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EXECUTIVE SUMMARY

Summary

Generally, the East Falls Church area is a stable single-family community located along Arlington County’s western edge adjacent to the City of Falls Church and bisected by Interstate 66 and Metrorail’s Orange Line. The neighborhood enjoys great access to employment centers in Arlington and Washington, DC to the east and the Tysons Corner/Herndon/Dulles Corridor to the west. Within East Falls Church, there are a variety of attractive parks, schools, and other amenities that are interspersed with single-family detached development. Closer to the East Falls Church Metrorail station, townhouse and small commercial parcels are located along Lee Highway, Washington Boulevard, and Sycamore Street, which are three arterial streets providing access to the station and Interstate 66. Due to commuter travel patterns, traffic on these arterial streets during peak periods is quite heavy.

Major challenges in developing a plan for the area were connecting both sides of I-66 through better bicycle and pedestrian facilities, addressing current and future traffic issues, and providing opportunities for mixed-use development that complements the character of the neighborhood.

The Plan addresses these challenges by proposing a new Neighborhood Center, with three development nodes: the Neighborhood Transition Area located along Lee Highway north of Washington Boulevard, the Gateway Mixed-Use Area located along Lee Highway south of I-66, and the Transit Mixed-Use Area located at the Metrorail Park & Ride site. Within these nodes, the opportunities to live, work, shop, and play will transform this area of small, disconnected commercial and industrial properties into a vital, connected place that links the transit facilities to the neighborhood at-large. The East Falls Church Area Plan provides a planning framework and establishes an overall future vision that will guide public and private reinvestment in East Falls Church. Key elements of the Plan include:

- A new mixed-use development node at the existing 422 space Park & Ride site which will include: ground floor retail, a pool of 100-200 shared public parking spaces priced to favor short-term parkers, a public open space, and continuation of existing bus operations;
- New public open spaces adjacent to the W&OD Trail near Lee Highway;
- A new West Entrance to the East Falls Church Metrorail station to make the station more accessible from proposed development along Lee Highway and Washington Street in the City of Falls Church;
- Street improvements including new lane configurations, addition of on-street bicycle lanes, on-street parking (where possible), and intersection enhancements to increase pedestrian safety and reduce speeding and merging conflicts.

The Vision for East Falls Church

The vision for East Falls Church is to create an inviting, walkable neighborhood center that will serve as an economic and social hub where people can live, work and shop near transit while preserving and protecting the nearby existing single-family residential areas. The neighborhood center will have a mixture of uses within easy reach of people living and working nearby in the surrounding community.

New development located along Lee Highway and at the East Falls Church Metrorail station will include public spaces and neighborhood-serving retail to provide opportunities for commercial and social interaction. Streetscapes in the area will become more attractive and safe, promoting pedestrian activity, with the addition of trees, wider pedestrian zones, and where possible, on-street parking and bicycle facilities.
EXECUTIVE SUMMARY

In the future, East Falls Church will be an area that retains its residential character, better balances automobile traffic with all alternate modes (transit, bicycle, pedestrian), and provides opportunities for transit-oriented development that enhance and complement the surrounding community.

Major Goals

- Preserve adjacent single-family neighborhoods.
- Ensure that new buildings are compatible with and transition appropriately to adjacent single-family neighborhoods.
- Provide a balance among residential, office, retail and hotel uses within the new “Neighborhood Center”.
- Ensure that, with new development, the needs of low to moderate income families are met through a variety of measures, including the provision of on-site affordable units and a mix of housing options.
- Incorporate sustainable and green building principles and quality architectural design in the development of new buildings and open spaces.
- Mitigate potential traffic impacts and expand travel choice.
- Enhance transit access and facilities to meet the future needs of East Falls Church.
- Improve bicycle and pedestrian connections in and through the area.

