

FALLS CHURCH 2040

Introduction and Vision Chapter of the City's Comprehensive Plan

Adopted April 10, 2017

Falls Church Vision 2040



The Comprehensive Plan

A Comprehensive Plan is a policy mechanism that allows a community to guide growth and development in a coordinated manner that is consistent with the aspirations and visions of the community. The Plan aims to promote efficient growth and sustainable development. It is a long-range plan covering a period of 20 to 30 years; however, many of the strategies contained within this Plan may be targeted for implementation much sooner. In Falls Church, the Plan is also updated through the preparation of Small Area Plans.

A Comprehensive Plan considers a community's existing and future needs for dwellings, commerce, industry, public and semi-public facilities, environmental protection, energy efficiency, historic preservation, transportation, parks and recreation, and social and economic sustainability.

Legal Basis for Planning

Section 15.2-2223 of the Virginia Code requires all localities to prepare a Comprehensive Plan. As outlined in Section 15.2-2230 of Virginia Code and pursuant to the Falls Church Charter, Chapter 17 Planning, Zoning and Subdivision, the Planning Commission is responsible for preparing and recommending the City's Comprehensive Plan.

Legal Impacts of Plan

The Comprehensive Plan lays out a blueprint for future development and change. It informs land use, controls infrastructure, and guides public investment.

The Comprehensive Plan recommends future general land uses, assigning various uses (e.g., residential, commercial, mixed use) to particular areas of the City, which are reflected in a Future Land Use Map. The Zoning Ordinance codifies land development by placing requirements and constraints on different uses. The Zoning Ordinance should conform to the land use plan.

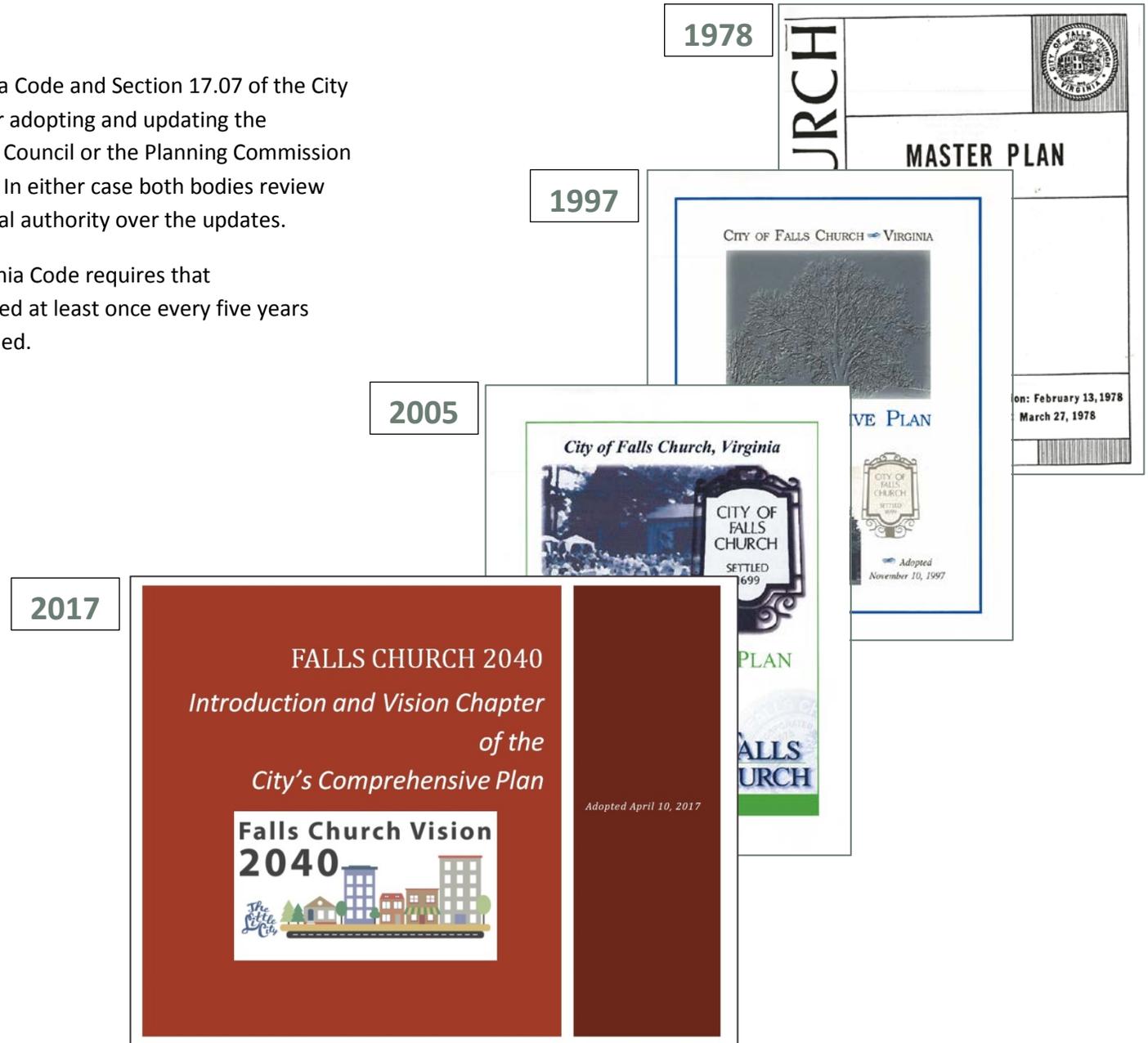
The Comprehensive Plan specifies and controls the general character, extent, and location of public infrastructure. Section 2232 of the Virginia Code and Section 17.07 of the City Charter requires that after adoption of the Plan, no street or street extension, square, park or other public way, ground, open space, school, public building or structure, or public utility facility (except railroad facility or underground natural gas or electric distribution facility) shall be constructed or authorized unless and until the general location, character and extent thereof has been approved by the Planning Commission, as being in conformance with the Comprehensive Plan.

