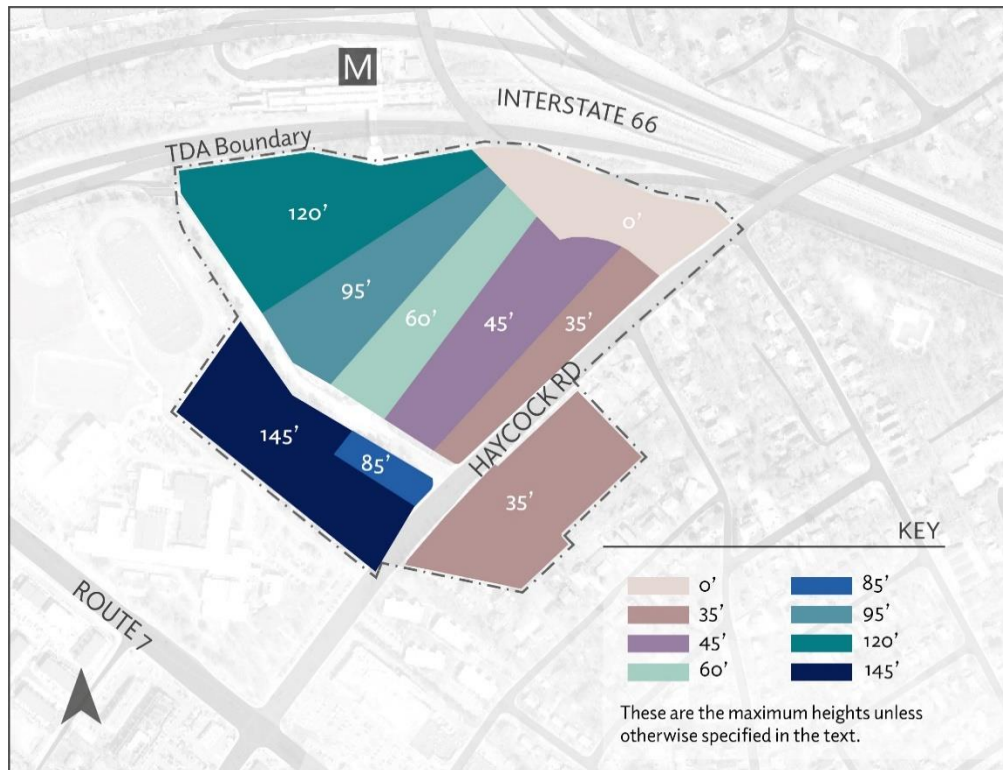
FIGURE 16

Building Massing and Heights

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

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

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



HEIGHT LIMITS IN THE TRANSIT DEVELOPMENT AREA

FIGURE 17

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

Transportation

Efficient access to the Metrorail station should be accommodated for all modes of travel, particularly buses. Pedestrian and bicycle connectivity should be provided between Sub-units A-1 and A-2 and neighboring communities. Streetscape amenities such as street trees, sidewalks,

plazas, street furniture, and landscaping should be provided to encourage pedestrian activity. Pedestrian and bicycle facilities within the Sub-units A-1 and A-2 should accommodate and be designed to attract users while contributing to placemaking. To provide a complete network, redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation; active transportation facilities should be constructed on both sides of all roadways. The following are recommendations that will help shape the transportation network in the Land Unit:

1. Complement the station's use as a transit hub by ensuring efficient circulation and enhancing the station entrance area. The surrounding road, pedestrian and bicycle network should support additional development while maintaining access to the station for all modes of travel.
2. Provide walkways along Haycock Road and the primary road linking the City of Falls Church, Sub-unit A-2, and Sub-unit A-1.
3. Construct a 10-foot-wide shared use path along Falls Church Drive between Haycock Road and the proposed parallel street to establish a connection between Haycock Road and the West Falls Church Metrorail station. In addition, this path should be extended along Falls Church Drive to the existing pedestrian/bicycle connection that runs along the ramp access road to Route 7.
4. Accommodate and/or install stations for bikeshare programs and micromobility programs, and designate storage space for dockless bikeshare and micromobility options.
5. Accommodate most parking in structures, either below grade or above ground. On-street parking is strongly encouraged. Surface parking should consist of on-street parking, kiss-n-ride at the Metrorail station, and pick-up/drop-off spaces adjacent to residential, institutional, and commercial uses, as well as the Metrorail station transit plaza.
6. Maintain or provide a new direct pedestrian access to the Metrorail station from Land Unit A-3 through Land Unit A-1, taking into account site design, building placement, open space, and roadway alignment.

Parks, Open Space, and Landscaped Buffers

In Sub-units A-1 and A-2, publicly accessible open space should be provided in accordance with the Urban Parks Framework, including minimum park acreage standards. Figures 15 and 16 show the recommended location of open space and landscaped buffer areas, which are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development. Landscaped buffers should be provided in accordance with Objectives 8 and 14 of the Land Use Element of the Policy Plan.