Background

For over a decade, the Arlington-East Falls Church Civic Association has worked on planning issues related to the East Falls Church Metrorail station and Interstate 66, trying to reconcile the land use and traffic issues facing the neighborhood. A Metro Study Committee was formed in 2000 to discuss potential development around the station. In 2004, the Virginia Polytechnic Institute and State University’s (“Virginia Tech”) Department of Urban Affairs and Planning, as part of a studio project, conducted a charrette and prepared the East Falls Church Metro Area Plan. Following the development of that Plan, the Metro Study Committee prepared a report summarizing the Virginia Tech Metro Area Plan and conducted a survey of its membership to gauge their thoughts on the Plan’s recommendations.

In 2007, at the request of the Arlington East Falls Church Civic Association, the County Board appointed a citizen Task Force (“the Task Force”) to generate a land use vision for transit-oriented development in the East Falls Church area of Arlington County. The Task Force included representatives from nearby civic associations, advisory boards and commissions, two residents from the City of Falls Church, the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA).

The Task Force adopted a Plan in June 2010, and the County Board, at their July 2010 meeting, accepted the Task Force’s Plan and adopted a set of Policy Determinations, derived from the Task Force’s Plan, to be used as guidance in developing a County Plan for the area.

The Policy Determinations specified that, among other things, the Plan should:

- Preserve single-family areas and historic and natural resources.
- Provide opportunities for new open spaces and neighborhood-serving retail – including a grocery store.
- Limit building heights to four to six stories along building frontages, with specific height guidance for the Park & Ride site up to 9 stories.
- Outline goals and strategies for attaining affordable housing units.
- Consider financing options for a new West Entrance to the Metrorail station.
- Reduce auto congestion and limit spillover parking impacts.
- Improve bicycle and pedestrian safety and connectivity.
- Enhance bus service.
- Study improvements to I-66.

The East Falls Church Area Plan incorporates the recommendations of the Task Force and the Policy Determinations into an overall framework to guide development and outlines important action steps to implement the vision for East Falls Church.

Implementation

An implementation matrix provided near the end of this document lists all of the Area Plan’s recommendations. For each recommendation, the matrix identifies the County agency responsible for implementation, the general timing, and the potential funding sources. Many of the public infrastructure improvements that are recommended in the Plan will require additional analysis and preliminary design, as a first step, prior to implementation.
INTRODUCTION

Overview

The overall purpose of the East Falls Church Area Plan is to generate a vision for transit-oriented development near the East Falls Church Metrorail station. The Plan focuses on targeted underutilized sites, including the East Falls Church Metrorail Station Park & Ride lot and other sites that are likely to redevelop. The Plan establishes a “Neighborhood Center” vision for East Falls Church that includes preserving the single family surrounding neighborhoods, preserving and creating new open spaces, providing opportunities for additional neighborhood-oriented retail, enhancing pedestrian and bicycle connections to the Metrorail station and throughout the area, and encouraging appropriate transitions from new to existing development.

The planning process was initiated at the request of the Arlington East Falls Church Civic Association in anticipation of the opening of the Metrorail Silver Line to Tysons Corner and Dulles Airport, which could create future development pressure around the East Falls Church Metrorail station. As part of the Plan’s development, an analysis of existing conditions with respect to land use, transportation, urban design, affordable housing, and open space was completed. Potential future development in the City of Falls Church adjacent to the study area was also considered from a transportation and neighborhood design perspective.

The recommendations in this Plan are the result of a concerted effort 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. These constraints, which include the property ownership pattern, the need to maintain and improve transit functions at the Park & Ride site, and defining appropriate transitions to surrounding development, for example, led to extensive community discussion of alternatives and trade-offs. The Plan constitutes a comprehensive approach to envisioning a better future for East Falls Church; identifying improvement of pedestrian and bicycling connections as priorities, while capitalizing upon redevelopment opportunities to engage in successful place-making. It is through the interconnectedness of these concepts that East Falls Church can reach its fullest potential.

These recommendations reflect Arlington County’s overall goals and vision with respect to Smart Growth and sustainability. These terms are somewhat interchangeable, and generally refer to creative, forward-thinking strategies to guide development in such a way that developed land is reused and natural lands, water, and air quality are protected. Plans should encourage reinvestment in existing infrastructure and neighborhoods should be designed so that shops, offices, schools, churches, parks, and other amenities are located near homes and transit. Another component of Smart Growth and sustainability is the inclusion of different types of ownership and rental housing opportunities that are available at various levels of affordability.

