



Resolution
7700 Leesburg Pike
CP AMENDMENT 2020-11-M1; RZ/FDP 2021-DR-006;
July 7, 2021

Whereas, EYA Development LLC (“Applicant”) has filed a rezoning application (RZ 2021-DR-006) relating to the re-purposing of the 6.7-acre parcel at 7700 Leesburg Pike (identified as Tax Map Parcel 39-2((1))57, hereafter “the Property”); and

Whereas, the Property is owned by 7700-04 Leesburg Pike Associates, LLC which has entered into a contract with the Applicant to redevelop the Property; and

Whereas, the Property is presently zoned C-2, Limited Office, and Highway Corridor Overlay, and features a large office building that has not had full tenancy for several years; and

Whereas, on September 15, 2020 the Fairfax County Board of Supervisors authorized the consideration of a Comprehensive Plan Amendment for the Property (Plan Amendment 2020-11-M1) in the McLean Planning District and directed staff to review the Plan Amendment concurrently with the rezoning application; and

Whereas, the Applicant seeks to redevelop the Property for residential use and has applied to have it rezoned to the PDH-16 Planned Development Housing District; and

Whereas, a PDH-16 Planned Development Housing District allows for a density of 12 to 16 dwelling units per acre (exclusive of affordable dwelling units); and

Whereas, the Applicant seeks to demolish the office building and construct 104 attached townhouses inclusive of affordable dwelling units at a density of 15.4 units per acre; and

Whereas, the Applicant proposes to include 9 affordable dwelling units in the townhome community (consistent with Fairfax County’s affordable housing policies); and

Whereas, the Property abuts the Pimmit Hills neighborhood of detached single-family homes and the proposed density of 15.4 units per acre is comparable to the density planned and developed across Leesburg Pike in the Jefferson North, J10 Planning District, a residential use of the parcel might be more in keeping with the community in which it is located than its present use; and

Whereas, the Applicant proposes that the single family attached dwelling units will be offered at 14', 16', 20', and 24' widths; and

Whereas, the homes will be offered with options including elevators as well as fourth-floor lofts with roof decks in the larger units; and

Whereas, since Applicant's trip generation study conducted by a private engineering firm, based on the Institute of Transportation Engineers Trip Generation (10th edition), indicates that the existing office building generated 1,674 total trips per day (based on full tenancy) and that the proposed development will generate fewer trips, and because VDOT will review the trip generation based on the previously approved, full tenancy condition, a VDOT Chapter 870 traffic study would not need to be submitted to VDOT for review; and

Whereas, each townhome will have a 2-car garage, and the community will provide an additional 72 surface parking spaces. However, in the event that Fairfax County decides to institute bus rapid transit along Leesburg Pike and needs to widen the road, 17 visitor parking spaces will be lost. The Applicant maintains that the reduction in parking surface spaces from 0.7 per townhome to 0.55 per townhome should be acceptable given the project's access to mass transit; and

Whereas, the Applicant will proffer a monetary amount (\$588,576) to local Fairfax County Public Schools at the County's standard rate (based on 0.46 students per unit) to offset the proposed community's impact on local public schools; and;

Whereas, the Applicant intends to integrate the attached townhome community with the surrounding single family detached community by limiting the townhome building height to 50 feet which is less than the height of the current office building; and

Whereas, the Applicant maintains that by retaining the majority of the mature trees along the western and northwestern property lines a natural buffer with the 11 single family homes abutting the property will be preserved; and

Whereas, the Applicant has offered to provide open space close to the residents and utilize trees throughout the spaces to create outdoor areas that both enclose the open spaces and buffer the dwelling units from activity; and

Whereas, the Applicant asserts that approximately 36% of the Property will be maintained as open space, mixing urban, active parkland and more passive, unstructured open space; and

Whereas, the proposed community will include a 5-foot-wide paved nature trail winding in a nearly 0.4-mile loop that will be accessible to the public as well as community residents; and