Because of these restrictions on infrastructure location and character, the Comprehensive Plan provides a framework for the City's five-year Capital Improvement Plan (CIP) and, thus, public investment.

Updating the Plan

Section 15.2-2229 of the Virginia Code and Section 17.07 of the City Charter describe the process for adopting and updating the Comprehensive Plan. Either the Council or the Planning Commission can initiate the update process. In either case both bodies review the plan and the Council has final authority over the updates.

Section 15.2 – 2230 of the Virginia Code requires that comprehensive plans be reviewed at least once every five years and, where appropriate, amended.



Cultural History and Development

The City of Falls Church has multiple cultural influences and has gone through several distinct development eras. The sections below highlight the major influences and development trends.

1699 – European Settlement

The region was originally inhabited by Native peoples who lived along the major water courses, with trails and hunting grounds in the interior, but the City’s development probably stems from its European colonial settlement ca. 1699. The center of the community and its namesake was The Falls Church (Episcopal), founded in 1733, with the present church dating to 1769. Both President George Washington and colonial statesman George Mason served on the parish vestry (governing board). The Church remains important in the City’s landscape today.

1800s – Population Growth

Growth in the township and the surrounding area occurred as the result of the community’s strategic location near the District of



Figure 1: An early photo of The Falls Church during the Civil War.

Columbia. The Leesburg Turnpike (today’s Leesburg Pike/Route 7) was built to bring commerce from Leesburg to the port of Alexandria. In 1860 the Alexandria, Loudoun, and Hampshire (later the Washington and Old Dominion) Railroad brought rail service to Falls Church, connecting it to Alexandria and Leesburg. After the Civil War, a direct rail link to Washington, D.C., attracted numerous new residents who found the tranquil village a welcome relief from the bustle of the nation’s capital.

The village was held early in the Civil War by Confederate troops, but by fall 1861 it was occupied by Union forces through the end of the conflict in 1865. During Reconstruction, the City rebounded, and the town charter was issued in 1875. Trolley services came to the town in the early twentieth century.

The 1898 establishment of nearby U.S. Army Camp Alger for Spanish-American War training led to a significant if brief population increase (more than 30,000 men) that strained local transportation systems and other services.



Figure 2: The West Falls Church train station ca. 1900.

1880s-1920s - African American Settlement and the Struggle for Civil Rights

African Americans had lived in the Falls Church area since Colonial times, both enslaved and free, and by the end of the 19th century there was a thriving African American community in the City.

In 1887, the Town of Falls Church voted to retrocede approximately one-third of the Town's territory back to Fairfax County. The area retroceded was the southern half of the Greenway Downs neighborhood, adjacent to and south of Route 29, South Washington Street. At the time, the neighborhood was largely African American and voted predominantly Republican. The Town leadership voted predominantly Democrat. The action to retrocede half of the Greenway Downs community gerrymandered the Town boundaries such that Democratic control of the Town was strengthened and African Americans influence in the Town was reduced.¹

During the first decades of the 20th century, Falls Church became a focus of Civil Rights advocacy and activism. This happened in reaction to a proposed 1915 ordinance that required racial segregation. Dr. E.B. Henderson and Joseph Tinner, both prominent members of the African American community, fought the ordinance by organizing the Colored Citizens' Protective League, which became the first rural branch of the National Association for the Advancement of Colored People.



Figure 3: The Tinner Hill Civil Rights Monument a.k.a “Tinner Hill Arch” and the Tinner Hill Historic Site commemorate the struggle for Civil Rights. Both sites are featured on the Giving Voice: Heritage Walking Tour.



Figure 4: Present day Mary Ellen Henderson Middle School

¹ Buczkowska, Anna and Basem Saah. 2011. Tinner Hill, Virginia: A Witness to Civil Rights. Virginia Polytechnic Institute & State University, Landscape Architecture Program.

City Incorporation and Independent School System

In 1948, Falls Church was incorporated as an independent city. With that change, it was then wholly outside the jurisdiction of Fairfax County – an independence that continues to this day.

In 1949, shortly after the City’s incorporation, the City established an independent school district and launched an investment and modernization program in the school facilities. The investment was motivated by desire among City residents to improve the school system at a time when the Fairfax County schools were less developed and serving a largely rural population.²

1950s–1990s – Post-WWII Suburban Development

During WW II the entire Capital Region grew in response to the war effort. Falls Church became a city in 1948. In the years following World War II, Falls Church’s cohesiveness and character were increasingly impacted by the Northern Virginia building boom and the advent of automobile-related commercial development. During the 1950s Northern Virginia experienced a dramatic increase in suburban growth, both residential and commercial. Commercial development also began to take shape in the form of “strip commercial”, or commercial development occurring in narrow bands along major roadways. Development in Falls Church followed these trends.

The area’s highways were being constructed to provide convenient transportation within the region. The Capital Beltway opened in 1964, which spurred the development of Tysons Corner and

associated development near the City. I-66 was completed inside the Beltway in 1982, providing another link between Falls Church and the District of Columbia. During the 1970s and 1980s the City of Falls Church continued to experience small amounts of residential and commercial growth, influenced in part by the opening of the East and West Falls Church Metro stations just outside City boundaries, but this growth pattern was limited by the amount of available vacant land. This level of growth became even smaller during the 1990s as the number of vacant parcels declined.



Figure 5: An aerial view of the commercial corridor, facing east along West Broad Street, in the 1970’s.

² Gernand, Bradley E. and Nan Netherton. 2000. Falls Church: A Virginia Village Revisited. City of Falls Church.

