ARLINGTON
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2010

EAST FALLS CHURCH AREA PLAN

Developed by the East Falls Church Planning Task Force

06/10/2010

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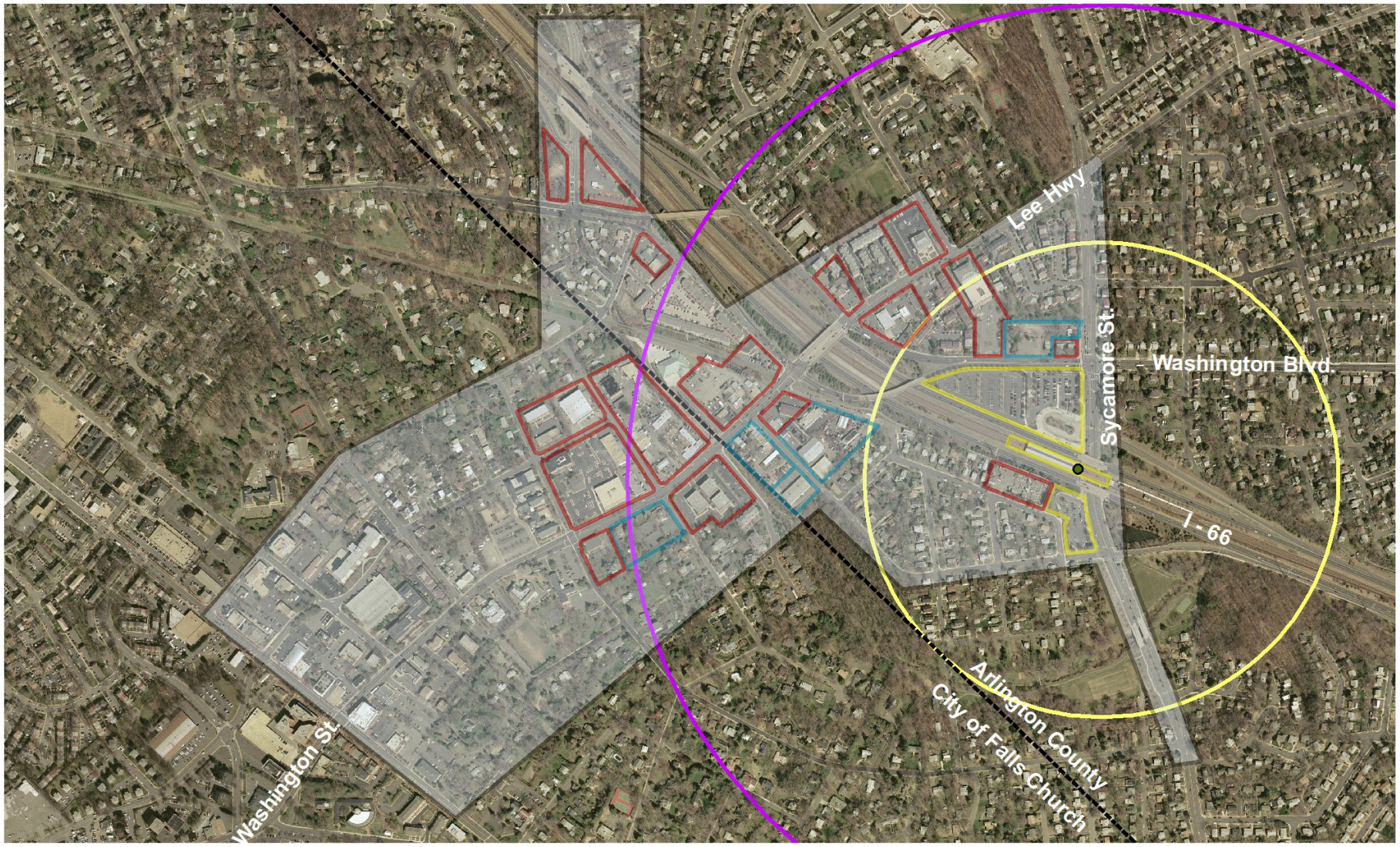
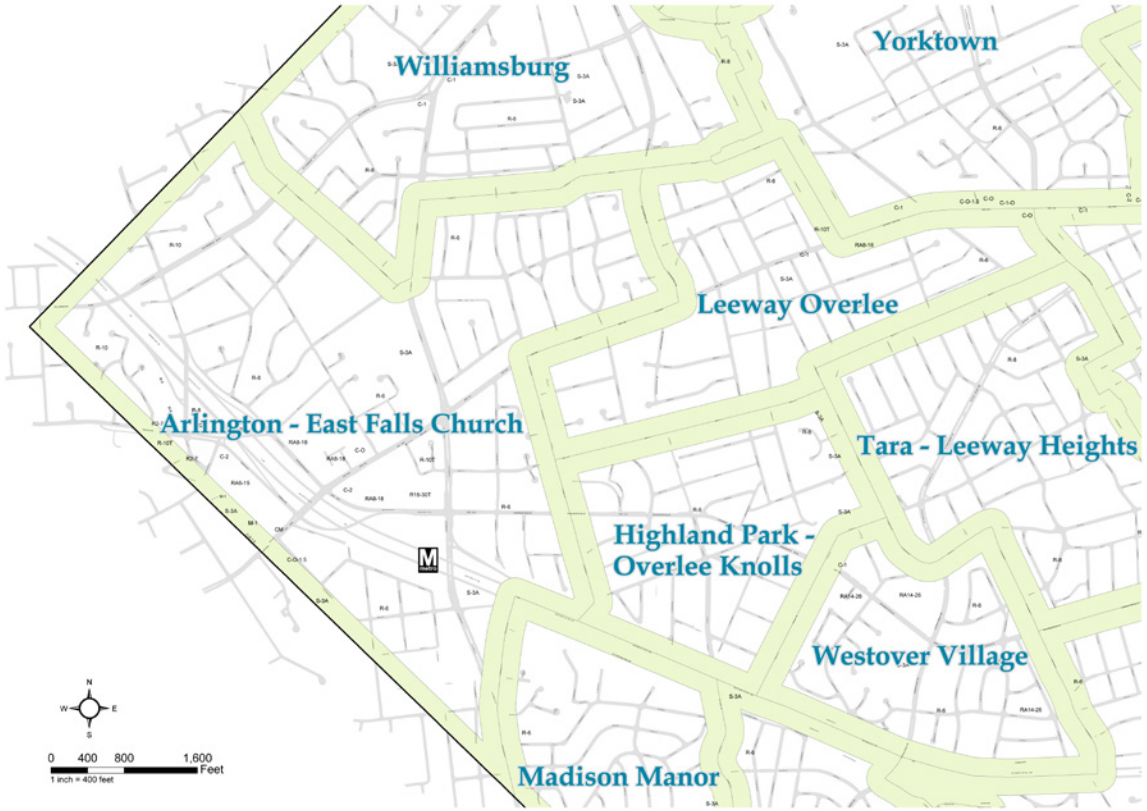


Map XX. Study Area Map

I. INTRODUCTION



Map XX. Civic Association Map

Purpose and Scope

In anticipation of the opening of the Silver Line, in June 2007 the Arlington County Board appointed a citizen Task Force charged with a mission to "generate a vision for transit-oriented development in the East Falls Church area of Arlington County." This vision takes the form of a concept plan with recommendations that focuses on East Falls Church Metro parking lot and other sites that are likely to redevelop. The East Falls Church Area Plan addresses key planning issues including height and density, land uses, urban design, affordable housing, transportation improvements, open space and environmental sustainability. A major component of this Plan is a comprehensive transportation analysis for the East Falls Church area, including a portion of the City of Falls Church. Since the scope of the transportation analysis includes both jurisdictions, the Plan was developed in coordination with the City of Falls Church.

The Task Force established by the Arlington County Board was comprised of representatives of nearby civic associations and citizen commissions. In addition, two Falls Church residents were selected to serve on the Task Force by the Falls Church City Council.

The East Falls Church Area

East Falls Church is located in the western portion of Arlington County along the border it shares with the City of Falls Church, Virginia. The area surrounds the East Falls Church Metrorail station located on the Arlington County side of the border. The Metrorail station, operated by the Washington Metropolitan Area Transit Authority (WMATA) is situated along the median of Interstate 66, the primary east-west transportation corridor for the area. The station averages approximately 4,100 customers entering per day and ranks 57th for daily ridership in the Metrorail system. East Falls Church is comprised of low-density, stable residential areas surrounding the station, including single-family detached and townhouse development. The area also includes low-density, commercial development and recently constructed low-density mixed-use development. Although the Study Area is located within the Arlington-East Falls Church Civic association boundaries, there are several nearby civic associations, some of which have representatives on the East Falls Church Planning Task Force.

Vision Statement

One of the Task Force's earliest actions was to adopt a Vision Statement for the area to illustrate the type of place East Falls Church could become:

The Vision for East Falls Church: Transit Town

Our vision is for East Falls Church to return to a Transit Town that will abound in locally serving uses and advance sustainability concepts in our corner of Arlington County. A balance and mixture of uses, such as neighborhood-oriented retail, businesses and restaurants, will be within easy reach of people. New buildings will be of compatible densities and heights so as to complement and fit in with our best existing structures. East Falls Church will be a distinctive stop along the Metrorail system, combining human scale development with a warm and inviting pedestrian-oriented, walkable streetscape. There will be a central public space used for street fairs and other gatherings featuring some symbol or artwork for community identity. The area will be the focus for the intermodal transfers that connect roadways, transit (both bus and rail), foot traffic and bicycle users, and discourage single occupancy vehicle transportation. Affordable housing opportunities will allow for economic diversity. We envision a locally and regionally well-connected, "green," safe and accessible community which will grow organically.

- East Falls Church Planning Task Force

The Challenge Ahead

Many remember East Falls Church as it was for decades, a more livable community, oriented to the Washington & Old Dominion Railroad station where it connected with historic roads. This "rail town" provided services to the neighborhood and public transit access to the National Capital Region. Neighborhood-oriented retail, commercial activities and residential uses coexisted comfortably.

The construction of Interstate 66 and Metro bisected our neighborhood and removed the neighborhood-oriented business and retail core at the heart of the East Falls Church community. These developments have fragmented our neighborhood and replaced the small "rail town" with an extended highway interchange surrounding five acres of commuter parking.

Our challenge is to restore the finest elements of the old, embrace existing community assets, and overcome the area's shortcomings by: turning our transportation links into assets; using modern planning and design techniques to create a warm, inviting, accessible and friendly community; and knitting together our neighborhood with the rest of Arlington, Falls Church and the region beyond.

- East Falls Church Planning Task Force

The recommendations in this Plan came as a result of the Task Force's best efforts to capitalize on the area's assets, minimize impacts on the surrounding single-family neighborhoods, and apply the best planning principles within the constraints of the study area. The Task Force has taken a comprehensive approach to envisioning a better future of East Falls Church; identifying improvement of pedestrian and bicycling connections as priorities, while linking redevelopment opportunities to place-making and urban design. It is through the inter-connectedness of these concepts that East Falls Church can reach its fullest potential.

Structure of the East Falls Church Area Plan

The Plan has several major components: The Planning overview sets the planning context and discusses overarching goals. The major Land Use and Transportation recommendations for the area are then discussed in the following Chapters. The Urban Design Guidelines, which establishes and identifies a general baseline of design standards to be applied to redevelopment in East Falls Church. The Additional Recommendations Chapter outlines other important recommendations and initiatives to be implemented. The Appendix, which contains review the area's history and background, provides planning context, and gives analysis and detailed illustrations that are needed to fully understand the basis for the Task Force's determinations.

II. PLANNING OVERVIEW

Shirlington Village, Arlington County

Addison, Texas

Major Plan Elements

Building upon the Vision Statement, the potential redevelopment of East Falls Church is linked to eight overarching plan elements:

1. Mixed-Use Development. Encourage a balance among residential, office, retail and hotel uses within the Plan Study Area. Provide ground floor retail services for daily living for residents, visitors and workers in East Falls Church. Mid-rise development, with maximum heights of 5-9 stories generally, is envisioned on key sites.

2. Appropriate transitions to surrounding single-family areas. Taper buildings up in scale and height so that buildings along the edges of each node are compatible in scale and form that respond appropriately to the adjacent single-family homes.

3. Affordable Housing. Encourage that, within the new development that occurs, the needs of low to moderate income families are met through a variety of measures, includng the provision of on-site affordable units for rental projects. There should also be a mix of housing options to accommodate households with differing income levels, family composition, and accessibility requirements.

4. Sustainable Development with Quality Architectural Design. Consider environmental sustainability and overall energy efficiency as integral parts of all aspects of building design and development. Design buildings using the best available technologies and processes feasible to protect the local environment (stormwater quality, waste reduction, heat island reduction) and the regional environment (climate change, Chesapeake Bay protection, air quality). Create flexible public spaces that could accomodate local markets and seek opportunities to extend the use of locally-grown foods.

5. Quality Open Spaces and Streetscape. Establish a primary, centrally located public space that can serve as the "heart" of East Falls Church and a venue for significant, programmed community events and other open spaces near activity nodes. Create vibrant, pedestrian oriented streets through the better use of sidewalks, streetscapes, and open space areas within activity nodes to improve space for pedestrians, bicyclists, parking, and transit. Provide better connections to Four Mile Run by linking it to public spaces and ensuring bicycle and pedestrian access.

Pentagon Row, Arlington County

Bethesda Row, Montgomery County

Falls Church George Bus

Pedestrians on the W&OD Trail

6. Reduced Traffic Impacts and Expanded Travel Choices. Redesign the streets and intersections in the vicinity of the Metrorail station to reduce congestion and improve traffic flow, while at the same time encouraging drivers to slow down and be more attentive to people on foot and on bicycles. Design residential and commercial development to focus on public transit and pedestrian access and thus generate less traffic than is typical for the existing suburban patterns of development.

7. More Efficient Use of Transit. Enhance East Falls Church's transit orientation with new and better transit access and facilities designed to meet the future needs of East Falls Church, such as a Western Entrance to the East Falls Church Metrorail station, and to further encourage residents, workers, and visitors to select transit over personal vehicles. Provide high quality bus service that has travel times competitive with private automobiles, thereby attracting riders, reducing automobile dependency, justifying less parking demand and limiting roadway congestion.

8. Improved Bicycle and Pedestrian Connections in and through the Area. Enhance the utility and safety of the bicycle network as part of the East Falls Church transportation network. Provide missing sidewalk connections and enhanced streetscape to encourage pedestrian activity.

III. LAND USE RECOMMENDATIONS

Plan Framework

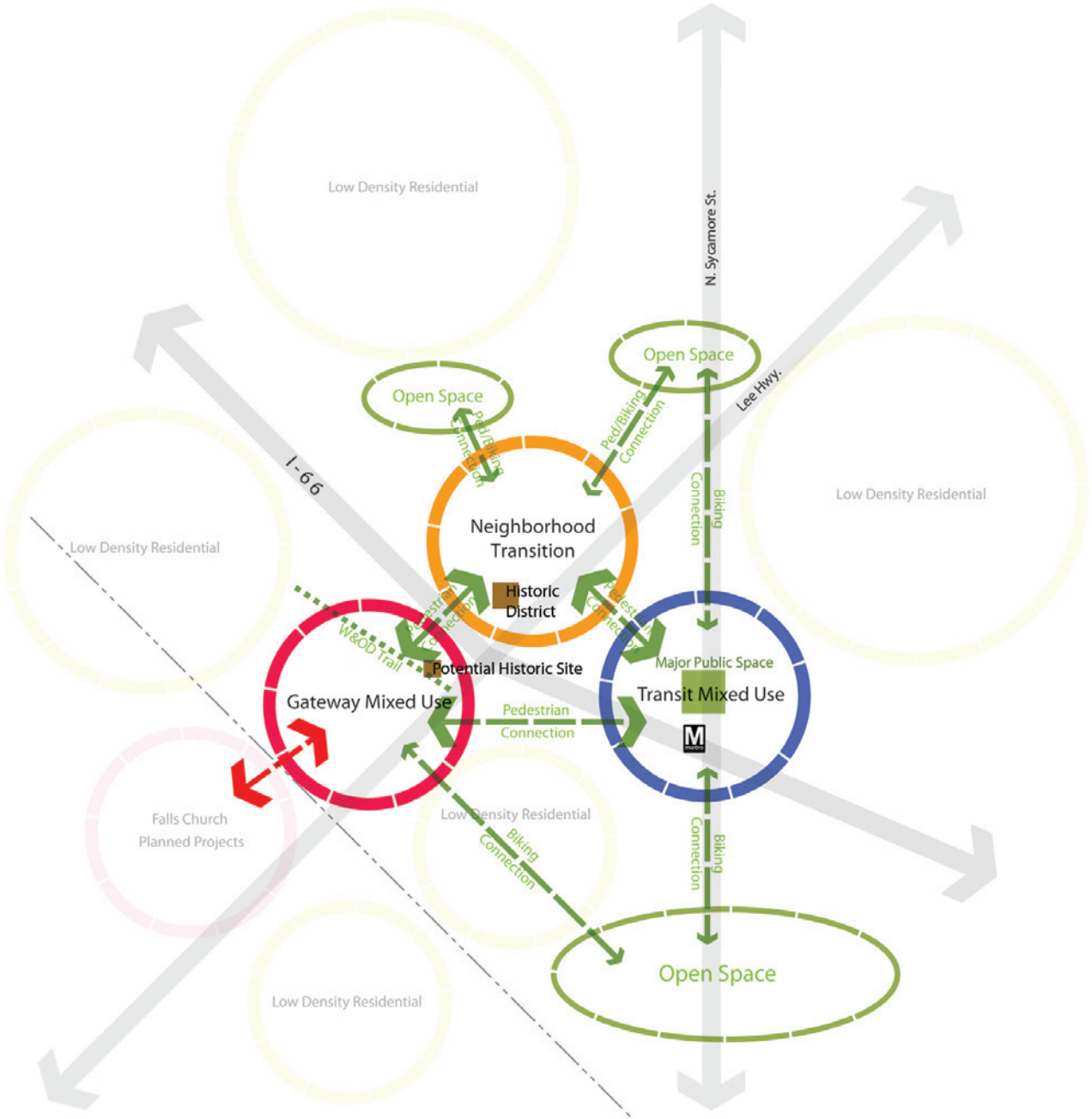
This section lays the foundation for redevelopment in order to achieve the overall vision for East Falls Church and captures the concepts and ideas expressed throughout the planning process. Nonetheless, the Task Force clearly does not intend to force business and property owners to sell their property.

The level of development that is shown in the Plan is consistent with staff's analysis and provides a level of market feasibility and potential for adequate community benefit. Some flexibility is indicated within the Plan for key sites in order to offer additional opportunity for community benefit and/or to create incentives for redevelopment.

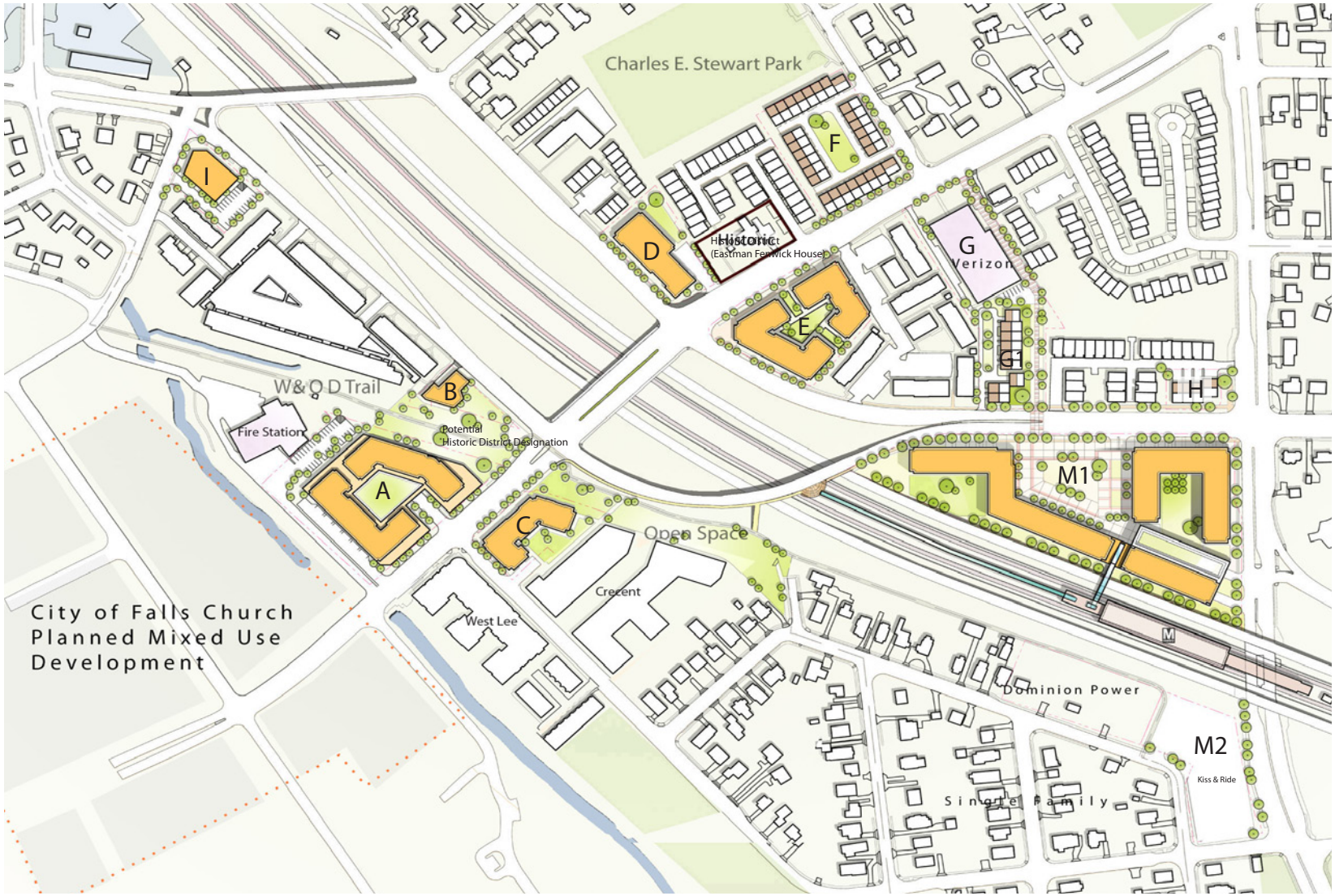
Various maps and graphics such as the Concept Plan, Illustrative Plan, Land Use Plan, Heights Plan and Open Space Plan are used, generally, to convey the future character and context of the area, as well as the relationships between land use, transportation and open spaces. The Illustrative Plan, in particular, indicates the conceptual locations and forms of buildings, public spaces, and curb lines. Depending on site configurations and property consolidation, these illustrations represent just one way properties could be developed following the recommendations set forth in this Plan.

The Land Use Plan provides guidance on the type of development envisioned for each site; the Heights Plan delineates the allowable height, in feet and stories, for development of each site; and the Open Space Plan identifies the general location of new open spaces within the plan area.

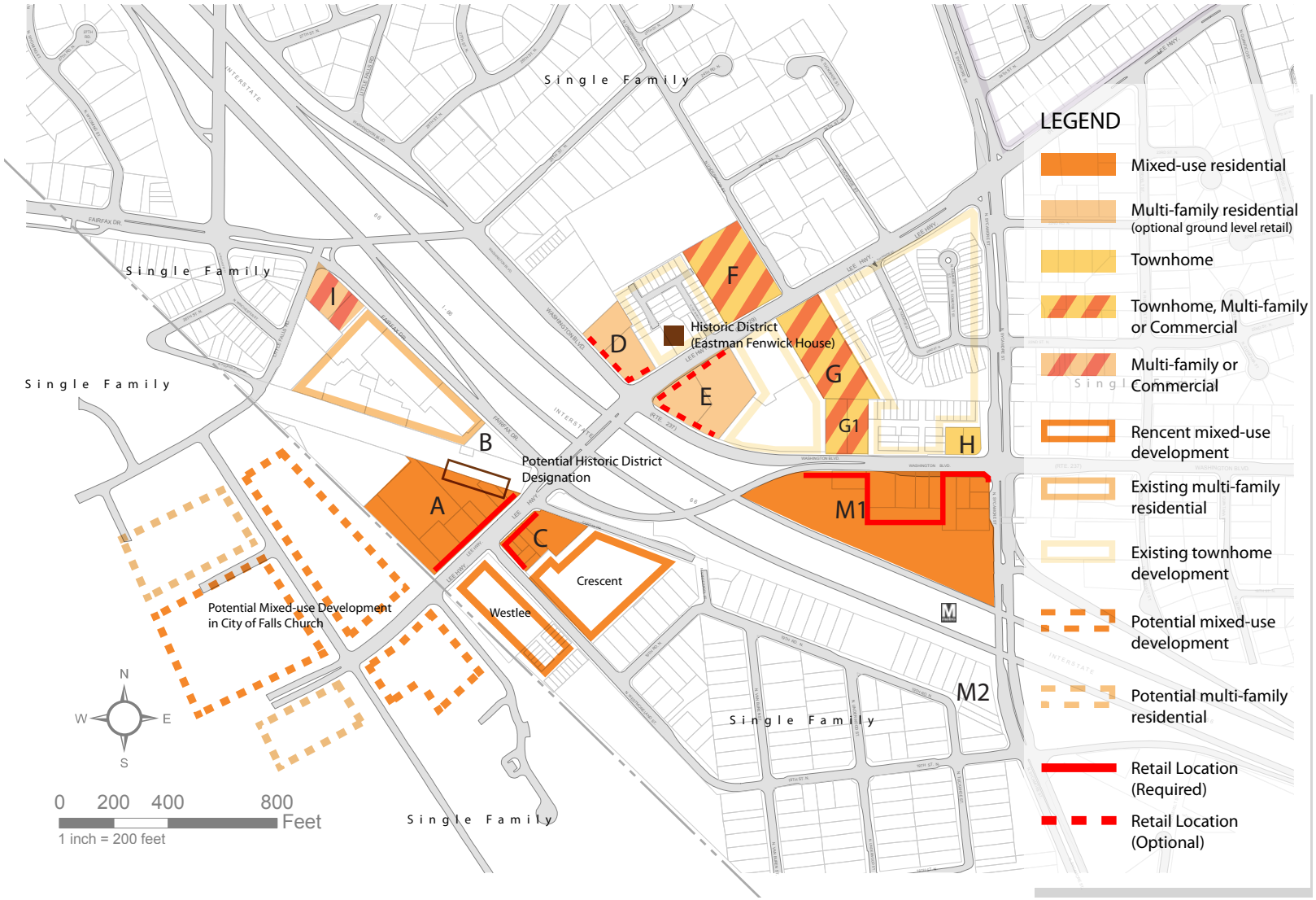
The following illustrations and text are provided as guidance for potential redevelopment in the East Falls Church Area that should include a rich mix of uses, including ground floor neighborhood-serving retail, significant public spaces, and enhanced connectivity through the area.



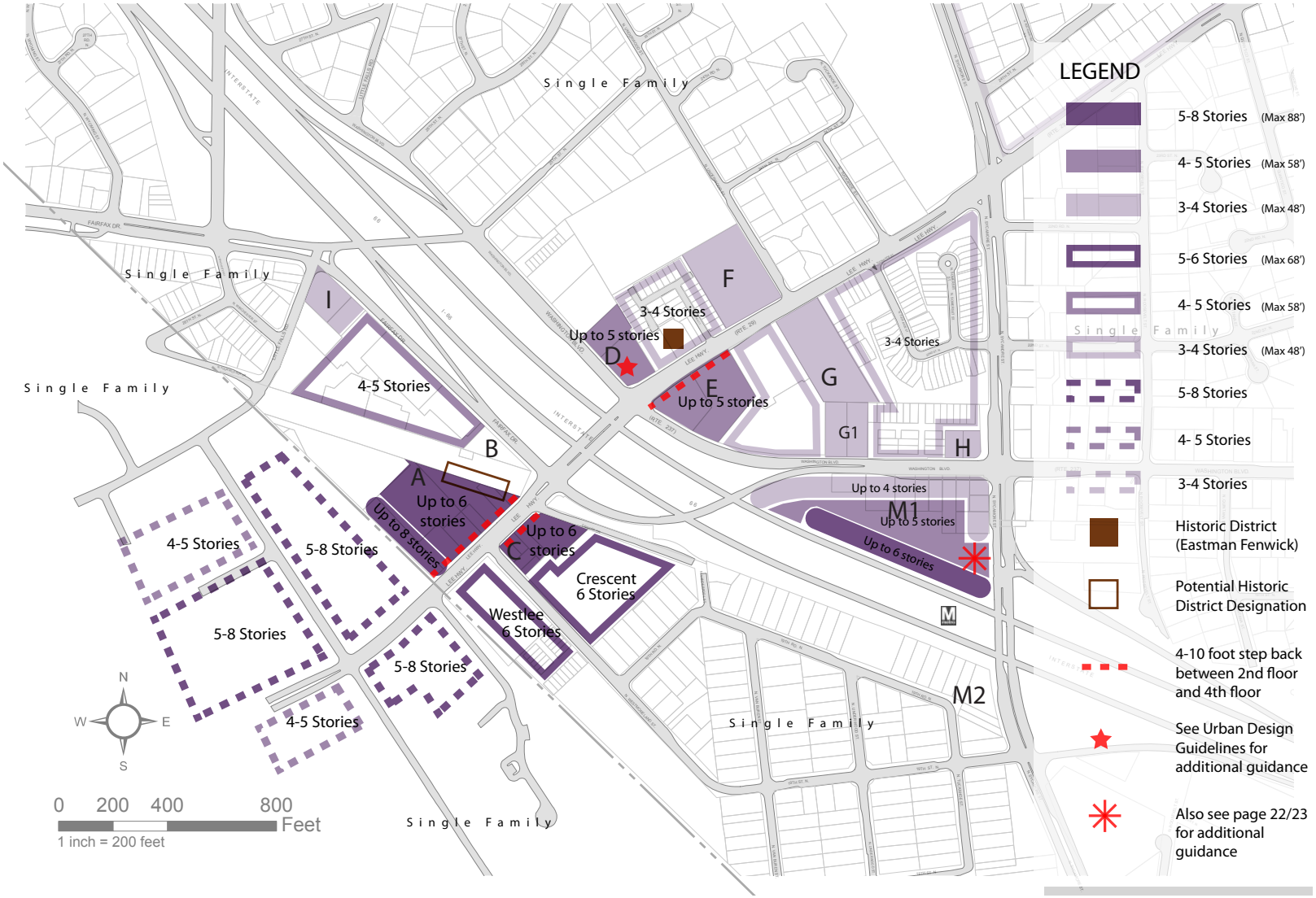
Map XX. Concept Plan



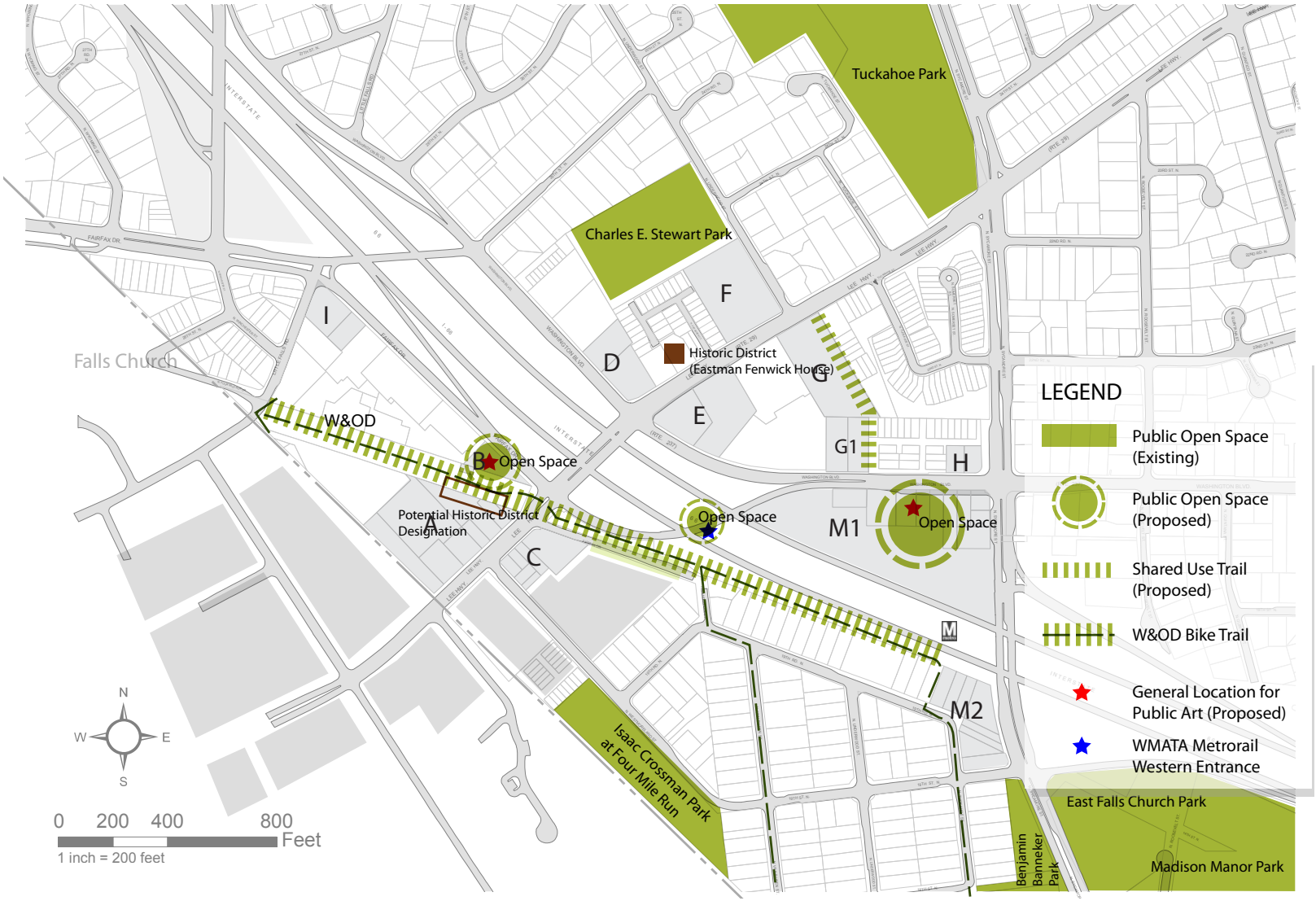
Map XX. Illustrative Plan



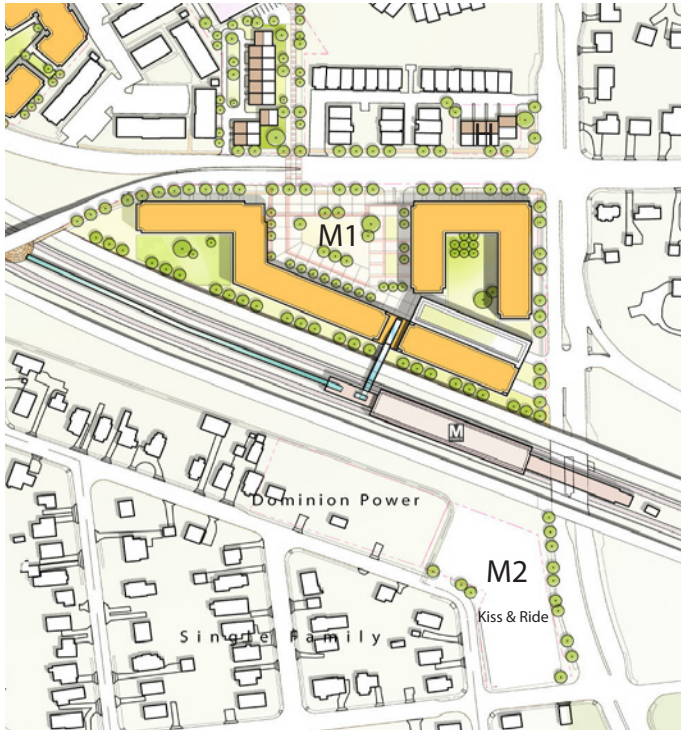
Map XX. Land Use Plan



Map XX. Heights Plan



Map XX. Future Public Open Space Plan



Illustrative Plan of the Transit Mixed-Use Area

Subarea Elements

Transit Mixed-Use Area

This area is envisioned as the central hub of activity with ground floor retail oriented around a central civic plaza and residential, office or hotel development occupying the upper floors of mid-rise (4-9 story) buildings. The development within this area should enhance the retail experience and pedestrian, bicycle and bus connections to the Metrorail station, through streetscape improvements and by including on-street parking and bike lanes, where possible.

General Development Characteristics

- Mixed-use development is proposed on the Park & Ride site (Site M1) with heights of up to six stories (with special provisions for additional height up to 9 stories as identified on page 22).
- Ground floor retail should be focused primarily around a public gathering space located centrally on the Park and Ride site (Site M1).
- Infill townhouse development is proposed on

the residential parcels located at the northwest corner of the intersection of Washington Boulevard and Sycamore Street (Site H).

Site Specific Expectations

In considering redevelopment proposals within the Transit Mixed-Use Area, the following land use, urban design , transportation and community benefits elements will be evaluated to ensure that future development occurs in accordance with the Plan:

Public Space at Pentagon Row, Arlington County

Bethesda Row, Montgomery County

Park & Ride Site Plaza

A well-designed public plaza is planned for the Metrorail site when the site is redeveloped with higher density buildings. The urban plaza should be framed by the new buildings, visible and accessible from the street and the Metrorail station, have retail along the plaza edges and include design elements to activate the space. Some elements that the plaza could include are a water spray feature for interactive play, shade trees, benches, tables and chairs, gardens, grassed areas, public art and a paved, open space for events and performances where community groups could host events and performances. Space for an interactive element to engage visitors such as a water spray feature, sculpture, or a unique paver design that encourages play, creative thinking, or amusement should also be integrated into the plaza.

View of Potential Development and Public Square at Park and Ride Site (Site M1)

Park and Ride and Kiss & Ride Parcels (Site M1, M2). Up to six stories on the M1 site and up to 450,000 square feet of development, provided that redevelopment includes the following:

- Retention the bus operations, and
- A range of 75-100 parking spaces for visitors and retail customers, with a pricing/ management structure that favors short term parkers, and
- Space for a central public plaza approximately 30,000 – 38,000 square feet in size, and
- Locations for ground floor retail with a preference for neighborhood oriented businesses, especially located around the plaza area, and
- Enhanced streetscape along the Washington Boulevard and Sycamore Street frontages, including on-street parking, street tree planting areas and an 6-foot wide clear walkway along Washington Boulevard, and
- Retention of Kiss and Ride opertations on the M2 site, with no development. Options for optimizing usage for drop off and shuttle services should be sought, and

- Provide appropriate tapers along the Washington Boulevard and Sycamore Street frontage (see Heights Plan on Page 17 and Urban Design Guidelines).