Whereas, the Applicant will comply with the County Stormwater Management Ordinance on-site by installing an underground water detention facility possessing manufactured filtering systems; and

Whereas, because the development will not provide any vehicular access to the Pimmit Hills community, it seems unlikely that there will be any cut-through traffic to or from Route 7 that would impact Pimmit Hills; and

Whereas, while VDOT and FCDOT in their initial review of the applications suggested consideration of connecting the service drive in front of 7700 Leesburg Pike with the service drive ending at 7730 Leesburg Pike and the Applicant notes that so doing may facilitate undesirable cut-through traffic, but regardless, the Applicant will allow connectivity for pedestrians and bicycles; and

Whereas, in anticipation that Fairfax County may implement bus rapid transit along Leesburg Pike and thereby close the Property's existing eastern entrance at George C Marshall Drive, the Applicant proposes constructing a second entrance at the west end of the Property; and

Whereas, the implementation of bus rapid transit along Leesburg Pike would also eliminate the service drive in front of 7700 Leesburg Pike and thus the matter of connectivity of the service drives may only be of limited duration; and

Whereas, George Marshall High School (the "High School") is immediately across Leesburg Pike from the Property and the site is a major student and pedestrian thoroughfare from Pimmit Hills to the High School; and

Whereas, the western entrance will lack a traffic light (due to VDOT regulations regarding minimum spacing between traffic lights), be "right in, right out only" for vehicles, and lack pedestrian crossing marking; and

Whereas, the Applicant maintains that the "right in, right out" integrity will be maintained by deterring left turns via a "pork chop;" and

Whereas, the Applicant expects that the eastern entrance (the intersection of George C. Marshall Drive and Leesburg Pike) will be the sole pedestrian crossing point across Leesburg Pike, and will not serve as a vehicle entrance if bus rapid transit is implemented; and

Whereas, VDOT has recently made improvements to enhance student and other pedestrian safety of the George C. Marshall Drive intersection with new striped crosswalks, curb cuts and pedestrian lights/audible crossing buttons; and

Whereas, the Applicant has agreed to make improvements to enhance student and pedestrian safety at the George C. Marshall Drive and Leesburg Pike intersection with a new crosswalk across its Property and a new sidewalk; and

Whereas, the Applicant has met with officers and members of the Pimmit Hills Citizens Association and the Association President indicates that sentiment is generally favorable to the Applicant's redevelopment proposal, although the Association is concerned with school overcrowding impacts and the level of pedestrian safety at the George C Marshall Drive and Leesburg Pike intersection. The Pimmit Hills Citizens Association also seeks some sidewalk

improvements along the north side of Leesburg Pike and the east side of St. Luke's Church access road.

Now, therefore, be it resolved that the McLean Citizens Association (MCA) supports the proposed Plan Amendment and the proposed rezoning application for the Property, but strongly recommends that the County in cooperation with VDOT seek the cooperation of St. Luke's Church and the owners of the 7600 Leesburg Pike property for additional sidewalk extensions on their properties to further integrate the crosswalks and enhance student and other pedestrian safety at the George C. Marshall Drive and Route 7 intersection, which additions the Applicant agrees to undertake or fund.

Be it further resolved that the MCA shares the concerns that have been expressed with regard to the possibility of cut-through traffic if the service drives are connected and, therefore, recommends to VDOT and FCDOT that the service drives not be connected for vehicular purposes.

Be it finally resolved that the MCA encourages the County to request that the Applicant proffer to notify FCPS at the time of site-plan submission rather than at the time of construction and also to provide the monetary contribution at the time of building permit so as to better enable FCPS to plan for future needs.

*Approved by the Board of Directors of the McLean Citizens Association,
July 7, 2021*

McLean Citizens Association, P.O. Box 273, McLean, Virginia 22101

Cc: John Foust, Dranesville District Supervisor
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