1970s - Vietnamese Influence

After the fall of Saigon in 1975, waves of Vietnamese immigrants settled in northern Virginia. The Clarendon area of Arlington was a major focus of Vietnamese settlement, but with the opening of the Clarendon Metro station in 1979, many Vietnamese businesses and households moved west toward Falls Church, particularly around Seven Corners. By 1984, 60 percent of the Vietnamese in the U.S. lived within three miles of Seven Corners. The Eden Center opened in Falls Church in 1984, with many of the businesses that had formerly been in Clarendon.

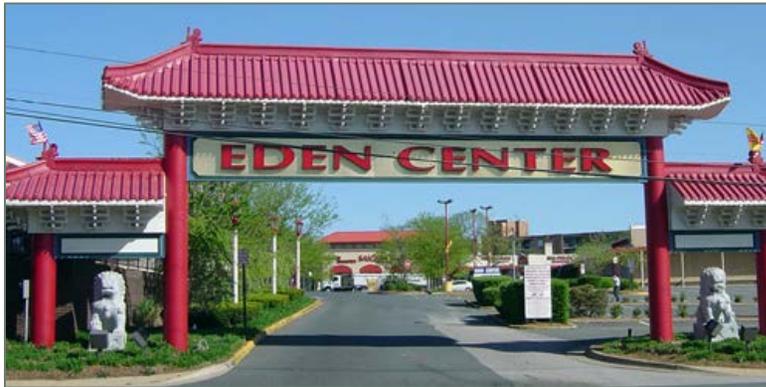


Figure 6: The Gateway to the Eden Center off Wilson Boulevard.

2000s and Beyond – Mixed Use

A substantial number of redevelopment projects have occurred in the City during the last 15 years. Falls Church has benefited from an unprecedented wave of new development and investment that has occurred along its primary commercial corridors (N. and S. Washington Street and W. Broad Street) over the past decade: primarily mixed use, with office, retail, and residential in the same

development complex on underutilized infill sites. The opening of Metro’s Silver Line provided a further stimulus to growth and development.



Figure 7: 301 West Broad Street opened in 2016, the largest mixed-use project in the City at the time.

Geography of the City

Falls Church is an independent city located approximately seven miles west of the nation's capital. This proximity has been a major influence on the City's development. Of note, the northeast boundary of the City abuts the original border of Washington, D.C., as established in 1791. In 1847 the Virginia portion of Washington, D.C., was retroceded and is now Arlington County and part of the City of Alexandria. Two boundary stones along the City's border, one in Boundary Stone Park and another in Benjamin Banneker Park mark the original boundary of Washington, D.C.

Falls Church is small in area (2.2 square miles) and population (approximately 13,900 as of the 2015 Census estimate); its center remains at the junction of Route 7 (Broad Street) and Route 29 (Washington Street/Lee Highway). The City is bounded by Arlington County and Fairfax County and is roughly equidistant from the major commercial centers of Ballston in Arlington County and Tysons in Fairfax County.

In January 2014, the City boundary with Fairfax County was adjusted to include the property yard and approximately 34.62 acres of land. The area includes the joint George Mason High School / Mary Ellen Henderson Middle School Campus. With this change, the City has legal jurisdiction over the entire site. By agreement with Fairfax County, up to 30 percent of the land can be used for new commercial development. The remainder must be for educational purposes.

The City is serviced by several major transportation links, including I-66, the East and West Falls Church Metro Stations, and the W&OD Trail. I-66 connects the City to the Rosslyn-Ballston Corridor,

Washington, D.C., and the Capital Beltway. The East and West Falls Church Metro Stations provide connections to the Metro Orange Line and Silver Line, which run through the Rosslyn-Ballston Corridor, Washington, D.C., Tysons, and Reston. The W&OD Trail is the spine of the region's bike network and provides connection to many surrounding communities.

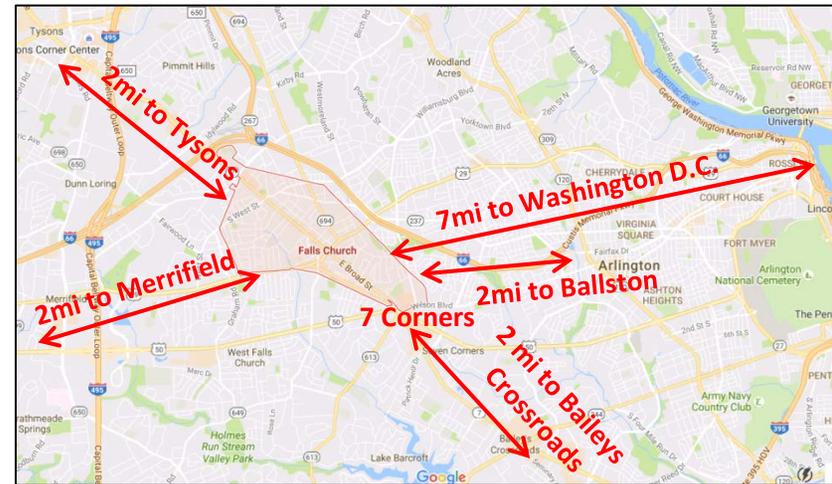


Figure 8: Regional map showing the City of Falls Church in relation to the region.



Figure 9: Stones in Boundary Marker Park and Benjamin Banneker Park mark the original border of Washington, D.C.