In Arlington, these Smart Growth and sustainability principles have been fundamental to the planning that has guided the visionary transit-oriented redevelopment that has garnered the County national acclaim as a Smart Growth leader. An outgrowth of this type of planning is the creation of vibrant places to live, work and play in Arlington. This type of development has produced a high quality of life, economic competitiveness, greater business opportunities, and an expanded tax base.
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Expanding transit options for residents, workers, and visitors in Arlington has been central to Arlington's planning efforts. As a result, Arlington has continued to grow over the past 30-40 years while experiencing no significant increase in traffic volumes within the Rosslyn-Ballston and Jefferson Davis Metrorail Corridors.

Community Process

The East Falls Church Planning Task Force ("the Task Force"), a citizen-based group appointed by the County Board in 2007, was tasked to work with County staff to develop a plan for East Falls Church. The Task Force consisted of representatives from nearby civic associations, advisory boards, the City of Falls Church, the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA). During this period, the Task Force met monthly and also met with the broader community and advisory groups at key points to receive input on the Plan. In June, 2010, the Task Force completed its charge and forwarded a Task Force Plan to the County Board for its consideration. This Plan outlined a vision for East Falls Church with recommendations for land use, height, open space, affordable housing, and transportation. In July 2010, the County Board accepted the Task Force Plan and adopted a set of Policy Determinations generally based on the land use and transportation recommendations in the Task Force Plan. The County Board adopted the Policy Determinations with the intent that they would be the bases for a policy framework for a future County Plan for East Falls Church. At that July 2010 meeting, the County Board directed staff to produce a Research and Analysis Report and hold open houses to address the questions and concerns that had arisen during the community review period for the Task Force Plan. In addition, the County Board requested that staff complete a final County Plan for its adoption.

In early 2011, the Long Range Planning Committee of the Planning Commission held meetings to review the County's East Falls Church Area Plan. In addition, open houses were held to receive additional community input. The County's East Falls Church Area Plan, as compared to the Task Force Plan, has been refined in a number of areas including format and structure, a new refined development concept for the Park & Ride site, revised recommendations on the provision of affordable housing, and reorganized and streamlined transportation-related recommendations.
INTRODUCTION

The East Falls Church Area

The East Falls Church area, which surrounds the East Falls Church Metrorail station, is located in the western portion of Arlington County along the border it shares with the City of Falls Church, Virginia. The Metrorail station, operated by 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 per day and ranks 57th for daily ridership in the Metrorail system.

The East Falls Church area is comprised of low-density, stable residential areas surrounding the station, including single-family detached and townhouse development. The area also includes low-density townhouse and commercial development and recently constructed low-density, mixed-use, mid-rise development. The Study Area is located within the Arlington-East Falls Church Civic Association boundaries. Other commercial and multifamily development exists approximately one mile from the station in the Westover area of Arlington County, and the Seven Corners area of Fairfax County. “Downtown” Falls Church is also approximately one mile from the East Falls Church Metrorail station.

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, woodlands and unpaved roads, East Falls Church evolved during the mid and late 1800s as steam trains of the Alexandria, Loudoun & Hampshire Railroad and its successors began to service the area. The Southern Railway built the last of three stations on the line in East Falls Church in 1895. In 1896, the Washington, Arlington & Falls Church Railroad began operating electric trolleys along a nearby parallel route and constructed its own station in the area. In 1912, the newly formed Washington & Old Dominion Railway replaced the Southern Railway and its steam trains and began to also operate electric trolleys in the area. 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
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East Falls Church Area Plan

became a suburb of downtown Washington, D.C. 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 Metrorail 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 (W&OD) 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.