In addition, if compelling community benefits are offered by a developer, the County Board may consider up to 600,000 square feet of development and maximum heights up to 9 stories on the interior of the M1 site in accordance with the Heights Plan shown below, as long as:

- Building heights taper appropriately and gracefully from the Interstate 66 frontage to a maximum of 3 to 4 stories at the Sycamore Street intersection with Washington Boulevard, and 4 stories all along Washington Boulevard and 4 to 6 stories along Sycamore Street,
- Heights along the Interstate 66 frontage to taper down to 4 to 6 stories on Sycamore Street and 4 stories on the western portion of the lot,
- A set back of at least 5 feet is recommended at the second floor along both the Washington Boulevard and Sycamore Street frontages,
- The massing of the buildings on the site shall be designed and oriented in such a way as to limit building heights on the higher elevations along the western section of Washington Boulevard frontage so they are no greater than the townhouses west of the Verizon lot along Washington Boulevard facing the current Park and Ride site.

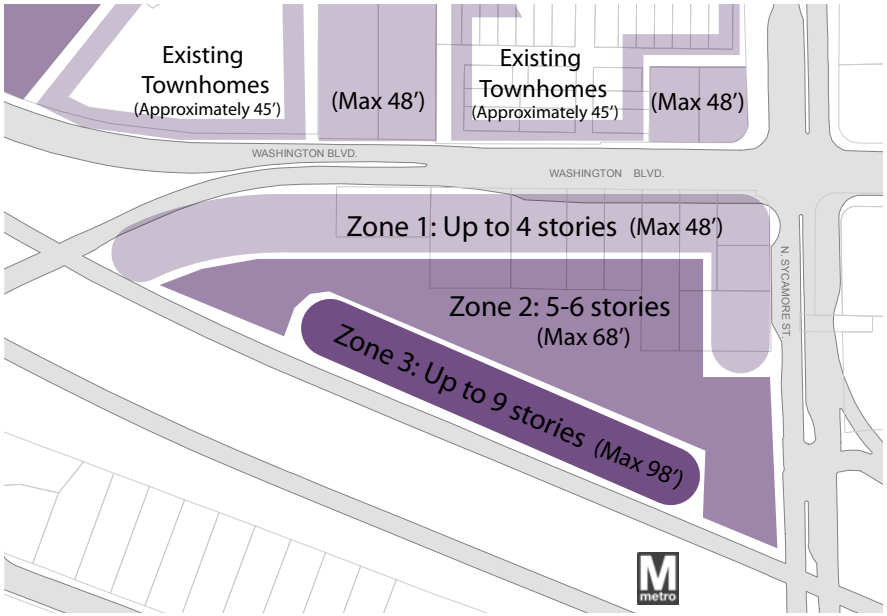
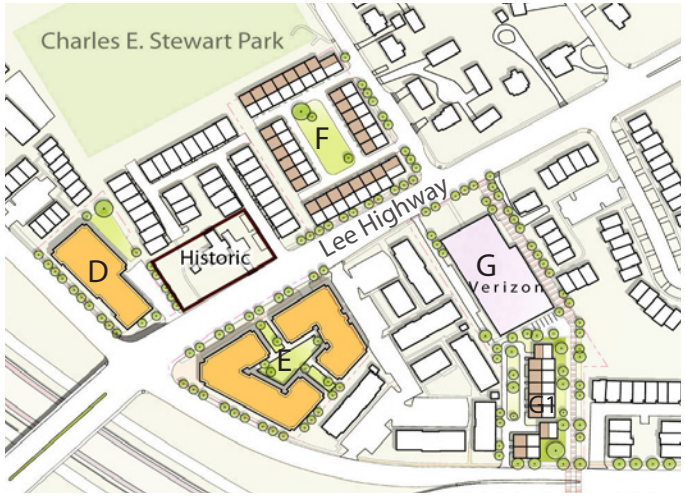


Figure XX. Heights Plan Alternative (Park and Ride site)



Illustrative Plan of the Neighborhood Transition Area

Historic Eastman-Fenwick House - 6733 Lee Highway

Single-family parcels at Sycamore Street and Washington Boulevard (Site H). Townhouse-style development is anticipated for these parcels, similar in scale to the existing housing on the adjacent properties. Development on this site should accomodate the intersection and/or streetscape improvement anticipated in this Plan.

Neighborhood Transition Area

Development within this area will occur on sites located along Lee Highway and Washington Boulevard within this primarily residential townhouse development area. The infill development will potentially be five-story mid-rise buildings located at Lee Highway and Washington Boulevard transitioning down to two to four story townhouse-style development. The new development will be consistent with the area's predominantly residential character, enhance the pedestrian experience along Lee Highway and Washington Boulevard, and provide, on a limited basis, opportunities for small retail development.

General Development Characteristics

- Mixed-use, mid-rise development is proposed on properties at the intersection of Lee Highway and Washington Boulevard with heights of up to five stories.

- Ground floor retail is optional along Lee Highway at the intersection with Washington Boulevard.
- Appropriate setbacks, step backs and tapers are required adjacent to the Eastman-Fenwick House (see Urban Design Guidelines.
- Lower scale, townhouse-style development is proposed on other targeted sites within this area.

Site Specific Expectations

In considering redevelopment proposals within the Area, the following land use, urban design, transportation and community benefits elements will be evaluated to ensure that future development occurs in accordance with the Plan:

Appropriate Scale of a Mixed-Use Building - Alexandria

Appropriate Scale of a Mixed-Use Building - 1800 Wilson Boulevard, Arlington

Townhouses at Potomac Yards in Alexandria

Appropriate Scale of a Mixed-Use Building - Bethesda Row

BB&T Site (Site D). This site includes a one-story bank facility and a three-story, 12-unit multi-family building.

- Parcels should be consolidated to encourage development of a mixed-use, mid-rise building.
- Up to five stories in height may be built, however, setbacks and step backs, as described in the Urban Design Guildelines, shall be observed.
- Building should be built 20 feet from the curb.
- As an option, small neighborhood-serving retail or professional offices could be allowed on the ground floor along Lee Highway.

Exxon Gas Station (Site E). A gas station with a convenience market and car wash is located on this parcel.

- A mixed-use, mid-rise building.
- Up to five stories in height, with a 10-foot step back between 2nd and 4th floors.
- Building should be built at the back of the sidewalk.
- As an option, small neighborhood-serving retail or professional offices could be allowed on the ground floor along Lee Highway.
- Eliminate or reduce the number of curb cuts at this busy intersection.

Suntrust Site (Site F). A three-story bank building is located on this site.

- Townhouse or low-rise multifamily development.
- Maximum height should be three to four stories.
- Residential uses are allowed.
- Appropriate transition to the single-family development located outside the study area.
- As an option, a grocery store could be allowed on the ground floor of the site.

Verizon Site (Sites G, G1). The Verizon building is anticipated to remain in use for the foreseeable future, however the rear portion of the lot, which is currently used for a largely unused parking lot, has potential for redevelopment.

- Townhouse or low rise multifamily development.
- Up to three to four stories in height.
- Development of the rear portion of the site should be done in such a manner as to accommodate a dedicated pedestrian path through the entire site from Lee Highway to Washington Boulevard that would formalize this vital connection.
- As an option, 3-4 story office development may be permitted.

FigureXX. View of Verizon Site on the Illustrative Plan

Cady's Alley in Georgetown

Illustrative Plan of the Gateway Mixed-Use Area

Gateway Mixed-Use Area

The Gateway Mixed-Use Area will include mid-rise development (five to eight stories) that is of the scale of development of existing structures within the area and in keeping with the scale of development located in Falls Church adjacent to the study area. The character, architecture and scale of the development within this area will define this important "gateway" to Arlington County, and significant features will include: ground floor retail, on-street parking, and a plaza/open space oriented around the W&OD Trail.

General Development Characteristics

- Mixed-use development within this area.
- Maximum height of five to eight stories.
- Ground floor retail proposed along Lee Highway and Westmoreland Street.

Site Specific Expectatons

In considering redevelopment proposals within the Gateway Mixed-Use Area, the following land use, urban design , transportation and community benefits elements will be evaluated to ensure that future development occurs in accordance with the Plan:

Oil Company Site (Sites A, B). This site includes the Petro Oil Company, veterinary hospital, Mercedes Repair Shop, and used car lot. Up to five stories is allowed on the Oil Company site (Site A) as shown in the Heights Plan on page 17 in exchange for:

- Enhanced open and public space that could include support services for trail users on the used car lot (Site B), and
- Enhanced streetscape along the Lee Highway frontage and
- A 10-foot step back between the 2nd and 4th floors, and
- Redevelopment of the site that includes preservation and maintenance of the historic W&OD siding may achieve up to six stories of development.
- Redevelopment of the site that includes a full service grocery store and underground parking may achieve up to eight stories of development.

Mixed-use development in Alexandria, VA

Oil Company Site

The Northern Virginia Regional Park Authority's W&OD Trail is a significant feature of this area of the county and within the context of this plan could be enhanced with additional open space and complementary facilities to support trail users. When redevelopment occurs on the oil company site and the used car lot, plans should include open space with trees, landscaping and hardscaping elements adjacent to the trail and possible renovation or replacement of an existing small building for community use at the used car lot site.

Mixed-use development adjacent to open space in Washington, DC

French Restaurant / Motel Site (Site C). This site includes the Le Cote d'Or restaurant and the Econo Lodge motel. Development of this site should include:

- Up to six stories of development; and
- Agreement with the County to vacate the remainder of the Fairfax Drive Right-Of-Way and providing, at the developer's expense, an open space that expands upon the open space developed on the adjacent "Crescent" development site; and
- A 10-foot step back between the 2nd and 4th floors, and
- Enhanced streetscape along the Lee Highway frontage; and
- Provision of ground floor retail space and building articulation to allow for café seating

Commercial Property at Fairfax Drive and Little Falls Road (Site I).

- Low-density residential or commercial development
- Up to three to four stories in height
- Building located at the back of the sidewalk
- Vehicular access situated in a way to minimize impact on traffic flow along Fairfax Drive

IV. TRANSPORTATION RECOMMENDATIONS

The livability that East Falls Church seeks through this Plan is greatly dependent on its transportation component. How it addresses both challenges and opportunities will determine the extent to which East Falls Church can rebuild itself as a "transit town" that safely and attractively serves walkers, bikers, riders, and drivers.

The Transportation Section is divided into four elements: Pedestrian, Bicycle, Transit and Motor Vehicle. The East Falls Church Transportation Section is designed to serve people. Accordingly, this Section begins with the Pedestrian element.

Pedestrian Element

Metrorail Western Entrance

The central feature of the East Falls Church Pedestrian Element is the Western Entrance to the East Falls Church Metrorail Station. It is the key to a shift in pedestrian movements throughout the study area with benefits to the pedestrian, including shorter, safer trips to Metrorail. The West Entrance focuses the entire community at a point closer to its urban center and closer to the hub of its transportation network. The Western Entrance Plaza is also designed to connect our community with an architectural structure and space that serves to create a single community where there are now two.

Recommendation #1

Provide pedestrian connections across Interstate 66 linking the western end of the East Falls Church Metrorail Station platform, and the Lee Highway Corridor. This connection may be accomplished by means of one or more of the following:

Option #1 Fund the design and construction of a pedestrian walkway along the Washington Boulevard flyover connecting the Lee Highway/ Fairfax Drive intersection with the proposed plaza on the Park and Ride site.

Option #2 Fund the design and construction of a pedestrian bridge over the eastbound lanes of Interstate 66 connecting the western end of the East Falls Church Metrorail Station platform with the W&OD Trail.

Option #3 Fund the design and construction of a pedestrian access route from the west, crossing the eastbound lanes of Interstate 66 in the vicinity of Vanderpool Street, then up the center of the Interstate 66 Right-Of-Way to the Metrorail platform.

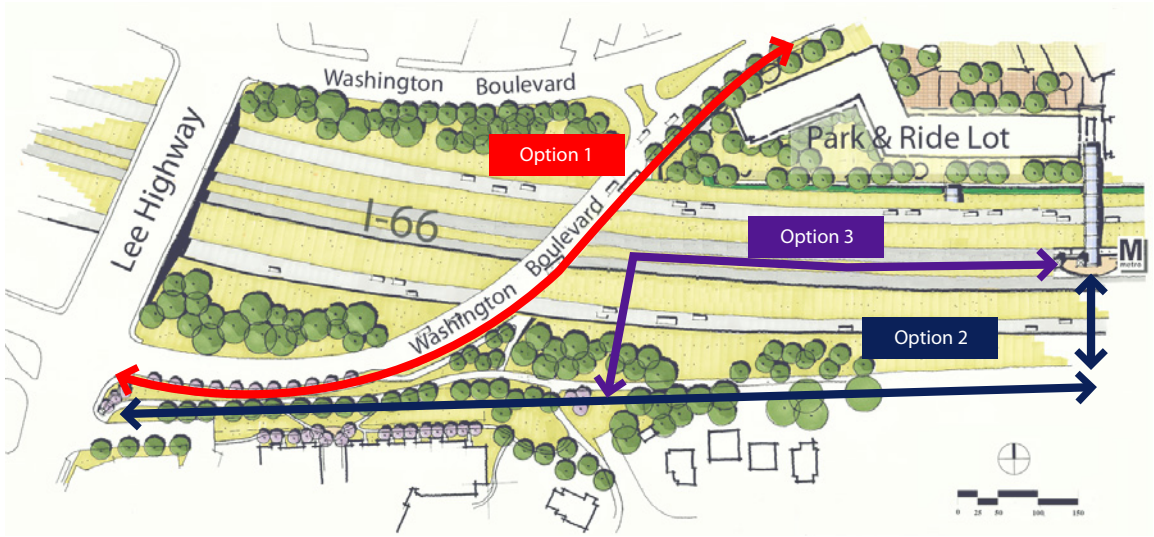


Figure XX. Pedestrian Connection Concepts (Option 1, 2 and 3)

Option #4 Improve overall access to Metrorail by funding the design and construction of a connection between the western end of the existing East Falls Church Metrorail Station platform and the Washington Boulevard flyover. The terminus of the connection, on a widened Washington Boulevard Bridge, would be a multi-modal plaza facility, linking pedestrians, bicyclists, buses, and Kiss & Ride activity with the new Western Entrance to Metrorail.

Figure XX. Metrorail Western Entrance and Washington Boulevard Plaza (Option 4)

Option #5 As part of the effort under this Recommendation, the County should review the costs and benefits of alternative configurations for access to the West Entrance (including a longer, wider plaza, and better connections at both ends). The area to be studied should extend from the west end of the current platform to the Lee Highway Bridge.

Washington Boulevard Pedestrian Crossing and Plaza Bridge

Link the north side of Washington Boulevard to Metrorail by a new pedestrian crosswalk in the vicinity of the proposed plaza on the M1 site leading to a entrance to the Metrorail platform via a mid-block pedestrian bridge over westbound Interstate 66. Location of the crosswalk would depend on the final design for the plaza and flyover.

Recommendation #2

Provide a signalized pedestrian crossing of Washington Boulevard between the Park and Ride site and the Verizon facility.

Sidewalks

The "Transit Town" of our vision is a walkable town. Along generous street sidewalks, intra-block paths, and in open plazas, terraces, and "pocket parks" the Plan calls for:

- Streetscapes that advance the principles of "complete streets";
- Highly visible cross walks with state of the art signals, markings;
- Comprehensive intersection improvements to balance vehicular traffic flow with pedestrian and bicycle connectivity;
- Bicycle lanes and pedestrian enhancements including handicap ramps, shorter crossings and pedestrian refuges;
- Street furniture that provides for "wayfinding," waiting, resting;
- Lighting for comfort and security; and
- Open spaces, pedestrian terraces and places to play, socialize, and rest.

Pedestrian network improvements throughout East Falls Church are important to the "walkability"

Sidewalk Activity

goals of the community. The Recommended Pedestrian Network Map (See Page 38) indicates locations within the Study Area where sidewalks are either missing or inadequate and where major streetscape or pedestrian improvement projects are proposed. Detailed street cross sections can also be found in Appendix 4.

Recommendation #3

Install sidewalk sections to complete sidewalks on at least one side of each local street, where feasible.

Recommendation #4

Reconstruct intersections of Washington Boulevard & Sycamore Street, Lee Highway & Sycamore Street, Lee Highway & Washington Boulevard, and the crossing of Sycamore Street at 19th Street to reduce crossing lengths, remove unnecessary turn lanes, install bulbouts, eliminate free right turns, and correct inadequate or missing handicap ramps.

Recommendation #5

Provide streetscape improvements along the arterial streets, including minimum six-foot clear sidewalks in conformity with the County Master Transportation Plan, landscaping, and on-street parking where appropriate to provide a safer and more comfortable walking environment.

Connecting Paths

Pedestrians desire and are attracted to safe and direct routes to their destinations. They will always prefer the shortest distance (between two points) to their destination.

Map XX. Connecting Paths and Pedestrian Crossings on page 37 shows the significant barriers to pedestrian accessibility in East Falls Church including both structural barriers and un-signaled roads. In addition, signaled intersections are few and far between. As a result, walking routes to any destination in East Falls Church, particularly Metrorail, can be lengthy, indirect and unattractive.

The sensitive addition of a small set of connecting pedestrian paths will greatly improve the attractiveness of walking in East Falls Church.

Recommendation #6

Provide additional connecting paths as shown on Map XX. Connecting Paths and Pedestrian Crossings, where practicable. Where the paths traverse public lands, the paths can be built as County funds become available. Where paths are associated with expected development they should be a condition of site plan approval.

Recommendation #7

Provide new signalized pedestrian crossings at the locations noted on Map XX. Connecting Paths and Pedestrian Crossings, including crossings of Washington Boulevard, Little Falls Road, Lee Highway (twice), Sycamore Street, 19th Street, and Westmoreland Street.

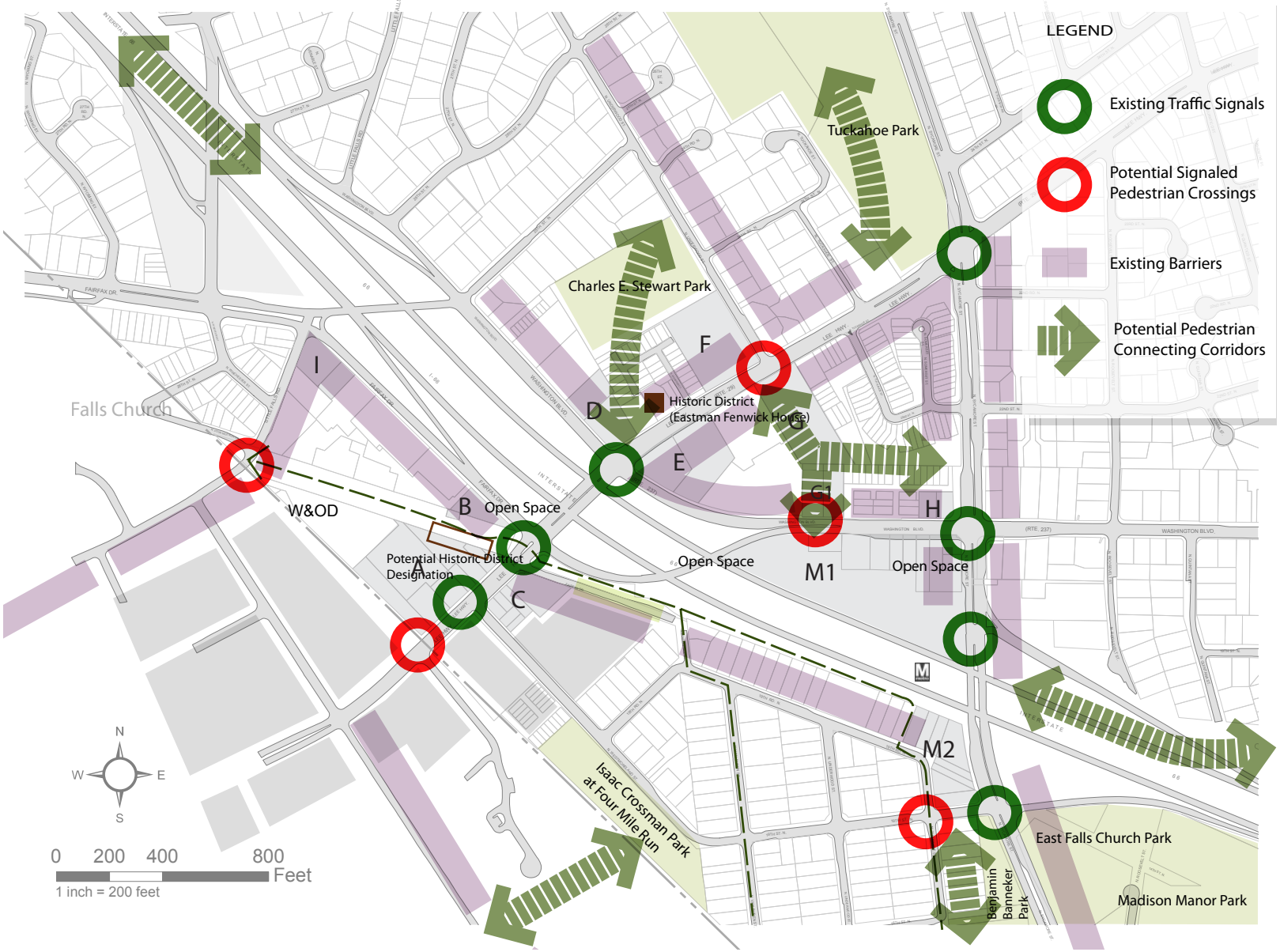
Lee Highway Bridge

Currently, the Lee Highway Bridge has five travel lanes, minimal sidewalk width, no physical barrier between pedestrians and vehicles, and no dedicated bike lanes. Further study is necessary to develop conceptual plans and evaluate the technical feasibility of widening the bridge to include enhanced pedestrian sidewalks and bike lanes.

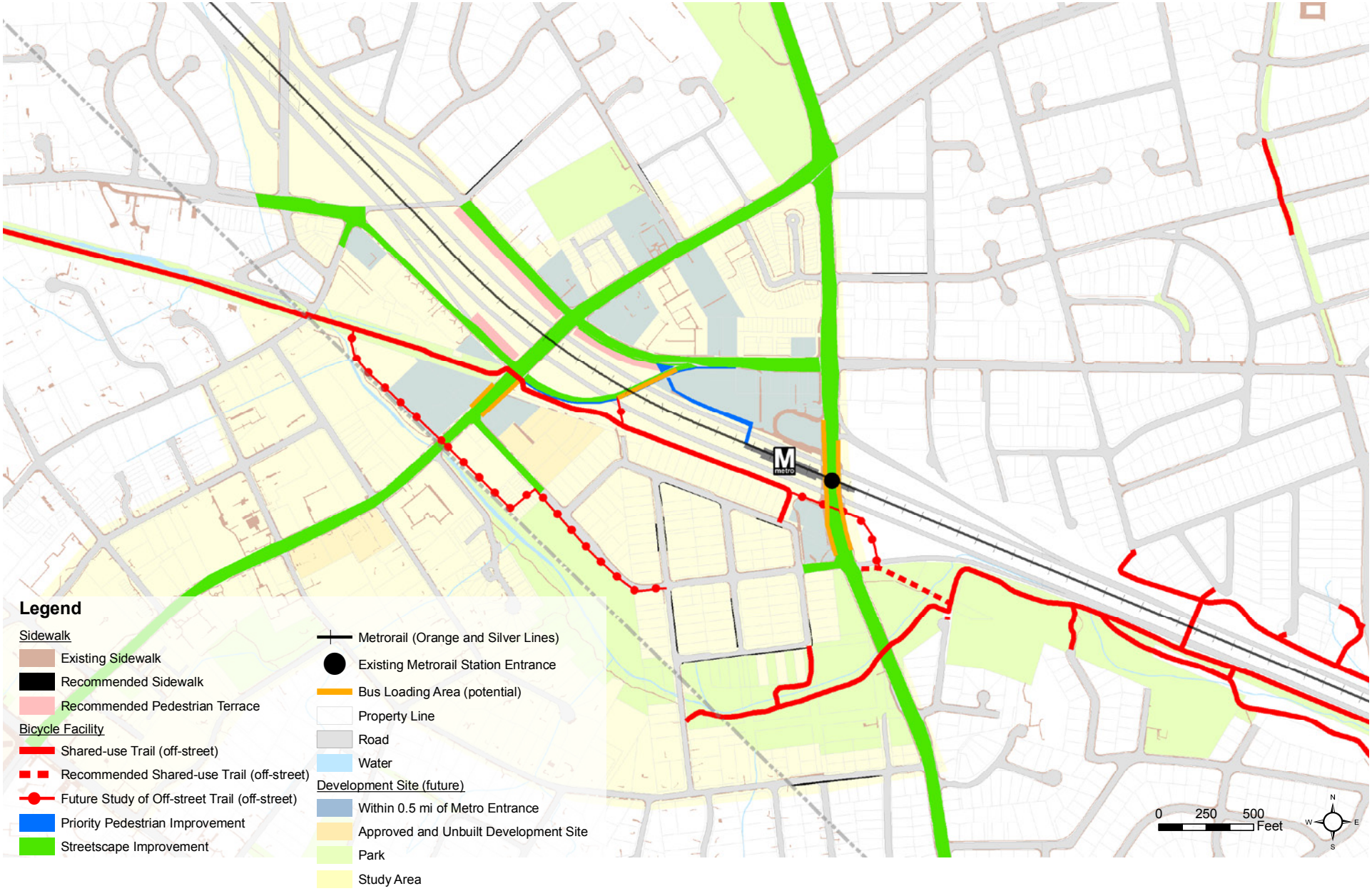
Recommendation #8

Examine the feasibility and design of a widened Lee Highway Bridge. Elements of the design could include upgrading the sidewalk along the bridge to include at least:

- *Six foot wide clear walking path*
- *Five foot wide dedicated bike lanes*
- *Installation of universally accessible handicap ramps*



Map XX. Connecting Paths and Pedestrian Crossings



Map XX. Recommended Pedestrian Network

Bicycle Element

The East Falls Church Vision calls for a bike friendly transportation system. The East Falls Church Metrorail station has one of Metrorail's highest percentages of access by bicycle (approximately 4 percent of all users). These trips added to our intra-neighborhood travel will be served and encouraged by improved bicycle facilities.

The Recommended Bikeway Network (See Map XX on page 43) indicates locations within the Study Area where improvements to the bike network are recommended. Detailed streetscape cross sections, including on-street bike lanes are shown in Appendix 4.

Network Improvements

Recommendation #9

To better serve cyclists and pedestrians, the East Falls Church Task Force recommends:

1. Installing bicycle racks and lockers on the street at entrances to stores, offices, and other residential and commercial locations.

2. Providing indoor storage and changing/ showering facilities in new developments.

3. Examine prohibiting "right turn on red" and consider providing an advanced "Walk" signal before potentially conflicting crossing vehicular traffic is allowed to proceed.

4. Marking a connected bicycle lane/boulevard network.

5. Adding and improving selected shared use trails.

6. Assure that all pedestrian curb cuts (including those depicted in Appendix, Section 4) are perpendicular to curb and inline with the crossing, not diagonal.

7. Provide for lane sharing by both vehicles and bicycles in curb lanes ("Sharrow") where they are an appropriate substitute for a bicycle lane.

Recommendation #10

Provide bicycle lanes along both sides of Sycamore Street, Lee Highway, Fairfax Drive, Westmoreland (west of 25th) and Washington Boulevard throughout and adjacent to the study area.

Recommendation #11

Provide generous facilities in and adjacent to the Metrorail Station to accommodate bicyclists including but not limited to bike racks, covered bike storage, bike lockers and bike sharing services.

Recommendation #12

Designate on-street bicycle routes for the segments of Westmoreland Street, Winchester Street, Little Falls Road, 16th Street, 18th Street, 19th Street and 19th Road.

W&OD Trail Study

The East Falls Church Task Force recommends improvements to the W&OD Trail and to Four Mile Run Stream Valley.

Recommendation #13

Arlington County in cooperation with Falls Church and the Northern Virginia Regional Park Authority undertake a study of options to connect the W&OD Trail from west of Lee Highway to east of Sycamore Street including grade separations at both roads. Several alternatives should be studied excluding any shared use trail within Isaac Crossman Park.

Recommendation #14

The East Falls Church Task Force recommends studying the feasibility of implementing one or more bicycle demonstration projects in East Falls Church.

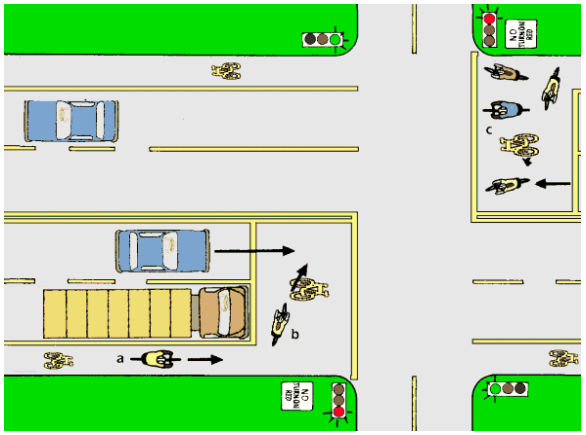


Figure 1: Bike Box

Figure 2: Cycle Track

Bicycle Demonstration Concepts

Cities across the country are recognizing that current provisions for bicycle travel will not induce the amount of cycling that is needed and desirable. As a result, a new generation of urban bicycle systems is emerging that includes three proven treatments: 1) Bike Boxes, 2) Bicycle Tracks, and 3) Bicycle Boulevards. East Falls Church should demonstrate a commitment to being "bicycle friendly" and play a leadership role in Arlington County.

Demonstration – "Bike Boxes"

A bike box is a colored area at a signalized intersection that allows bicyclists to pull in front of waiting traffic. The box is intended to reduce "car-bike" conflicts, increase cyclist visibility and provide bicyclists with a head start when the light turns green.

Demonstration – Cycle Tracks

A cycle track is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks provide space that is intended to be exclusively or primarily for bicycles and are separated from vehicle travel

lanes, parking lanes and sidewalks. Cycle tracks are separated from vehicles and pedestrians by pavement markings or coloring, bollards, curbs/ median or a combination of these elements.

Cycle tracks increase the comfort for bicyclists by providing clarity about the expected behavior of both cyclists and motorists. Cycle tracks eliminate conflicts between bicycles and parking cars by placing the cycle track in the inside of the parking lane.

Demonstration – Bicycle Boulevards

A bicycle boulevard is a shared roadway which has been optimized for bicycle traffic. In contrast with other shared roadways, bicycle boulevards discourage cut-through motor vehicle traffic, but typically allow local motor vehicle traffic. They improve bicycle safety and circulation in various ways:

a. Discouragement of non-local motor vehicle traffic;

b. Free-flow travel for bikes by assigning them priority.

c. Traffic controls that help bicycles cross major arterial roads; and

d. A distinctive look and signage such that cyclists become aware of the existence of the bike boulevard and motorists are alerted that the roadway is a priority route for bicyclists.

Bicycle boulevards are designed to offer the advantages of cycling on shared arterial roads, combined with the advantages of bicycle paths that appeal to would-be, inexperienced, or young riders. They allow less experienced cyclists to use them as "stepping stone" facilities that help them move from bicycle paths and trails onto shared roadways.

Figure 3: Bicycle Boulevard, Berkeley, CA

Transit Element

The Task Force acknowledges that improved connections between different types of transit are critical to managing the projected increase in Metrorail ridership at the East Falls Church station and its related feeder systems.

Map XX on page 38 shows the curbside locations that might be convenient locations for bus stops and transfer locations, providing good Metrorail service while contributing to and benefiting from an open and lively pedestrian streetscape.

Recommendation #15

The Task Force recommends that the County undertake a study of the feasibility of a decentralized roadside scheme for handling transferring travelers at the Metrobus station. It should do so in cooperation with Metrobus, ART, George and other para-transit service providers

Recommendation #16

In cooperation with Falls Church review and expand transit services in the EFC area (Metrobus, ART, George) so as to improve services to the neighborhoods and the connections to Broad Street, to the residential and commercial districts at Seven Corners (including BJ's Wholesale Club) and with the multifamily residences along Roosevelt Street.

Recommendation #17

Improve bus services on Lee Highway and Washington Boulevard to provide a greater frequency of bus service during the off-peak hours and more frequent service during peak hours.

Motor Vehicle Element

The Task Force recognizes the need to reduce demand for automobile usage by creating transit and non-motorized alternatives. To borrow a phrase from the U.S. Transportation Secretary, our plan must "mark the end of favoring motorized transportation". Calming traffic and managing parking are the two remaining issues facing vehicle management In East Falls Church.

Recommendation #18

Study and re-engineer the Kiss and Ride lot for better entry and exit, and attempt to separate vehicular and pedestrian traffic to the maximum extent possible.

Managing Parking

Eliminating commuter parking is seen by the Task Force as a powerful tool for discouraging use of private vehicles which impact our safety, health and pedestrian environment.

Recommendation #19

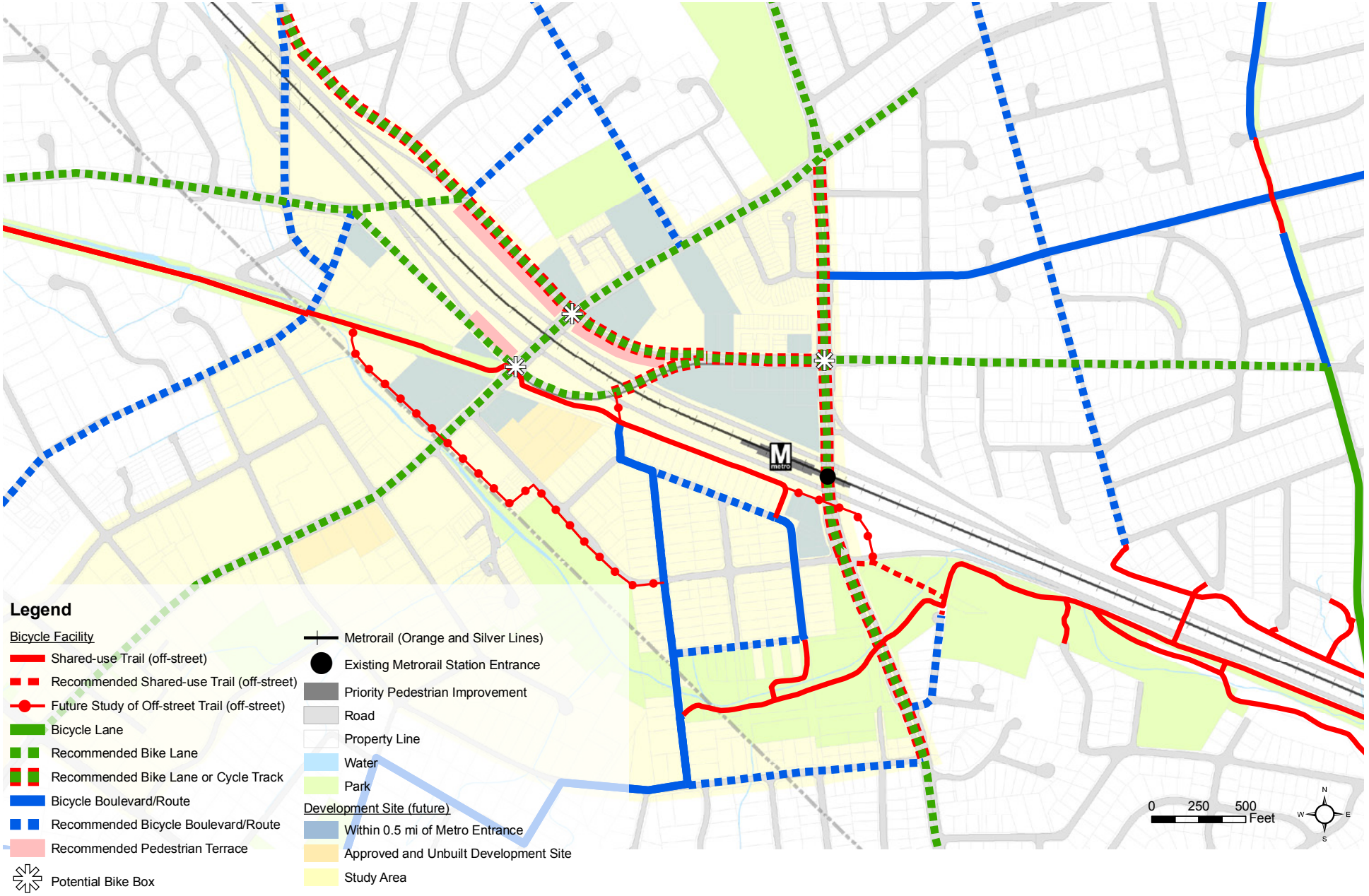
Eliminate all commuter parking on the M1 redevelopment site. Sufficient parking spaces shall be included to serve residents, visitors and retail patrons on the site and shall be priced competitively to favor short term parkers.

Recommendation #20

Neighborhoods that may experience commuter parking on their streets should be encouraged to pursue including their areas into the existing permit parking system around the East Falls Church Metrorail station. (See Residential Permit Parking Program map in Appendix 6.)

Recommendation #21

The County should vigorously enforce permit parking zone restrictions to discourage commuter parking in surrounding neighborhoods.



Map XX. Recommended Bikeway Network

Managing Motor Vehicles -- Traffic Calming

Currently, Washington Boulevard and Fairfax Drive are plagued by the lack of adequate arterial transportation management. Implementing "Complete Streets" concepts such as on-street parking, short blocks or mid-block crossing points, dedicated bicycle lanes, landscaping strips, intersection nubs, pedestrian refuge areas, narrowed travel lanes, and landscaped medians, would help to reduce travel speeds and increase the perceived level of safety for pedestrians and cyclists.

Recommendation #22

Improve pedestrian environment and reduce vehicular speeds on Washington Boulevard and Fairfax Drive by implementing the following improvements:

1. Add nubs to reduce pedestrian crossing distances.

2. Add landscaped trees along both sides of the roadways.

3. Install a new traffic signal for pedestrians on Washington Boulevard at Fairfax Drive/25th Street and on Fairfax Drive at Little Falls Road.

4. Enhance the landscaping on the south side of Washington Boulevard adjacent to Interstate 66 and on the north side of Fairfax Drive adjacent to Interstate 66. Consider landscaped terraces that could serve as refuges, promenades, and off-road paths.

5. Narrow the travel lanes.

6. Shorten the left-turn lane on Washington Boulevard

7. Incorporate dedicated bicycle lanes.

8. Widen and upgrade the sidewalk.

9. Add on-street parking along Washington Boulevard.

10. Develop signage and road marking to complement other traffic mitigation measures.

Interstate 66 Right-Of-Way Study

The Interstate 66 Right-Of-Way is a dominant geographic feature of East Falls Church. Properly "reinvented" the Right-Of-Way could become an asset of the highest value to our vision for the future of East Falls Church.