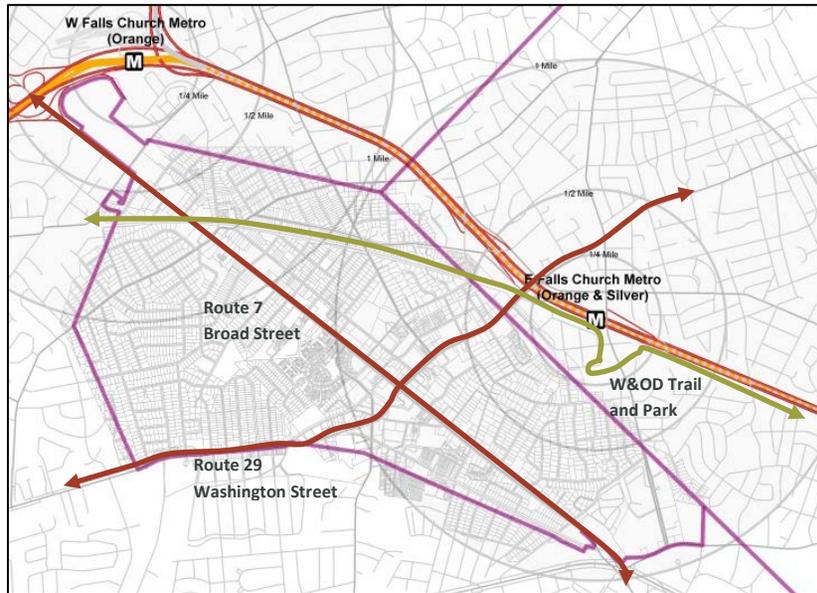


Figure 10: The City of Falls Church and major transportation facilities – Broad Street, Washington Street, W&OD Trail and Park, East Falls Church Metro, and West Falls Church Metro.

Planning the City: Past, Present, and Future

Planning Past

In 1934 Fairfax County, including a portion of what would become the City of Falls Church, adopted a zoning ordinance pursuant to the laws of the Commonwealth of Virginia. Master Plans were subsequently adopted by the City in 1947, 1959, 1978, 1988, 1997, and 2005. The 1947 and 1959 Master Plans were comprised of a series of maps with no text, whereas the 1978 and 1988 Plans contained limited text including primary and secondary policy

objectives and brief descriptions of programs and activities to achieve those objectives. The 1997 and 2005 Comprehensive Plans went into much greater detail about existing conditions within the City. These plans were also the first to cover topic areas such as historic preservation and community character.

Prior to 2000, a number of planning-related studies were completed by City staff and consultants.

1980s

- Draft Master Plan Review: Land Uses in the City’s Business Areas, October 1984 (Planning Department)
- North Washington Street Corridor Special Strategy Area Report, Phase I, January 1986 (Planning Department)
- East Falls Church Land Use Study, January, 1986 (Arlington County Department of Community Affairs, Housing and Community Development Division, Planning Section)
- The Arlington-Falls Church Ad-Hoc Planning Committee, Final Report, June 1987
- South Washington Street Corridor Special Strategy Area Report, Phase I, July 1987 (Planning Department)
- Central Business District Special Strategy Area Report, Phase I, October 1988 (Planning Department)

1990s

- Fiscal Year 91-92 Master Plan Review: Status Report on Implementation of the Master Plan (Planning Department)
- Building the Vision: The Washington Street Corridor, January 1991 (Hyett-Palma, Inc.)

- The Future of the City: Genesis for Progress in Falls Church - North Washington Street, March 1993 (The Falls Church Village Preservation and Improvement Society)
- Redevelopment in Falls Church: Four Illustrative Opportunities, November, 1997 (David Holmes and Larry Keller)

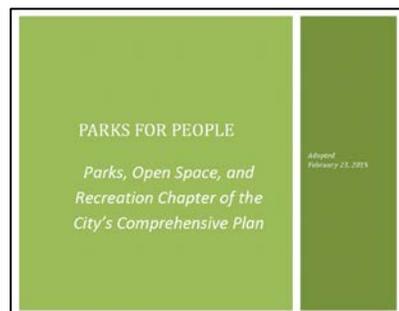
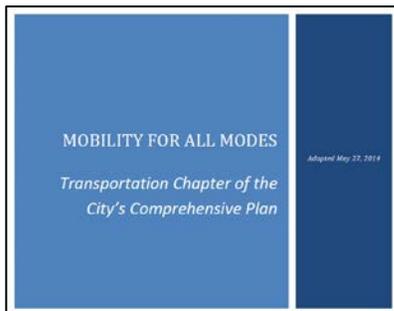
Planning Present and Recent Past

Comprehensive planning is an ongoing effort. This Comprehensive Plan builds on prior comprehensive plans prepared by the City as well as the Small Area Plans, Master Plans, and other planning documents that have been developed.

Ongoing Review and Update of the Comprehensive Plan

Planning in the City is constantly evolving with changing community preferences and regional conditions. To keep pace with these changes, the City is updating its Comprehensive Plan on an ongoing, chapter-by-chapter basis. Most recently, the following chapters have been updated

- Chapter 6, Transportation, “Mobility for All Modes” (adopted 2014)
- Chapter 7, Parks, Open Space, and Recreation, “Parks for People” (adopted 2015)

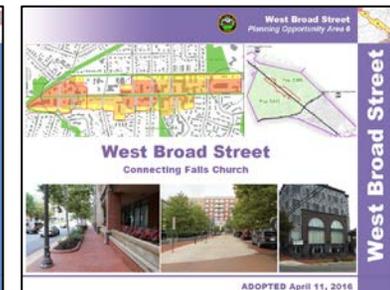
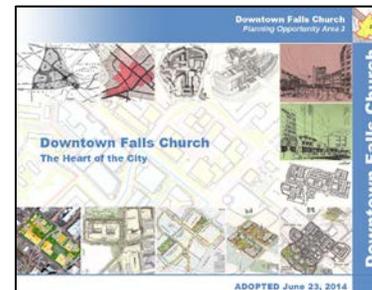
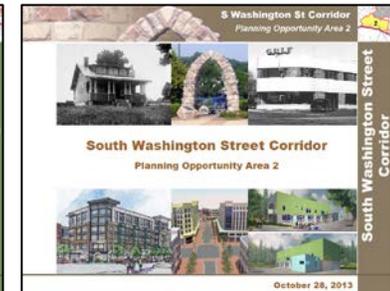
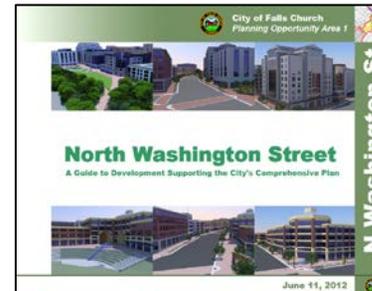


Small Area Plans

The Comprehensive Plan defines several Planning Opportunity Areas (POAs) that are appropriate for additional development or redevelopment. Economic analysis has shown these areas to be critical to the City’s economic sustainability. Accordingly, Small Area Plans have been developed for several of the POAs.

