



## ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item  
Meeting of March 12, 2011

### SUPPLEMENTAL REPORT

**DATE:** March 10, 2011

**SUBJECT:** Request to Advertise public hearings by the Planning Commission and the County Board on the following:

- A. An ordinance to adopt the East Falls Church Area Plan;
- B. Amendments to the General Land Use Plan (GLUP); and
- C. Amendments to the Master Transportation Plan (MTP) Map and the Bicycle Element of the MTP.

**DISCUSSION:** The purpose of this supplemental report is to provide a summary of the significant changes that were made between the Task Force version and the proposed County version of the East Falls Church Area Plan. In drafting the County version of the East Falls Church Area Plan, some of the more significant changes included 1) incorporating the County Board Policy Determinations that were adopted in July 2010 into a new Policy Framework section, 2) expanding on a "Neighborhood Center" concept for East Falls Church; 3) making further refinements and creating new alternatives for the Park and Ride site, 4) making refinements to transportation recommendations; and 5) updating the format and structure of the document and revising or replacing graphics for better readability. Below is a more detailed overview of the **major** changes that were made in developing the revised East Falls Church Area Plan. This overview is also inclusive of changes that were discussed at the three meetings of the Long Range Planning Committee (LRPC) of the Planning Commission which were held to

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review the draft Plan. More detailed comments from the LRPC review can be found in Attachment 6 of the staff report dated March 3, 2011.

- **Re-ordered the chapters**, moving the Introduction and Existing Conditions sections from the Appendix to the front of the document.
- **Created an Executive Summary** to provide an overview of the planning process and the recommendations of the Plan.
- **Updated the Existing Conditions section** to accurately reflect the area’s railroad history (p. 10), better define the existing neighborhood character and identify issues to be addressed in the Plan (p. 13-15); expanded the Economic Analysis (p.28-29); and provided a Transportation Analysis (p. 30).
- **Created a Policy Framework section** that:
  - Introduces “Neighborhood Center” as an organizing concept for this area,
  - Incorporates the County Board’s adopted Policy Determinations,
  - Outlines a refined Vision Statement, and
  - Identifies Major Goals to be accomplished for the planning area, consistent with the Policy Determinations and refined Vision Statement.
- **Created a Concept Plan section** that:
  - Includes the Task Force adopted language – “The Challenge Ahead”. (p.33)
  - Expands on the “Neighborhood Center” concept.
  - Refines and provides alternative concepts for the redevelopment of the Park & Ride site. (Illustrative Plan - p. 38, 44-48)
    - Heights reduced to 3 stories along the Washington Boulevard frontage and otherwise consistent with County Board Policy Determinations.
    - Retail required within the plaza area, with retail allowed along the frontages of the site, subject to further review during the site plan review process.
    - Enhanced streetscape, including a double row of trees along Washington Boulevard and Sycamore Street.
    - Building floorplates are smaller and breaks between buildings are introduced to reduce overall mass and create more human scale development.
    - A smaller public plaza , with various possible locations and sizes shown within the site.
  - Refines Land Uses for the Neighborhood Transition Area:
    - Land Use Plan Map (p.39):
      - Proposed development for Suntrust site (Site F) limited to townhouse and/or multi-family (uses had included possible grocery store in Task Force Plan) as these non-commercial uses are more compatible with and have less impact on surrounding uses.
      - Proposed development for Verizon property (Site G / G1) limited to townhouse and/or multi-family (uses had included possible commercial/office in Task Force

Plan) as these non-commercial uses are more consistent with the existing land use pattern.

- Retail locations on Park & Ride site (Site M1) revised by note stating “retail required within the plaza area, with retail allowed along the frontages of the site, subject to further review during the site plan review process”.
  - Modifies Heights Map (p. 40) by adding a note indicating that future development of the Oil Company site (Site A) should be designed in consideration of the provisions in the Design Guidelines, which provide additional guidance regarding the potentially historic W&OD railroad siding that is partially located on the site.
  - Modifies Bikeway Network Map (p. 43) to conform with revised Transportation Recommendations.
  
- **Updated the Design Guidelines section** to clearly identify the building typologies proposed in East Falls Church - Two building site types (p. 57, 60-62): Mid-Rise Buildings and Townhouse *and Small Multi-family* Buildings with additional guidance for the Small Multi-family Building Type.
  