Recommendation #23

Arlington County and the State of Virginia should undertake a cooperative planning study to determine the overall urban design and future transportation features fo the Interstate 66 Right-Of-Way from Little Falls Road on the west to Sycamore Street on the East. Consideration should include but not be limited to the following:

1. Alignments of the existing off-ramps and on-ramps and the costs and benefits of additional ramps including an on-ramp westbound from Sycamore Street and proposed ramp off of Washington Boulevard identified as VDOT "Option 2B".

2. Utilizing areas in the Right-Of-Way for an East Falls Church in-line station on the Interstate 66 Bus Rapid Transit system with additional station-to-street pedestrian accommodations.

3. Landscaping of otherwise open space both beside and between roadways and rails to a) enhance the scenic beauty of the Right-Of-Way and road, rail and street, and b) open and frame unifying vistas across the Right-Of-Way that would visually unite the two sides of the East Falls Church community.

4. Terraces, walkways, stairs, ramps, plazas, platforms, fountains, street furniture and other features that would provide pedestrians with access, rest and recreation within the Right-Of-Way and would provide pedestrian connections to features along and across the length of the Right-Of-Way under study.

5. A deck connecting the East Falls Church community across Interstate 66 providing pedestrian connectivity and a visually and physically unifying component to the East Falls Church landscape.

6. In conjunction with WMATA, perform a study assessing the noise impacts of increased train frequency and length, and car traffic, on adjoining neighborhood and schools and perform subsequent mitigation strategies.

V. EAST FALLS CHURCH SPECIFIC URBAN DESIGN GUIDELINES

Plaza at Paseo Colorado - Pasadena, California

Introduction

The urban design guidelines are intended to direct future development in the study area so as to achieve the Plan's overall urban design vision. The overarching goal is to achieve a livable, cohesive and recognizable urban environment in East Falls Church. As such, these guidelines are intended to identify objectives and design standards important to East Falls Church, encourage creativity, interest, and variety in design solutions, and build upon the area's local heritage and character. It is the intent that special exception developments should be consistent with these guidelines, and by-right developments would be encouraged to follow them. Nevertheless, these guidelines are not intended to be inflexible prescriptive requirements; to the contrary, flexibility should be maintained to allow designers to use their abilities to provide creative solutions for redevelopment and infill projects. Alternative design concepts that vary from these guidelines should be considered, when keeping with the principal purpose and performance intent of the guidelines: to improve the visual character of East Falls Church through the coordinated creation of efficient, sustainable, and livable places.

The location, scale, form, and design quality of public and private buildings and open spaces directly affect East Falls Church's success as a great place to live, work and visit. The relationships between buildings and open spaces impact how spaces in the public realm are used and maintained, and whether people feel safe and comfortable in such places. In East Falls Church, a primary goal of the Plan is to achieve quality architecture in conjunction with attractive, accessible, diverse, and safe open spaces. Establishing compatible relationships among new buildings' bulk, form, and materials to existing structures is also an important design factor for the area. In order to achieve a high-level of architectural design and well-designed open spaces, this section of the sector plan recommends urban design guidelines for future development or redevelopment projects. Overall, the Task Force is seeking to achieve:

- An environment that creates lively and interesting public environments, particularly along streetscapes and in public spaces;
- Creative, innovative, and sustainable architectural design expressions that reinforce long-term adaptability and are compatible with the commercial character of East Falls Church;
- Diverse building sizes and types, including small, infill projects;
- Attractive and inviting storefronts along main streets with creative signs;
- Multiple and frequent entries along streetscapes for street activation;
- Sufficient ground floor space heights to maintain viable retail establishments and restaurants;
- Parking entrances and service areas located away from arterial streets to reduce pedestrian and vehicle conflicts; and
- Buildings that exhibit sustainable principles, by reducing environmental impacts on their surroundings.

Urban Design Goals

In order to achieve a modern, livable, cohesive and recognizable urban environment in East Falls Church while acknowledging its past, the following urban design goals shall be followed:

- Maintain an appropriate overall scale and pattern of development within its context;
- Create lively and interesting public environments that are accessible to all users;
- Promote high quality architecture that uses superior modern materials and design vocabulary that also acknowledges the history of East Falls Church;
- Create attractive accessible, diverse, and safe open spaces;
- Establish compatible relationships among new buildings' bulk, form and materials to the surrounding residential neighborhood;
- Clarify and enhance the relationship between new housing/mixed-use development and public streets/open spaces;
- Ensure that building bases define the public realm; and
- Achieve an environmentally friendly and sustainable community.

Market Common - Clarendon, Arlington, Virginia

Accessibility

Public spaces, such as sidewalks, plazas, and parks, as well as public and private buildings should be designed to be usable by all people. Integrating the needs of all potential users, regardless of ability level, at an early stage of design better ensures that barriers to access are eliminated and promotes equitable use of all facilities and spaces.

Sustainable Design

Green building technologies and materials should be encouraged in architectural designs for all future developments in East Falls Church. Green standards such as United States Green Building Council's (USGBC) LEED (Leadership in Energy and Environmental Design) or GBI's (Green Building Initiative) Green Globes should be considered as guiding principles. Also, consideration should be given to the possible reuse and recycling of materials. The design of public open spaces should be environmentally sensitive. For example, wherever possible, permeable surfaces should be considered to reduce stormwater runoff and expansive turf areas should be avoided to increase water effi ciency. Use of native or adaptive plants may also reduce irrigation dependency. Site furniture and pavements made from environmentally sensitive or recycled materials should be selected when designing a public open space.

Recent Mixed-Use Development
The West Lee Condominium - East Falls Church, Virginia

Recent Mixed-Use Development
Illustration of The Crescent - East Falls Church, Virginia

Architecture

As noted, all new developments should enhance East Falls Church's connection to its past, and be compatible with existing buildings. There are two major building typologies to guide future development in East Falls Church: mid-rise buildings and townhouse-style buildings.

Mid-Rise Buildings

Within the Plan area, some sites are designated for mid-rise multifamily residential or mixed-use development with ground floor retail. This building type should be used to guide future developments on sites A, B, C, D, E, M1, and M2 within the Plan area.

Building Height Limits

Building heights are a critical element of the East Falls Church Area Plan. Therefore, maximum building heights in floors/stories and feet are established for all parts of the study area. Due in large part to the close proximity of low-density residential areas abutting the Metrorail station site and the Lee Highway corridor, the tapering of heights and limitations on the amount of area available for taller heights are important. Specifying height maximums both as feet and

floor/stories is intended to encourage variation in heights and design flexibility. The heights established by the Plan in floors/stories and feet constitute a limit on the intensity of land use additional to, and independent of, floor area ratio limitations. Maximum heights for mid-rise buildings within the Plan area are generally limited to four to eight stories. In general, new development should respect existing buildings in materials and design elements and provide suitable tapers where changes in height occur.

Massing

In order to provide a sensitive transition in scale where these buildings abut low-density residential areas, to maintain a comfortable pedestrian experience with sunlight and air movement, and to historic and other existing structures, a building's mass and bulk should be considered during initial planning and design phases. The following guidelines should be taken into account:

- Consistent with the building heights and step-back recommendations, position a project's mass and bulk, to the extent feasible, in such a way as to provide a lower scale of development adjacent to lower density and pedestrian areas.

Mixed-use development with ground floor retail - Bethesda, Maryland

Primarily brick facade on mixed-use building - Lincoln Park, Chicago, Illinois

- As specified previously in this plan, there should be a step back implemented somewhere between the 2nd and 4th floors on these sites. Generally, step backs of 4-10 feet are recommended. Where applicable, rear and side step-backs may also be used strategically to provide appropriate transitions between areas adjacent townhouse areas and new buildings. The depth of the step backs may be modified on smaller sites. It is not the goal to have a uniform step back height; variation is desirable.
- Utilize human-scaled architectural elements, such as cornice lines, to break up large expanses along the street edge, and multiple building entries and windows along the ground floor to define a building's base.
- Avoid large expanses of single-plane facades and monotonous walls that lack height step-backs, changes in materials, articulation of details, and fenestration.
- Vary materials, textures, patterns, colors, and details on building facades to reduce the perceived mass of the buildings and to create the illusion of smaller buildings.

Historic Preservation Guidelines

Eastman-Fenwick Residence: Additional sensitivity as to design, height, setbacks, and step backs is required for Site E (BB&T) because of the adjacent Eastman-Fenwick Residence, which is designated as a Local Historic District. In addition to other provisions in this Plan, redevelopment of the BB&T site (Site E) should include:

- A front setback from the back of curb along Lee Highway of at least 20 feet; and
- A step back of at least 10 feet above the second story on the Lee Highway frontage and 10-foot step back along the side elevation of the building adjacent to the Eastman-Fenwick property for at least the first 30 feet of the building; and
- The use of architectural features, such as cornices, bays and roofline elements to create facades, above the first floor, that do not detract from the adjacent historic site; and
- Development of this site shall be subject to Administrative Review by the Historic Affairs and Landmarks Review Board (HALRB).

Railroad siding located along the W&OD Trail: The railroad siding, which is an elevated trestle located partially on the W&OD Trail and partially on the Oil Company Site (Site A), has been nominated for Local Historic District designation. Pending review of this nomination according to the procedure outlined in section 31A of the Arlington Zoning Ordinance as well as further recommendations by the HALRB, development of the Oil Company Site (Site A) should be coordinated with the HALRB. Should the railroad siding be designated as an Historic District, development of the Oil Company Site (Site A) shall be subject to review by the HALRB.

Historic Eastman-Fenwick House - 6733 Lee Highway

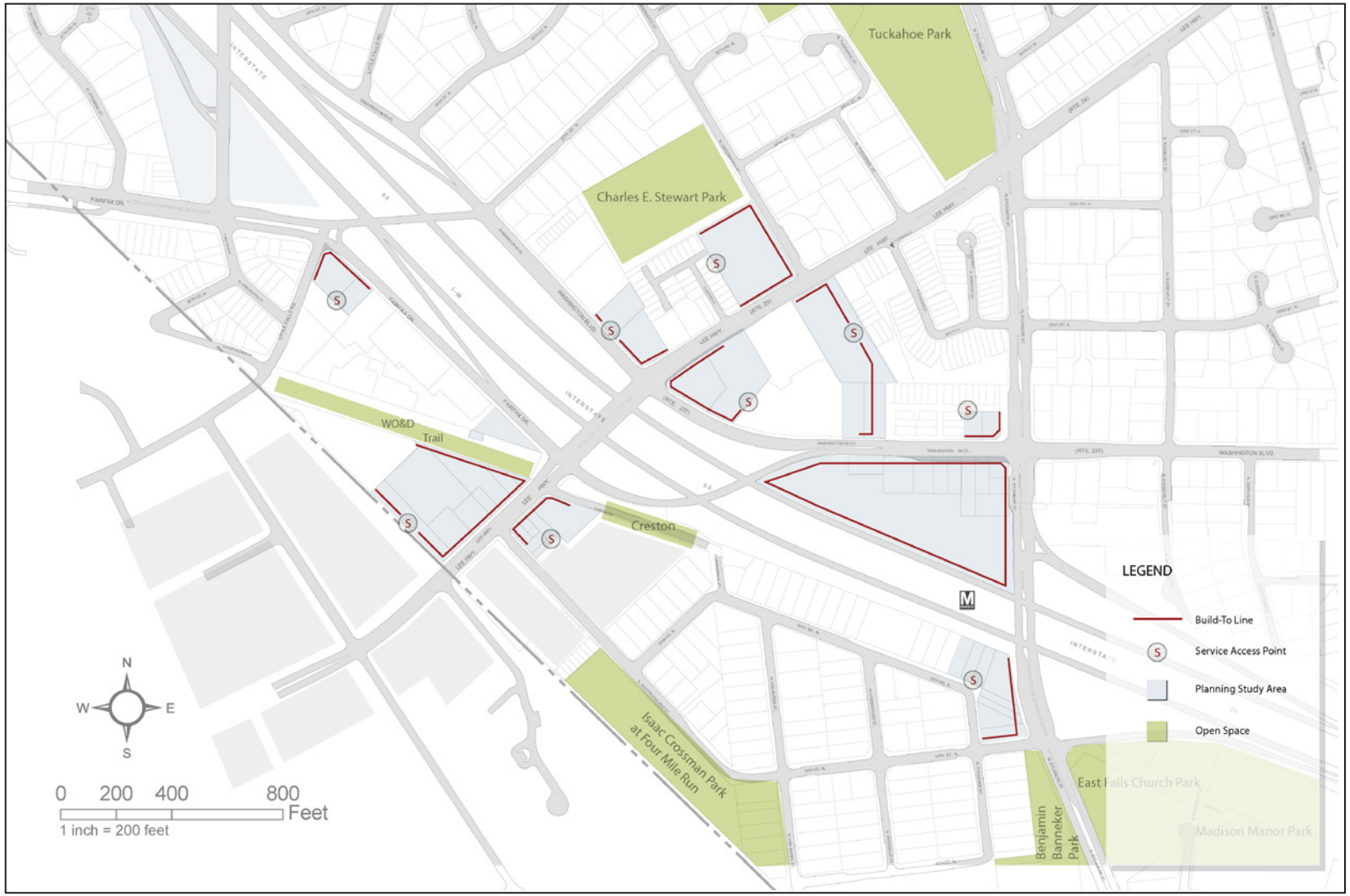
Appropriate building placement - Lofts 590 Project, Pentagon City, Arlington, Virginia

Placement and Orientation

To define public rights-of-way, such as streets and open spaces, build-to lines are established along proposed building facades. These build-to lines are commonly located at the back of the proposed streetscape space (typically 14-20 feet in width). As indicated in the Build-to Map on page 58, the build-to lines support a level of enclosure along streets as well as public spaces. In general, all new buildings shall consist of a continuous unbroken frontage along build-to lines for at least 75 percent of the property frontage.

Adjustments to this continuous frontage are permitted for modest setbacks to accommodate additional sidewalk space for café seating or breaks in frontage for the creation of plazas or to make the new structure more compatible with existing adjacent structures.

Buildings should generally be oriented with the main facades and primary building entrances facing the street or at street corners. In the case of buildings surrounding a public area or plaza, the orientation and entrances should generally be toward the plaza. Smaller retail spaces could be considered to contribute to the diversity of the site, while providing affordable spaces for small businesses.



Map XX. Build-To Lines and Suggested Service/Parking Entrance Locations

Off-street parking entrance for a residential building

Service access points, such as trash pick-up areas and loading zones, and parking or garage entrances, should not be located on arterial streets. Consideration can be given to alternate service access points where such locations would minimize pedestrian and vehicle conflicts. Coordination between adjacent new development sites and existing development is encouraged to in order to share and reduce service and driveway access from streets.

Parking

In general, underground parking for both residential and commercial uses within mid-rise buildings is recommended. Parking entrances, loading and service zones should be minimized in number and dimension along streets. Major loading areas should not be located along arterial streets, such as Lee Highway, Sycamore Street and Washington Boulevard. Consolidated or shared driveways are encouraged.

Roof Treatment

Roof treatment can be an important element of good building design. Variation in the roof design can minimize the perception of bulk and massing can enhance a building's appearance.

- Innovative roof design is highly encouraged and should be treated as an integral part of the building;
- Outdoor uses on rooftops are encouraged;
- Roof designs should be compatible (but not repetitive) with the architecture styles exhibited throughout the area;
- Roof designs should not compete with adjacent rooflines, but rather complement them.
- Mechanical penthouses shall be appropriately screened with materials similar to the building's facade and designed to avoid negative visual impact and to minimize the potential noise to adjacent properties. Mechanical penthouses and roof equipment should be designed as a natural extension of the building with building materials and design treatments compatible with the balance of the building. The penthouse should be kept to a minimum height below the allowable height of 16 feet, utilizing newer technologies to reduce the size of mechanical equipment. Penthouse walls should be set back from the building façade a distance equal to or greater than the height of the penthouse.

Varied roofline design, Langston Lofts - Washington, DC

Compatible rooflines integrated into building design
Prescott Condominium - Alexandria, Virginia

Canopies along a Retail Street - Shirlington Village, Arlington, Virginia

Ground Floor Retail Space - Market Common, Arlington, Virginia

Outdoor Seating - 23rd Street, Crystal City, Arlington, Virginia

Grocery Store Integrated into Mixed-Use Development - Shirlington Village, Arlington, Virginia

Ground Floor Retail of Mid-Rise Building Type

All ground floors of mid-rise buildings, particularly for the facades that face public sidewalks, shall be designed to provide interest at the street level, to encourage walking and to enhance the pedestrian experience. Blank walls are not appropriate. For mixed-use developments where ground floor retail is required or allowed as an option, the ground floor level of a building should be designed to provide interest at the street level, to encourage walking and to enhance the pedestrian experience. A minimum structural clear height of 15 feet is required to ensure quality interior space for retail, restaurant and other commercial uses on the ground floor, and adequate room for signs, lights, awnings and other façade elements is necessary on the exterior. The frontage of a mixed-use building with ground floor retail should include a minimum of 50 percent of transparent display windows and outdoor dining areas, where possible. Blank walls are not appropriate. Awnings may be used on storefront windows and are are encouraged on all doorways as shelter in inclement weather. Storefront design, including awnings, may vary within each development, as this can create greater visual interest, however some consideration should be given to avoiding visual clutter.

Materials

The long-established neighborhood context and traditional architectural style in East Falls Church uses brick as the primary building material. Other materials, such as natural and cast stone, glass, metal, pre-cast concrete, and wood materials should be considered when they are properly designed and compatible with the selected bricks. A change in materials which provides depth and/or texture is encouraged to create visual interest and unique architectural characters. Synthetic stucco materials, including exterior cladding typically referred to as EIFS, should be avoided on building facades that are visible from public streets and spaces; and in all cases, at or near the ground level.

Townhouse development - Alexandria, Virginia

Townhouse Buildings

A townhouse is a residential building, often including two to four stories, that is connected by a common party wall to another residence. Sometimes the townhouse typology can also be used for non-residential or semi-residential uses such as commerical offices or live-work. The following design guidelines in this section shall be used to guide future developments on sites F, G, H, I and other potential development sites within the East Falls Church Area Plan study area.

Building Height Limits

In general, townhouse development sites, where indicated as appropriate in this Plan, shall be two to four stories in height. Building heights shall be comparable with existing townhouse developments. Please refer to the Heights Plan on page 17.

Massing

Facade treatments, within each building frontage, should be varied so as to maintain visual interest. Design treatments, such as a variety of building heights and rooflines, are encouraged.

Placement and Orientation

Buildings should be oriented along streets to define the public realm and to foster a sense of enclosure along streets as well as surrounding public spaces. Building entrances shall be located along existing major streets and in no case shall townhouse buildings be oriented with the rear facing the street. A five-foot setback from back of the walkway is encouraged for townhouse developments along Washington Boulevard and Lee Highway. This setback shall be landscaped and function as a buffer zone that separates the building from the public activities.

Townhouse Development - Alexandria, Virginia

Parking

Private streets, where provided, shall be designed to function like a public street to provide access to parking where appropriate for townhouse developments. Alternatively, private driveways, in accordance with County standards, may be constructed to provide interior access to parking areas. Front loading garage entrances along public streets shall not be allowed for any townhouse development. Shared driveways used for services, garage access and/or utilities are encouraged.

Appropriate Building Placement - Potomac Yards, Alexandria, VA

Commercial Uses

For townhouse developments where ground level commercial or retail uses occur, buildings shall incorporate design elements which reflect the storefront character. A strong visual architectural distinction shall be made between the pedestrian-oriented ground floor and the upper stories through the use of different materials, the addition of cornices or other features.

Materials

Brick should be the primary material for new developments. Other materials, such as natural and cast stone, glass, metal, pre-cast concrete, and wood should be considered when they are appropriately designed and compatible with the selected bricks. A change in materials which provides depth and/or texture is encouraged to create visual interest and unique architectural character. Synthetic stucco materials, including exterior cladding typically referred to as EIFS, should be avoided on building facades that are visible from public streets and spaces, and in all cases, at or near the ground level.

Streetscape

The streetscape is a key component in the public space system in East Falls Church. The design goal for the streetscape is to have 20 feet between the curb face and the building face in areas of high pedestrian traffic or other appropriate sites. Guidelines for the width and general configuration of streetscapes are included in this section. There are three zones along a streetscape:

(1) a tree and furniture zone,

(2) a clear walkway zone, and

(3) an outdoor seating/shy zone.

The definitions and dimensions for each zone are based on several factors including anticipated level of activity, existing and planned land uses, Right-Of-Way constraints, and position within the larger network of streets and public spaces. Detailed streetscape cross sections for streets within the Plan area can be found in Appendix 4. A description of the purpose and design treatment of each of the streetscape areas follows.

Diagram generally showing the three sidewalk zones

Street Trees and Shade and Ornamental Trees

The following street trees should be planted along street frontages within the East Falls Church Special Planning District in conjuction with redevelopment:

Scientific Name	Common Name
Acer rubrum	Red Maple
Tilia cordata	Littleleaf Linden

Ornamental and shade trees, which should be used in plazas, and public and private open spaces, could include:

Name	Common Name
Amelancier canadensis*	Serviceberry
Cercis canadensis*	Eastern Redbud
Lagastromia indica*	Crapemyrtle
Magnolia virginiana*	Sweetbay Magnolia
Acer ginnala	Amur Maple
Gleditsia triacanthos inermis*	Thornless Honey Locust
Ginko biloba (male only)	Ginko

Other tree specimens may be acceptable as an alternative to those shown on the Ornamental and Shade Tree List. Native trees, marked by an asterisk(*) in the list above, are preferred wherever possible. For further guidance, please refer to Arlington County's Landscape Standards.

Tree and Furniture Zone

The Tree and Furniture Zone exists as the space adjacent to the vehicular travel lanes within which are placed a variety of elements and amenities. Trees are the primary element of this zone and can be located in tree pits, grates, or planting strips depending on the activity level of the streetscape and associated street. Within the zone, the tree area is defined by a six-inch wide curb, eight-inch wide brick soldier course, and at least a five-foot by twelve-foot wide tree pit. Street trees, which should be major deciduous trees, such as Red Maple and Littleleaf Linden trees, should generally be spaced 30 feet on center, with an initial caliper width of 4-4.5 inches. Light fixtures, street signage, trash receptacles, benches, bicycle parking racks, parking meters, and directional and interpretive signage are the primary elements that typically exist in this zone adjacent to the curb.

Placement of these components should be based on maintaining a pedestrian friendly scale, providing information for pedestrians, and creating a comfortable and safe environment by separating pedestrians from vehicular activities. Placement of these components should also provide clear visuals to drivers to avoid potential safe issues. Particular attention should be directed at arranging these streetscape elements in such a way as to maintain adequate clearance and reduce clutter in the vicinity of designated handicap/wheelchair parking spaces.

Street Lights

The developer shall provide Carlyle light fixtures that meet the requirements of the Dark-Sky Association. The intent of the compliance is to eliminate light trespass from the building and site, improve night sky access and reduce development impact on nocturnal environments. All ornamental light poles along Lee Highway, Washington Boulevard and Sycamore Street shall be 16 feet in height as approved by the County. On townhouse residential areas on non-arterial streets, ornamental light poles shall be 12 feet in height with fiberglass poles. Street lights shall be painted black. Pole placement shall be coordinated with tree placement, and shall conform with the Illuminating Engineering Society's (IES) guidelines and the Arlington County Street Light Policy and Planning Guide Instructions for Developers.

Standard "Carlyle" light fixture

Benches

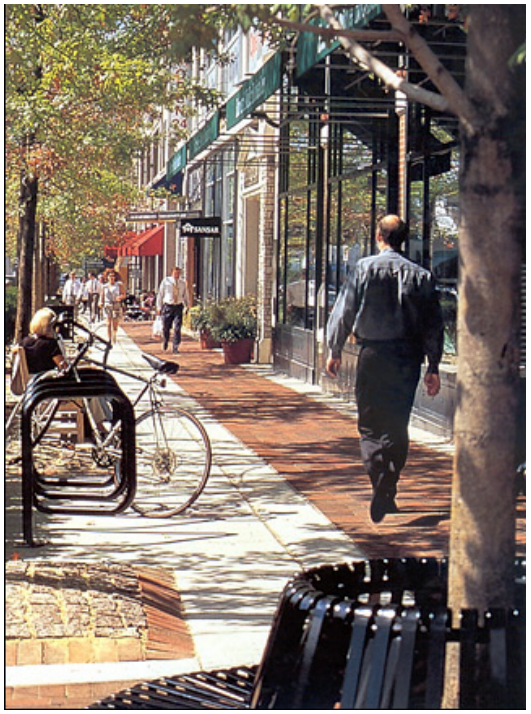
Benches will have backs and armrests and shall be black in color. The standard bench for the East Falls Church Plan area shall be the Landscape Forms, Inc. "Towne Square" bench, or equivalent.

Standard "Towne Square" bench

Waste Bins

The standard waste bin for the East Falls Church Plan area shall be the Landscape Forms, Inc. "Chase Park", painted with the same black finish as the standard bench.

Standard "Chase Park" waste bin



Bethesda Row - Bethesda, Montgomery County

Bike Racks

Developers are encouraged to provide creative and decorative bike racks along each building frontage. The number of bike racks to be installed both inside and outside of buildings should meet or exceed site plan requirements for residents, visitors and employees. Placement and model/type of all street furniture and fixtures, if different from the standard stated above, is subject to review by the County

Clear Walkway Zone

Next to the Tree and Furniture Zone is the pedestrian Clear Walkway Zone, defined as an unobstructed area serving as circulation space for pedestrians. This area will be a minimum of six to eight feet wide and have a minimum of eight-foot vertical clearance from the sidewalk surface allowing for the free flow of people along sidewalks. The Clear Walkway zone should consist primarily of smooth concrete, with pavers used, as an option, as an accent treatment. Where overall sidewalk width is constrained, the Clear Walkway Zone will have priority over other streetscape elements.

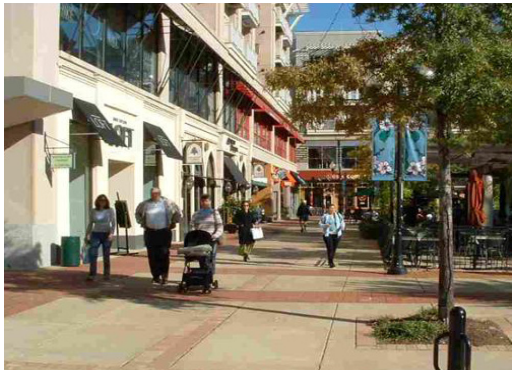
Outdoor Seating / Shy Zone

The Outdoor Seating Zone is a place pedestrians will enter and stay. It may be occupied by building related elements such as shopfronts, blade signs, outdoor displays, café space, kiosks, standpipes, planters, awnings and doors that could impede mobility. At a minimum, the two feet adjacent to a building front is considered part of the Shy Zone. Blade signs, awnings, canopies and other building elements that project over the sidewalk should be a minimum of eight feet above the sidewalk surface. As accessories to formal public space, outdoor dining areas provide an opportunity to enhance outdoor activities and add visual appeal and interest to the streets. In general, sufficient sidewalk space (commonly six feet in width) to accommodate outdoor seating area should be provided along Washington Boulevard and Lee Highway. The paving materials should match or complement those in the Clear Walkway Zone. In some areas, it may be appropriate to incorporate a small setback in the building's design in order to accommodate a larger outdoor seating area or to ensure that the outdoor seating area does not encroach upon the Clear Walkway Zone.

Tree / Furniture and Clear Walkway Zones, The Halstead - Columbia Pike, Arlington, Virginia

Shy Zone, Rockville Town Square - Rockville, Maryland

Tree / Furniture and Clear Walkway Zones, 55Hundred, Columbia Pike - Arlington, Virginia



Ground floor retail along public space,
Pentagon Row - Arlington, Virginia

Farmers' Market,
Union Square - New York, New York

Public Plaza with Water Feature,
Rockville Town Square - Rockville, Maryland

Public Plazas and Open Spaces

A public plaza or open space is a community amenity that serves a variety of users including members of the public, building tenants and visitors. This space may function as a gathering site, a home for public art, and a setting for leisure and relaxation. Plazas or open spaces are a beneficial feature of any lively community. In East Falls Church, a public plaza should be designed on the Metrorail Park and Ride lot to function as a community gathering space surrounded by ground floor retail. This space could be used for outdoor events, farmers' markets, and other activities. It should be designed to create a strong sense of community that connects and unites people and places in East Falls Church. The public space at the Park and Ride site should be sized at between 30,000 to 38,000 square feet.

Visibility and Views

The design of a public plazas or open spaces should maintain a good street-to-plaza visibility to showcase the plaza's attractions. A public space should permit users to observe street activity. In addition, a strong visual connection between the street and public open spaces should be considered to provide a sense of security and openness. Good visibility can be achieved by the following:

- Minimizing visual barriers such as walls and plantings between public open spaces and streets;
- Locating the public open space at or as close as possible to street level, preferably no more than three feet above or below street level;
- Taking advantage of distant views to other landmarks wherever possible.

Linkages

A plaza should be designed to link to other surrounding open spaces, interior spaces such as lobbies, and public facilities, such as the Metrorail station, to create a dynamic pedestrian network. Such links will make the public open space more useful and provide a more vibrant, meaningful and coherent urban environment. Linkages can be achieved or reinforced using the following devices:

- passages;
- bridges;
- steps/ramps;
- elevators/escalators;
- paving patterns; and
- planting.

Good Visibilities from Windows to the Public Place, Paseo Colorado, Pasadena, California

Safety

The design of a plaza should provide for safety. Regard should be given to principles of designing for safety such as defensive space, clear visuals, adequate lighting and alternate "exit" paths. Public open spaces should provide easy and direct access particularly for the elderly, disabled and young children. Ramp slopes should not exceed eight percent and handrails should be incorporated. Selection of surface materials should result in easy mobility for the elderly and disabled. Placement of planters, seats and handrails should further encourage easy wheelchair and pedestrian access as well as discourage the use of skateboards. Good visual surveillance opportunities both from within the space and along the edges should be incorporated in the design of a public open space. Dark hidden corners and vacant places should be avoided. Moreover, a public open space should be designed to maximize visibility from its perimeter and abutting development, which helps to provide the "eyes on the street" that contribute to the safety of a plaza. Good nighttime generalized lighting is important to enhance safety of a plaza, particularly when it functions as a cut-through path for pedestrians. Appropriately located and designed lighting can also discourage loitering.

Sunlight and Wind

Exposure to direct sunlight is very important and should be considered when designing a public open space. Sun paths, sun altitudes and shadow patterns in the plaza should be examined for all seasons, particularly from late Fall to early Spring. Sunlight can be maximized by:

- Locating seating in areas of maximum sunlight;
- Creating sun traps, areas surrounded by low walls with an orientation toward the south (walls should not block plaza/street visibility);
- Utilizing reflective light surfaces when no direct sunlight is available.

The design and placement of buildings to the south of the open public space and placement of the space itself contemplated for the M1 site should seek to maximize direct sun reaching the public space, particularly in the winter months.

Noise

High levels of traffic and other ambient noises should be minimized when designing a public open space. Introducing elements such as fountains or waterfalls can help mitigate noise sources in a public space. Other innovative designs should be encouraged to reduce unpleasant noises.

Public Art

"Arlington's vision is that public art should be a force for placemaking -- for creating strong, meaningful connections between people and places that are important to community and civic life," according to the Public Art, Public Spaces, Arlington's Public Art Master Plan.

Public art is a important element of the public realm of East Falls Church. The design and siting of public art should be carefully evaluated. The design of public art should help enhance the character of urban spaces, promote pedestrian activities and create visual and aesthetic interest and aesthetic attraction. Public art locations should be carefully incorporated into streetscapes, public open spaces or parks, transit and infrastructure. Key locations for the placement of public art include the central plaza proposed on the Park & Ride Lot (Site M1), the Oil Company site (Sites A and B), and as part of the proposed Western Entrance to the East Falls Church Metrorail station. Please see the Future Open Space Map on page 76 and the Western Entrance Recommendation on page 32-33.

Open Space and Tree Canopy Recommendations

With the redevelopment of the East Falls Church Metro Station and a number of the surrounding properties in the study area, the built environment will become more urbanized and should include attractive streetscapes and open space that will define the public realm. Design elements such as wide sidewalks, street trees, squares or plazas designed for daily use, as well as special community events, are elements which create a "sense of place" within the community. This Plan recommends the addition of a major public plaza within the new development on the Park & Ride lot, and other spaces adjacent to the W&OD Trail near the Lee Highway and Fairfax Drive intersection.

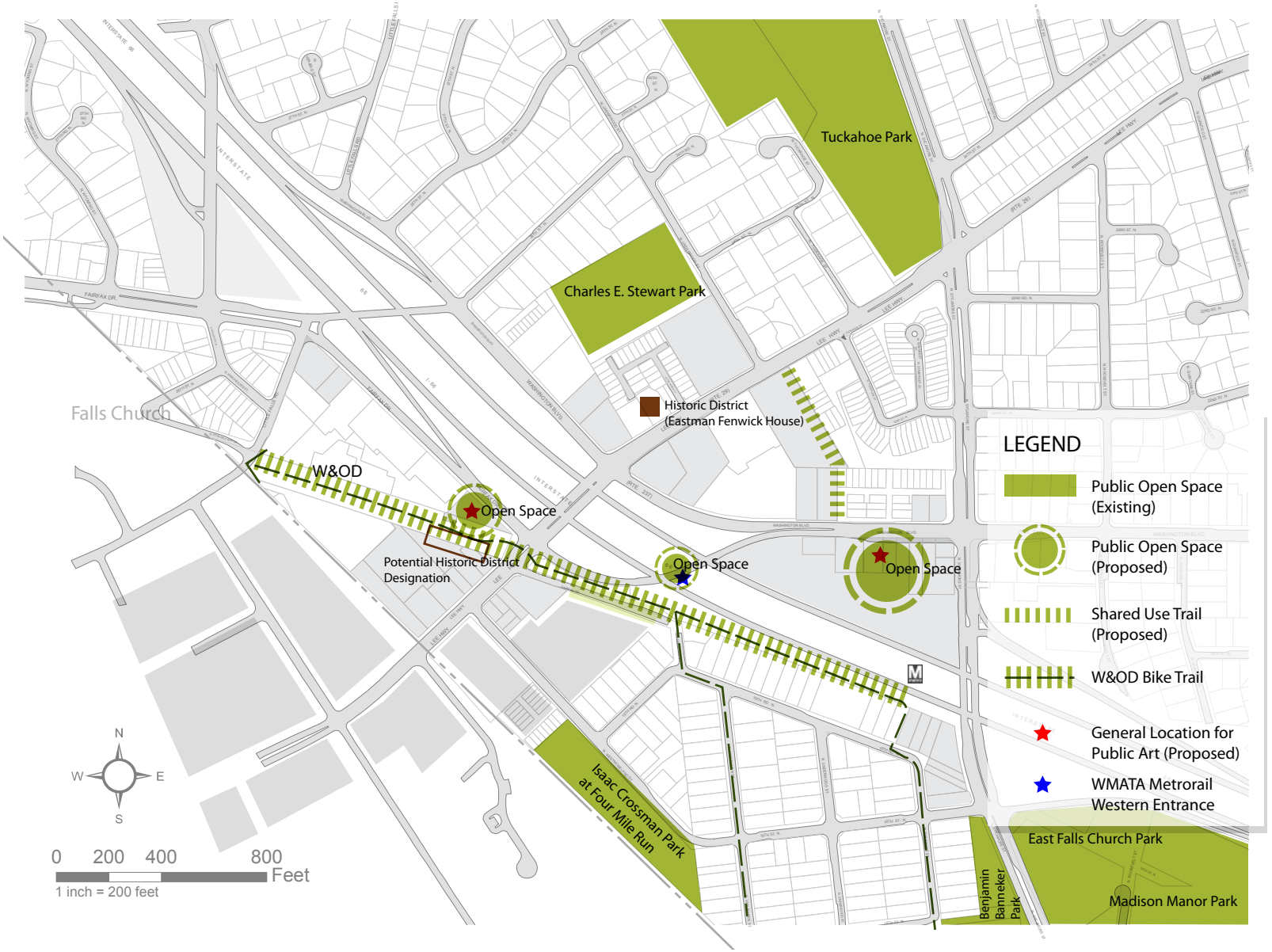
In keeping with the County's goal of having a sustainable urban forest that contributes to the health and livability of its community, the East Falls Church Study Area Plan supports an increase in the existing tree canopy coverage to meet or exceed the current standards in the Arlington County Urban Forestry Master Plan. In order to meet this goal all redevelopment projects within the area should include tree preservation measures and additional plantings on both public and private property. It is essential that designs take full advantage of all tree planting opportunities, providing adequate space and engineering solutions that maximize root growth and tree health.

Recommendation #24

Projects within the study area should include tree preservation measures and additional plantings on both public and private property. It is essential that designs take full advantage of all tree planting opportunities, providing adequate space and engineering solutions that maximize root growth and tree health.

Recommendation #25

Create and maintain new open spaces in East Falls Church at the locations indicated on the Future Open Spaces Map.



Map XX. Future Public Open Space Map

Four Mile Run Study

The Upper Main Stem of Four Mile Run flows through the western edge of the East Falls Church Study area; some sections of the stream are contained within culverts or pipes and other sections flow naturally. Because of the many urban structures that were built over and around the stream these past 70 years it is considered to be an urban stream. Uncontrolled stormwater runoff, sedimentation, the loss of its native plant buffer and pollution has all contributed to the degradation of the stream.

Four Mile Run is highly valued by the East Falls Church community because of its aesthetic and recreational appeal and the natural resource habitat that it provides for wildlife. As redevelopment occurs in the study area, protection and restoration of the stream will be a high priority objective. Future redevelopment in the East Falls Church area will provide opportunities to improve the quality of Upper Four Mile Run by the replacement of outdated stormwater systems with new stormwater control technology that is available today.

Recommendation #26

All new development, redevelopment, and construction that occurs in the area will be expected to strictly follow County ordinances for Stormwater Detention, Chesapeake Bay Preservation (2003 and 2001, respectively), and Erosion and Sediment Control. Other County documents that should guide redevelopment in the area and design of new infrastructure are: The Water Distribution System Master Plan (1992), Sanitary Sewer System Master Plan (2002), Stormwater Master Plan (1996), and the County's 2001 Watershed Management Plan.

Recommendation #27

New developments can incorporate Sustainable Stormwater Management facilities in the building and landscape design to meet or, ideally, exceed the stormwater management standards in these ordinances.