Since 2012, the following Small Area Plans have been adopted:

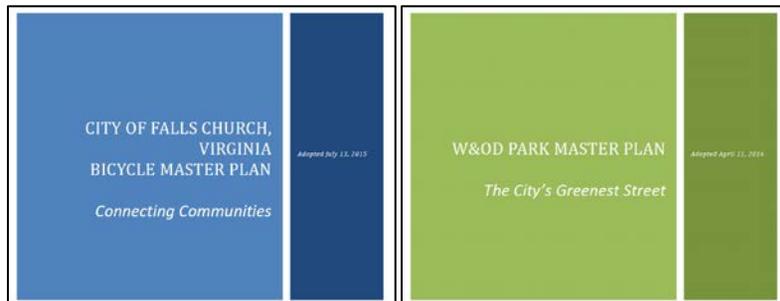
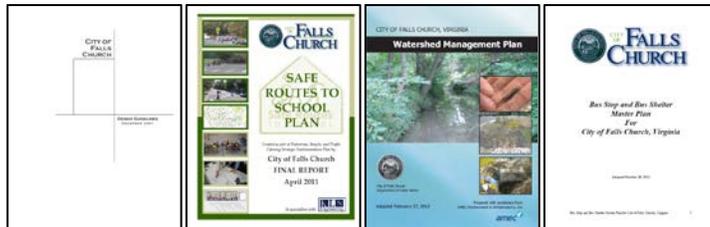
- North Washington Street Small Area Plan – 2012
- South Washington Street Small Area Plan – 2013
- Downtown Opportunity Area Plan – 2014
- West Broad Street Small Area Plan – 2015



Master Plans

In addition, the City has recently adopted a series of Master Plans. Master Plans focus on specific topic areas and are functional in nature. Like Small Area Plans, they supplement the Comprehensive Plan. A number of them have focused on issues of enhanced mobility. Recently adopted Master Plans include:

- Design Guidelines – 2001
- Safe Routes to School Plan – 2011
- City Council’s Strategic Plan – 2012
- Watershed Management Plan - 2012
- Bus Stop and Bus Shelter Master Plan – 2013
- Bicycle Master Plan: *Connecting Communities* – 2015
- W&OD Master Plan: *The City’s Greenest Street* – 2016



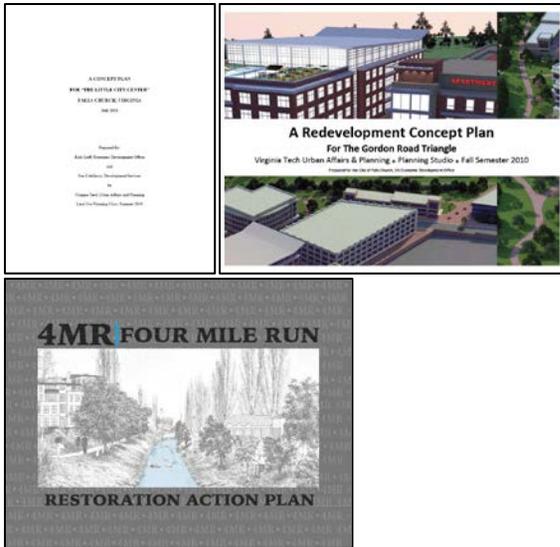
Virginia Tech Partnership

The City has benefited from ongoing collaboration with Virginia Tech, specifically the Urban Affairs and Planning program in Old Town Alexandria. Through class studio projects and individual student capstone projects, the City has been introduced to the latest developments in urban planning. Additionally, several students from that program have worked as interns for the City and/or been hired by the City as full-time staff.

Student studies help the City benefit from the latest thinking in urban planning. The studies themselves are not adopted policies, but they often inform City planning efforts. Recent studies and reports include the following:

- Eastern Gateway (2009)
- West Jefferson Street (2010)
- Little City Center (2010)
- Gordon Road Triangle (2010)
- Four Mile Run Action Plan (2015)
- The Resourceful City (2017)





Other Studies and Reports

The City benefits from special studies and reports performed by industry experts and in-house staff. Like the student studies, these efforts inform City planning efforts. Recent studies and reports include:

- Falls Church City Center Strategic Plan, February. 2002. Street-Works.
- Transit-Oriented Design within and Beyond the Quarter Mile. 2013. MWCOG Transportation and Land Use Connection (TLC).
- Park Avenue: A Civic Great Street. 2015. In-house staff.
- Development Analysis and Opportunities for Falls Church. 2015. Urban Land Institute Technical Assistance Panel (ULI TAP).

Planning Future

City staff will continue to update the Comprehensive Plan through chapter revisions. They will provide more detailed information through Small Area Plans and Master Plans. This Vision chapter is a revision to Chapter 1. As of this chapter’s adoption, other chapters remaining to be updated include: Demographics; Community Character, Appearance, and Design; Land Use and Economic Development; Natural Resources and Environment; Community Facilities, Public Utilities, and Government Services; Historic Preservation; and Housing.