- **Created the Implementation section**, which replaces Land Use Recommendations, Transportation Recommendations and Additional Recommendations sections in the Task Force Plan.
  - New recommendations:
    - #1-3: regarding adoption of the Plan and recommended changes to the General Land Use Plan (GLUP) to reflect the future vision of the area.
    - #4: Recommended changes to the Bicycle Element of the Master Transportation Plan (MTP) to reflect the future bikeway network vision for the area.
    - #11: Recommendation regarding the designation of W&OD railroad siding, which is located partially on Site A and the W&OD Trail, as a Local Historic District.
    - # 19: Recommendation regarding elimination of commuter parking and provision of shared-use parking on the Park & Ride site, which had not been specifically called out in the Task Force Plan.
  - Refined recommendations:
    - Housing recommendations: #8-10 in the revised Plan replace #29 and #30 in the Task Force Plan. New recommendations achieve overall goal of increasing the number of affordable housing units in this area while not linking the achievement of units to requested changes to the General Land Use Plan.

<b>Housing Recommendations</b>	
<b>Task Force Plan</b>	<b>Revised Plan</b>
<p><b>#29.</b> 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,</p>	<p><b>#8.</b> Achieve a minimum of 30-45 units of on-site affordable housing for the Park &amp; Ride site by making it a requirement of any joint development proposal on this public property.</p>

<b>Housing Recommendations</b>	
<b>Task Force Plan</b>	<b>Revised Plan</b>
<p>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.</p>	
<p><b>#30.</b> 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.</p>	<p><b>#9.</b> Work with the County’s affordable housing developer partners to identify a site within the planning area to develop a new affordable housing project using a variety of tools, such as Low Income Housing Tax Credits (LIHTC) and Affordable Housing Investment Fund (AHIF) funding.</p>
	<p><b>#10.</b> Work with owners of market affordable units in the greater East Falls Church vicinity to develop a long-term affordability plan, which could include the use of LIHTC or AHIF funding, among other resources, to rehabilitate the units and preserve affordability.</p>

- Transportation recommendations
  - Deleted one Potential Signalized Pedestrian Crossing location at 19<sup>th</sup> St and North Tuckahoe Street from the Potential Connecting Paths and Pedestrian Crossings Map (p. 71) which staff has determined is not necessary at this intersection of two local streets.
  - Interstate 66 right-of way (see table below):
    - Deleted consideration of pedestrian amenities, which would not be suitable use of I-66 right-of-way and would not be permitted by VDOT.
    - Deleted deck over I-66, which was determined to be cost prohibitive.
    - Deleted study of noise impacts of increased train frequency, which would be minimal.
    - Deleted study of existing on- and off-ramps and proposed Spot Improvement “2B” ramp at Sycamore Street because this proposed on-

ramp would have a detrimental effect on pedestrian access to the existing station entrance on Sycamore Street and potential future development of the site. Also, this work will be folded into a larger multimodal study of the I-66 corridor within the Beltway to be conducted by the Virginia Department of Transportation (VDOT). Arlington County will participate in a Technical Advisory Committee for this VDOT study.

<b>Transportation Recommendations</b>	
<b>Task Force Plan</b>	<b>Revised Plan</b>
<p>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.</p> <p><b><u>Recommendation #23</u></b></p> <p>Arlington County and the Commonwealth of Virginia should undertake a cooperative planning study to determine the overall urban design and future transportation features of 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:</p> <ol style="list-style-type: none"> <li>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 “Option 2B” in VDOT ‘s Spot Improvement Project.</li> <li>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.</li> <li>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</li> </ol>	<p><b>#38.</b></p> <p>Undertake a cooperative planning effort with Arlington County and the Commonwealth of Virginia to determine the overall urban design and future transportation features of the Interstate 66 right-of-way from Little Falls Road on the west to Sycamore Street on the east:</p> <ul style="list-style-type: none"> <li>• Utilizing areas in the right-of-way for an East Falls Church on-line station on the proposed Interstate 66 Bus Rapid Transit system with additional station-to-street pedestrian accommodations.</li> <li>• 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.</li> </ul>

<b>Transportation Recommendations</b>	
<b>Task Force Plan</b>	<b>Revised Plan</b>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	

- **Created an Implementation Matrix**, indicating approximate timelines for completion and potential funding sources, where applicable, for each recommendation.
- **Updated all Proposed Street Cross Sections and Proposed Intersection Improvements** to reflect staff's current recommendations, which come as a result of additional review and citizen input. Cross sections #1, 3, 4 5, 6, 7, 8, 10, 16, 17 and 20 have been revised since the January 2011 draft in response to community input to show either (a) possible tree plantings in the median, (b) new lane widths, or (c) a double row of trees on the sidewalk, where applicable.
- **Deleted some information from the Appendix**, including the Executive Summary of the Transportation Analysis, Arlington Public Schools Impact Analysis, and Residential Permit

Parking Program map. This information is available on the County's East Falls Church web page at:

<http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx>.