Recommendation #28

A large segment of the Upper Four Mile Run flows through parkland within the East Falls Church Study Area. The County and community should work together to identify the sections that are the most impacted to restore first and then continue to work towards improving the other stream sections that are less impacted. This effort will be conducted within the larger planning and prioritization framework for stream restoration established by the comprehensive update of the County's Stormwater Master Plan, currently underway.

Housing

As redevelopment occurs in East Falls Church, there is an opportunity to add committed affordable housing units to an area that currently has only a handful. The affordable housing requirements for site plan projects outlined in the Zoning Ordinance (commonly referred to as the "Affordable Housing Ordinance") apply to all site plan projects with a density greater than 1.0 Floor Area Ratio (FAR) and apply to the density up to the existing General Land Use Plan (GLUP) maximum for the site in question. The Ordinance allows developers to choose whether to provide a cash contribution or to provide units using a percent of the increased gross floor area (GFA) above 1.0 FAR for the density up to the General Land Use Plan maximum.

A policy should be established to achieve on-site committed affordable housing units for multifamily rental projects approved with a GLUP change.

Recommendation #29

Implement a policy for projects requesting a GLUP change to provide an affordable housing community benefit in addition to that required by the "Affordable Housing Ordinance". For multifamily rental projects, the value of the contribution may be translated to on-site affordable units for a minimum of 30 years. For commercial projects and condominium projects where on-site units are not feasible, this will be a cash contribution to the County's Affordable Housing Investment Fund. If the County determines that there are other competing public priorities that are addressed by the site plan application, the County Board may approve the total or partial substitution of the affordable housing requirement.

Recommendation #30

For sites in which there is a significant increase in density above the existing GLUP, work with the site plan applicant to explore the use of Low Income Housing Tax Credits and other financing tools in order to fulfill the affordable housing requirement on-site.

Smart Growth and Sustainability

Redevelopment should be planned in such a way that the community's resources can be conserved and area residents and visitors have the option of walking, bicycling, taking public transportation, or driving as they go about their business. This can be accomplished by mixing land uses and focusing development near transit. But the County can go further with respect to sustainability by setting and achieving more focused environmental goals.

Recommendation #31
Encourage the creation of a farmers market in East Falls Church to minimize the environmental impacts of transporting fresh foods over great distances.

Recommendation #32
Achieve carbon neutrality within the East Falls Church Special Planning District through the development of energy efficient buildings, maximization of vegetated areas and restoration of the urban tree canopy, incorporation of best management practices for water conservation and stormwater management and expansion of access to transit.

VII. APPENDICES

1. HISTORY AND PRIOR STUDIES
2. EXISTING CONDITIONS
3. TRANSPORTATION ANALYSIS (SUMMARY)
4. PROPOSED STREET CROSS SECTION AND INTERSECTION IMPROVEMENTS
5. BICYCLE DEMONSTRATION CONCEPTS

Photo of East Falls Church Station (Circa 1967)

Photo of Car No. 52 at Falls Church, (August 1944)

History and Prior Studies

History

East Falls Church has a long history as a residential community dating back to the 1700s when the first settlers arrived in this area. Initially a rural area characterized by farms and woodlands, East Falls Church evolved in the 1800s as the Washington & Old Dominion and the Washington, Arlington and Falls Church trolley lines began to service the area. The last of the three stations in East Falls Church was constructed in 1895 by the Southern Railway and was later used by the Washington & Old Dominion Railway. Existing residential dwellings in East Falls Church date from as far back as 1876 with several homes constructed around 1900. East Falls Church petitioned to rejoin Arlington County in 1936 after having been a part of the town of Falls Church for over 60 years.

East Falls Church became more of a suburban commuter town over ensuing years. Most of the single-family homes in the area were built during the 1930s, 1940s and 1950s as Northern Virginia became a suburb of downtown Washington, DC. By the 1950s, the population of the greater Washington metropolitan region experienced a significant increase just as streetcars and trolleys were being replaced by an expanding network of

roads and highways. In 1951, passenger service was discontinued on the Washington & Old Dominion line. The core of the central business district in East Falls Church was demolished around 1982 to make way for Interstate 66, which bisects the community and serves as the primary east-west corridor for the area. In 1986, the East Falls Church Metro Station opened, once again linking the area with the region by rail. Since this time, East Falls Church has continued to grow, though it remains largely a single-family residential community with detached houses and townhouses, along with limited service commercial and light industrial uses centered around the intersection of Lee Highway, Washington Boulevard and Interstate 66. In recent years, several townhouse and apartment projects have been built adjacent to Lee Highway and Washington Boulevard. The Washington & Old Dominion and Custis Bike Trails, along with several larger parks and small public green spaces, provide bicycle and pedestrian pathways, as well as open space and recreational opportunities for the community.

Photo of Station activity (Circa 1904)

Photo of Thomas' Garage, now the Suburban Animal Hospital (Circa 1917)

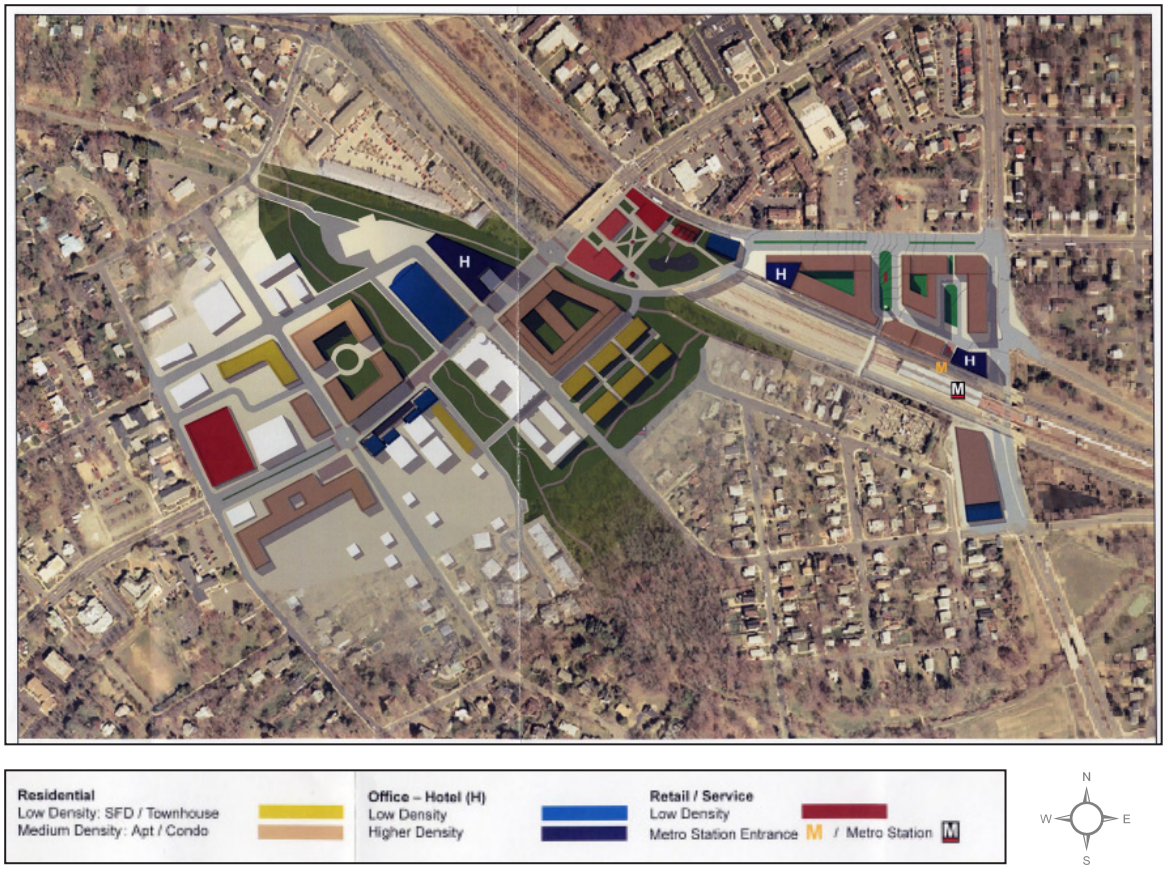


Figure XX. Virginia Tech preferred alternative (2004).

the history and character of the neighborhood and offers recommendations on land use and zoning, streets and parking, parks and recreation, storm drainage, lighting, noise, beautification, historic preservation and the like. It identifies the neighborhood's primary concern as

Prior Studies and Community Activities

Several studies of the East Falls Church area have been prepared over the years. In terms of more recent planning studies, in May of 1986, the Arlington County Board adopted the East Falls Church Land Use Study prepared by County staff which included policy guidelines and recommendations for the East Falls Church Metro Station Area. The stated planning goals for the area were "(1) the preservation of residential neighborhoods, (2) the enhancement of convenience service commercial uses, and (3) the coordination of new development near the County line with the style and scale of new development in the City of Falls Church." According to the accompanying note added to the General Land Use Plan, which is the County's policy guide for future development, the "Station Area will remain a low density residential area with redevelopment limited to the existing commercial and industrial area between Interstate 66 and the City of Falls Church." At the same time, General Land Use Plan designations were changed to "Low" Office-Apartment-Hotel for sites along Lee Highway and Westmoreland Street.

In August of 1986, the County Board accepted the Arlington-East Falls Church Neighborhood Conservation Program prepared by the Arlington-East Falls Church Civic Association. This plan describes

"maintaining the low density residential zoning where it currently exists." Among its recommendations, the Conservation Plan suggests that "new development should seek to retain and increase the number of neighborhood oriented businesses complementary to the type currently occupying the area."

In June of 1987, The Arlington-Falls Church Ad-Hoc Planning Committee Final Report was prepared by a ten-member committee comprised of five members, including one governing body member and one planning commission member, from each jurisdiction. The committee was tasked with exploring planning and zoning alternatives in the commercial and industrial areas common to both Arlington and Falls Church. The goal was to provide specific planning, land use, zoning and urban design proposals for consideration and adoption in the two jurisdictions. A report was generated that focused on seven areas of consensus:

1. Redevelopment per unified concept and design at approximately present planned densities;
2. Accommodation of neighborhood-oriented businesses as a key component;
3. Development sensitive to adjoining residential neighborhoods;
4. Common streetscape and amenities;
5. Focal point: Four Mile Run and its banks;
6. Parking and traffic impacts addressed as major issues; and
7. A modern fire station serving both jurisdictions.

In 2000, the Arlington-East Falls Church Civic Association formed the Metro Study Committee to discuss potential development around the Metro Station. The committee commissioned a study of the Metro lots to collect traffic data and project the impact of future changes to the site. The findings were released in April 2002. Building upon the study, the committee held a series of meetings with Metro and Arlington County officials and local architects. Metro stated its desire to develop the Metro lots as part of its systematic program of maximizing revenue for the system by developing or redeveloping its properties. County officials indicated their support for such development as part of the overall County "Smart Growth" policy of locating the highest density development at Metrorail stations. The committee developed goals for the site, including: making the site serve the community better (such as providing neighborhood retail and a town plaza), stopping unfavorable development on the site, avoiding congestion around the site (such as eliminating some of the commuter parking) and improving connections to nearby residential and commercial areas.

In June of 2004, the Virginia Polytechnic Institute and State University's ("Virginia Tech") Department of Urban Affairs and Planning prepared the East Falls Church Metro Area Plan, the most detailed plan to date. As part of a studio project, students and faculty worked closely with the Arlington-East Falls Church Civic Association to draft this plan. A community charrette in which approximately 50 individuals participated was conducted which informed the plan's recommendations on urban design, affordable housing and neighborhood-based retail development. In summary, the plan advocates for locally serving uses; compatible density; pedestrian orientation/human scale; central public spaces; gateway symbol/community identity; improved connection to surrounding residential areas; efficient use of land near transit hub; transit/bicycle/non-motorized trip increase; high occupancy vehicle trip increase; economic development and diverse economic opportunities; and affordable housing. (See Figure XX on page 10.)

In 2004, the Arlington-East Falls Church Civic Association's Metro Study Committee prepared a report examining and summarizing the Virginia Tech Metro Area Plan. Then, in February 2005, the Arlington-East Falls Church Metro Survey results were made public. The general consensus was that the civic association should develop a community vision prior to any development proposals. In terms of what land uses might be desirable for the Metro lots, respondents favored neighborhood retail, restaurants, short term parking, residential uses and open space. With regards to the appropriate densities and heights for potential development in the Metro lots, respondents selected densities and heights similar to the West Lee project, a five-story, 128-unit condominium project in East Falls Church (see photo below). Respondents also recommended incorporating affordable housing and making the area more pedestrian-friendly. Lastly, respondents strongly supported construction of both a pedestrian-bicycle bridge and a large open space plaza over Interstate-66.

Photo of The West Lee Condominium - 2200 N. Westmoreland Street

Community Process

Working collaboratively with a staff team of Arlington County and City of Falls Church planners, a citizen task force of representatives from both jurisdictions helped to develop this Plan. In order to maximize citizen input, the Task Force was established with representatives from stakeholder groups including three civic associations (Arlington-East Falls Church, Madison Manor, and Williamsburg Civic Associations), and advisory boards and commissions, in addition to representatives from the Washington Metropolitan Area Transit Authority ("WMATA") and the Virginia Department of Transportation ("VDOT"). These transit and transportation agencies were actively involved in the planning process, as they are major landowners controlling important pieces of the transportation infrastructure, including the Metrorail station, Interstate 66 and several state-owned arterial roadways.

Photo of Task Force Meeting

Staff initiated the Task Force meetings with a walking tour of the area. At its monthly meetings, the Task Force reviewed information regarding existing traffic conditions and potential redevelopment scenarios. Potential future traffic conditions, which would be influenced by the proposed development considered in this plan, were also considered by the Task Force. The Task Force also discussed height and massing on the potential development sites so as not to have a deleterious effect on the surrounding neighborhoods. Finally, the Task Force discussed the inclusion of public plazas, as central gathering spaces, within the Study Area.

Metro Park & Ride site


Verizon switching station


t development


Animal Hospital


SunTrust Bank site


Single family home

Neighborhood Character and Development

The surrounding area is generally characterized by single-family detached homes. There are several townhouse developments located closer to Interstate 66 and the Metro station. In addition, auto-oriented small commercial and industrial uses, along with newer medium-scale, mixed-use development, are located along Lee Highway. There are a number of local parks in the area, and the Washington & Old Dominion (W&OD) Trail courses through the area adjacent to Interstate 66. Due to the close proximity of these housing, open space, and recreational resources to major transportation facilities, the East Falls Church area is seen as desirable place to live.

Housing

The vast majority of housing units in the East Falls Church area are single-family detached. There are several townhouse developments and two newer multifamily complexes close to the East Falls Church Metrorail station. Single-family detached homes were typically built in the early to mid-20th century, in a variety of styles. In recent decades, a number of houses have undertaken substantial

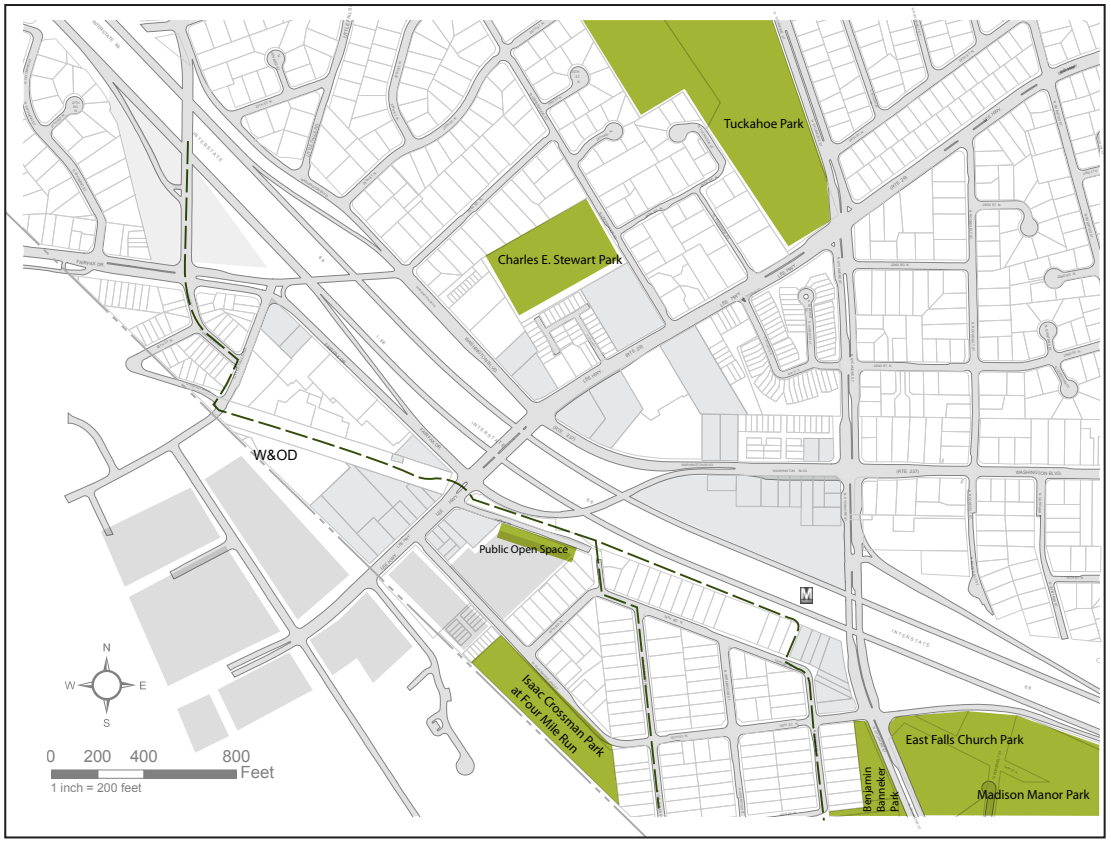
rehabilitation though others have been torn down. In their stead, larger, more modern homes have been built that are dissimilar in character to the existing housing stock. Two mixed-use residential projects were recently completed near the Metro-rail station. The West Lee, completed in 2006, is a 128-unit luxury mid-rise condominium building. The Crescent is a 214-unit market-rate rental complex anticipated to be finished by summer 2010. As a site plan contribution, The Crescent includes six committed affordable units (CAFs), affordable to households earning 60% of the area median income.

Photo of The West Lee Condominium - 2200 N. Westmoreland Street

Public Open Space

The Public Spaces Master Plan states that, "Public open spaces are the unifying element in the community and critical to ensuring a healthful environment and a high quality of life." The East Falls Church Study Area has a number of quality open spaces within a half mile radius of the Metro Station that provide both active and passive recreational opportunities. The majority of the parks are owned and managed by Arlington County with the exception of the W&OD Trail, which is managed by the Northern Virginia Regional Park Authority. These existing parks and their amenities are as follows.

Illustration of The Crescent Project - 2121 N. Westmoreland Street (Under Construction)



Map XX. Arlington County Parks and Trail Network

Arlington County Parks

Benjamin Banneker Park

This 11-acre park provides a variety of active recreational facilities for the community and is easily accessible by trails linked to neighborhood streets. It features a soccer field, a shaded Canine Community Area, a picnic area, a playground, a trail system which connects to the W&OD trail and a forested area. Natural features of the park include a section of Four Mile Run, the upper main stem, which transects the park and has a designated resource protection area extending 100-feet from both sides of its banks. An historic wetland is also located within the park.

Charles E. Stewart Park

Within this four-acre park is a rectangular field, a half basketball court, a playground and a gazebo with picnic table. The remaining park is grassed open space shaded by mature trees.

East Falls Church Park

This two-acre park contains a lit basketball court and a grassed open space for casual play. A trail through the park provides a connection to the W&OD Trail. A section of Four Mile Run flows through the park and has a designated resource protec-

tion area extending 100-feet from both sides of its banks.

Isaac Crossman Park

The boundary between the City of Falls Church and Arlington County divides this park. The Arlington County portion of this park is a three-acre natural area. The section of park within the City of Falls Church is also a natural area through which Four Mile Run Stream flows. A playground is located along Van Buren Street near one entrance to the park.

Madison Manor Park

This large 27-acre park has sections of oak/hickory trees and oak/heath trees within its extensive forest. A section of Four Mile Run, the upper main stem, traverses the park with a designated resource protection area extending 100-feet from both sides of its banks. A portion of the park is dedicated for active recreational activities with a variety of neighborhood serving facilities such as a playground, two tennis courts, a full-sized basketball court, an overlapping diamond and rectangular field for use by sports teams and a restroom. The W & OD Trail adjoins the park and can be easily accessed from the park and vice-versa.

Isaac Crossman Park


Madison Manor Park

Tuckahoe Park

W&OD Trail

Tuckahoe Park

Within this 12-acre forested park are a variety of park facilities for active recreation with a looped nature trail featuring educational displays. The recreational facilities include a playground, two tennis courts with a practice wall, two diamond fields overlapped with a rectangular field, an amphitheater, and a picnic area. An ornamental garden is located on school property adjacent to the park.

Northern Virginia Regional Park Authority Parks

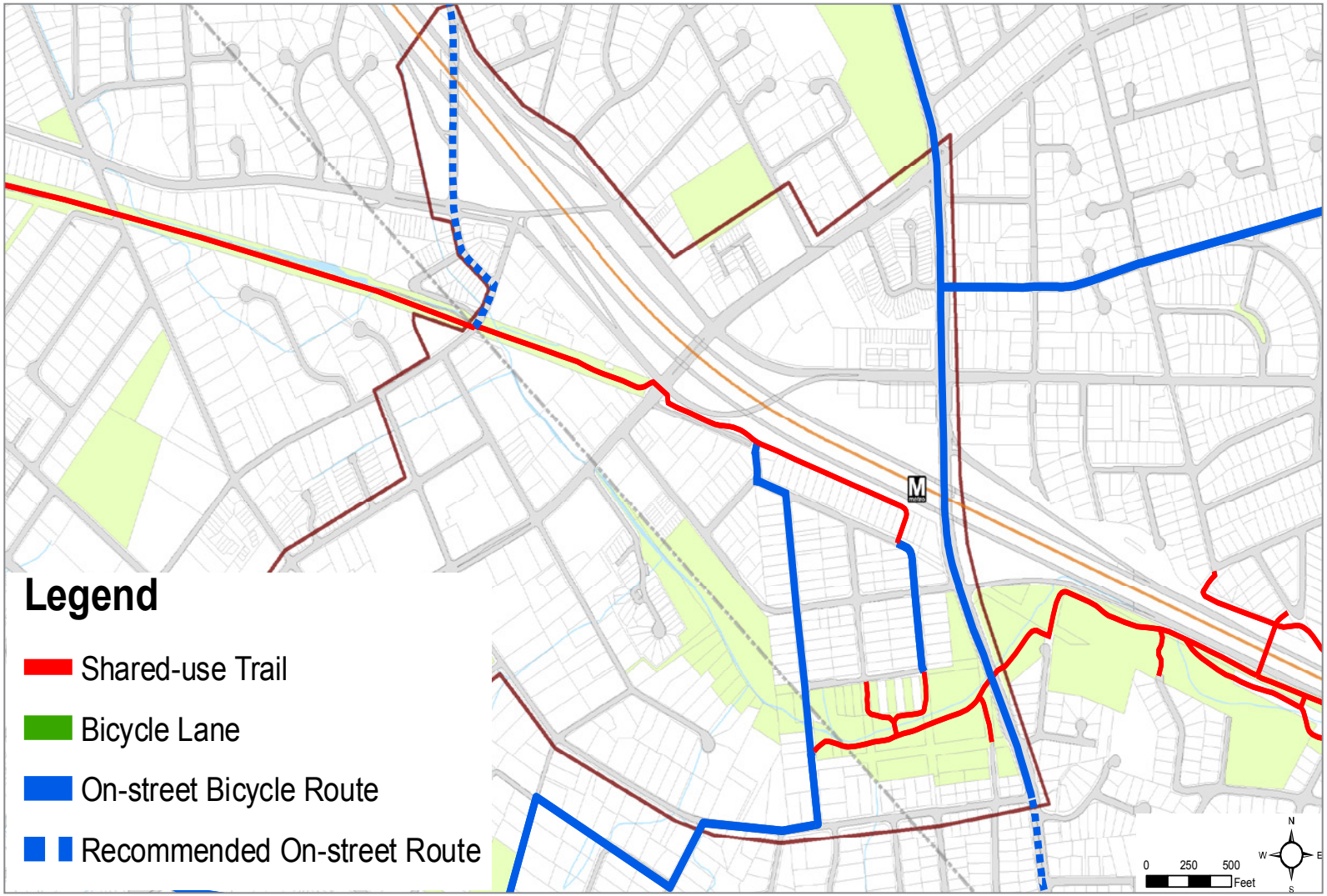
W&OD Railroad Regional Park

This extensive trail provides an east-west connection through Arlington and is a significant trail link for pedestrians and bicyclists through Northern Virginia. The trail is used for recreation and commuting by area residents and neighboring communities and provides connectivity between several of the aforementioned parks.

Transportation

During the walking tour of the study area that was conducted in 2007, Task Force members related their concerns about the East Falls Church area. Some of the concerns expressed included: the volume and speed of vehicles along commuting routes; the lack of safe, adequate pedestrian and bicycle connections through the area; access to the East Falls Church Metrorail station; and future implications of changes to the mass transit system. These concerns were reviewed by the Task Force during the process and are discussed below in this Plan. The recommendations of this Plan, which are outlined later in this document, incorporate proposed changes to the area that will help to address these issues.

Photo of Bicycle Parking at East Falls Curch Metrorail Station



Map XX. Existing Bicycle Map

Pedestrian and Bike Access

Historical documents suggest that prior to the 1982 completion of Interstate 66, and the subsequent opening of the East Falls Church Metrorail station in 1986, the Arlington-East Falls Church neighborhood functioned as a cohesive, walkable community, which at one time centered around a rail station and nearby community-serving retail. With the advent of Interstate 66 and Metro, the character of the core of the neighborhood changed from being a suburban enclave to that of a neighborhood bisected by a major highway. Traffic volumes in the area increased over time as a result. For example, traffic volumes on Washington Boulevard increased from 23,260 cars per day in 1980 to 32,000 cars per day in 2008.

Interstate 66 also impedes pedestrian and bicycle movement through the area. Although there are pedestrian facilities along the Lee Highway and Sycamore Street connections that span over or under the Interstate 66 Right-Of-Way, the primary focus of these connections is vehicular throughput and the pedestrian and biking experience is unfriendly. As a result, pedestrians and bicyclists feel isolated and constrained by the car-oriented street network.

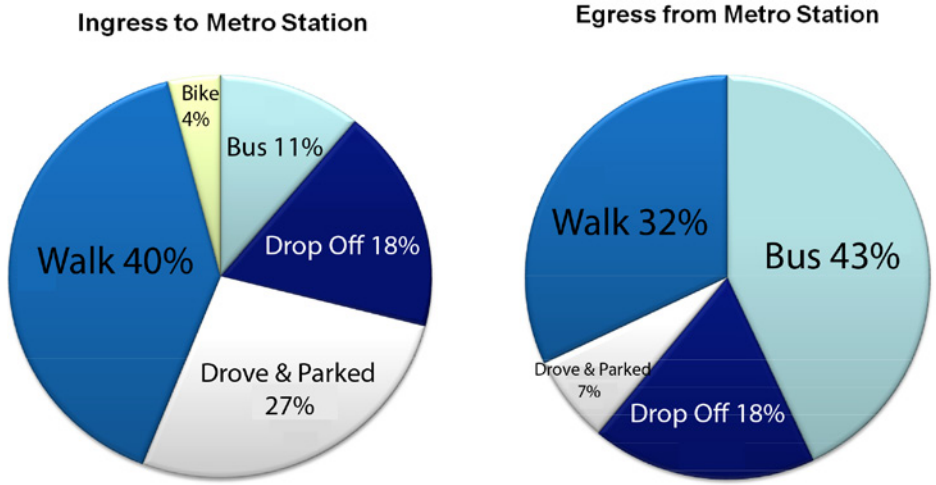
Vehicular Access

The construction of Interstate 66 dramatically altered the street network in East Falls Church. Washington Boulevard was modified and severed, Fairfax Drive was realigned and split apart, and several local streets were disconnected from one another. The introduction of interstate ramps, new bridges, and new intersections on major streets altered travel patterns in the area and attracted non-local cut-through traffic to area streets.

Commuter Traffic in the East Falls Church Area

Current vehicular travel patterns in East Falls Church continue to be influenced by, and organized around access to and from Interstate 66. The high-occupancy vehicle restriction on Interstate 66 during peak periods influences trip-making in the area by moderating the volume of traffic that would otherwise demand peak-direction travel—eastbound in the morning and westbound in the evening—on Interstate 66. Vehicular travel patterns on Lee Highway and Washington Boulevard are generally oriented eastbound in the morning and westbound in the evening. Sycamore Street experiences heavy northbound traffic between the Interstate 66 westbound off-ramp and Washington Boulevard in the a.m. peak hour and relatively balanced traffic volumes in both directions during the

Metrorail Orange Line



Mode of Access to and from East Falls Church Metrorail Station During the AM Peak Hour

p.m. peak hour. Based on a review of average daily traffic volumes between 2001 and 2008, vehicular traffic volumes exhibited little to no growth on major streets in East Falls Church. Exceptions to this were the following:

- Washington Boulevard between Lee Highway and Sycamore Street: traffic volume grew by approximately 1.35% each year, from 12,700 to 14,000 vehicles per day

- Fairfax Drive between Little Falls Drive and Washington Boulevard: traffic volume grew by less than one percent each year, from 6,700 to 7,100 vehicles per day

Transit

The primary mode of access to the Metro station is by car and the Park & Ride and Kiss & Ride functions are heavily utilized. In addition, several buses are routed to the station, including Metrobus, ART, and Falls Church's George bus. Direct pedestrian and bicycle access to the East Falls Church Metro Station is also hampered by the existing road network and limited bicycle and pedestrian connections through the area. Despite the constraints on access to the East Falls Church Metro station, the station has one of the highest rates of utilization for bikers in the Metrorail system. Daily,

approximately 125 cyclists park at the station using the bike racks and bike lockers that are available. In that the existing East Falls Church Metro Station entrance is on Sycamore Street at the Interstate 66 underpass, there is not a strong physical or visual link between it and possible destinations within the study area. Neighborhood-oriented commercial properties dotted along Lee Highway, which include banks, a gas station, and a veterinary clinic, are not readily accessible from the Metro entrance.

Silver Line

The Metropolitan Washington Airports Authority (MWAA) is currently constructing the Metrorail Silver Line. In Phase I, the service will provide rail rapid transit service on a new line between East Falls Church and Wiehle Avenue in Fairfax County. The Silver Line service, which will be operated by the Washington Metropolitan Area Transit Authority (WMATA) will use a portion of the existing track between East Falls Church and West Falls Church before turning westward on new line in portions of the median of Route 267 (Dulles Airport Access Road), Route 123 (Chain Bridge Road), and Route 7 (Leesburg Pike). The first phase of the Silver Line will terminate at Wiehle Avenue in Reston and is expected to be in operation by 2013. The East Falls Church station will be the first combined Orange Line/Silver Line station in the eastbound direction. It is expected that some travelers will transfer be-

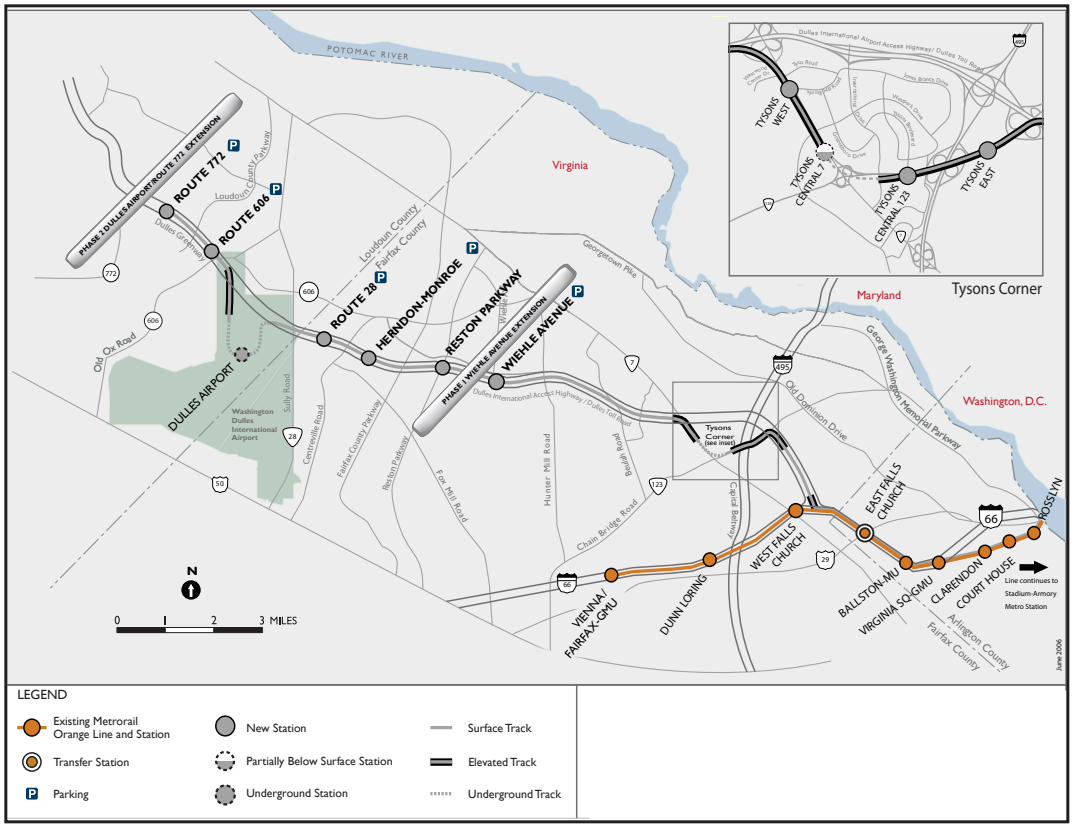


Figure XX. Dulles Rail Project Map

tween the two lines in order to access destinations served exclusively by each line. Phase II is planned to extend into Loudoun County via Dulles International Airport. The construction schedule for completion has not been finalized for Phase II, but it is generally understood that a completion date of 2015 to 2016 is feasible.

The 2002 Environmental Impact Statement for the Silver Line estimated that the service would generate between 37,000 and 39,000 average weekday new riders by the year 2025. The addition of Silver Line services to East Falls Church will increase Metrorail service frequency for eastbound travelers and could reduce crowding on Orange Line trains. Additionally, the provision of Silver Line service may influence existing travel patterns—reduce or stabilize traffic volumes—on sections of Washington Boulevard, Sycamore Street, Lee Highway, and Interstate 66 in East Falls Church by offering people an additional travel choice in accessing destinations to the west—employment along the Route 267 corridor, Tyson's Corner, and Dulles International Airport.

Bus Rapid Transit

The Virginia Department of Rail and Public Transit (DRPT), partnering with local jurisdictions and agencies, is in the process of preparing a transit and transportation demand management (TDM) study for the Interstate 66 Corridor between Washington, DC, and Haymarket, Virginia. The study includes a review of potential short- and medium-term transit and TDM improvements for the Interstate 66 corridor intended to increase mobility and offer additional travel choices along the corridor. Potential measures identified by the study include new high-quality rubber tire transit services such as Bus Rapid Transit (BRT) and new ridesharing strategies and facilities to encourage increased carpooling and vanpooling. As of January 2010, the in-progress study found that implementing BRT services along Interstate 66 would be beneficial and that a stop should be included for East Falls Church. It should be noted that operating BRT services with priority treatment through intersections in East Falls Church may negatively affect traffic operations by creating additional delay on intersecting streets.

As of January 2010, ridership estimates were not available for the Interstate 66 study. However, the BRT service is anticipated to be suitably patronized and with connectivity to East Falls Church, likely to create a transfer pattern between the BRT service and Metrorail services. Overall, the addition of the Silver Line and Interstate 66 BRT will dramatically increase the number of high-quality transit services available in East Falls Church and provide greater transit accessibility to area residents and workers.

Urban Design Analysis

The East Falls Church area can be generally characterized as a strong, stable, enclave of single-family neighborhoods surrounding a Metrorail station and other small commercial and auto-oriented uses. The fragmented nature of the area, with the neighborhood bisected by a highway, the lack of synergy between auto-oriented commercial properties, and a Metro station that is difficult to reach on foot or by bicycle leads to an area without a central focus. The majority of travelers move through East Falls Church, rather than head to East Falls Church. Throughout the planning process, however, citizens have discussed the conditions in the area that could be improved. Some of the major specific findings of this discussion are depicted in the urban design analysis illustration and others are described further below:

- A lack of pedestrian connectivity through the area and to the Metrorail station entrance;
- Inconsistent building edges and setbacks along many frontages;
- Dangerous pedestrian/vehicular conflicts at many intersections;
- The area lacks a unifying identity or central focus;
- There are a number of underutilized sites and surface parking is a prevalent feature;
- The topography of the area is such that sites nearest the Interstate 66 Right-Of-Way are most prominent; and
- The area lacks neighborhood-serving retail opportunities where residents can meet their daily needs.

The findings of the urban design analysis and existing conditions, and observations from stakeholders regarding the East Falls Church area, led the Task Force to develop a statement that summarizes some of the major challenges that this Plan should address (see text box). These challenges include bridging the east and west sides of Interstate 66, creating a central gathering space, and promoting the development of neighborhood-serving retail.