Small Area Plans remaining to be completed include: East End; West End; Gordon Road Triangle; and the School Property.

The Planning Process

City Council, Planning Commission, and staff are committed to engaging the public in the planning process and developing plans and policies that serve the public interest.

For this Vision Chapter, the public involvement process included two public meetings, a public survey, and ad hoc “pop-up” events throughout the City. The draft chapter was circulated to City staff and City Boards and Commissions.

Development of Small Area Plans, Master Plans, and other planning documents involves substantial public involvement, including public meetings, meetings with City Boards and Commissions and City staff, and in some cases public surveys.

In addition to community feedback, the City’s vision is informed by an understanding of regional trends and best practices in planning.



Figure 11: Community Meeting on June 18, 2016



Figure 12: Community Meeting on October 1, 2016

Gathering Input and Feedback

Through a variety of planning events and public engagement tools, City staff collected feedback from hundreds of people. Through the events, people provided feedback on what they value most, what they are concerned about, what changes they would like to see, and what aspects of the City they would like to see preserved. All of the feedback received was used to develop the City’s vision statement and core values.

The pictures on this page and the following summarize some of the inputs received. The tables summarize participation in the planning process. Participants provided feedback on a range of topics including, the desired look and feel of the City, reactions to recent developments, desired future uses, and more.

Table 1: Community Visioning Events

Event	# of Participants	Date
Community Meeting #1	80	June 18, 2016
School Town Hall	125	June 17 and 20, 2016
4 Pop-Ups on Building the Vision	129	August 6, 17, 24, and 31, 2016
Survey	472	August 1 through September 9, 2016
Community Meeting #2	51	October 1, 2016
Pop-Up on Reviewing the Vision	61	November 5, 2016
Survey	154	March 8 through March 19, 2017
Total	1,072	

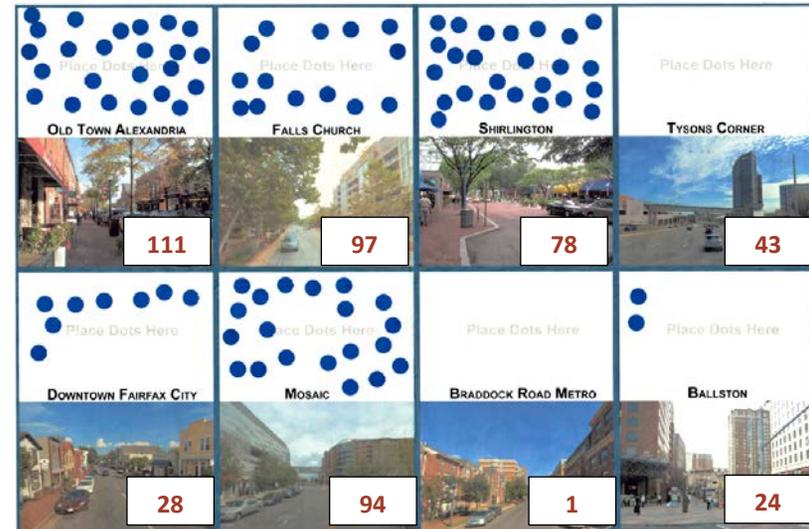


Figure 13: Dot-Voting Results from the June 18, 2016 Community Meeting. Numbers on photos represent total dots placed across all meetings. Each participant was asked to place 3 dots. Approximately 160 people participated.

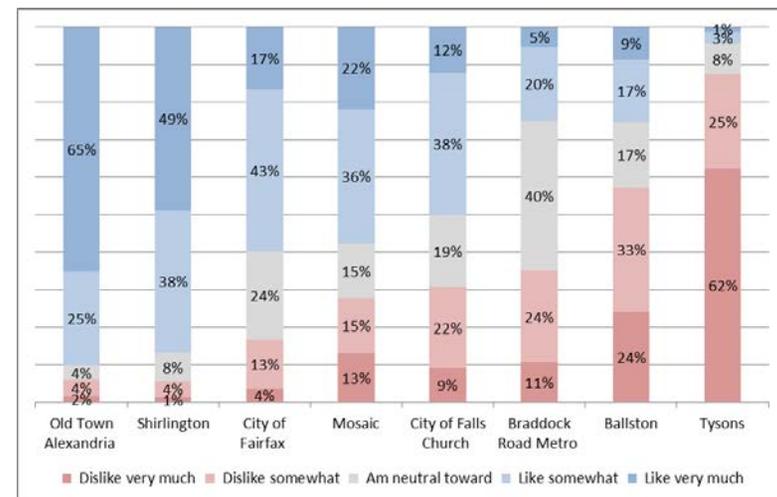


Figure 14: Results from the online survey. A total of 472 responses were received.

Table 2: Council, Planning Commission, and Advisory Group Meetings

Date	Group	Event
September 6, 2016	Planning Commission	Work Session
September 19, 2016	City Council	Work Session
October 24, 2016	City Council	Status Report
November 7, 2016	Planning Commission	Work Session
November 21, 2016	City Council	Work Session
December 6, 2016	Economic Development Authority (EDA)	Work Session
December 7, 2016	Architectural Advisory Board (AAB)	Work Session
December 7, 2016	Recreation & Parks Advisory Board	Work Session
December 14, 2016	Citizens Advisory Committee on Transportation (CACT)	Work Session
December 15, 2016	Arts and Humanities Council	Work Session
December 15, 2016	Environmental Sustainability Council (ESC)	Work Session
December 15, 2016	Human Services Advisory Council (HSAC)	Work Session
January 10, 2017	Housing Commission	Work Session
January 12, 2017	Chamber of Commerce	Work Session
January 17, 2017	Planning Commission	Work Session
January 18, 2017	Tree Commission	Work Session
January 26, 2017	Historical Commission	Work Session
January 26, 2017	Historic Architecture Review Board	Work Session
February 6, 2017	Planning Commission	Public Hearing and Action
February 21, 2017	City Council	Work Session
February 27, 2017	City Council	Public Hearing
March 27, 2017	City Council	Meeting
April 3, 2017	Planning Commission	Public Hearing and Action
April 10, 2017	City Council	Public Hearing and Action