Prior Studies and Community Activities

Several studies of the East Falls Church area have been prepared over the past 25 years. In May of 1986, the Arlington County Board adopted the East Falls Church Land Use Study which included policy guidelines and recommendations for the East Falls Church Metrorail 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 (GLUP), 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, GLUP 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 Plan prepared by the Arlington-East Falls Church Civic Association. This plan identifies the neighborhood’s primary concern as “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.

In 2000, the Arlington-East Falls Church Civic Association formed the Metro Study Committee to discuss potential development around the Metrorail Station. The committee requested a study of the Metrorail lots to collect traffic data and project the impact of future changes to the site. 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 study to date. 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.

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 Metrorail Park & Ride lot, respondents selected densities and heights similar to the WestLee project, a five-story, 128-unit condominium project in East Falls Church. 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.
Neighborhood Character and Development

The neighborhoods surrounding the study area are stable and attractive, with predominantly single-family homes on local streets, a number of neighborhood parks, schools and small shopping areas. These single-family areas have direct access to Interstate 66 (via arterial streets, such as Lee Highway, North Sycamore Street and Washington Boulevard). Over time, a significant number of these homes have undergone improvements, contributing to and enhancing the stability of the area. Closer to Interstate 66 and the Metrorail station, there are several townhouse and newer mid-rise residential developments.

Within a mile of the station, there are multi-family developments which provide affordable housing opportunities for lower income residents. The W&OD Trail, a regional bicycle facility, 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 location to live.

There are two historic resources within close proximity to the East Falls Church Metrorail station. The Eastman-Fenwick House, which is a Local Historic District and is eligible for, but not listed, on the National Register of Historic Places. The house, built in 1876, is a two-story Queen Anne and is representative of residential development in the East Falls Church in the late 19th century. The Petro Oil Company site contains thirteen concrete piers that supported railroad tracks as part of an elevated siding from the W&OD Railroad. Railroads used elevated sidings to deliver bulk commodities such as coal. A freight car (hopper car) that contained doors on its underside was pushed onto the
EXISTING CONDITIONS

siding and unloaded into a bin or truck located beneath. The W&OD elevated siding contains the only tracks and ties of the Washington and Old Dominion Railroad in their original location. In addition, the siding serves as a reminder to the industrial and commercial character of East Falls Church that is being lost to redevelopment.

The Historical Affairs and Landmark Review Board is considering the site for local historic designation. Historic Preservation staff is currently researching the siding.

Neighborhood Design

The “core” of the East Falls Church area can be generally characterized as a collection of disparate uses such as recent townhouse developments, auto-oriented commercial and industrial properties, the Park & Ride lot, and a Metrorail station that is difficult to reach on foot or by bicycle. Throughout the planning process, citizens have discussed the conditions in the area that could be improved. Some of the major specific findings of this discussion are depicted on the Neighborhood Design Analysis Map. Additional general observations include:

- A lack of a unifying identity or central focus.
- A lack of pedestrian connectivity through the area and to the Metrorail station entrance.
- Underutilized sites and prevalent surface parking.
- A lack of neighborhood-serving retail opportunities where residents can meet their daily needs.
- Inconsistent building edges and setbacks along many frontages.
- Dangerous pedestrian/vehicular conflicts at many intersections.
- Bicycle connections are missing and/or need improvement.
- Topography which makes sites nearest the Interstate 66 right-of-way most prominent.

The existing conditions, findings of the neighborhood design analysis 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. 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.

Housing

The vast majority of housing units in East Falls Church 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 undergone substantial renovations 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 Metrorail station. The WestLee, completed in 2006, is a 128-unit luxury mid-rise condominium building. The Crescent is a 214-unit market-rate rental complex that was completed in 2010. As a site plan contribution, the Crescent includes six committed affordable units (CAFs), affordable to households earning 60% of the area median income (AMI).