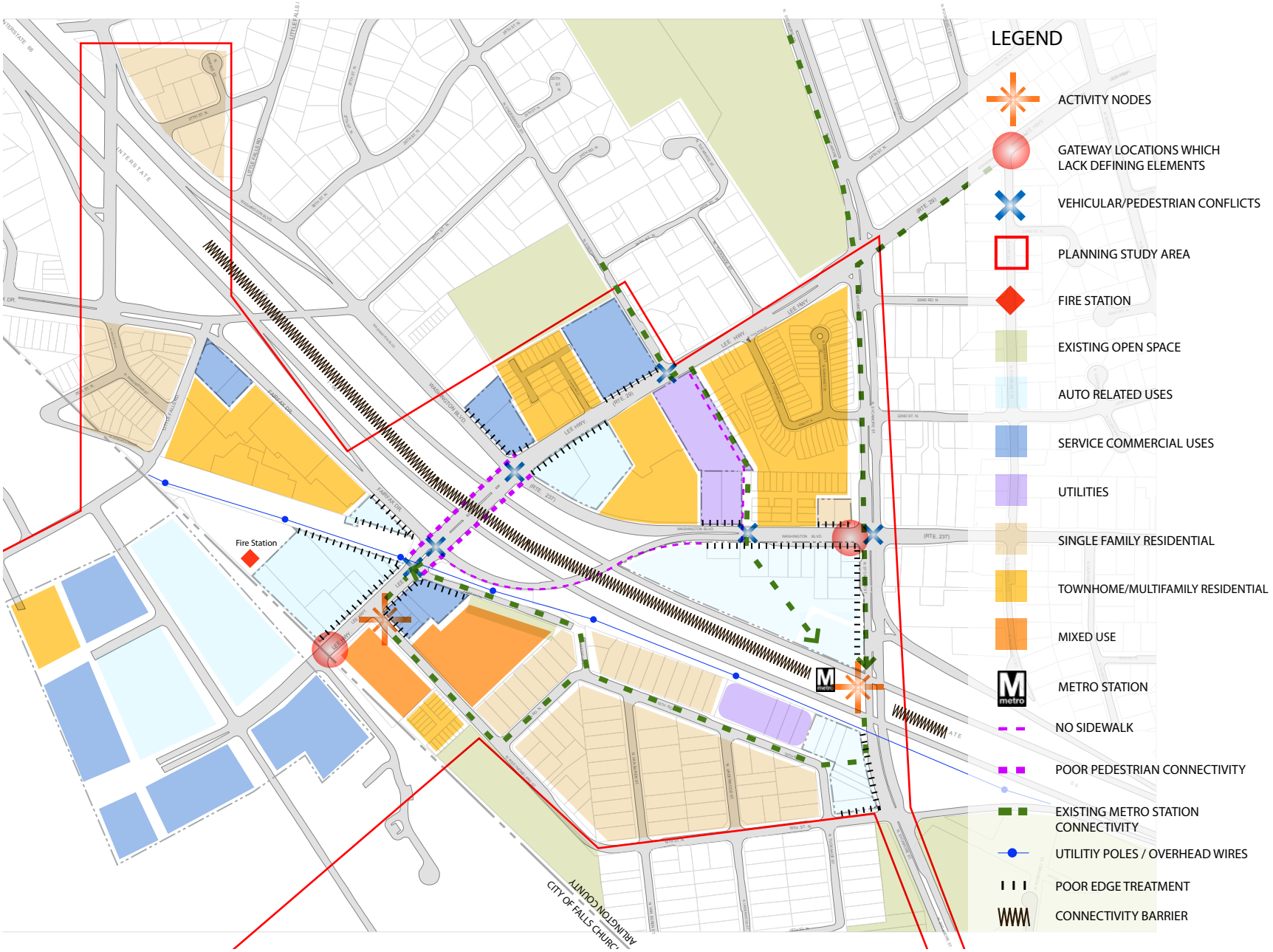
The Challenge Ahead

Many remember East Falls Church as it was for decades, a more livable community, oriented to the Washington & Old Dominion Railroad station where it connected with historic roads. This "rail town" provided services to the neighborhood and public transit access to the National Capital Region. Neighborhood-oriented retail, commercial activities and residential uses coexisted comfortably.

The construction of Interstate 66 and Metro bisected our neighborhood and removed the neighborhood-oriented business and retail core at the heart of the East Falls Church community. These developments have fragmented our neighborhood and replaced the small "rail town" with an extended highway interchange surrounding five acres of commuter parking.

Our challenge is to restore the finest elements of the old, embrace existing community assets, and overcome the area's shortcomings by: turning our transportation links into assets; using modern planning and design techniques to create a warm, inviting, accessible and friendly community; and knitting together our neighborhood with the rest of Arlington, Falls Church and the region beyond.

East Falls Church Planning Task Force



Map XX. Urban Design Analysis Map

Economic Analysis

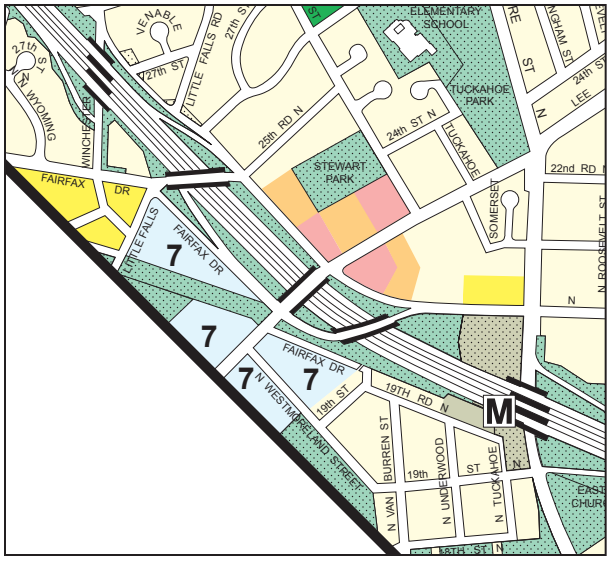
During the public process, community members have identified public infrastructure needs for the area, such as enhanced pedestrian and bicycle connections, Metrorail station improvements, and a significant public gathering place, that would be essential to the transformation of the area. In addition, the County has overarching policies, goals and expectations regarding the provision of affordable housing, the implementation of sustainable building practices, and encouraging better transit utilization through mixed-use development near existing transit facilities. As part of the discussion with the community, a question was raised pertaining to the feasibility and viability of development on the sites targeted in the Study and the ability of these sites, through the County's redevelopment process, to provide sufficient benefit to the community.

Whereas redevelopment that occurs through the County's Special Exception "Site Plan" process will typically address the affordable housing and sustainability goals set by the County, significant public infrastructure improvements, that are not specifically site-related, are often funded in-full or in-part through the County's Capital Improvement Program in conjunction with State and/or Federal funding. If a vision that includes significant public improvements is recommended, given with all the competing demands for County capital funding, potential future development would need to be at a density level that can both be economically viable and support these desired public improvements.

Staff's analysis indicates that mid-rise development (generally 4-8 stories) on the targeted sites could at some point in the future be marketable and at the same time provide sufficient direct benefits, such as contributions to the County's Affordable Housing Investment Fund, or indirect benefits, such as increased tax revenue over the course of time, to assist in meeting the community's vision.

The General Land Use Plan (GLUP)

The General Land Use Plan (GLUP), an element of the County's Comprehensive Plan, is the primary policy guide for the future development of the County. The GLUP establishes the overall character, extent and location of various land uses and serves as a guide to communicate the policy of the County Board to citizens, the business community, developers and others involved in the development of Arlington County. In addition, the GLUP serves as a guide to the County Board in its decisions concerning future development.



Map XX. Existing General Land Use Plan

Residential

	Low	1-10 units per acre
	Low	11-15 units per acre
	Low-Medium	16-36 units per acre
	Medium	32-72 units per acre
	High-Medium	3.24 F.A.R. *(Floor Area Ratio)* Residential
	High	4.8 F.A.R. Residential 3.8 F.A.R. Hotel

Commercial and Industrial

	Service Commercial	Personal and business services. Generally one to four stories. Maximum 1.5 F.A.R. with special provisions within the Columbia Pike Special Revitalization District.

Public and Semi-Public

	Public	Parks *(Local, regional, and federal)*. Schools *(public)*. Parkways, major unpaved rights-of-way. Libraries and cultural facilities.
	Semi-Public	Country clubs and semi-public recreational facilities. Churches, private schools and private cemeteries *(predominant use on block)*.
	Government and Community Facilities	County, state and federal administration and service facilities *(police, fire, property yard, etc.)* Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.

Office-Apartment-Hotel

		Office Density	Apartment Density	Hotel Density
	Low	1.5 F.A.R. allow.	up to 72 units/acre	up to 110 units/acre

7. Within the area shown as "Low" Office-Apartment-Hotel, building heights shall be limited to a maximum of 65 feet along Lee Highway and Fairfax Drive, tapering to a maximum of 35 feet along frontages adjacent to residential neighborhoods.

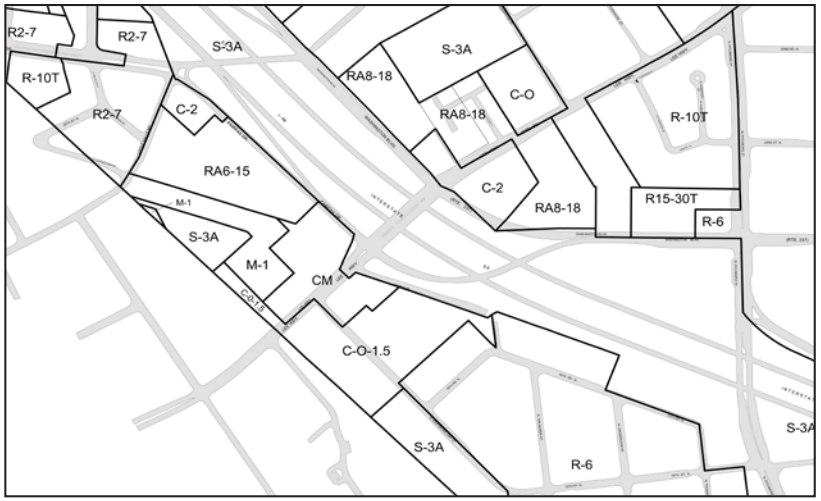
M **Metro Station**

General Location for Open Space

The land use pattern for the area has remained fairly consistent over the past 30 years. The Interstate 66 Right-Of-Way and the W&OD Trail are designated "Public" on the GLUP, and nearby parcels, such as the Park & Ride lot (which is partially owned by the Virginia Department of Transportation), Kiss & Ride lot, and the Dominion Virginia Power substation, are designated "Government and Community Facilities". Based on the 1986 Land Use Study for the area, the land use designations for parcels along Lee Highway and Westmoreland Street were changed from "Service Industry" and "General Commercial" to "Low" Office, Apartment and Hotel, "Service Commercial" and "Low-Medium" Residential in order to transform this area from largely industrial uses to small commercial and residential uses that complemented the surrounding area. The surrounding area is designated "Low" Residential and is consistent with the single-family development in the area. There are a number of parks and educational facilities which also have either a "Public" or "Government and Community Facilities" designation.

Zoning

In keeping with the single-family development in the neighborhoods adjacent to the study area, the zoning categories are either "R-6 "or "R-8", which are "One-Family Dwelling Districts". Along Lee Highway north of Interstate 66, there is a mix of commercial ("C-2" and "C-O"), townhouse ("R-10T", "R15-30T") and multifamily (RA8-18) zoning. Some properties fronting Lee Highway south of Interstate 66 retain the industrial zoning ("M-1" and "CM") that once was prevalent in the area, whereas properties along Westmoreland Street were rezoned to "C-O-1.5" in conjunction with redevelopment projects that were approved within the last decade and corresponds with the planned "Low" Office-Apartment-Hotel designation on the General Land Use Plan. The area west and south of Interstate 66 has a mix of single-family ("R-8"), townhouse ("R2-7", "R10T"), multifamily ("RA6-15"), and commercial ("C-2") zoning. Public uses, such as schools, parks and fire stations are generally given the "S-3A Special Districts" zoning classification.



Map XX. Existing Zoning Map

Zoning	*Description*
C2	**Service Commercial - Community Business District**
CM	**Limited Industrial Districts**
C-O-1.5	**Commercial Office Building, Hotel and Apartment Districts**
R2-7	**Two-Family and Town House Dwelling Districts**
R-6	**One-Family Dwelling Districts**
R-8	**One-Family Dwelling Districts**
R-10T	**One-Family Residential - Town House Dwelling Districts**
R15-30T	**Residential Town House Dwelling Districts**
RA8-18	**Apartment Dwelling Districts**
M1	**Light Industrial Districts**
S-3A	**Special Districts**
C-O	**Commercial Off. Bldg, Hotel and Multiple-Family Dwelling**

3. EXECUTIVE SUMMARY OF EAST FALLS CHURCH TRANSPORTATION IMPACT STUDY

1. INTRODUCTION AND SUMMARY

PURPOSE OF REPORT AND STUDY OBJECTIVES

This report presents the results of a transportion impact study (the study) for the increases in development proposed (proposed development) as part of the East Falls Church Area Plan (the plan). The purpose of the East Falls Church Area Plan is to generate a land use and transportation vision for the East Falls Church area. The study is an ppendix to the East Falls Church Area Plan and will be used to comply with Virginia Department of Transportation (VDOT) traffic impact analysis regulations under Chapter 527 of the 2006 Code of Virginia.

The land use element of the plan includes a concept plan and policy framework that set height, density, use mix, and urban design standards for sites likely to experience redevelopment. The transportation element of the plan evaluates pedestrian, bicycle, and vehicular access to the existing Metrorail station. The plan recommends infrastructure, streetscape, and other public improvements to support an urban, walkable, and accessible mixed-use environment within this area.

The plan was guided by a Task Force comprised of representatives from Arlington County and the City of Falls Church, VDOT, the Washington Metropolitan Area Transit Authority (WMATA), and area citizens. WMATA and VDOT are major landowners in the study area and control transportation infrastructure including the Metrorail station, Interstate 66, and several state-owned arterial roadways. Setting the stage for planning and analysis, the East Falls Church Task Force drafted a vision for the future of East Falls Church:

"Our vision is for East Falls Church to evolve into a 'Transit Town' by combining the best of what was with the needs of a desirable 21st Century community. Transit Town will abound in locally serving uses that will re-create that lost small town feeling and advance sustainability concepts in our corner of Arlington County. A balance and mixture of uses, such as neighborhood-oriented retail, businesses and restaurants, will be within easy reach of people. New buildings will be of compatible densities and heights so as to complement and fit in with our best existing structures. East Falls Church will be a distinctive stop along the Metro Rail system, combining human scale development with a warm and inviting pedestrian-oriented, walkable streetscape. There will be a central public space used for street fairs and other gatherings featuring some symbol or artwork for community identity. The area will be the focus for the intermodal transfers that connect transit (both bus and rail), foot traffic and bicycle users, and discourage single occupancy vehicle transportation. Affordable housing opportunities will allow for economic diversity. We envision a well-connected, 'green,' safe and accessible community which will grow organically."

The transportation impact study was prepared in accordance with the VDOT Chapter 527 Guidelines and a scoping discussion with Arlington County staff and VDOT planning staff.

This report describes the background information, analysis methodology, existing transportation conditions, future transportation conditions without the proposed development, travel demand generated by the proposed development, and future
transportation conditions with the proposed development. This report also provides recommendations for future transportation infrastructure and policy related to the East Falls Church area.

EXECUTIVE SUMMARY

Site Location and Study Area

The East Falls Church area is in western Arlington County, Virginia adjacent to the City of Falls Church. The East Falls Church study area encompasses reas of Arlington County and the City of Falls Church as well as the East Falls Church Metrorail station. The study area is shown in a regional context in Figure 1.1.

Figure 1.1

Description of the Proposed Development

The East Falls Church Area Plan identifies sites in Arlington County that are likely to experience redevelopment. The proposed development sites are shown in Figure 1.2. The proposed development analyzed in the study may vary slightly in the type and location of development from the proposed development in the plan; however, the proposed development in the plan will be within an order of magnitude of the overall development analyzed in this study. The development analyzed in this transportation impact analysis is the following:

- 790 Residential Flats (apartments and/or condominiums)
- 42 Residential Townhomes
- 110,850 square feet of Specialty Retail
- 49,000 square feet of General Retail (includes possible 40,000 square foot grocerystore)

Analysis Methodology

The study considers vehicular traffic impacts of the proposed development using several measures in order to best convey to the public how it will feel to travel by vehicle in East Falls Church in the future with the proposed development in place. The measures used to analyze vehicular traffic impacts are intersection level of service (LOS) and vehicular link volume to capacity ratio (V/C ratio). While each measure is accurate individually, the two measures present a more comprehensive summary of the imacts.

The study also considers the transportation impact on other modes of travel— walking, bicycling, and transit. The non-vehicular travel modes are assessed qualitatively.

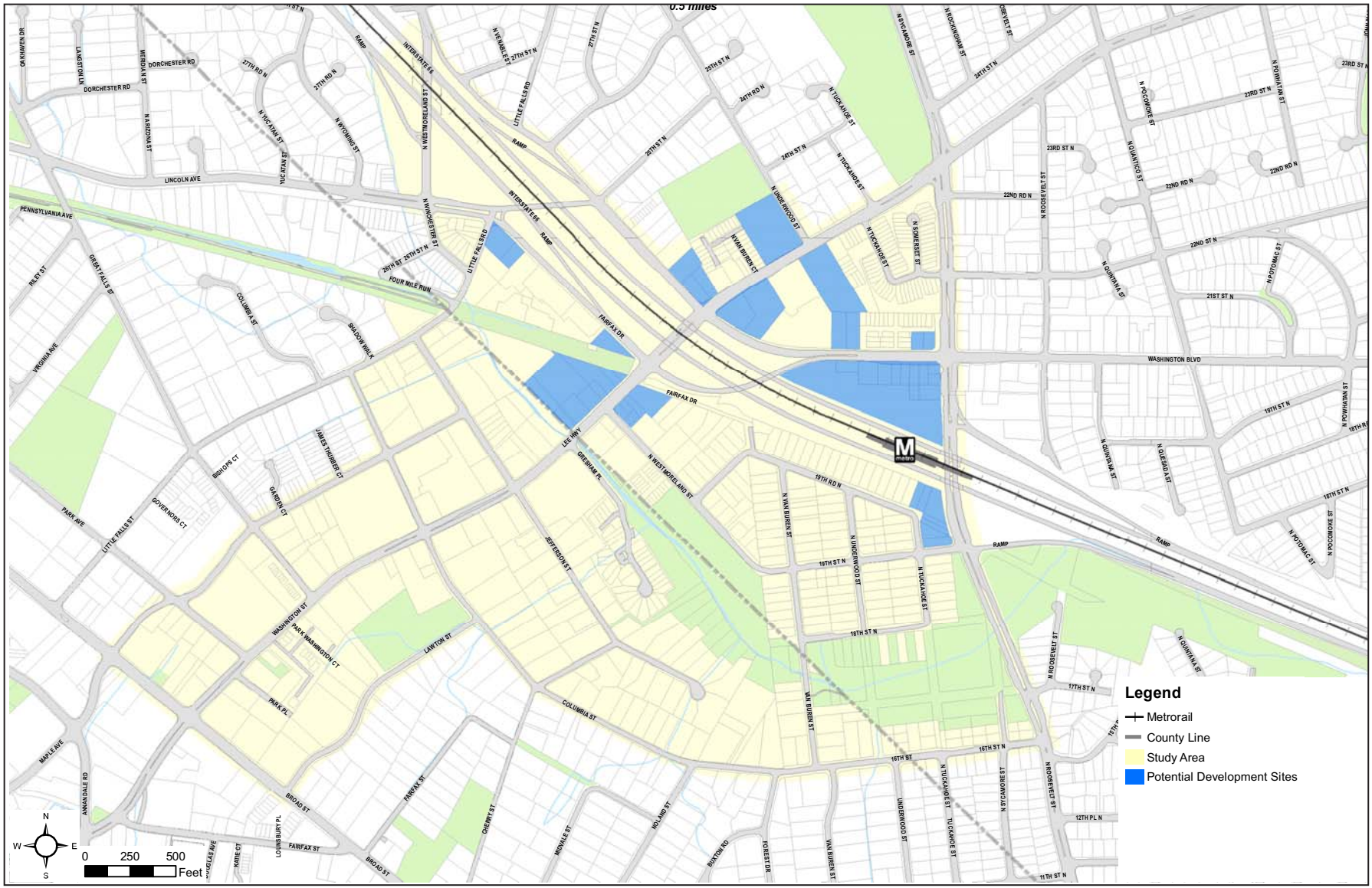

0.5 miles
Legend
Metrorail
County Line
Study Area
Potential Development Sites
0
250
500
Feet
N
W
E
S

Figure 1.2

Principal Findings, Conclusions, and Recommendations

Existing Conditions–The following summarizes xisting transportation conditions in the study area.

Vehicular:

- Study area intersections operate at overall LOSD or better with the exception of the following:

  Interstate 66 On-Ramp and Washington Boulevard: LOS F in the AM peak hour

- Field conducted travel time surveys and observations revealed that arterials in the study area are congested during peak hours and queuing occurs through adjacent intersections

- Study area arterial links operate at V/C ratios of less than 0.80 with the exception of the following:

  Washington Boulevard westbound from Lee Highway to Interstate 66 West On-Ramp: V/C ratio of 1.10 in the AM peak hour

Transit:

- Transit services provided are Metrorail, Metrobus, George bus, and ART bus services

- Pedestrian access to the Metrorail station from the south and west is limited by Interstate 66

- Bicycle access to the Metrorail station from the north is challenging due to a lack of facilities

Pedestrian and Bicycle:

- Sidewalks are in-place on most study area arterials with the exception of:

  Both sides Washington Boulevard astbound (bridge section) from Lee Highway to the Metro Park-and-Ride lot driveway

  West side of Washington Boulevard northwestbound from Lee Highway to 25th Street N.

- The study area is proximate to the regional W&OD trail

- There are no striped on-street bicycle facilities in the study area

2030 Future Conditions without Development– The analysis of 2030 future conditions without development considers the combined effects of travel demand generated by general traffic growth on study streets, approved and unbuilt development, and programmed transportation improvements.

An overall growth factor of 7.0 percent was used to adjust the existing year (2010) traffic volumes to the future year 2030. Four approved and unbuilt developments were considered in this study. Programmed transportation improvements considered in this study, described in Chapter 2, are the following:

- N. Washington Street streetscape in the City of Falls Church
- Arterial traffic management (ATM) measures on N. Sycamore in the study area
- ATM measures on Washington Boulevard east of the study area
- Interstate 66 spot improvements
- Metrorail Silver line to the Dulles Airport on which the East Falls Church Metrorail station will be the last point of transfer between the Orange line and the Silver line
- Express bus service in the Interstate 66 corridor to include stations at or near the East Falls Church Metrorail station

The following summarizes future transportation conditions without development in the study area.

Vehicular:

- Study area intersections operate at overall LOS D or better with the exception of the following:

  Washington Street and Broad Street: LOS E in the AM and PM peak hours

- Lee Highway and Westmoreland Street: LOS F in the PM peak hour
- Interstate 66 On-Ramp and Washington Boulevard: LOS F in the AM peak hour
- Study area arterial links operate at V/C ratios of less than 0.80 with the exception of the following:

  Lee Highway from the Falls Church city line to Fairfax Drive/Washington Boulevard: V/C ratio of 1.14 in the PM peak hour

- Washington Boulevard westbound from Lee Highway to Interstate 66 West On-Ramp: V/C ratio of 1.12 in the AM peak hour

Transit:

- Transit services provided are Metrorail Orange and Silver lines, Interstate 66 Express Bus, Metrobus, George bus, and ART bus services.

Pedestrian and Bicycle:

- Improved streetscape on N. Washington Street in Falls Church

Key Assumptions Regarding Travel Demand of the Proposed Development– To understand the impact of the proposed development on the 2030 transportation network, its travel demand was quantified as follows:

1. Person trips were generated using the Institute of Traffic Engineer's (ITE) Trip Generation Report, 8th Edition

2. Mode split assumptions were based on data published by WMATA and MWCOG

3. Person trips were assigned to specific transportation modes based on type of development and distance from the Metrorail station

The following were assumed with regard to mode split:

- The proposed development will have a mix of land uses

- The proposed development will be served by a number of transit services, an improved pedestrian network, and an improved bicycle network

2030 Future Conditions with Development– The analysis of 2030 future conditions with development considers the effect of travel demand generated by the proposed development on the future without development transportation network (no improvements related to the proposed development or the East Falls Church Area Plan). The following summarizes future transportation conditions with development in the study area.

Vehicular:

- Study area intersections operate at overall LOS D or better with the exception of the

following:
Washington Street and Broad Street: LOS E in the AM and PM peak hours (minor increases in overall intersection delay compared to future conditions without development)

Lee Highway and Westmoreland Street: LOS F in the PM peak hour

Washington Boulevard westbound and the Interstate 66 On-Ramp: LOS F in the AM peak hour (minor increases in delay compared to future conditions without development)

Washington Boulevard and the site M1 driveway: LOS F in the PM peak hour

- Study area arterial links operate at V/C ratios of less than 0.80 with the exception of the following:

  Washington Street between Broad Street and the Arlington County Line: V/C ratio of 0.90 in the PM peak hour

  Lee Highway from the Falls Church city line to Fairfax Drive/Washington Boulevard: V/C ratio of 1.21 in the PM peak hour

  Washington Boulevard westbound from Lee Highway to Interstate 66 West On-Ramp: V/C ratio of 1.19 in the AM peak hour

Transit:

- No change from future conditions without development

Pedestrian and Bicycle:

- No change from future conditions without development

Recommended Improvements– Recommended improvements in this study are multimodal in nature and are intended to improve the transportation network for all users. The types of improvements recommended are described in the following:

- **Transportation Demand Management (TDM).** Policies, strategies, and programs consistent with County policy to promote and encourage transportation choice.

- **Corridor Recommendations.** General street recommendations to improve accommodation of all modes of transportation (walking, bicycling, transit, and vehicular).

- **Intersection Recommendations.** Intersection modifications to improve operation and safety for all modes.

- **Neighborhood Traffic Calming.** County policy that provides a methodology to address, analyze, and mitigate the effect of traffic on local streets with measures aimed at reducing vehicle speeds and increasing safety.

- **Transit.** Recommendations for the future transit services and locations of new or modified facilities to improve access to and between transit services.

- **Bicycles and Pedestrians.** Locations of new and modified facilities to improve connectivity and accommodation.

- **Parking.** Curb space management guidelines, parking requirements, and other programs and policies to manage parking demand.

2030 Future Conditions with Development and Improvements – The analysis of 2030 future conditions with development and improvements considers the effect of travel demand generated by the proposed development and improvements related to the proposed development contained in the plan. The following summarizes future transportation conditions with development and transportation recommendations in the study area.

Vehicular:

- Study area intersections operate at overall LOS D or better with the exception of the following:

  Washington Street and Broad Street: LOS E in the AM and PM peak hours (intersection delay similar to that of future conditions without development)

  Washington Boulevard westbound and the Interstate 66 On-Ramp: LOS F in the AM peak hour (intersection delay reduced with altered lane designations)

- Study area arterial links operate at V/C ratios of less than 0.80 with the following notes:

  Lee Highway from the Falls Church city line to Fairfax Drive/Washington Boulevard: V/C ratio reduced from 1.21 to 0.95 in the PM peak hour

Washington Boulevard westbound from Lee Highway to Interstate 66 West On-Ramp: V/C ratio reduced from 1.19 to 1.16 in the AM peak hour

Transit:

- Improved access to the Metrorail station including the following:

  Provision of proposed new western entrance with plaza, kiss-and-ride, and bus facilities

  Provision of additional bicycle parking

  Provision of real-time transit information

Pedestrian and Bicycle:

- Improved intersection safety for pedestrians and bicyclists with through the use of improved crosswalks, improved median refuges, pedestrian signalization, bicycle lanes and bicycle actuation
- Sidewalks on both sides of all arterials, pedestrian space is widened or improved through streetscaping on all arterials
- Improved access to the W&OD trail at Sycamore Street and Lee Highway

Conclusions

With the proposed multimodal transportation improvements in place, the proposed development in the East Falls Church Area Plan can be accommodated.

Two study area intersections operate at LOS E or F under future conditions with development. The intersection of Washington Street and Broad Street is forecast to operate at LOS E in the AM and PM peak hour, but the proposed development raises the intersection delay nominally when compared to future conditions without development. Improvements that include additional lanes are not feasible at this intersection due to adjacent development.

The intersection of Washington Boulevard westbound and the Interstate 66 On-Ramp operates at LOS F in the AM peak hour. The intersection also operates at LOS F under existing conditions. Additional widening is infeasible at this intersection and signalization would not improve performance for the Washington Boulevard movement.

The study section of Washington Boulevard westbound from Lee Highway to the Interstate 66 West

On-Ramp is the only study road section that will operate with a V/C ratio of greater than 1.0 under future conditions with development. This street section is constrained by the intersections of Washington Boulevard with Lee Highway and the Interstate 66 On-Ramp. Widening Washington Boulevard would improve link operations; however, it would create substantial impacts on property.

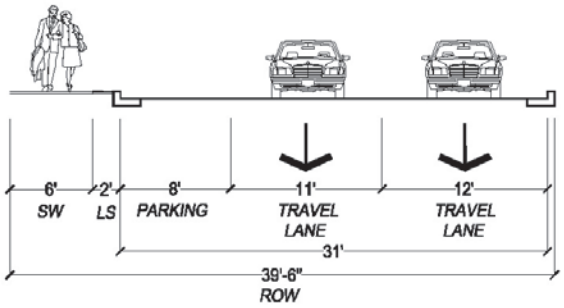
The vehicular network experiences some congestion under future conditions, similar to what is currently experienced it is under existing conditions. Despite the relatively congested operations of the two aforementioned intersections, vehicular mobility will be maintained in the study area. A significant increase in traffic on local streets is not anticipated due to proposed future development. In the event that traffic volumes become a concern, Arlington County has a neighborhood traffic calming program in place to reduce vehicular speed and improve safety as warranted.

Overall mobility and safety will be improved by the addition or improvement of multimodal facilities and services in the East Falls Church area. Recommendations in this study support the provision of new and improved regionally- and locally-serving transit services in the future. Metrorail station access will be increased with the proposed western entrance. A network of on-street bicycle facilities and improved trail connections will facilitate convenient and safe movement of bicyclists. Pedestrian conditions will benefit from new connections, adequate new facilities, modifications to intersections, and more moderate vehicle speeds.

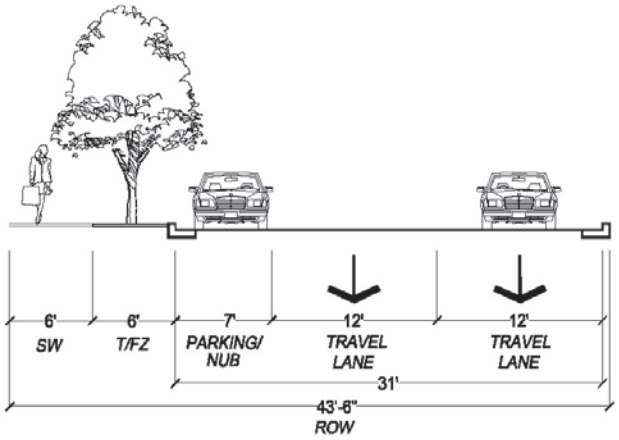
4.PROPOSED STREET CROSS SECTION AND INTERSECTION IMPROVEMENTS


W8
W7
LF1
F1
L6
U1
L5
S5
W6
L4
W5
S4
S3
L2
L3
W2
W1
S2
L1
WM1
W4
W3
S1
N1
FAIRFAX DR
WASHINGTON BLVD
LEE HWY
INTERSTATE 66
I-66 ON-RAMP
I-66 OFF-RAMP
N WESTMORELAND ST
N TUCKAHOE ST
N UNDERWOOD ST
N VAN BUREN ST
N SYCAMORE ST
N ROOSEVELT ST
N QUINTANA ST
22ND RD N
22ND ST N
23RD ST N
24TH ST N
24TH RD N
25TH ST N
27TH ST N
27TH RD N
26TH ST N
19TH RD N
19TH ST N
N WINCHESTER ST
N FOUR MILE RUN DR
LITTLE FALLS RD
GRESHAM PL
JEFFERSON ST
N WYOMING ST
N VENABLE ST
N VAN BUREN CT
N SOMERSET ST
Key for Elements on the Cross-section Diagrams
LS Landscape Strip
PL Planting Area
ROW Right-of-way
SH Shoulder
SW Sidewalk (in proposed sections, this represents 6-foot minimum clear walkway zone and 2-foot minimum shy zone)
SZ Seating Zone
T/FZ Tree/Furniture Zone
•The dimension for all elements adjacent to curb include 1.5-foot gutter pan
N
W
E
S

Existing Cross Section



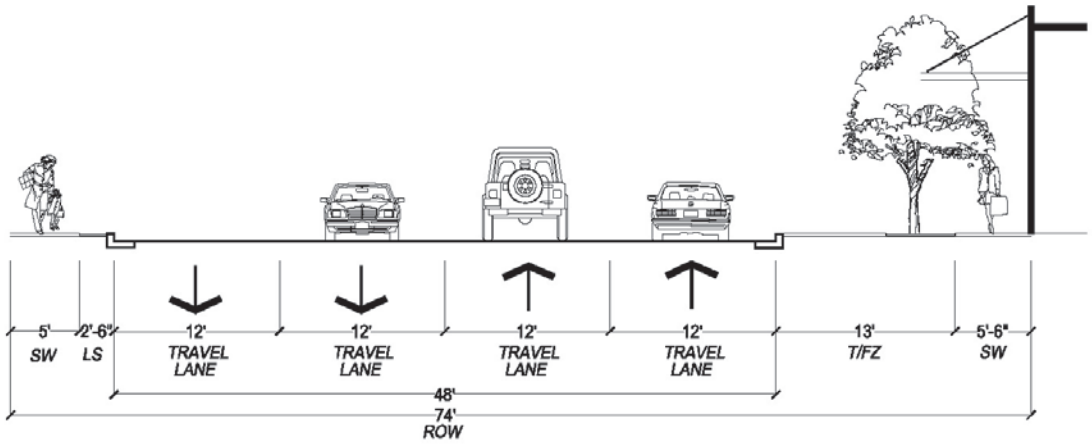
Proposed Cross Section



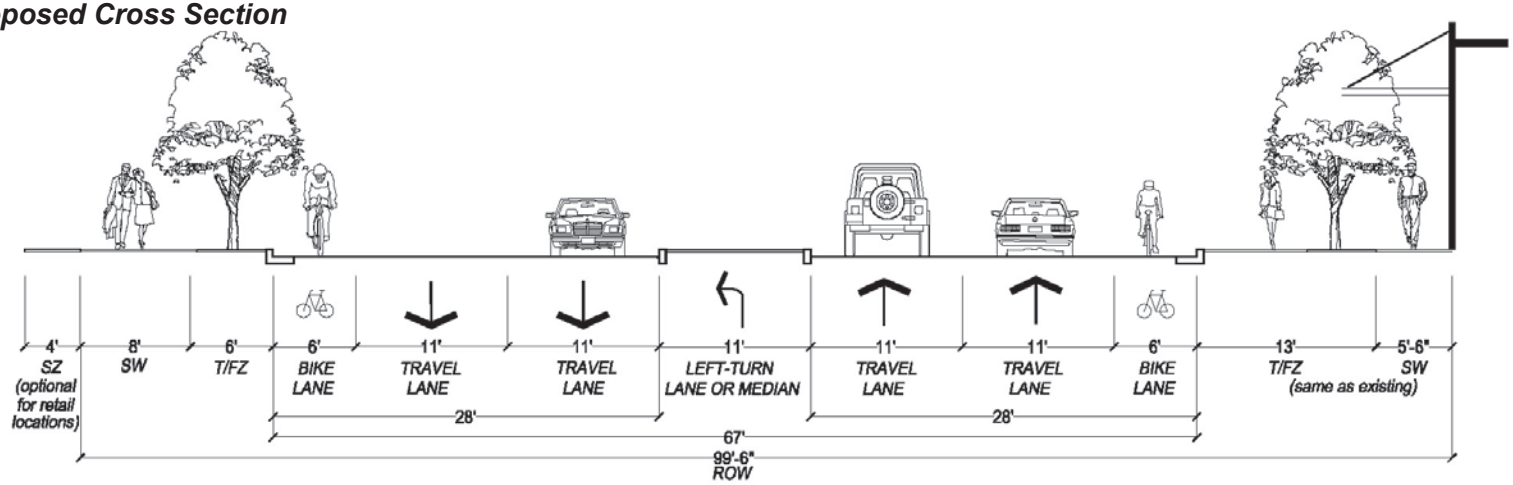
- Maintain two vehicular travel lanes and on-street parking in the southeastbound direction
- Provide at minimum, a 6-foot tree/furniture zone and a 6-foot sidewalk on the west side of the street

F1: Fairfax Drive Southeastbound south of Little Falls Road (looking northwest)

Existing Cross Section



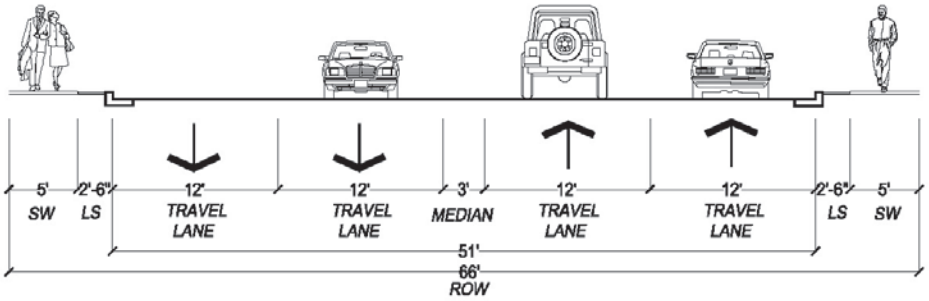
Proposed Cross Section



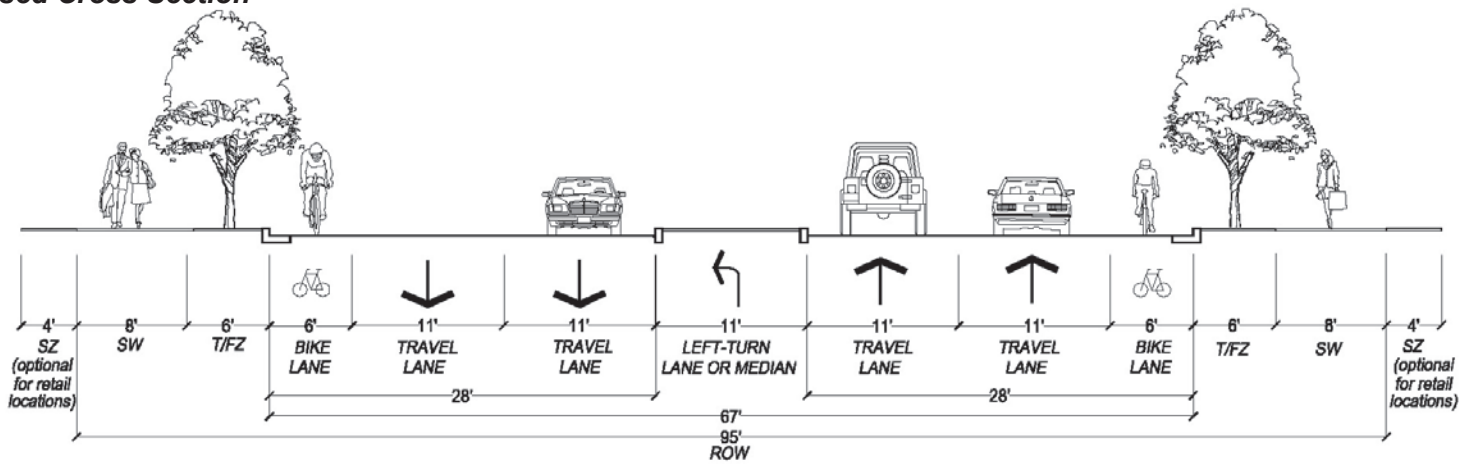
- Maintain two vehicular travel lanes in each direction
- Provide a raised-curb median or left-turn lane at intersections
- Provide a striped bicycle lane in each direction
- Maintain the existing sidewalk and tree/furniture zone on east side of the street
- Provide at minimum, a 6-foot tree/furniture zone and an 8-foot sidewalk on the west side of the street
- 4-foot seating zone is optional for retail locations on the west side of the street