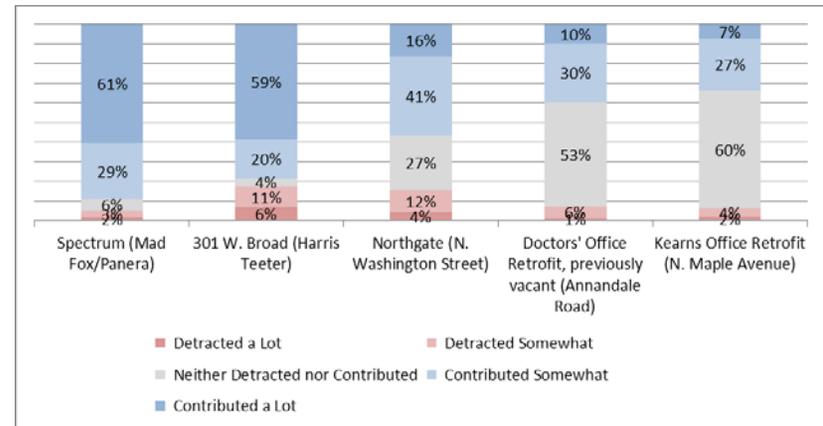


Figure 15: Results from the online survey showed strong support for recently completed projects. Text comments on the survey expressed concern for the future look and feel of the City.

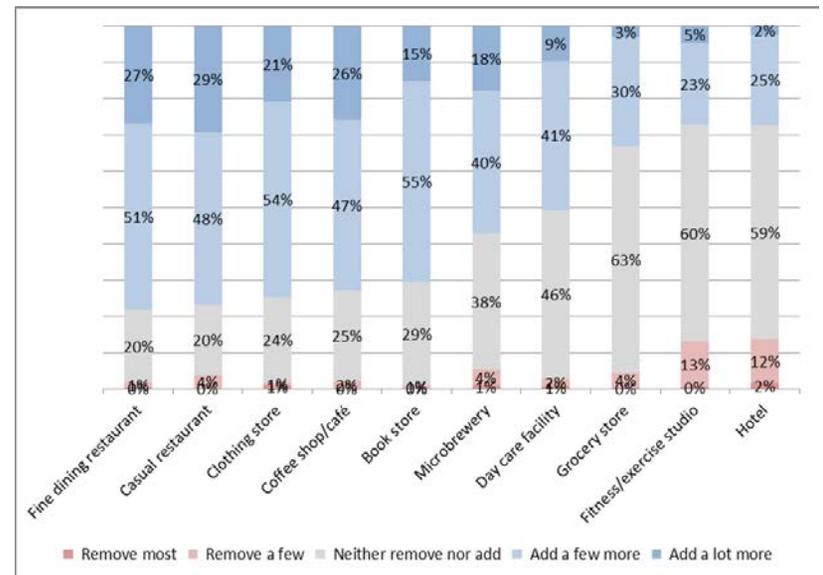


Figure 16: Results from the online survey revealed broad desire for more retail options.

Vision and Core Values

The Vision for the City of Falls Church is as follows:

In the year 2040, the City of Falls Church is a welcoming and inclusive community – a special place in the heart of Northern Virginia. Involved citizens are key to the City’s long-term success as a leader in education, environmental sustainability, multi-modal transportation, and vibrant economic development.

By investing in neighborhoods, community services and facilities, schools, and parks the City preserves small-town character and history while honoring a deep commitment to progress and a growing community. The continual rejuvenation of robust commercial areas supports the City’s high quality of life for all citizens.

Inherent in this Vision Statement is a set of core values that embody what the City of Falls Church is striving to achieve over the next 25 years. That set of core values is listed here.



Small-Town Character in an Urban Setting

- Community involvement and spirit
- Festivals and events
- Substantial investment in the arts, including public art
- Historic preservation
- Revitalization districts as focal points



Economic Sustainability

- Flourishing commercial base including local shopping and dining
- Business development
- Skilled labor force
- Regional attractions and tourism economy
- Public-private collaboration



Environmental Sustainability

- Parks and open spaces for recreation and the environment
- A lush urban forest
- Safe, breathable air
- Clean, safe streams as measured against water quality requirements for being “swimmable and fishable”
- Zero waste
- Energy efficiency/reduction in GHG emissions



Inclusiveness and Social Sustainability

- Diverse housing stock for all income levels
- Services and facilities for all ages and abilities
- Celebrations of race and culture including music, arts, and commemorations of history and historical events



Education

- High quality public education and library facilities
- Continued academic excellence
- Opportunities for life-long learning



Mobility and Accessibility

- Travel options to walk, bike, transit, or drive
- Local accessibility and regional mobility
- Regional cooperation and regional solutions



Public Health and Safety

- Ample opportunities for physical activity
- Access to fresh, local foods
- Low crime rates
- Responsive police service
- Access to quality physical and mental health care
- Hazard mitigation



Responsive and Accountable Governance

- Fiscal responsibility
- Accessible and responsive public servants
- High participation with citizen boards and commissions
- Openness and transparency

Applying Core Values

These core values should not be interpreted as headers for subsequent Comprehensive Plan chapters. Rather, they embody principles that should be incorporated and addressed in all chapters.

Community Indicators

Community Indicators track progress against adopted goals. Regular Community Indicators reports allow the City to periodically revisit its adopted goals and assess progress against them.