Within approximately one mile of the East Falls Church Metrorail station, there are 623 multifamily rental units in Arlington and 979 in the City of Falls Church. Of the units in Arlington, 415 are either committed or market affordable units. There are 268 CAFs serving households with incomes up to 60% of AMI. All but six of these CAFs are in two Low Income Housing Tax Credit projects: AHC Inc’s Westover Apartments and Silverwood Associates’ Patrick Henry Apartments. The remaining six CAFs were obtained as part of the affordable housing contribution for the Crescent site plan. In addition to the CAFs, there are approximately 147 market affordable units (MARKs) within a mile of the Metrorail station in Arlington County.

Affordable ownership opportunities are relatively limited in the East Falls Church planning area – almost exclusively condominiums or stacked townhouses. Over the last year, only five units sold were under $400,000, which is the upper price range for a three-person household earning 80% of AMI - approximately $75,000/year.
**Distribution of Affordable Housing**

East Falls Church Metrorail Station

**Legend**
- Committed Affordable Units (CAFs)
- Market Rate Affordable Units (MARKs)
- Civic Association Boundaries

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<td>2. Crescent, The</td>
<td>214</td>
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<td>3. Patrick Henry</td>
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<td><strong>268</strong></td>
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*Property owners at these complexes did not respond to the County’s Annual Rent and Vacancy Survey, but due to the type and age of the buildings and market conditions, these units are assumed to be market affordable.*

Affordable Housing Locations Map

1 mile radius from Metrorail station
Public Open Space

The Public Spaces Master Plan, an element of the County’s Comprehensive 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 area has a number of quality open spaces within a half mile radius of the Metrorail Station that provide both active and passive recreational opportunities. Despite having a wealth of recreational resources, including parks and trails within the study area, there is no central gathering space where East Falls Church area residents can partake in farmers markets, outdoor performances, or other informal events. The lack of a central focal point was identified early on in discussions with the Task Force.

The majority of existing 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:

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, and 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 either side 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 lighted 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 protection area extending 100 feet from both stream banks.

Isaac Crossman Park. This park lies in both the City of Falls Church and Arlington County. The Arlington County portion of this park is a three-
existing conditions

Arlington County Parks and Trail Network Map

acre natural area. The section in 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 and hickory 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.

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

The East Falls Church area has some important transportation assets that connect the community to the region through various modes of transportation. These include the East Falls Church Metrorail Station, Interstate 66, several arterial streets, and the W&OD Trail.

There are also a number of transportation deficiencies related in part to these assets. The Metrorail station and Interstate 66 have divided the neighborhood, resulting in a lack of neighborhood connectivity for pedestrians and bicyclists. In addition, access to the Metrorail station can be difficult or uncomfortable for these users. The location of the on- and off-ramps for Interstate 66 has added regional traffic to the arterial streets, contributed to vehicle congestion, and made the intersections difficult for pedestrians to cross. Demand for commuter parking at the station exceeds the supply and has led to neighborhood permit parking restrictions on residential streets.

East Falls Church Metrorail Station

The East Falls Church Metrorail station is an identifying feature of and a major asset for the East Falls Church community. Over 170,000 passengers use this station annually and it provides area residents with a convenient transit connection to the rest of the region by way of Metrorail’s Orange Line. The station is located in the median of Interstate 66. The only station entrance is from Sycamore Street at the station’s east end. The station entrance, which is located in the underpass below Interstate 66 and the Metrorail tracks, is uninviting and unattractive.

Most pedestrians who reside to the west along Westmoreland Street and in the City of Falls Church consider the Metrorail station’s entrance location inconvenient. Because the station area does not have an attractive plaza, community facilities, or shops and services, it does not function as a neighborhood focal point or gathering place; most commuters rush to and from the station without lingering.

The new Dulles Metrorail line, known as the Silver Line, currently under construction, will also serve the East Falls Church Metrorail Station. The first segment of the new line, going as far as Reston, is scheduled to go into operation by 2013. East Falls Church will be the last station before the westbound Dulles line separates from the Orange Line. This will make the station a transfer point and will increase the utility of the station for residents of the East Falls Church...
EXECUTIVE SUMMARY

East Falls Church Area Plan

EXISTING CONDITIONS

area. By 2016, commuters will have convenient use of transit to either downtown Washington to the east, or to Tysons Corner, Reston and Dulles Airport to the west.