L1: Lee Highway southwest of Westmoreland Street (looking northeast)

Existing Cross Section



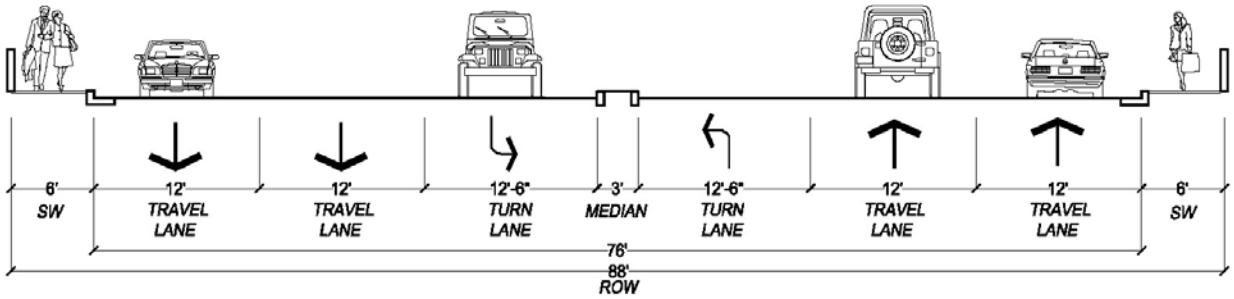
Proposed Cross Section



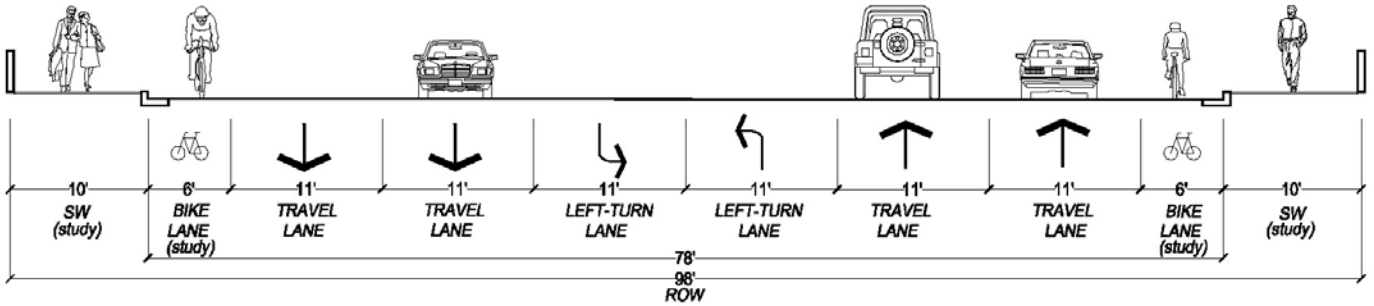
- Maintain two vehicular travel lanes in each direction
- Replace existing striped median with left-turn lanes
- Provide a striped bicycle lane in each direction
- Provide at minimum, a 6-foot tree/furniture zone and an 8-foot sidewalk on each side of the street
- 4-foot seating zone is optional for retail locations on each side of the street

L2: Lee Highway northeast of Westmoreland Street (looking northeast)

Existing Cross Section



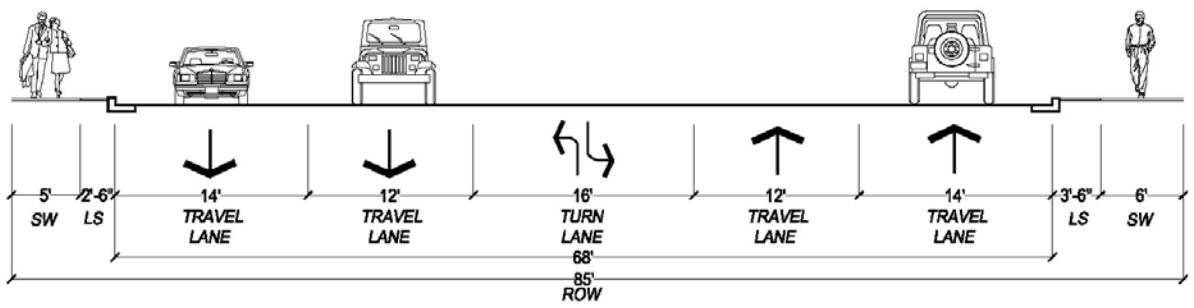
Proposed Cross Section



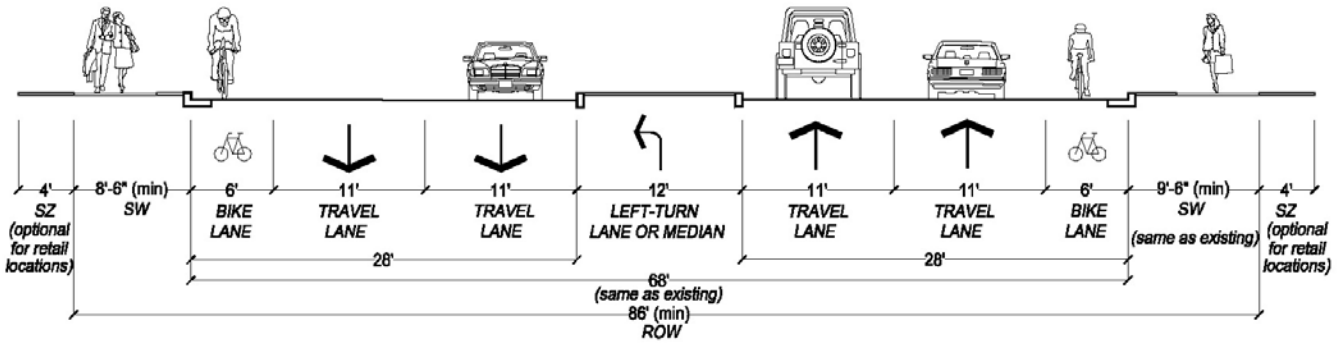
- Maintain the existing dimension of the street from face-of-curb to face-of-curb
- Maintain two vehicular travel lanes and one left-turn lane in each direction
- Remove median and reduce vehicular lane widths to create space for a striped bicycle lane in each direction. Vehicular and bicycle lane widths dependent on feasibility of adding width to the existing structure.
- Study the feasibility of adding width to the existing structure to provide a 10-foot sidewalk on each side of the street

L3: Lee Highway Bridge (looking northeast)

Existing Cross Section



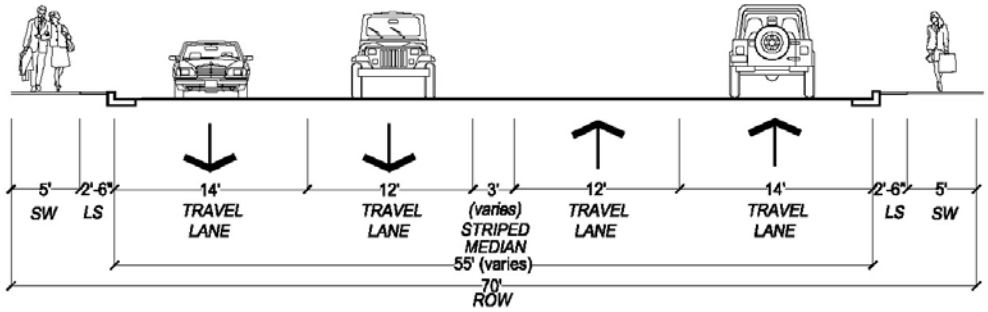
Proposed Cross Section



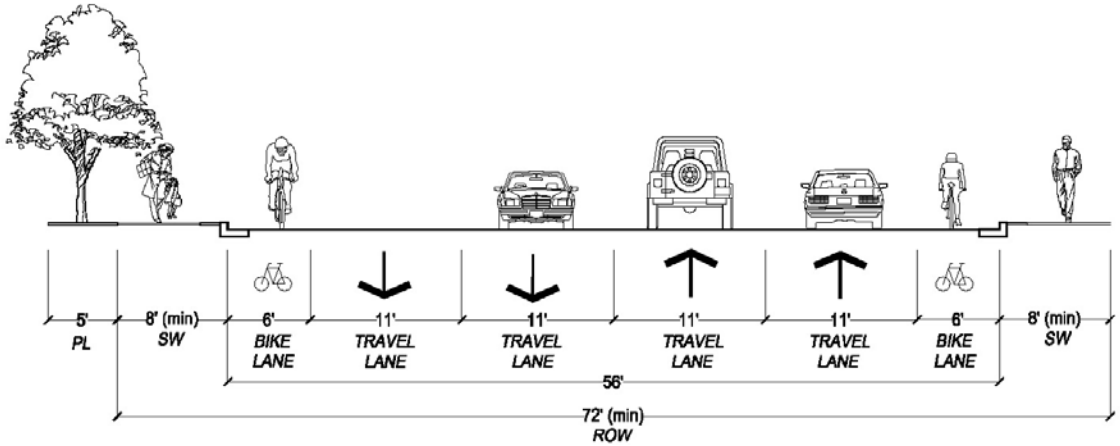
- Maintain the existing dimension of the street from face-of-curb to face-of-curb
- Maintain two vehicular travel lanes in each direction
- Replace existing striped median with a raised-curb median or left-turn lane at intersections
- Reduce vehicular lane widths to create space for a striped bicycle lane in each direction
- Provide at minimum, an 8.5-foot sidewalk (including shy zone) on each side of the street
- 4-foot seating zone is optional for retail locations on each side of the street

L4: Lee Highway northeast of Washington Boulevard (looking northeast)

Existing Cross Section



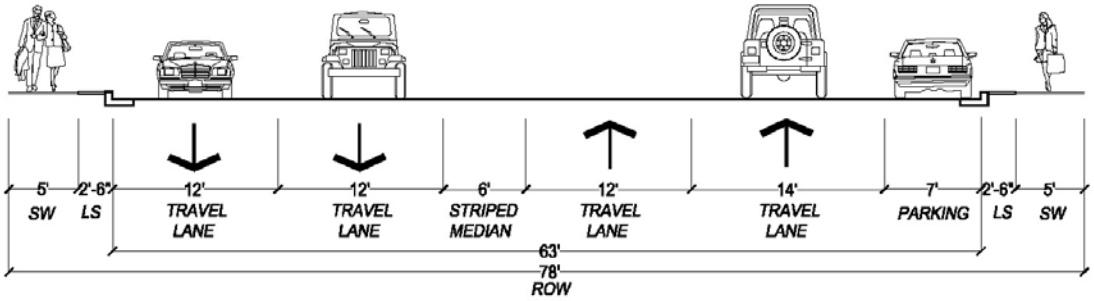
Proposed Cross Section



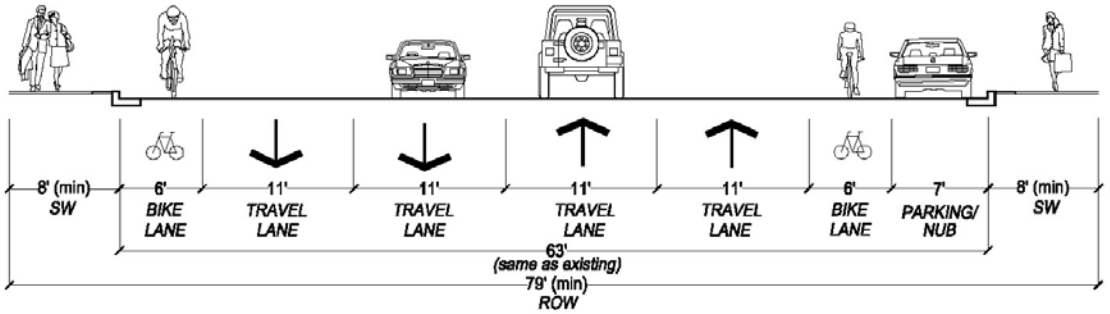
- Maintain the existing dimension of the street from face-of-curb to face-of-curb
- Maintain two vehicular travel lanes in each direction
- Remove median and reduce travel lane widths to create space for a striped bicycle lane in each direction
- Provide at minimum, an 8-foot sidewalk (including shy zone) on each side of the street
- Provide a 5-foot planting zone adjacent to the building front on the west side of the street

L5: Lee Highway southwest of Underwood Street (looking northeast)

Existing Cross Section



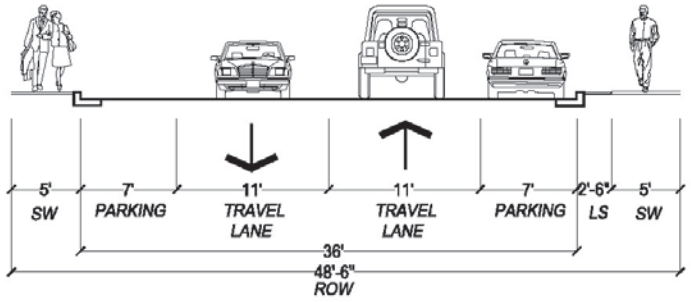
Proposed Cross Section



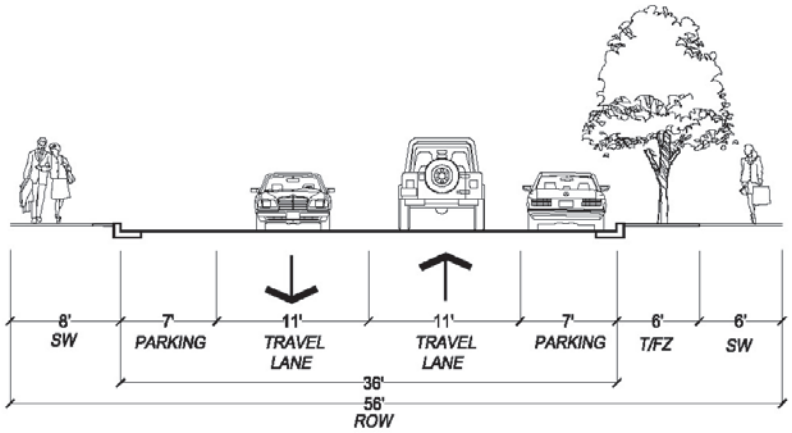
- Maintain the existing dimension of the street from face-of-curb to face-of-curb
- Maintain two vehicular travel lanes in each direction
- Maintain on-street parking lane in northeastbound direction
- Remove median and reduce travel lane widths to create space for a striped bicycle lane in each direction
- Provide at minimum, an 8-foot sidewalk (including shy zone) on each side of the street

L6: Lee Highway southwest of Sycamore Street (looking northeast)

Existing Cross Section



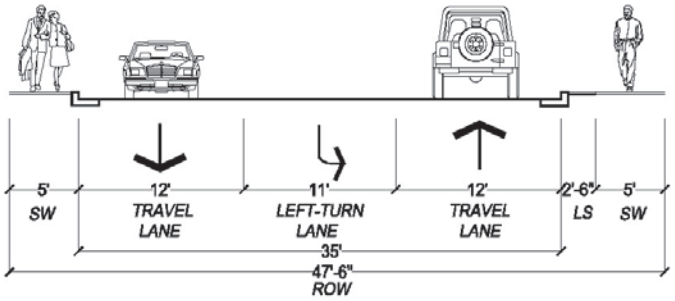
Proposed Cross Section



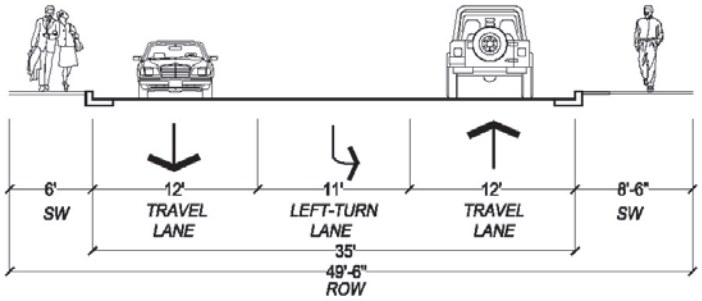
- Maintain one vehicular travel lanes and on-street parking in each direction
- Provide at minimum, an 8-foot sidewalk (including shy zone) on the west side of the street
- Provide at minimum, a 6-foot tree/furniture zone and a 6-foot sidewalk on the east side of the street

LF1: Little Falls Road south of Fairfax Drive (looking northeast)

Existing Cross Section



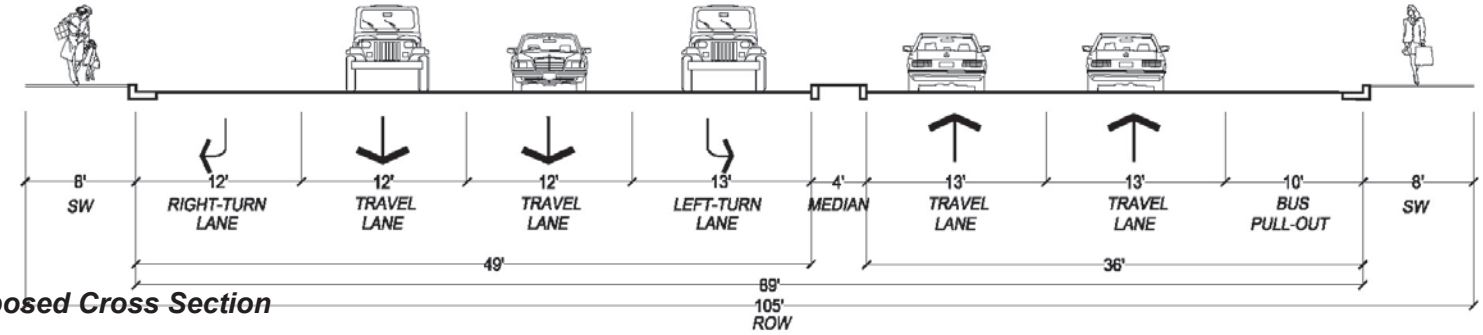
Proposed Cross Section



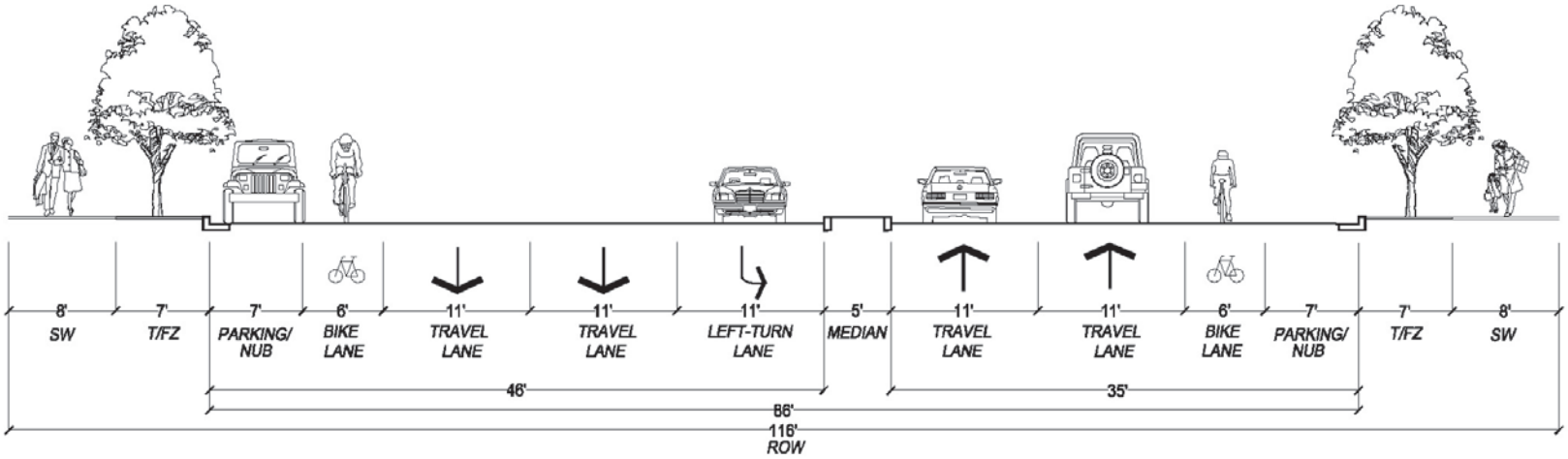
- Maintain one vehicular travel lanes in each direction and eastbound left-turn lane
- Provide at minimum, a existing 6-foot sidewalk (including shy zone) on the south side of street
- Provide at minimum, an 8.5-foot sidewalk (including shy zone) on the north side of the street

N1: 19th Street North west of Sycamore Street (looking west)

Existing Cross Section



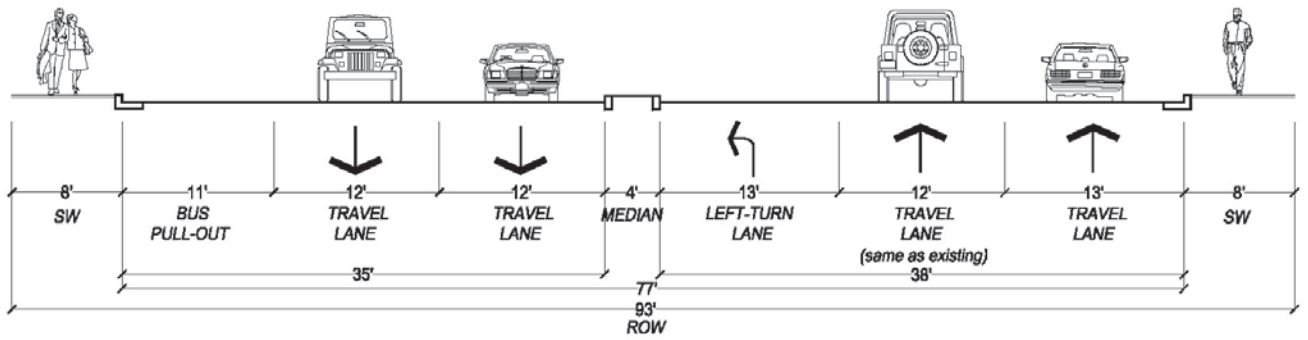
Proposed Cross Section



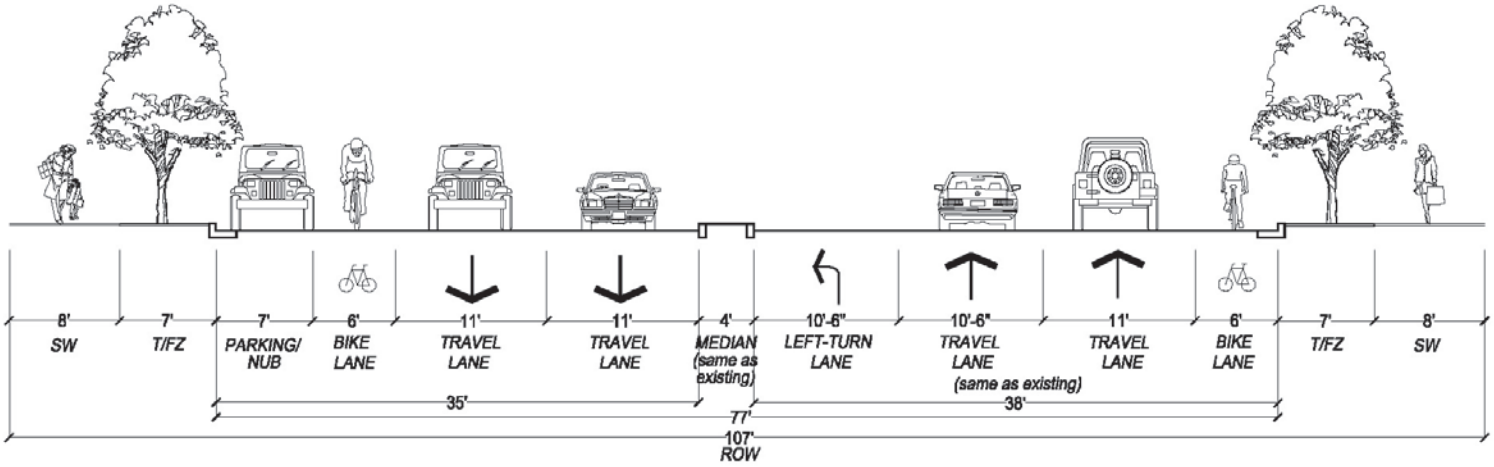
- Maintain two travel lanes in each direction and southbound left-turn lane
- Remove southbound right-turn lane and reduce travel lane widths to create space for a bicycle lane in each direction and on-street parking in the southbound direction. Painted bicycle lanes are proposed.
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on each side of the street

S1: Sycamore Street between I-66 and 19th Street (looking north)

Existing Cross Section



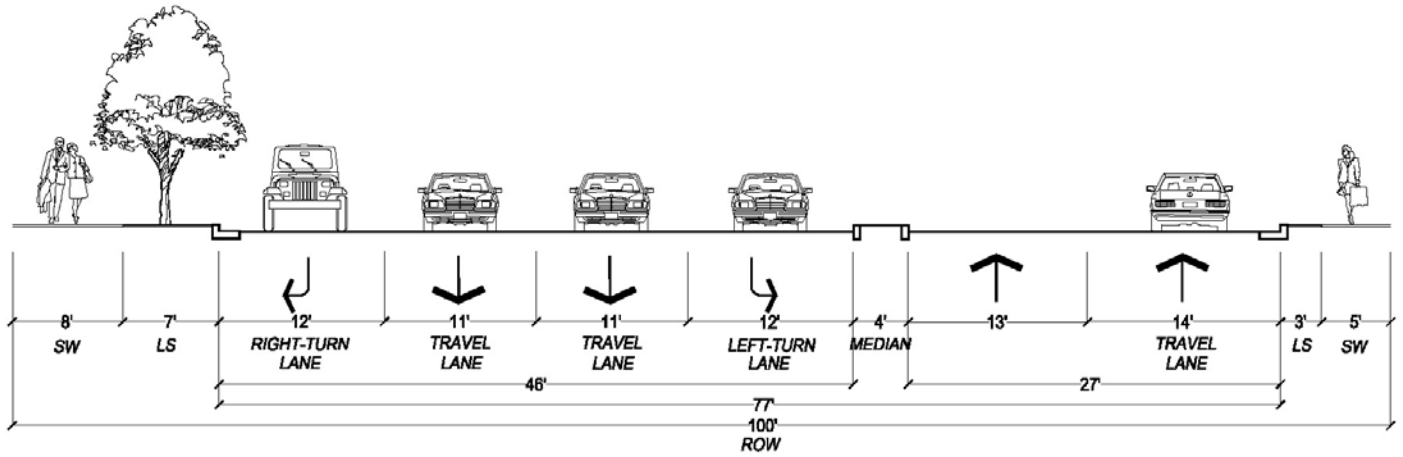
Proposed Cross Section



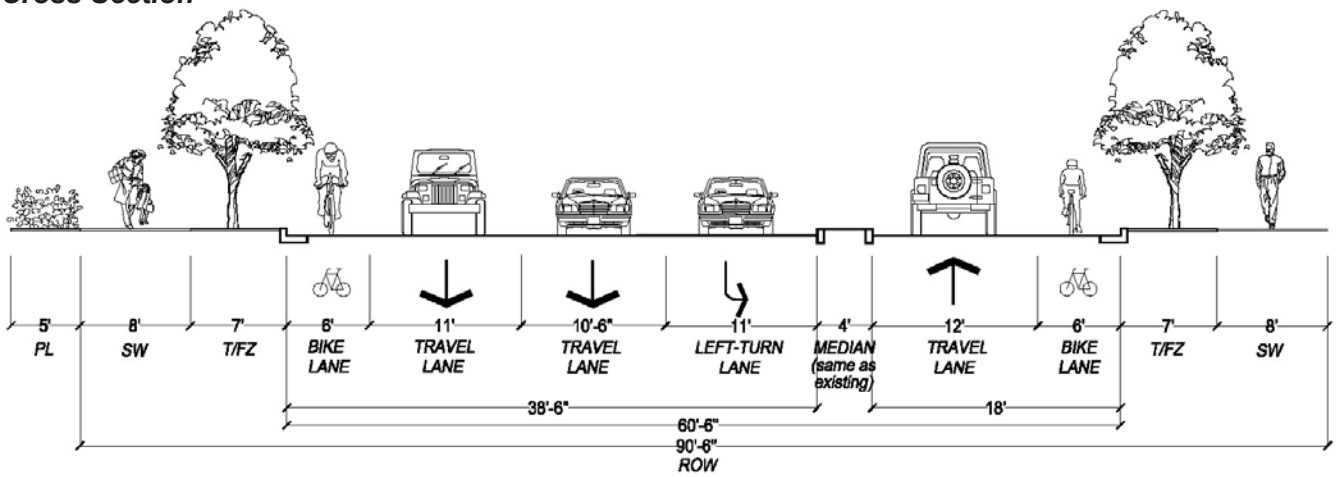
- Maintain the existing dimension of the street from face-of-curb to face-of-curb
- Remove the turn lane in the southbound direction and reduce travel lane widths to create space for a bicycle lane in each direction and on-street parking in the southbound direction. Painted bicycle lanes are proposed.
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on each side of the street

S2: Sycamore Street between Washington Boulevard and Metro Entrance/I-66 (looking north)

Existing Cross Section



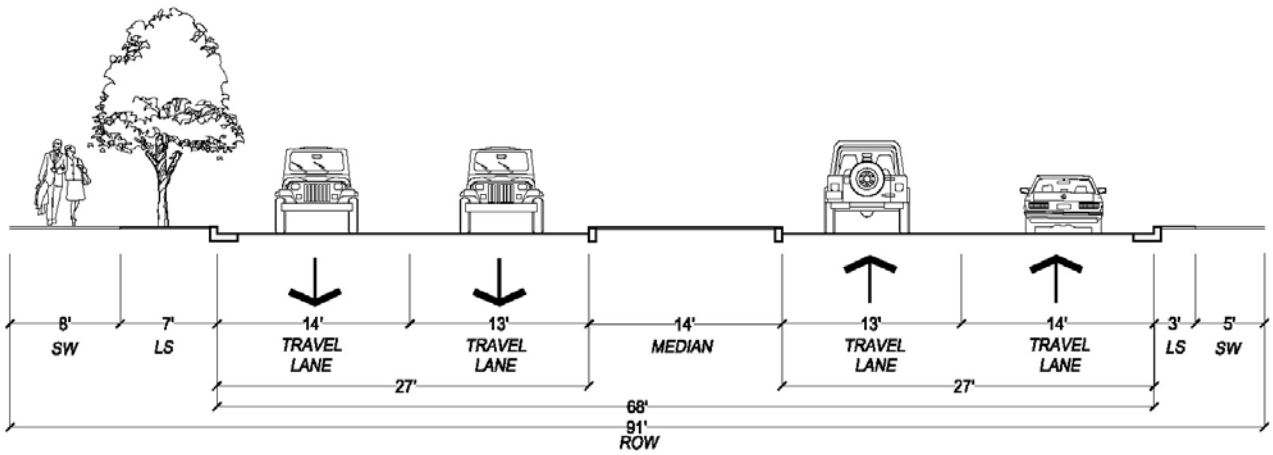
Proposed Cross Section



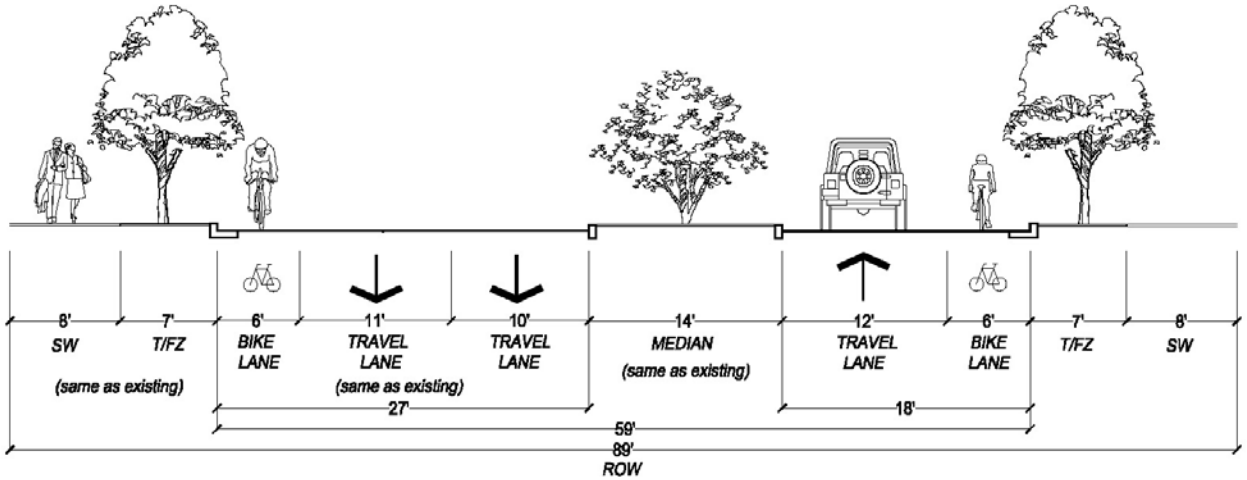
- Remove one vehicular travel lane in the northbound direction and southbound right-turn lane and reduce travel lane widths to create space for a striped bicycle lane in each direction
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on each side of the street
- Provide a 5-foot planting zone adjacent to the building front on the west side of the street

S3: Sycamore Street at north leg of Washington Boulevard intersection (looking north)

Existing Cross Section



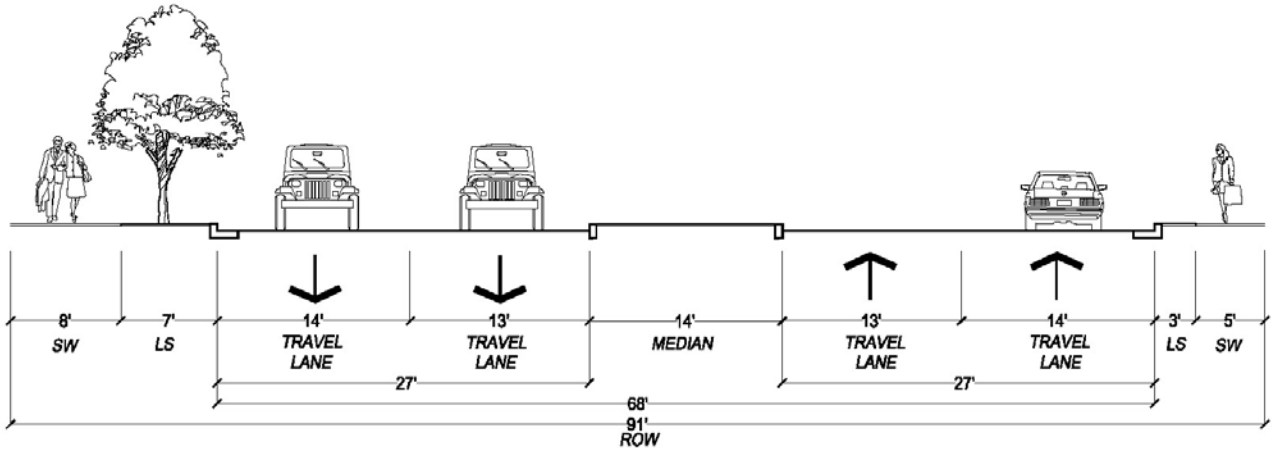
Proposed Cross Section



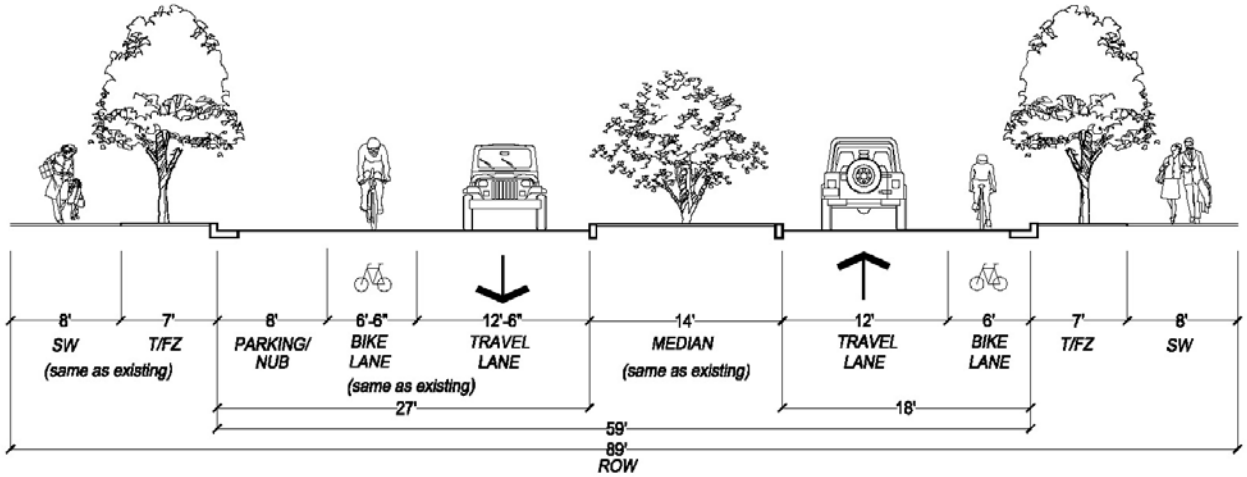
- Maintain the existing dimension of the southbound travelway from face-of-curb to face-of-curb and the median
- Remove one vehicular travel lane in the northbound direction and reduce travel lane widths to create space for a striped bicycle lane in each direction
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on each side of the street

S4: Sycamore Street between 22nd Street N. and Washington Boulevard (looking north)

Existing Cross Section



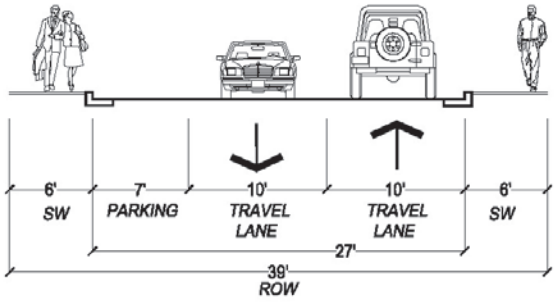
Proposed Cross Section



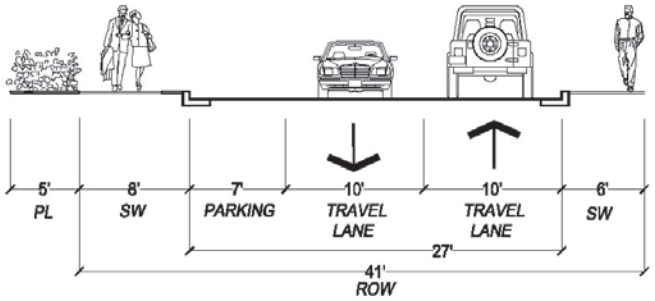
- Maintain the existing dimension of the southbound travelway from face-of-curb to face-of-curb and the median
- Remove one vehicular travel lane in each direction and reduce travel lane widths to create space for a striped bicycle lane in each direction and on-street parking in the southbound direction
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on each side of the street