In Sub-units A-1 and A-2, the open space concept should include a network of urban park spaces that support both transit and resident activities. The network should consist of a range of park types, such as civic plazas, common greens, pocket parks, and recreational parks. A central

green space should incorporate amenities and activities that complement the adjacent uses. A plaza with public art, or gateway features should be provided to mark the entrance to the Metrorail station and provide space for transit station amenities.

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

Environment

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

1. Create a more sustainable community by applying best practices and sustainable technologies in site design, streetscapes, stormwater management, resource conservation, and other efforts to protect and enhance the built environment and ecological resources, to improve energy and natural resource conservation and management, and to enhance the human environment.
2. Prioritize the preservation of healthy, native plant species, particularly surrounding the stormwater management pond and where landscaped buffers are identified in Figure 15.
3. Provide stormwater quantity and quality control measures with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. Green Stormwater Infrastructure (GSI) should be incorporated to help achieve runoff reduction goals. Examples of GSI include urban bioretention, permeable pavements, and green roofs. GSI is designed to protect, restore, and/or mimic nature and to evapotranspire water, filter water through vegetation and/or soil, return water into the ground, and/or reuse water. Stormwater management measures should be phased in with those portions of the site being redeveloped. Each phase should adequately meet stormwater quality and quantity standards.
4. The peak runoff rate released from the site in the post-developed condition for the 10-year, 24-hour storm should be at least 40% less than the peak runoff rate released in the existing condition for the same storm.
5. Provide phosphorus load reductions on-site that meet the most current regulatory requirements.
6. Incorporate natural landscaping within each site for the creation of a larger landscape in which the aesthetic and ecological functions of landscapes installed in the built environment are improved with a focus on clean air, clean water, runoff control, the maintenance of healthy soils, mitigation of the urban heat island effect, the provision of habitat, and support for human health and well-being.
7. Minimize light pollution and glare in accordance with Objective 5 of the Environment element of the Policy Plan, especially for taller buildings with the potential to cast light on nearby residential properties. This may be accomplished through the use of full cutoff fixtures, directional shields, and lower color temperature bulbs, among other methods.

Lighting should promote a safe environment while enhancing the character and appeal of the public realm.

SUB-UNIT RECOMMENDATIONS

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

Sub-unit A-1

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

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

Land Use and Urban Design

- 1.1. Townhouse and/or stacked townhouse uses are preferred on the periphery of the sub-unit to provide a transition to The Villages at West Falls Church and the Pavilion developments in Sub-unit A-3. Townhouses may be appropriate elsewhere in the sub-unit if they further the urban design guidance and other TDA and Land Unit recommendations and contribute to the sense of place. These units may include live-work units, office space, or other uses that promote interaction with the adjacent street. Townhome ground floors should be elevated from the street so that there some degree of privacy from the right-of-way. Front gardens may also be utilized for privacy. Tall ceiling heights are encouraged on the ground floor to promote flexibility for the use of the space.
- 1.2. The office component should be located adjacent to the Metrorail station entrance and should be oriented toward the station entrance.

Parks and Open Space

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

- 1.4. One or more parks with neighborhood recreational facilities, such as a playground, dog park, sport court, or other similar active uses should be incorporated to support residential uses.
- 1.5. Linear recreation spaces such as outdoor fitness trails should be incorporated as a link between the core of the development and nearby recreational areas within the Land Unit. Continuous linear spaces for recreation can provide amenities that can be linked with pedestrian and bicycle street elements and enhance visual connections between urban park spaces.
- 1.6. The area identified for a maximum building height of 0' in Figure 17 should remain a natural area.

Subunit A-2

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

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

Land Use and Urban Design

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

Parks and Open Spaces

- 2.2. A linear park should be incorporated along the primary road through the sub-unit, providing continuity between the City of Falls Church, Sub-unit A-2, and Sub-unit A-1.
- 2.3. A civic plaza-type park with a focal element, visual amenities, and unique placemaking features should be provided near the entrance to the Virginia Tech building to provide for a public gathering space set aside for civic purposes and commercial supporting activities.
- 2.4. Pocket parks and small-scale open spaces should be incorporated into the design for casual use by people living and working in the immediate area. These spaces may

consist of hardscape elements or lawn and landscaped areas, and seating and visual amenities.

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

Sub-unit A-3

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

Portion of Land Unit B - Haycock Road South

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing and the Gates at Westfalls townhouse development. (See Figure 12). Parcels immediately to the west of Grove Avenue are not included in the area recommended for redevelopment. (See Figure 14). The portions that are recommended for redevelopment should provide a transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

At the base level, 4 dwelling units are appropriate for Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23. For Land Unit B an intermediate level of development of 17 dwelling units has been identified, which would require that the following conditions be met:

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

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

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

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

Recommendations Outside of the Transit Development Area

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

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

The balance of the TSA is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken to provide pedestrian amenities which allow access to the Metrorail station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties.

Heritage Resources

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

Public Facilities

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

Parks and Recreation

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

Trails and Bicycle Facilities

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