Access to the Metrorail Station

The East Falls Church Station is the only Metrorail station in Arlington that has suburban-style commuter parking. There is a Park & Ride lot with space for 422 cars located on the north side of the station at Sycamore Street and Washington Boulevard. There is also a Kiss & Ride facility along Sycamore Street south of the station. The Kiss & Ride facility is used by private cars, as well as shuttles to apartments and condominiums, and is accessed from 19th Street North. A taxi stand is located on Sycamore Street near 19th Street North.

Immediately to the north of the Metrorail station entrance, within the Park & Ride parcel, is a bus loop road with four bus bays, accessed from Sycamore Street. The station is served by Arlington Transit (ART) and by Metrobus. ART 52 and 53 lines connect East Falls Church with Ballston via neighborhoods in north Arlington. The Metrobus 2 line connects East Falls Church with Ballston via Washington Boulevard and also travels west to Vienna, Dunn Loring and Oakton. The Metrobus 3 line connects East Falls Church with Rosslyn via Lee Highway and also travels west to Annandale and the West Falls Church Metrorail station. Metrobus 24T line runs from East Falls Church to Tysons Corner. The four bus bays currently provide adequate capacity, though it would be desirable to have additional bus bays for future service expansion. The City of Falls Church GEORGE buses previously served the City of Falls Church and the West Falls Church Metrorail station, but the service was discontinued in September 2010 for budgetary reasons. Currently, only Metrobus Route 3B provides bus service between the East Falls Church Metrorail station to the West Falls Church Metrorail station.

The difficulty of pedestrian access to the Metrorail station was one of the principal concerns of the Task Force. Much of the recent multifamily residential development in Arlington along Westmoreland Street and that which is planned in the City of Falls Church is located to the west of the station, while the only station entrance is located on Sycamore Street on the east end of the station. The eastbound segment of Washington Boulevard over Interstate 66 has no sidewalks, forcing pedestrians to make a longer, circuitous journey on local streets.

A number of commuters from the neighborhood to the north of the station use the Verizon parking lot to cut through the block, but there is no crossing of Washington Boulevard near the entrance to the parking lot. As a result, some pedestrians cross midblock, a challenging maneuver amid fast moving traffic in an area with limited visibility.
EXISTING CONDITIONS

Pedestrians

In addition to concerns about access to the Metrorail station, residents of East Falls Church have cited problems with pedestrian travel in general throughout the neighborhood. Some sidewalks along the arterial streets are narrow and have few street trees to make walking more pleasant. Handicap ramps are sometimes poorly located or in poor repair. A number of local streets lack sidewalks on one or both sides. The major intersections in the area, particularly Washington Boulevard at Sycamore Street and Washington Boulevard at Lee Highway, have traffic signals with lengthy cycle times and many turning vehicles, the drivers of which sometimes fail to acknowledge pedestrians. Double left-turn lanes from Sycamore Street to Washington Boulevard and unneeded right-turn lanes add to the pedestrian difficulties at that intersection.

The Lee Highway bridge over Interstate 66 is another pedestrian hazard cited by residents, with its narrow sidewalks adjacent to fast moving traffic and challenging intersections at either end of the bridge.

Bicyclists

A major asset of the East Falls Church area is the W&OD Trail. This off-street trail runs 45 miles from the Shirlington area of Arlington County to the town of Purcellville in Loudoun County. The trail is popular with bicycle commuters and recreational bicycle riders. In the East Falls Church area, the trail is discontinuous, requiring passage along short segments of local streets. A section of the trail running along Interstate 66 near the Metrorail station, with

The intersection at Washington Boulevard and North Sycamore Street is used by many people walking to and from the station. This intersection has wide crossings and a heavy volume of turning traffic, making it unsafe and uncomfortable for pedestrians.