S5: Sycamore Street between Lee Highway and 22nd Street N. (looking north)

Existing Cross Section



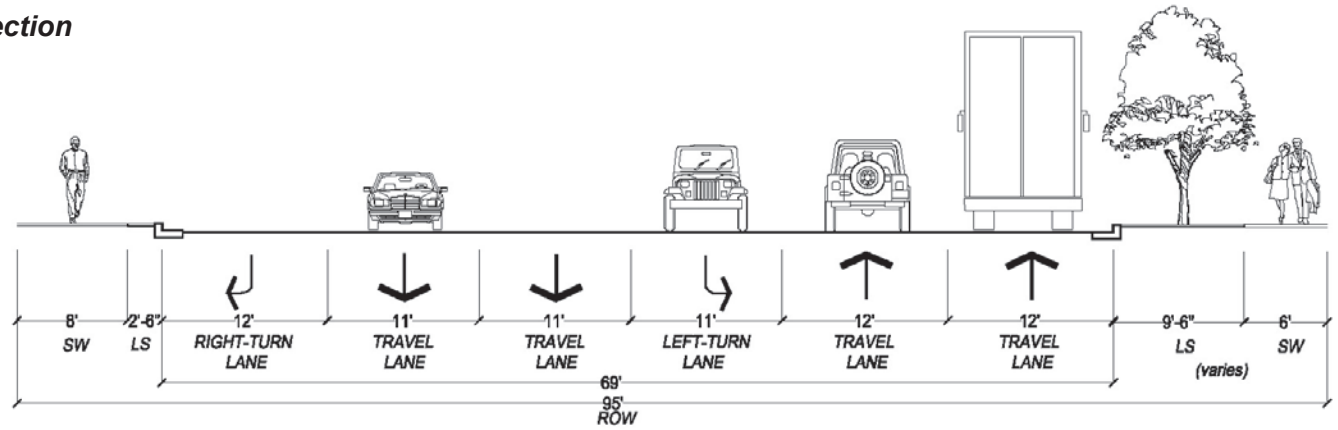
Proposed Cross Section



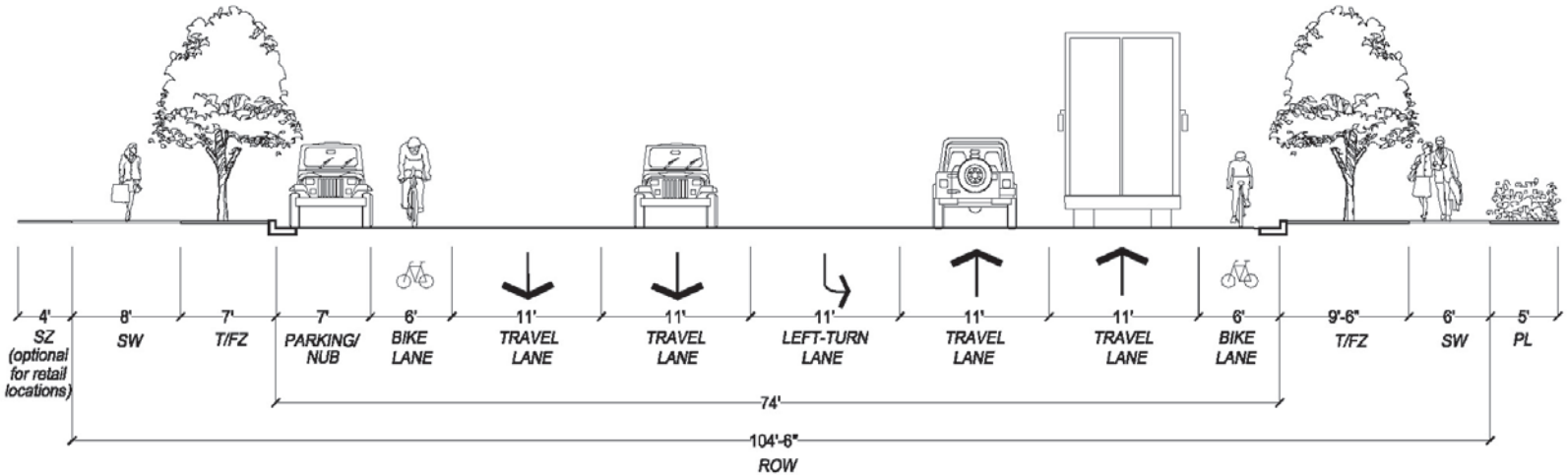
- Maintain one vehicular travel lanes in each direction and on-street parking in the northwestbound direction
- Provide at minimum, a existing 6-foot sidewalk (including shy zone) on the east side of street
- Provide at minimum, an 8-foot sidewalk (including shy zone) on the west side of street
- Provide a 5-foot planting zone adjacent to the building front on the west side of the street

U1: Underwood Street north of Lee Highway (looking northwest)

Existing Cross Section



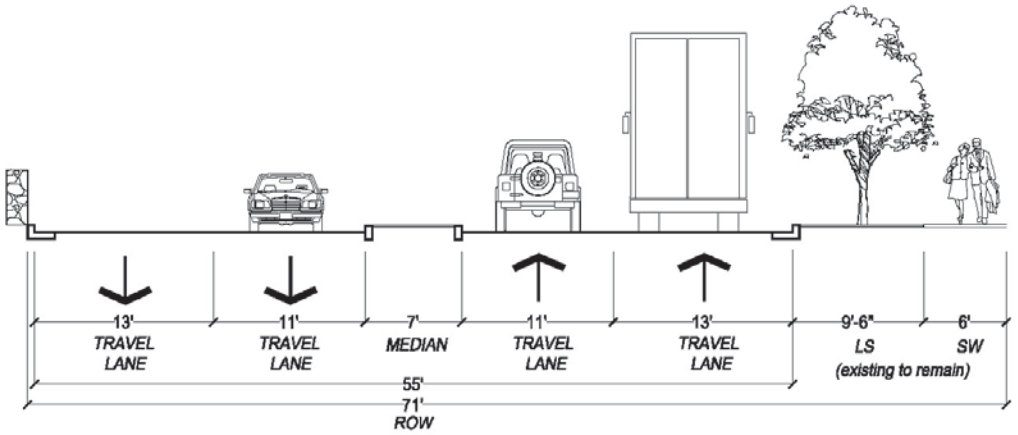
Proposed Cross Section



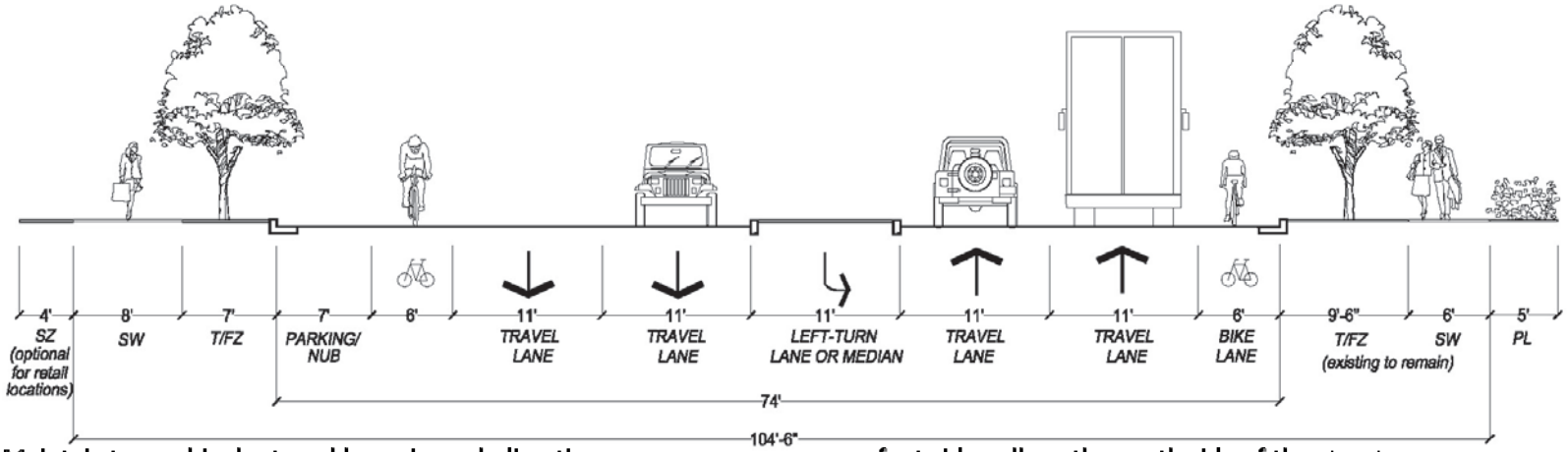
- Remove exclusive right-turn lane and reduce vehicular travel lane widths to create space for on-street parking in the eastbound direction and a striped bicycle lane in each direction
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on the south side of the street
- Provide at minimum, a 9.5-foot tree/furniture zone and a 6-foot sidewalk on the north side of the street
- 4-foot seating zone is optional for retail locations on the south side of the street
- Provide a 5-foot planting zone adjacent to the building front on the north side of the street

W1: Washington Boulevard west of Sycamore Street (looking west)

Existing Cross Section



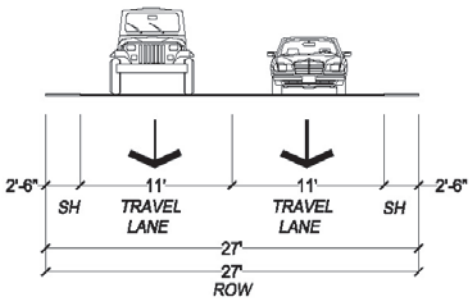
Proposed Cross Section



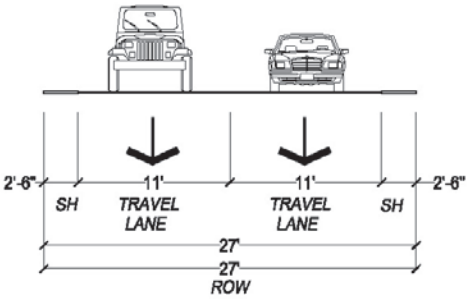
- Maintain two vehicular travel lanes in each direction
- Replace existing median with a raised-curb median or left-turn lane at intersections
- Reduce vehicular travel lane widths
- Provide on-street parking in the eastbound direction and a striped bicycle lane in each direction
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on the south side of the street
- Maintain the existing 9.5-foot tree/furniture zone and a 6-foot sidewalk on the north side of the street
- 4-foot seating zone is optional for retail locations on the south side of the street
- Provide a 5-foot planting zone adjacent to the building front on the north side of the street

W2: Washington Boulevard west of Metro development entrance (looking west)

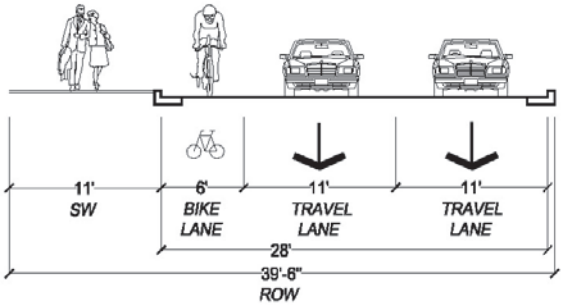
Existing Cross Section



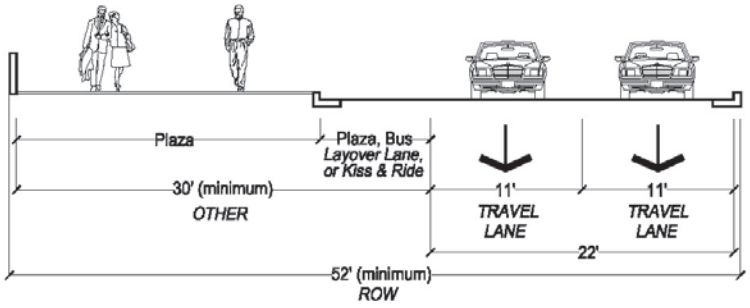
Existing Cross Section



Proposed Cross Section



Proposed Cross Section



- Maintain the two vehicular travel lanes in the eastbound direction
- Provide a striped bicycle lane in the eastbound direction, east of the Metro Plaza
- Provide at minimum, an 11-foot sidewalk (including shy zone) on the south side of the street

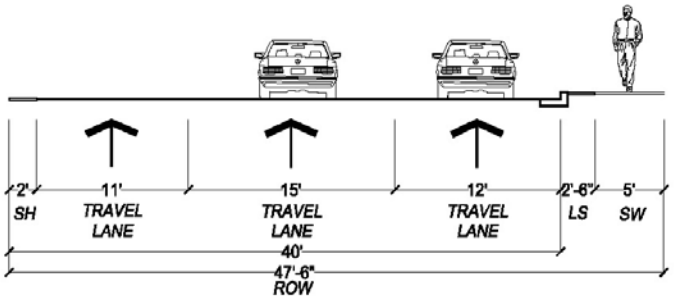
- Maintain two vehicular travel lanes in the eastbound direction
- Provide at minimum, 30-feet space on the south side of the street to be used as needed for the Metro plaza (pedestrian zone), bus layover lane, and kiss and ride. The Metro plaza will be designed at a later time.

Washington Boulevard Eastbound (looking west)

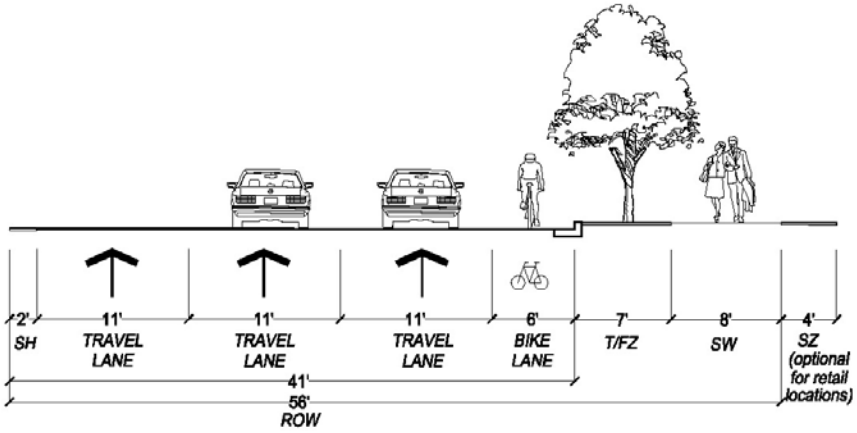
W3: East of Metro Plaza

W4: at Future Metro Plaza

Existing Cross Section



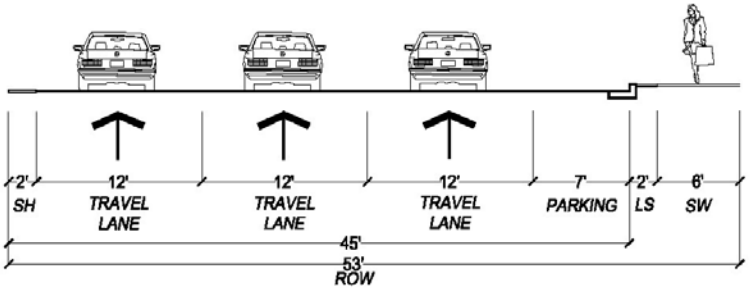
Proposed Cross Section



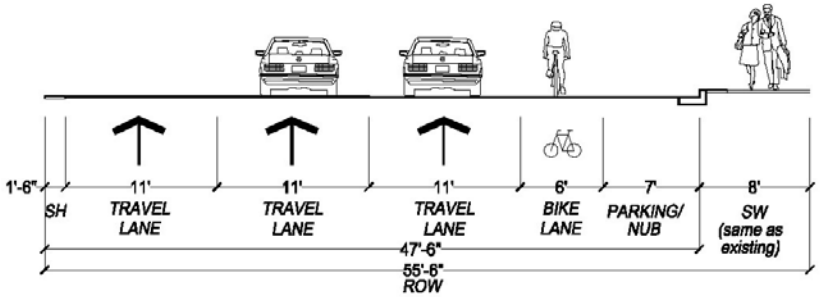
- Maintain three vehicular travel lanes in the westbound direction
- Reduce vehicular travel lane widths to create space for a striped bicycle lane in the westbound direction
- Provide at minimum, a 7-foot tree/furniture zone and an 8-foot sidewalk on the north side of the street
- 4-foot seating zone is optional for retail locations on the east side of the street

W5: Washington Boulevard Westbound east of Lee Highway (looking west)

Existing Cross Section



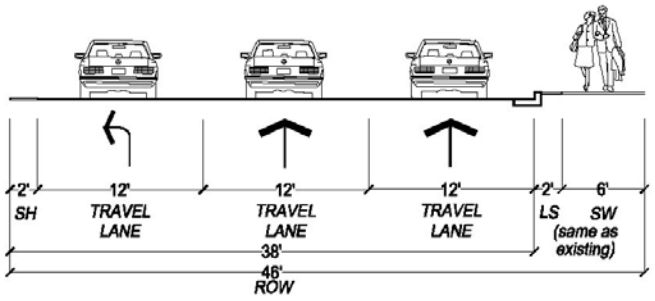
Proposed Cross Section



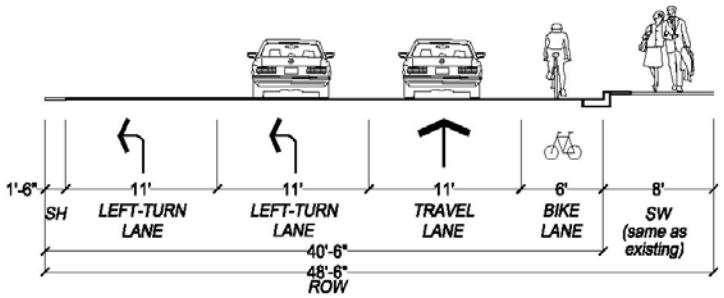
- Maintain three vehicular travel lanes and on-street parking in the northwestbound direction
- Reduce vehicular travel lane widths
- Provide a striped bicycle lane in the northwestbound direction
- Maintain at minimum, existing 8-foot sidewalk (including shy zone) on the east side of the street

W6: Washington Boulevard Northwestbound north of Lee Highway (looking northwest)

Existing Cross Section



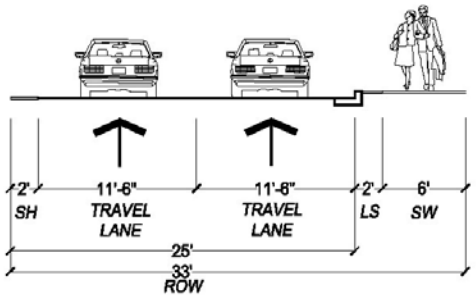
Proposed Cross Section



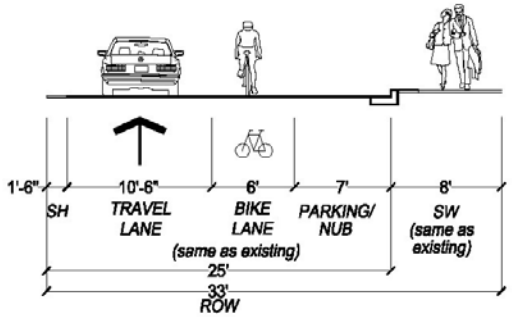
- Maintain three vehicular lanes in the northwestbound direction
- Reduce vehicular travel lane widths
- Provide a striped bicycle lane in the northwestbound direction
- Maintain at minimum, existing 8-foot sidewalk (including shy zone) on the east side of the street

W7: Washington Boulevard Northwestbound north of 25th Street N. (looking northwest)

Existing Cross Section



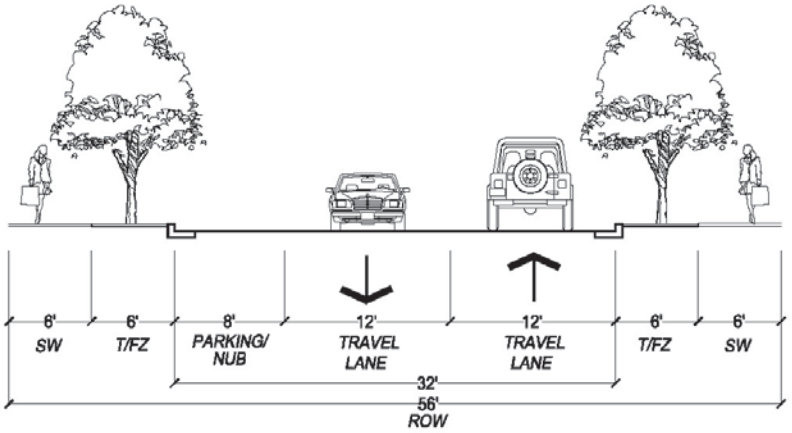
Proposed Cross Section



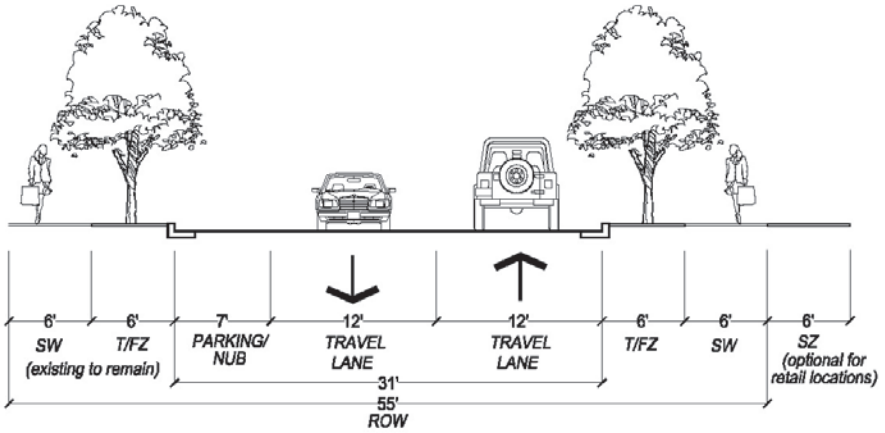
- Remove one vehicular travel lane in the northwestbound direction and reduce travel lane widths to create space for on-street parking and a striped bicycle lane in the northwestbound direction
- Maintain at minimum, existing 8-foot sidewalk (including shy zone)

W8: Washington Boulevard Northwestbound north of I-66 On-Ramp (looking northwest)

Existing Cross Section



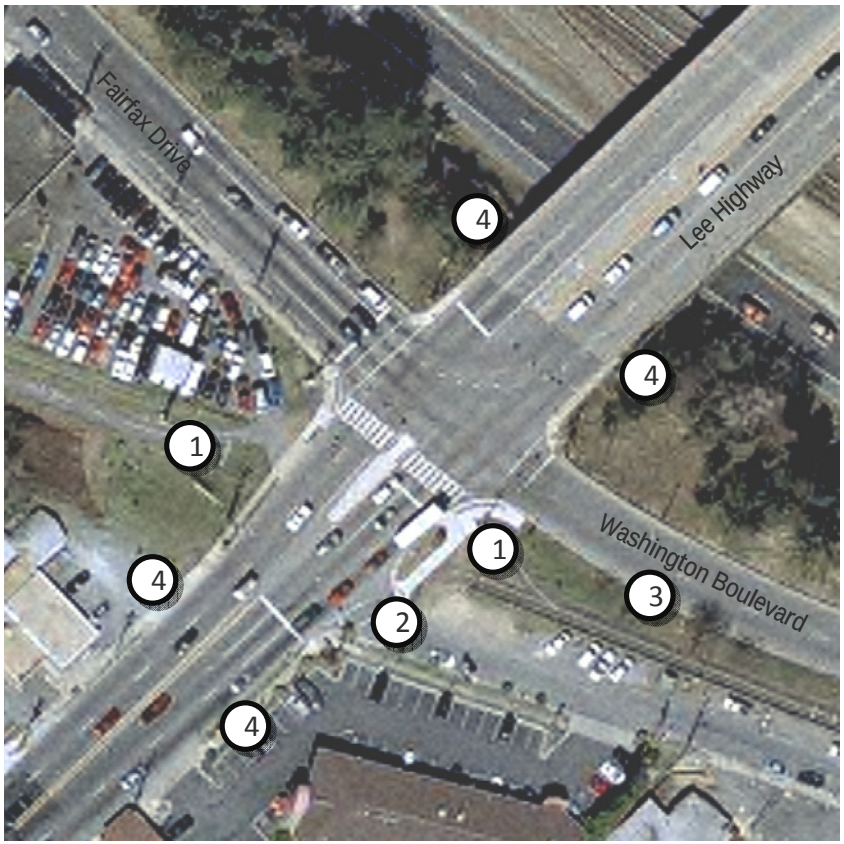
Proposed Cross Section



- Maintain one vehicular travel lanes in each direction and on-street parking in northwestbound direction
- Maintain at minimum, existing 6-foot sidewalk and 6-foot tree/furniture zone on each side of the street
- 6-foot seating zone is optional for retail locations on the east side of the street

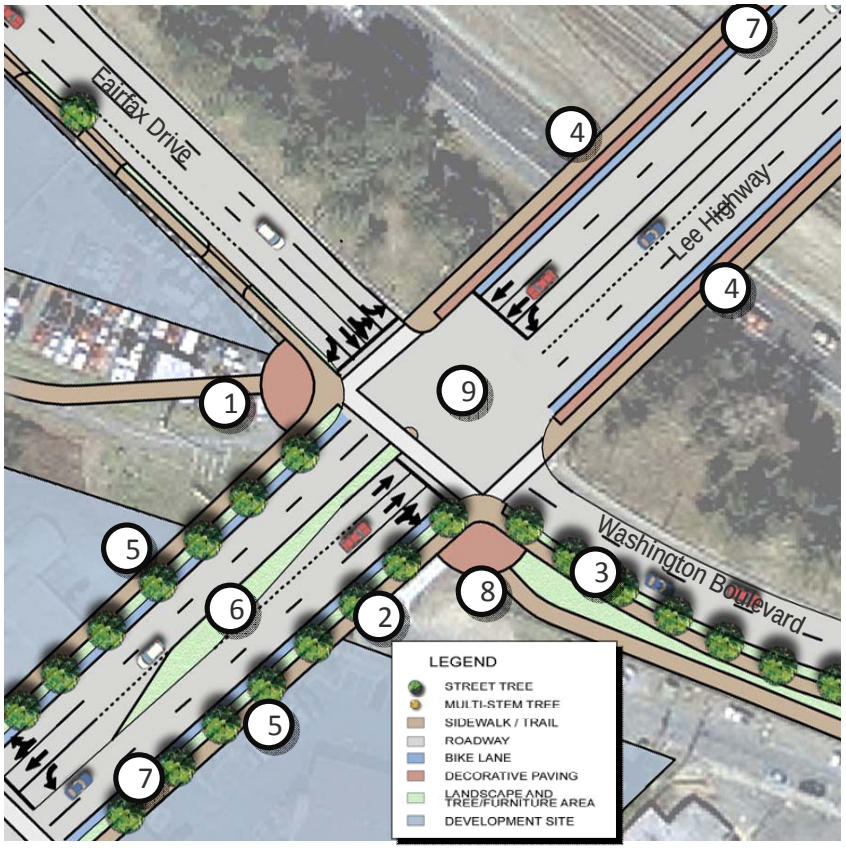
WM1: Westmoreland Street south of Lee Highway (looking northwest)

Lee Highway and Fairfax Drive / N. Washington Boulevard Eastbound



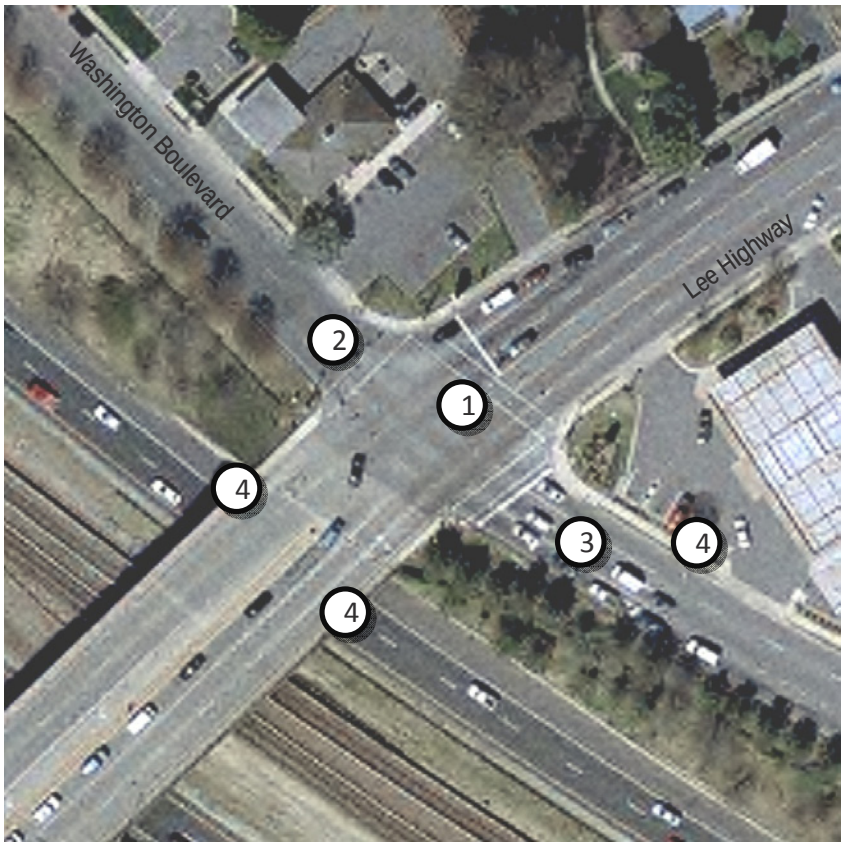
Existing Intersection

1. Trail alignment issue at intersection
2. Pedestrian conflict at driveway
3. Sidewalk not provided
4. Inadequate sidewalk



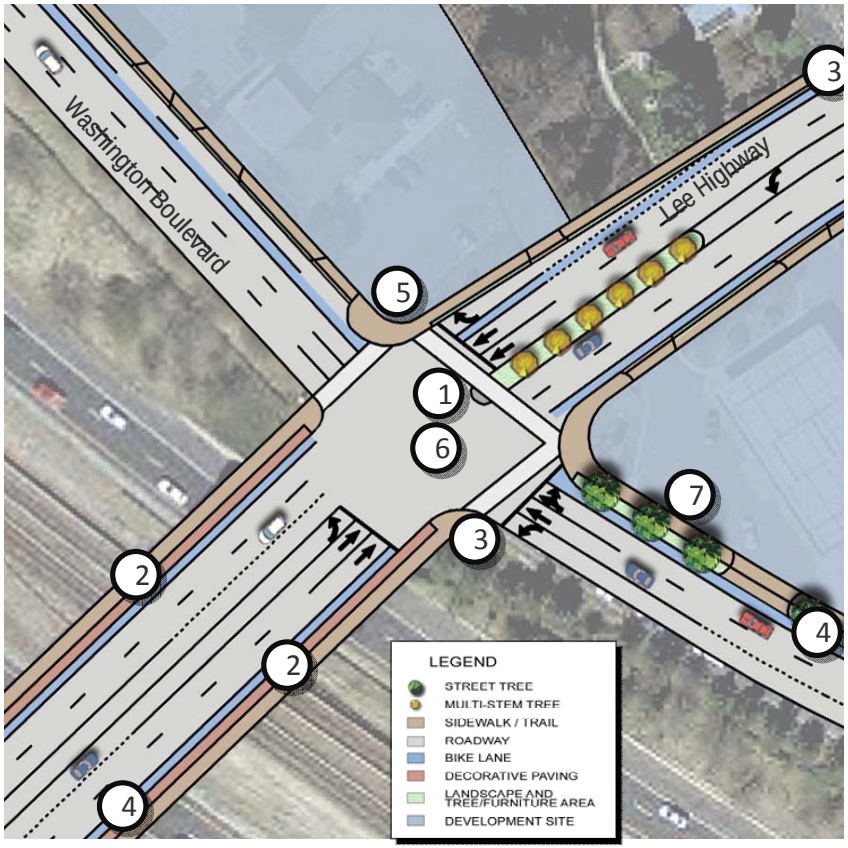
Proposed Configuration

1. Trail realignment at intersection
2. Driveway closure
3. Sidewalk addition
4. Bridge widening study for sidewalk improvement
5. Sidewalk/streetscape improvement
6. Landscaped median
7. Striped bicycle lane with bicycle detectors at the intersection
8. High-visibility crosswalks and ADA compliant curb ramps on all approaches to the intersection
9. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications



Existing Intersection

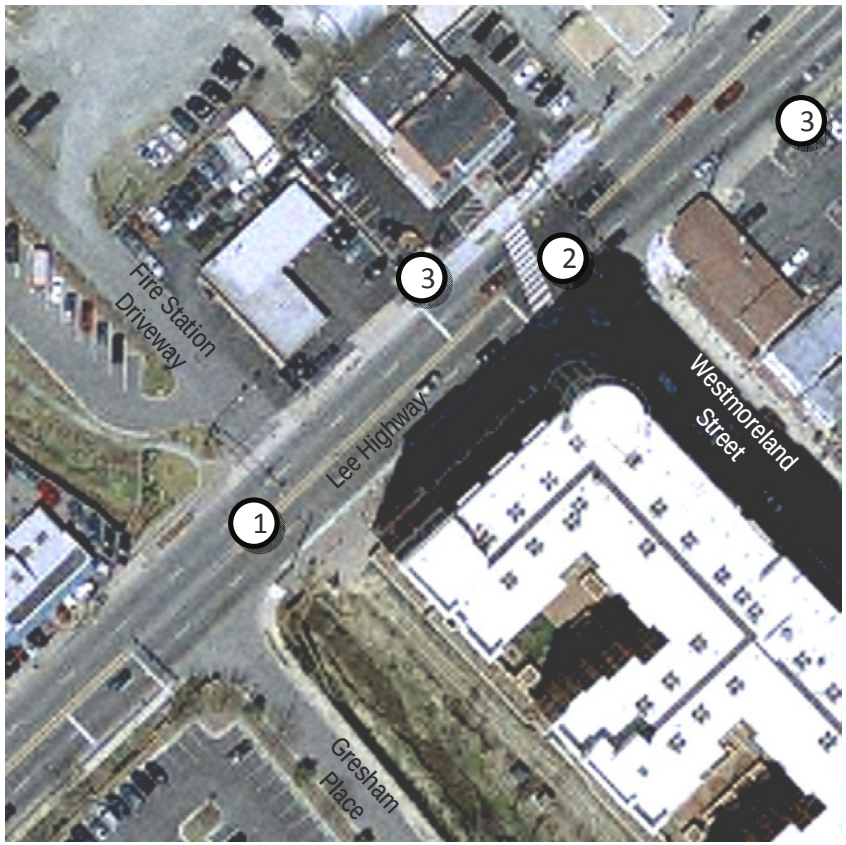
1. Wide crossing without refuge island
2. Wide crosswalk
3. Wide travel lanes
4. Inadequate sidewalk



Proposed Configuration

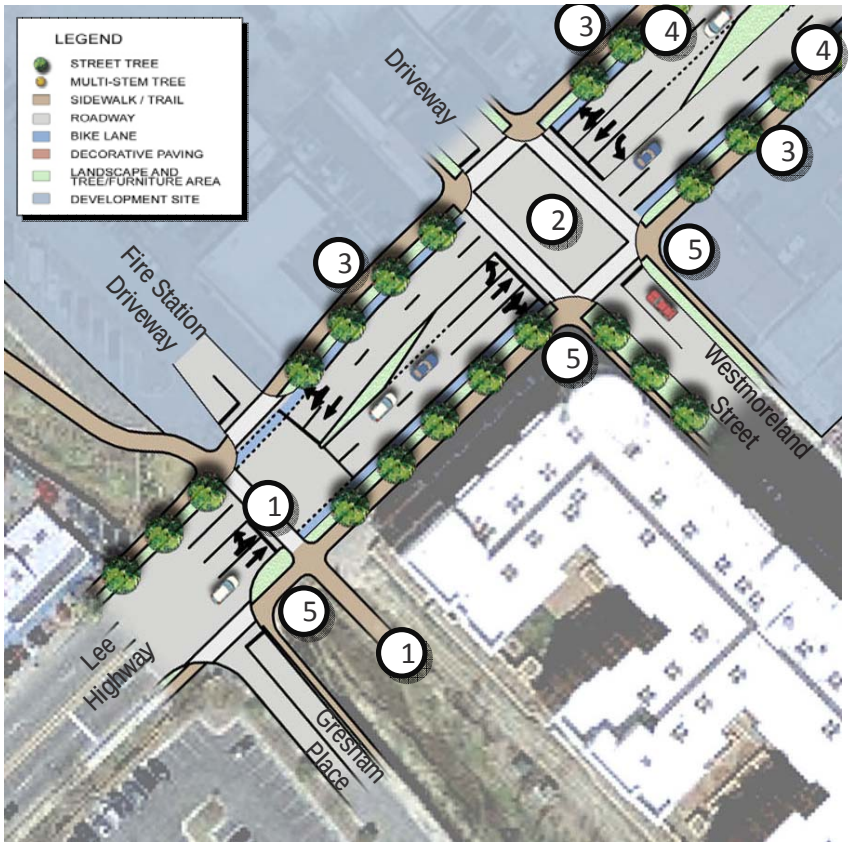
1. Raised-curb refuge island
2. Bridge widening study for sidewalk improvement
3. High-visibility crosswalks and ADA compliant curb ramps on all approaches to the intersection
4. Striped bicycle lane with bicycle detectors at the intersection
5. Curb radius reduction and intersection narrowing
6. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications
7. Sidewalk widening and streetscape improvement