Indicators should be designed to capture City-wide impacts. Specific actions and remedies are left for further discussion in topical chapters, small area plans, and master plans.

The following draft measures are intended to track City-wide impacts and performance. These should be reported as part of an annual City Community Profile. The number of measures included for each principle as well as the specifics of the measures should be refined through ongoing conversation with the City's advisory boards and commissions.

Small-Town Character in an Urban Setting

- City is walkable and provides for daily needs
- Volunteerism in organizing and producing local art, theater, culture, and history events
- Attendance at local festivals
- Historic buildings and resources preserved, rehabilitated, and identified with signage

Economic Sustainability

- Percent of tax revenue from commercial areas
- Job/housing balance (ratio of jobs to people)
- Mix of small and large businesses

Environmental Sustainability

- Acres of parks and open space per capita

- Water quality
- Tree canopy coverage
- Reduction in Green House Gas (GHG) emissions

Inclusiveness and Social Sustainability

- Percent of housing affordable to different income bands
- Comparison of City demographic profile against regional profile
- Revenue support for art, theater, culture, and history events and projects

Education

- Participation rate in advanced primary and secondary school programs
- Graduation rate for ESOL or Economically Disadvantaged students
- Percentage of residents with undergraduate and graduate degrees

Mobility and Accessibility

- Transportation mode-share for work trips
- Transportation mode-share for non-work trips for non-work trips

Public Health and Safety

- Number of violent crimes per 100,000 population
- Property damage from hazard events

Responsive and Accountable Governance

- Variance between budgeted and actual expenses
- Number of Board and Commission seat vacancies

How to Use This Plan

This Comprehensive Plan, along with other adopted policy documents, is meant to be used to achieve the overall vision for the City's future. It is the official policy guide for decisions related to public and private investment and is used to evaluate applications for development projects. It is a guide for decision makers to determine what is best for the City's physical and social fabric, including its economy, natural resources, public facilities, transportation network, historic and cultural resources, housing, and the use of land.

Comprehensive Plan Structure

The Comprehensive Plan is organized by chapters, which pertain to different subject areas. These topics include community character, land use and economic development, transportation, parks, open space and recreation, historic and cultural preservation, and housing, among other important aspects of the City's development and redevelopment.

This vision chapter is the first chapter of the plan. This chapter lays out the overarching vision for the City over the next 20 to 25 years and puts forth the principal values behind that vision. The chapter is followed by a series of interrelated chapters that examine various topics. Goals, strategies, and objectives in subsequent chapters should reinforce and support the vision and principles defined in this chapter.

Appendix A: Plan Approval

Planning Commission Adoption and Recommendation

Following a public hearing, the Planning Commission approved the following motion unanimously (7-0) at their April 3, 2017 meeting.

WHEREAS, Section 17.06 of the City Charter makes the Planning Commission responsible for preparation of the City's Comprehensive Plan; and

WHEREAS, Section 17.06 of the City Charter enables the Planning Commission to prepare and adopt individual components of the Comprehensive Plan; and

WHEREAS, the Falls Church 2040 plan was developed with substantial public engagement that included community meetings, pop-up meetings, surveys, and review by the City's advisory boards and commissions; and

WHEREAS, "Falls Church 2040" establishes a compelling vision for the future of the City of Falls Church that (i) reaffirms the City's special qualities and characteristics, (ii) accommodates and takes advantage of regional trends, and (iii) it is acknowledged that many of the goals presented in the Vision Statement are achievable as a result of redevelopment made possible by a growing population; and

WHEREAS, "Falls Church 2040" identifies core values that support the City's vision and can be used to guide future planning efforts.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Falls Church, Virginia, that Falls Church 2040, including pages 1-19 of the document with that title labeled as version 37 and that is attached hereto is hereby adopted by the Planning Commission as an update to and replacement of the Introduction and Vision Chapter of the City's Comprehensive Plan that was adopted on October 24, 2005 as part of the 2005 Comprehensive Plan; and

BE IT FUTHER RESOLVED that the Planning Commission recommends that City Council grant final approval of the amendment to the Comprehensive Plan to replace the Introduction and Vision Chapter.

City Council Approval

Following a public hearing, the City Council approved the following resolution unanimously (6-0 with one member absent) at their April 10, 2017 meeting.

WHEREAS, Section 17.06 of the City Charter gives the City Council the authority to grant final approval to Comprehensive Plan changes previously approved by the Planning Commission; and

WHEREAS, Section 15.2-2228 of the State Code also gives the City Council the authority to grant final approval to Comprehensive Plan changes previously approved by the Planning Commission; and

WHEREAS, Following a properly advertised public hearing held on April 3, 2017, the Planning Commission adopted "Falls Church 2040" and recommended final approval by Council; and

WHEREAS, "Falls Church 2040" was developed with substantial public engagement that included community meetings, pop-up meetings, a survey, and review by the City's advisory boards and commissions; and

WHEREAS, "Falls Church 2040" establishes a compelling vision for the future of the City of Falls Church that (i) reaffirms the City's special qualities and characteristics and (ii) accommodates and takes advantage of regional trends; and

WHEREAS, "Falls Church 2040" identifies core values that support the City's vision and can be used to guide future planning efforts.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Falls Church, Virginia that "Falls Church 2040 Introduction and Vision Chapter of the City's Comprehensive Plan," which includes 19 pages and is labeled version 37a, and which is attached hereto is hereby adopted by the City Council as an updated and revised "Introduction and Vision Chapter" of the City's Comprehensive Plan, replacing the version that was adopted on October 24, 2005 as part of the 2005 Comprehensive Plan.



The City of Falls Church is committed to the letter and spirit of the Americans with Disabilities Act. To request a reasonable accommodation for any type of disability, call 703-248-5027 (TTY 711). For more information call 703-248-5178.