Bicyclists access the East Falls Church Metrorail station from the nearby trails as well as the arterials and local streets. This station is one of Metrorail’s most popular for bicycle access, with more than 100 bicycles routinely parked at the station during the day. There are many bike racks along Sycamore Street, but bicyclists have requested more secure bicycle parking and other amenities, such as bike lockers and covered bicycle parking.
EXISTING CONDITIONS

Legend
- Shared-use Trail
- Bicycle Lane
- On-street Bicycle Route
- Metrorail (Orange Line)
- Study Area

Bicycle Trail Map

East Falls Church Area Plan
fencing along both sides, has been described as uncomfortable for both bicyclists and pedestrians. The trail also has a difficult at-grade crossing at Lee Highway.

Sycamore Street was recently re-striped to add bicycle lanes through much of the area near the Metrorail station. The other arterial streets, Lee Highway and Washington Boulevard, do not have bicycle lanes and, because of the traffic volume and speed, are uncomfortable for most bicyclists.

Traffic Congestion & Interstate 66

The neighborhood is significantly affected by regional traffic leading to and from Interstate 66. The highway, which opened in 1982, was built through East Falls Church along an old railroad corridor. The Metrorail Orange Line was built in the median of the highway and rail transit service began in 1986. Construction of Interstate 66 resulted in the removal of many local businesses and bisected the neighborhood.

VDOT is undertaking a “Spot Improvements” project to add additional lanes on sections of Interstate 66. Currently under construction is an additional westbound lane between Fairfax Drive and Sycamore Street. The next phase of the planned “Spot Improvements” would add a second lane to the westbound on-ramp from Washington Boulevard and another westbound lane between that ramp and the Dulles Access road. VDOT’s plan to construct a second lane on the westbound on-ramp would improve access to westbound Interstate 66 and could add to the regional traffic in the area. However, the opening of the future Metrorail Silver Line to Tysons Corner and Dulles would be expected to ameliorate some of the regional traffic demand on Interstate 66.

Arterial Streets

Three principal arterial streets run through the East Falls Church area—Sycamore Street, Lee Highway and Washington Boulevard. Sycamore Street is a north-south street, passing under Interstate 66 and the Metrorail tracks at the entrance to the Metrorail station. Lee Highway and Washington Boulevard both generally run east-west through Arlington County, but in the East Falls Church area they cross each other. Washington Boulevard splits into separate eastbound and westbound roadways in the block to the west of Sycamore Street. It is a state road (237) east of Lee Highway and an Arlington County street west of Lee Highway. Lee Highway, a state road, is also known as US 29. When it crosses the Falls Church city line, it becomes Washington Street.

Congestion on the arterial streets can encourage some drivers to use the local residential streets instead. Arlington has instituted traffic calming projects to reduce vehicle speeds on North Westmoreland Street/19th Street North and on 25th Street North, two potential cut-through routes.

Access Mode Chart (East Falls Church Metrorail Station during the AM Peak Hour)

East Falls Church Area Plan
EXISTING CONDITIONS

Commuter Parking

East Falls Church is the only Metrorail station in Arlington with dedicated commuter parking. The Park & Ride lot to the north of the station has 422 parking spaces. There are also some short-term metered spaces on the Kiss & Ride lot to the south of the station. Demand for parking at the station exceeds the supply. The Park & Ride lot fills to capacity early in the morning on weekdays. It is also well used in evening and on weekends. When the new Metrorail line to Dulles Airport and Loudoun County opens, it should relieve some of the demand for parking at East Falls Church. The stations on the new line will have a total of 13,850 commuter parking spaces.

VDOT owns right-of-way adjacent to Interstate 66 that includes the majority of the property currently used for the Metrorail Station Park & Ride lot. As VDOT is likely to retain right-of-way for possible highway expansion and has stated its opposition to reducing the amount of commuter parking at the station, future development of this Metrorail-adjacent parcel will be dependent on reaching agreement with VDOT on alternate right-of-way and commuter parking solutions.