Lee Highway and N. Westmoreland Street / Gresham Place



Existing Intersection

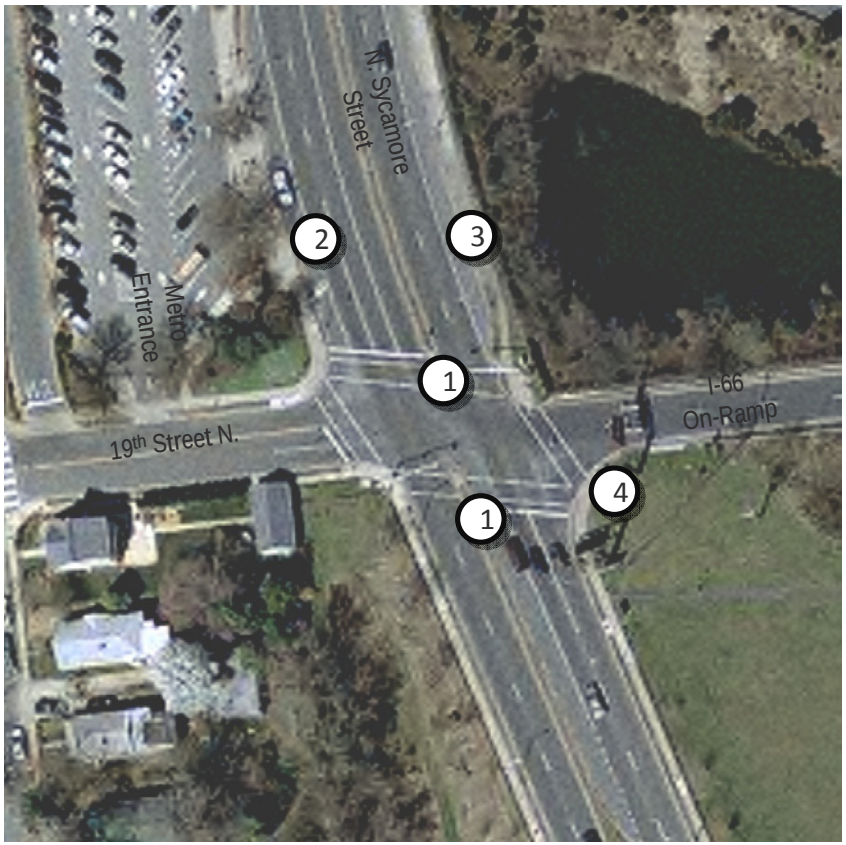
1. Unmarked trail crossing
2. Signalized intersection without left-turn lanes on Lee Highway
3. Narrow sidewalks/inadequate streetscape



Proposed Configuration

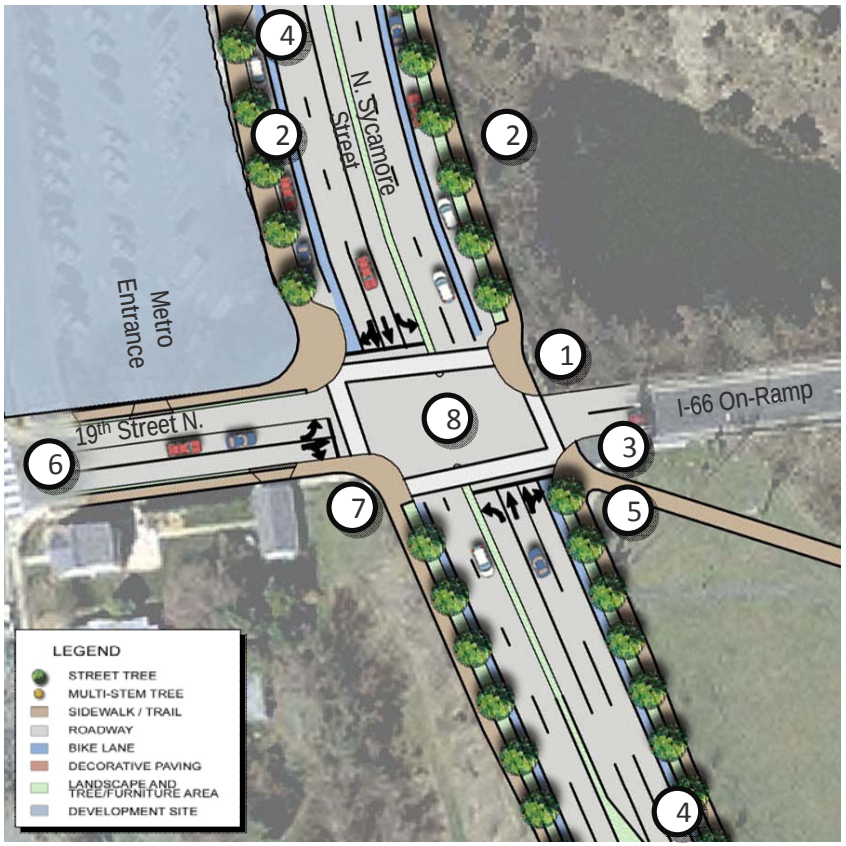
1. Designated and marked trail crossing and trail extension
2. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications
3. Improved streetscape
4. Striped bicycle lane with bicycle detectors at the signalized intersection
5. High-visibility crosswalks and ADA compliant curb ramps on all approaches

N. Sycamore Street and N.19th Street / Interstate 66 On Ramp



Existing Intersection

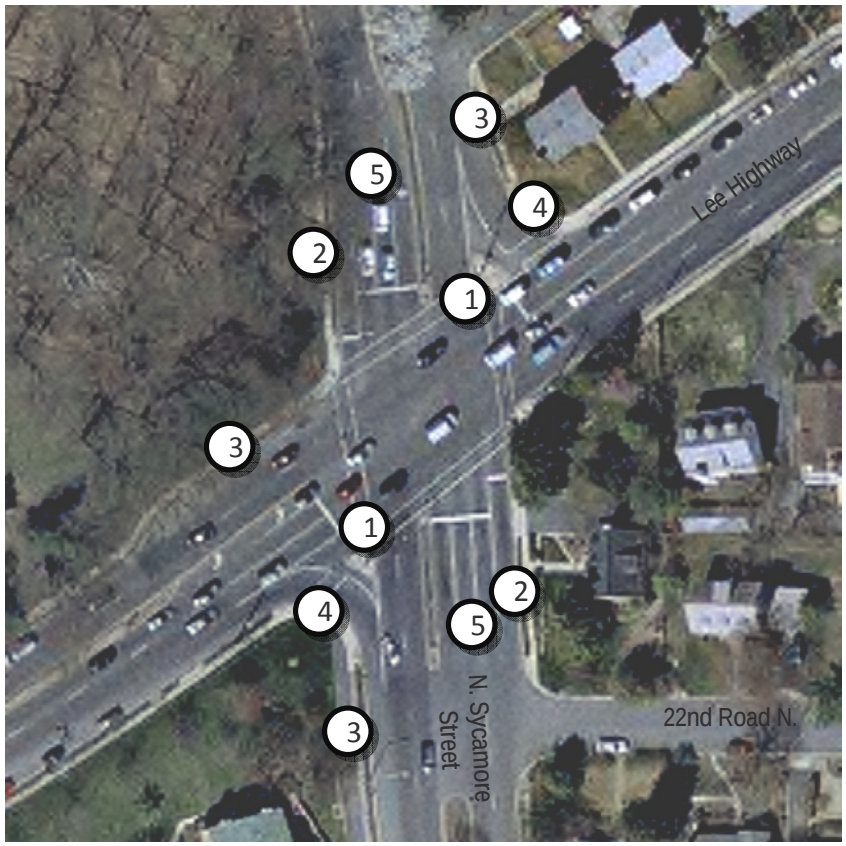
1. Inadequate refuge median and long crosswalk
2. Unnecessary right-turn lane
3. Unused pavement
4. Large curb radius



Proposed Configuration

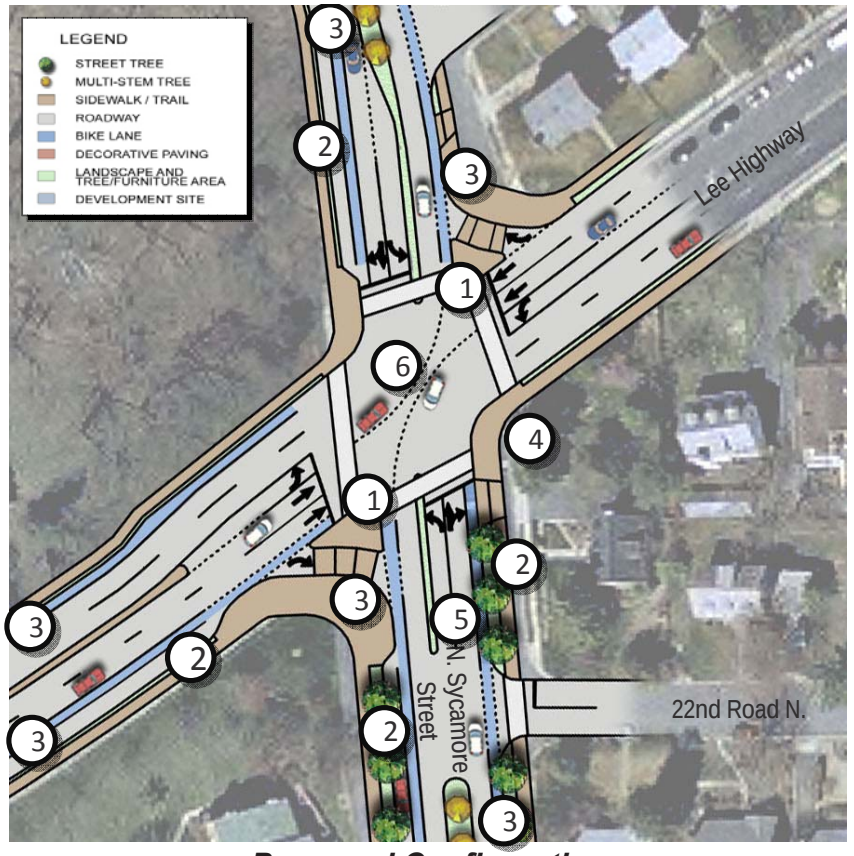
1. Reduced length crosswalks (all approaches)
2. On-street parking
3. Reduced curb radius
4. Striped bicycle lanes with bicycle detectors at the intersection
5. Trail terminus modification
6. Bicycle route
7. High-visibility crosswalks and ADA compliant curb ramps on all intersection approaches
8. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications

N. Sycamore Street and Lee Highway



Existing Intersection

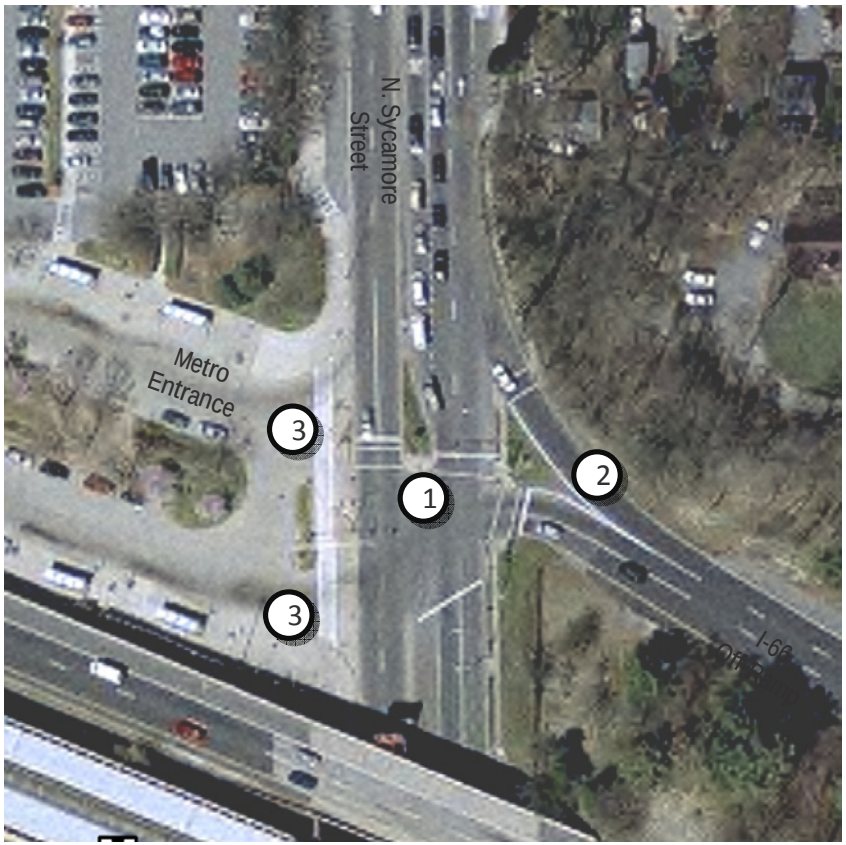
1. Inadequate refuge island
2. Unnecessary right-turn lane
3. Unneeded merge lane
4. Free right-turn lane
5. Excess vehicular capacity



Proposed Configuration

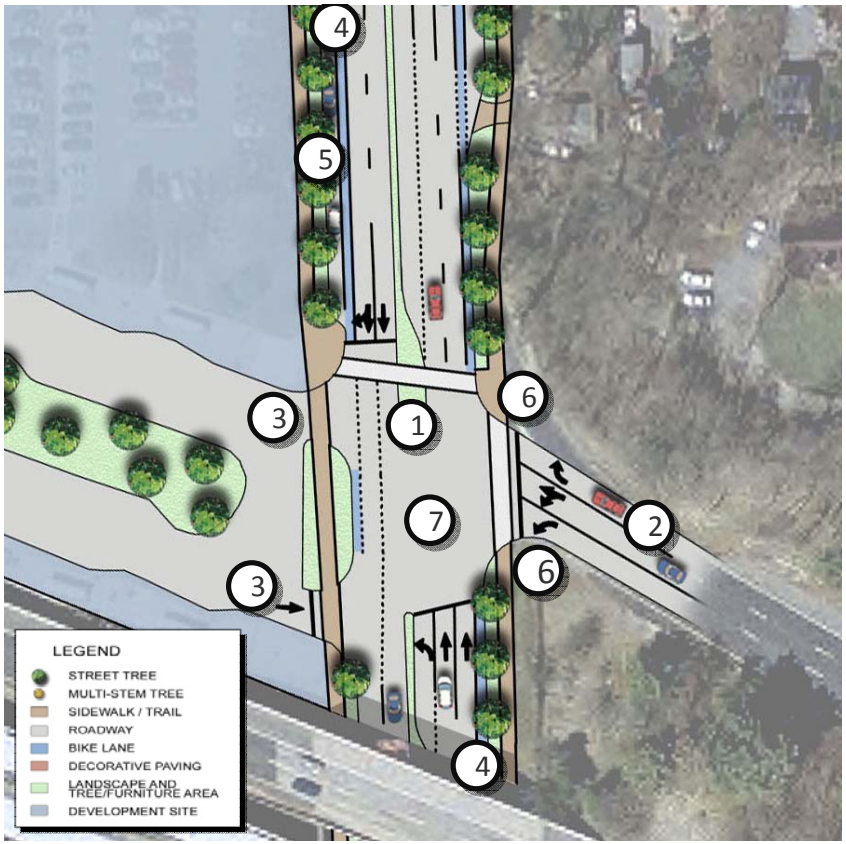
1. Improved refuge island with curbless pedestrian crossing
2. On-street parking
3. Removed merge lane to create stop condition for right-turn
3. Striped bicycle lane with bicycle detectors at the intersection
4. High-visibility crosswalks and ADA compliant curb ramps on all approaches to the intersection
5. Reconfigured approach with a reduced number of lanes
6. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications

N. Sycamore Street and Metro Entrance / Interstate 66 Off Ramp



Existing Intersection

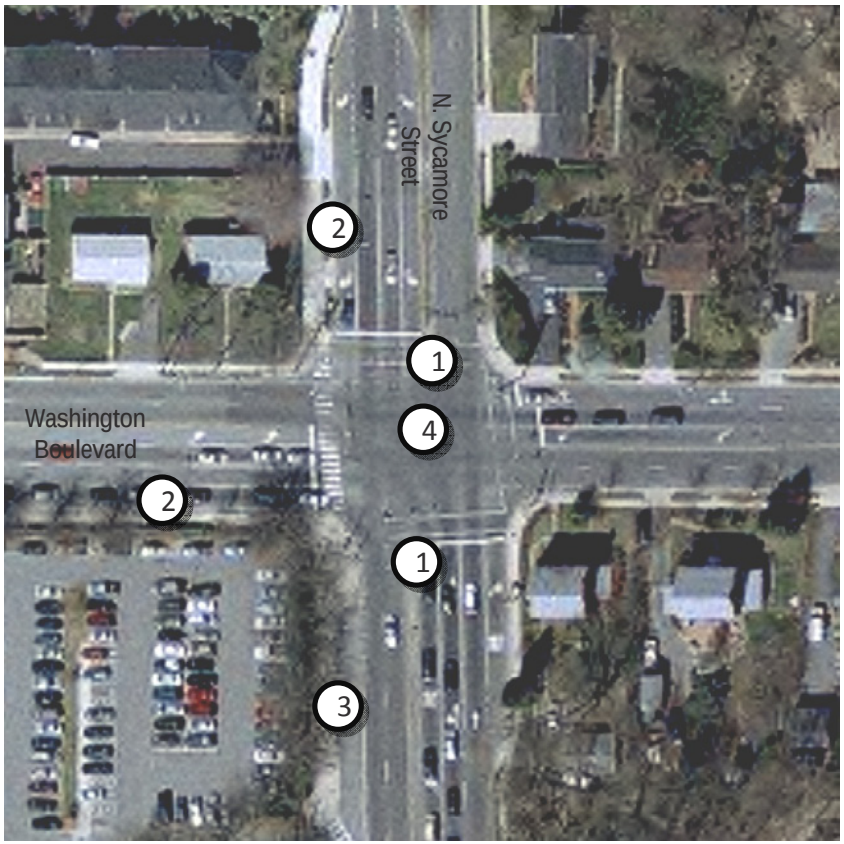
1. Inadequate refuge median
2. Free right-turn lane
3. Wide driveways/pedestrian conflict



Proposed Configuration

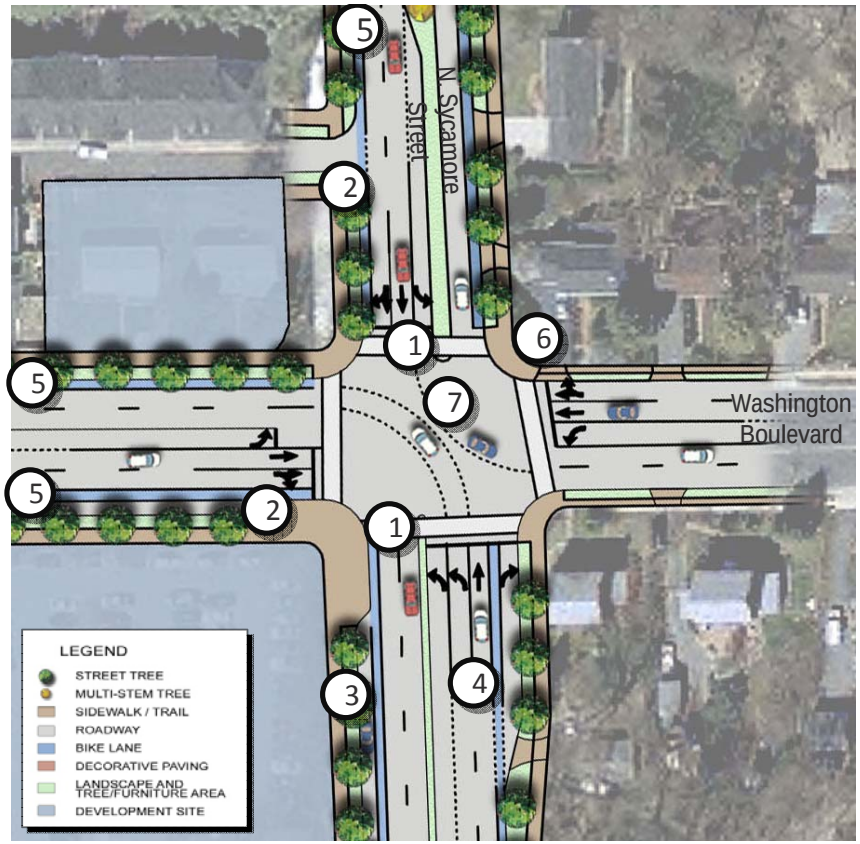
1. Improved refuge median
2. Standard right-turn lane
3. Reconfigured driveways to better define sidewalk and crosswalks
4. Striped bicycle lane with bicycle detectors at the intersection
5. On-street parking
6. High-visibility crosswalks and ADA compliant curb ramps on all intersection approaches
7. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications

N. Sycamore Street and N. Washington Boulevard



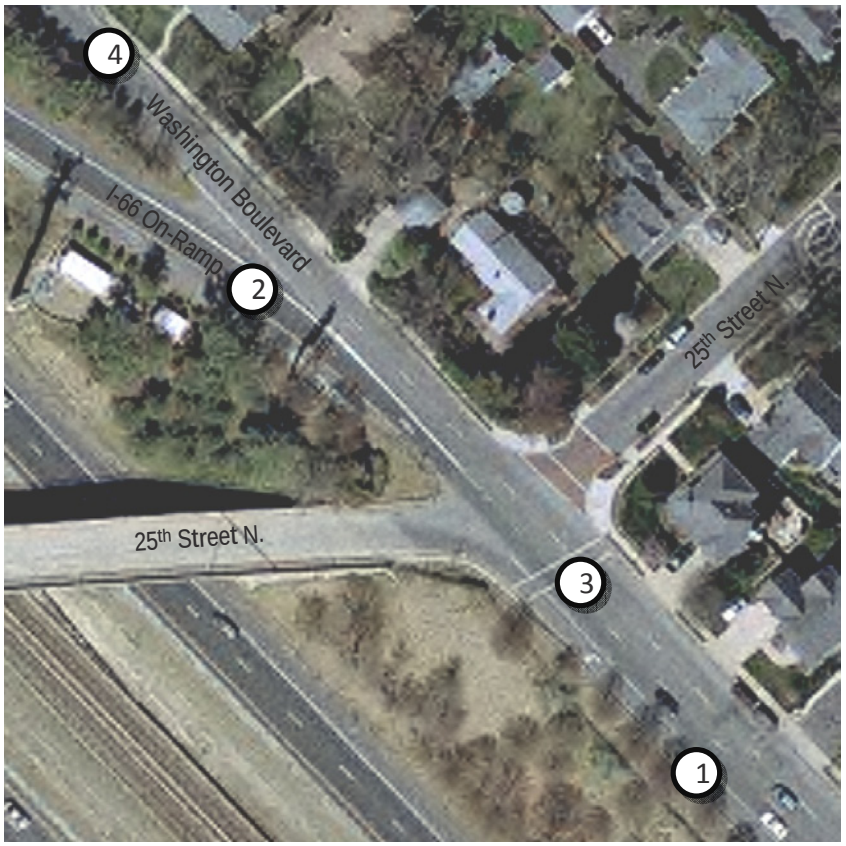
Existing Intersection

1. Inadequate refuge median
2. Unnecessary right-turn lane
3. Unused pavement
4. Split-phase signal operation in northbound/southbound direction



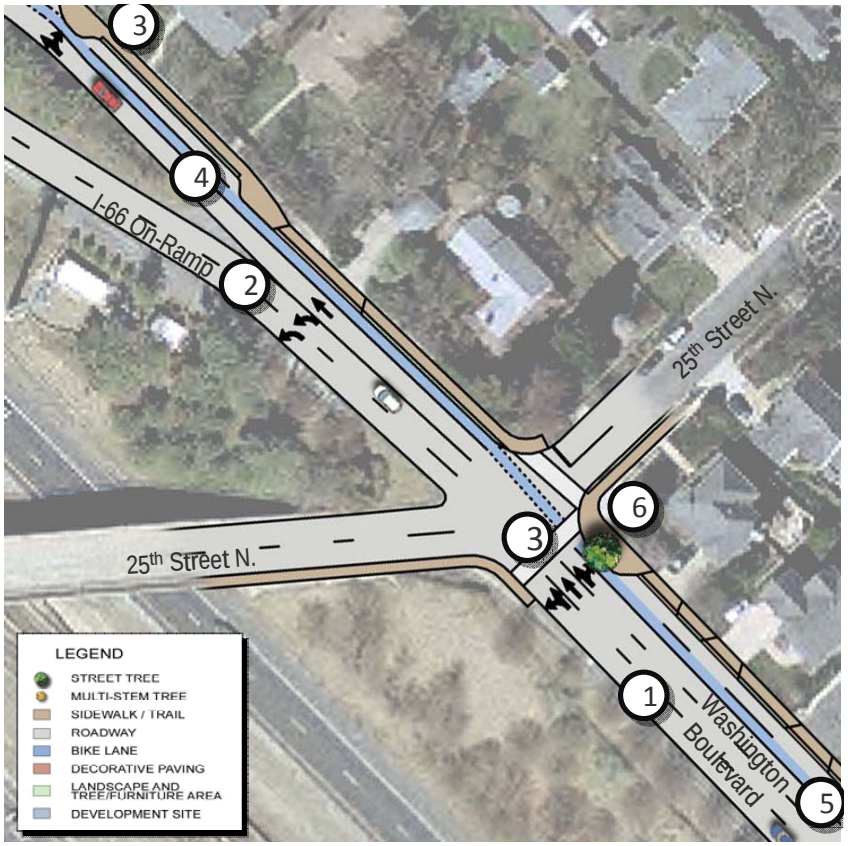
Proposed Configuration

1. Improved refuge median and reduced crosswalk length
2. Right-turn lane removal
3. On-street parking
4. Reassigned lane designations in northbound direction to allow concurrent signal phasing
5. Striped bicycle lane with bicycle detectors at the intersection
6. High-visibility crosswalks and ADA compliant curb ramps on all approaches
7. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications



Existing Intersection

1. Excessive length left-turn lane
2. Single lane I-66 On-Ramp
3. Long unsignalized crosswalk
4. Excess vehicle capacity on Washington Boulevard



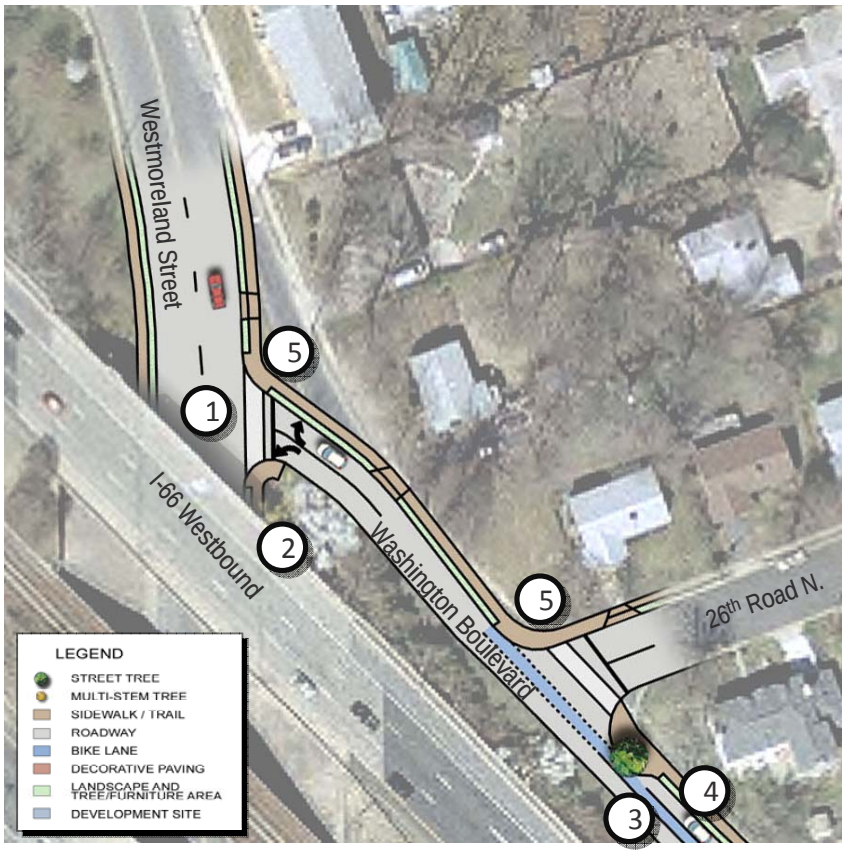
Proposed Configuration

1. Remove left-turn lane and reassign as shared lane
2. Two ramp lanes to I-66
3. Reduced crosswalk length through use of bulb-out
4. Reconfigured street with one through lane, a striped bicycle lane, and on-street parking
5. Striped bicycle lane
6. High-visibility crosswalks and ADA compliant curb ramps on all approaches to the intersection

N. Washington Boulevard and N. Westmoreland Street

Existing Intersection

1. Skewed intersection, right-turn only
2. No sidewalk



Proposed Configuration

1. Realigned Washington Boulevard with left- and right-turn lanes
2. Sidewalk
3. Striped bicycle lane
4. On-street parking
5. High-visibility crosswalks and ADA compliant curb ramps on all approaches at the intersection

5. IMPACT ON ARLINGTON PUBLIC SCHOOLS ENROLLMENT

APS' Facility Planning department works with planners in the County government to create a "student generation factor" which enables staff to predict changes in specific student populations due to housing construction, conversion or renovation. This factor is updated every two years and contributes to staff knowledge of student demographics in Arlington.

The work done to date indicates that the majority of APS students come from single family detached homes (57%), and that this percentage has increased since first calculated in 2005. The next biggest group of students (21%) resides in garden apartment (less than four-story buildings) and while this percentage has fluctuated it remains close to its 2005 percentage. Yet, countywide, single family detached homes and garden apartment buildings together account for only 43% of Arlington's housing stock.

For the purposes of the generation factor, Arlington County's housing units are broken down into the following five major categories:

1. Single Family Detached Houses
2. Apartments
    a. Garden - 4 stories or less
    b. Elevator - 5 stories or greater
3. Duplexes
4. Condominiums
    a. Garden - 4 stories or less
    b. Elevator - 5 stories or greater
5. Townhouses

Using GIS software, Facilities staff determines the number of APS students who live in each housing type within the County. From there, a countywide generation factor by housing type was calculated. The resulting table summarizes this information.

Table 1. 2008-09 Student Generation Factor by Housing Type. (APS Facilities Planning Dept)

Housing Type	APS Students	% Students by Type	Countywide Units	% of County Housing Type	Generation Factor
Single Family Detached	10933	57%	27521	28%	0.40
Apartment - Garden	4017	21%	15316	15%	0.26
Apartment - Elevator	1483	8%	25725	26%	0.06
Duplex	1008	5%	2231	2%	0.45
Condo - Garden	794	4%	10726	11%	0.07
Condo - Elevator	499	3%	14845	15%	0.03
Townhouse	413	2%	3371	3%	0.12
TOTAL*	19147	100%	99735	100%	0.19

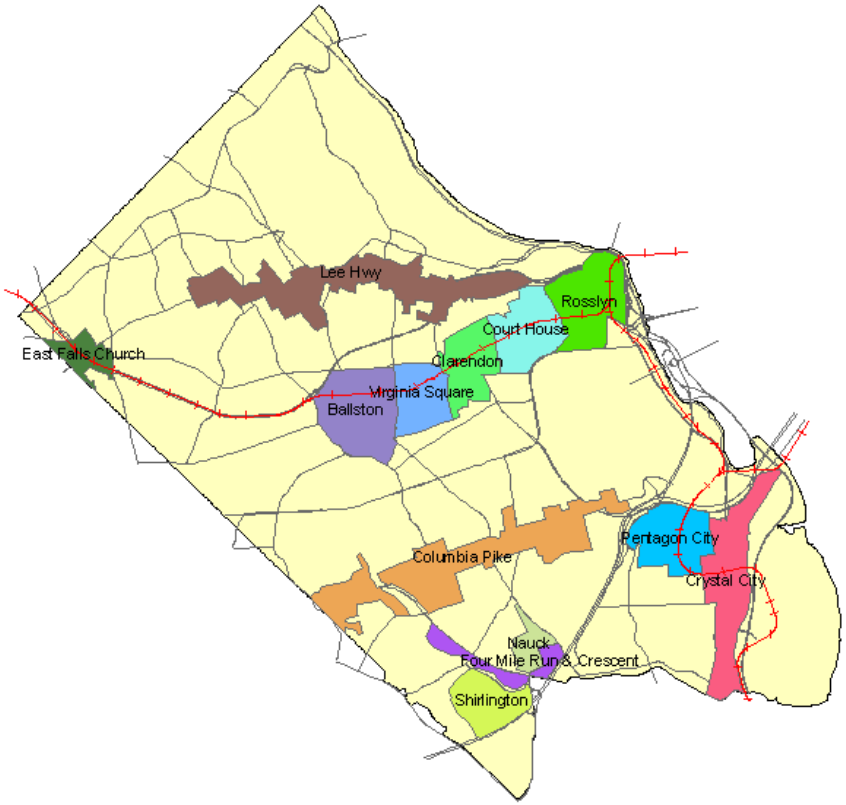
*Two percent of students had unidentifiable addresses, meaning they live outside of Arlington, parcel information was not available for their address, or their information was incorrectly recorded in the Student Master File.

Neighborhood Generation Factors

APS staff has begun working with County planner to calculate student generation factors for Arlington's metro station areas. Table 2 and Map 1 show the result of those calculations. At present, the generation factors for the neighborhoods near metro (subway) stops are generally very low. Staff intends to continue to track these specific factors over time.

Table 2 and Map 1. 2008-09 Student Generation Factor by Metro Station Areas. (Facilities Planning Department)

Metro Station Area	APS Students	Total Housing Units	Generation Factor
Ballston	435	7729	0.06
Clarendon	199	2771	0.07
Columbia Pike	2670	9587	0.28
Crystal City	210	7131	0.03
Court House	544	7390	0.07
East Falls Church	63	589	0.11
Four Mile Run Crescent	14	27	0.52
Lee Highway	828	4830	0.17
Nauck	229	602	0.38
Pentagon City	106	4979	0.02
Rosslyn	381	6866	0.06
Shirlington	304	2781	0.11
Virginia Square	248	3618	0.07



East Falls Church Proposed Development

In order to plan for the impact of additional housing units in the East Falls Church metro area, staff first looked at the generation rates of similar townhouse and condominium developments around the County. Because new condominium developments (Westlee, 1800 Wilson, Clarendon 1021) have a 0.03 student generation factor or less, staff believes using the 0.03 countywide average is a reasonable approach.

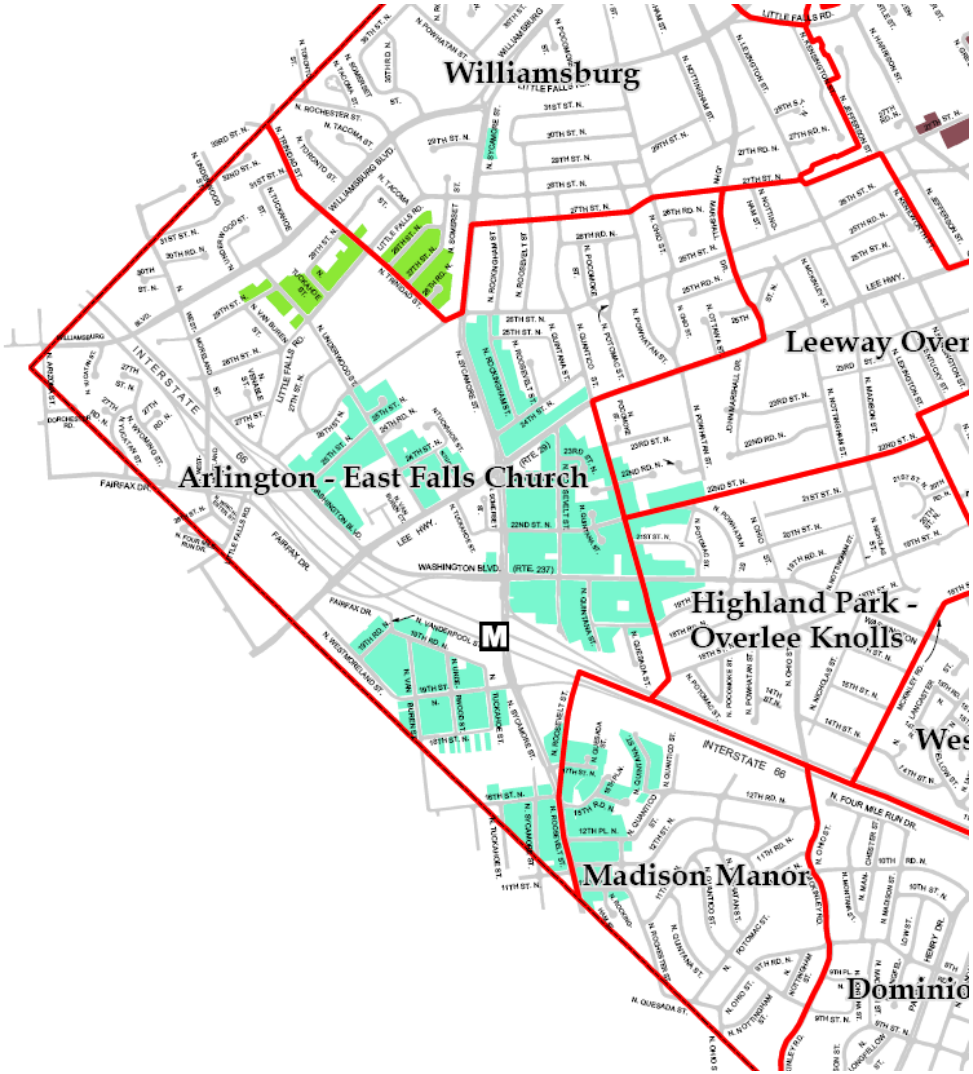
Currently EFC planning indicates the inclusion of 792 to 922 multifamily condos. Multiplying the total number of planned units by the 0.03 generation factor results in an additional 24 to 28 APS students.

In order to estimate the number of student generated from additional townhouses, staff looked at the Madison Mews development just north of the EFC metro, which currently has a generation factor of 0.25. As this is higher than the countywide average of 0.12, but may be more indicative of the type of housing planned, APS suggests using the higher number. Current planning estimates the construction of 41 townhouse units. APS would project 10 students would be generated from this development.

The total estimated impact on APS enrollment would be 34 to 38 PreK-12 students. Generally, we expect 50% of students to attend elementary school, 20% middle school, and 30% high school. The planned development will serve the neighborhood schools: Tuckahoe Elementary, Swanson Middle, and Yorktown High School. However, APS would expect that some percentage of these students would not attend their neighborhood school but make use of transfers into choice schools.

APS staff understands that this development would not have immediate impact but would be implemented over many years.

6. RESIDENTIAL PERMIT PARKING PROGRAM



The Arlington County Residential Permit Parking Program began in 1973 and was put in place to provide residents in residential areas relief from heavy daytime commuter parking. Currently, there are 23 different permit parking zones within the county.

The current permit parking program is backed by an ordinance which details the criteria for a block to be designated or zoned as permit parking only. These criteria are:

(a) 60% of the households on a block must sign a petition requesting zoned parking.

(b) at least 75% of the available parking on the block should be occupied

(c) at least 25% of the available parking on the block should be occupied by out-of-area vehicles such as commuters, shoppers, students, etc.