To address commuter parking spillover on neighborhood streets, Arlington has instituted its Residential Permit Parking Program (RPPP) on most of the local streets within convenient walking distance of the station. Under the RPPP, on-street parking between 8:00 a.m. and 5:00 p.m. on weekdays generally is limited to residents with parking permits within Zone 9. The last RPPP survey, conducted in the fall of 2009, resulted in the addition of the 6400 block on Four Mile Run Drive to the permit parking program.
EXECUTIVE SUMMARY

East Falls Church Area Plan

EXISTING CONDITIONS

Dulles Rail Project Map

LEGEND

- Existing Metrorail Orange Line and Station
- New Station
- Partially Below Surface Station
- Underground Station
- Surface Track
- Elevated Track
- Underground Track

For More Information Contact
www.dullesmetro.com
703-572-0500

Dulles Rail Project Map
**General Land Use Plan**

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.

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, Kiss & Ride lot, and the Dominion Virginia Power substation, are designated “Government and Community Facilities.” Based on the County’s 1986 East Falls Church Land Use Study, 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,” both of which are single-family 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 (“RAB-18”) zoning. Within this area, the Eastman-Fenwick property was designated as a Local Historic District. A few 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 mixed-use (“C-O-1.5”) in conjunction with redevelopment projects that were approved within the last decade and correspond with the planned “Low” Office-Apartment-Hotel designation on the GLUP. The area west and south of Interstate 66 has a mix of single-family (“R-8”), townhouse (“R2-7” and “R10T”), multifamily (“RA6-15”), and commercial (“C-2”) zoning. Public uses, such as schools, parks and fire stations are generally zoned “S-3A.”
EXISTING CONDITIONS

Economic Analysis

During the public process, community members 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 Plan and the ability of these sites, through the County’s Special Exception Site Plan process, to provide sufficient benefits to the community.

Whereas redevelopment that occurs through the County’s “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 (CIP) in conjunction with State and/or Federal funding. In some instances, funding for these improvements may be supplemented by developer contributions, where feasible, as determined through economic analysis on a project-by-project basis during the Special Exception review process.

Strong market support for higher-density redevelopment has been proven around other Metro-served areas in Arlington. The sites around the East Falls Church Metrorail station represent a similarly attractive opportunity - as evidenced by recent multi-family developments (the WestLee and the Crescent) in the area. However, any planned developments will need to compete with other planned developments in the competitive market area - including other locations in Arlington, the City of Falls Church, and newly-served Metro cores in Fairfax County. Further, due to natural market cycles, there will be times over the next decades where market demand and development appetite are limited.

Future development projects submitted under the County’s Special Exception process in East Falls Church would fulfill the regular affordable housing and sustainability (“Green Building”) standards set by the County and other site-level improvements such as utility work, public art installations, streetscape improvements, and transportation demand management measures. These benefits are aimed at mitigating any impact from the development, providing enhancements to the immediate area that make the projects fit into the broader systems envisioned by the Plan (e.g. transportation or open space). Redevelopment projects will also, in nearly all cases, generate net property and other tax revenue gains.

As part of staff’s overall analysis of the East Falls Church area and its place within the region’s real estate market, it was determined that, generally, residential or mixed use (retail/residential) redevelopment is most likely to occur. Office development is less likely to occur due to the relative desirability of locations closer to the downtown core or in other established office markets, such as Tysons-Herndon-Dulles or the Rosslyn-Ballston Corridors. Hotel development, which is usually heavily reliant on a nearby office and business clientele that does not exist in East Falls Church, is also not likely to occur. A recent hotel market study completed for the City of Falls Church indicated that the market demand for moderately priced hotel rooms, based on current conditions, is at less than 100 rooms (which is lower than the minimum number of rooms needed to initiate a feasible hotel project). Hotel market demand could change, however, when the Silver Line to Dulles Airport is completed.
Park & Ride Lot

For the Metrorail Park & Ride site, an analysis was prepared to evaluate the performance of potential development scenarios with respect to Metro revenue and ridership. The analysis compared the existing levels of revenue and ridership (generated by the surface Park & Ride lot) to the levels generated by several development and replacement parking scenarios. The purpose of the analysis was to determine how different development alternatives would compare to the current levels of revenue and ridership, and understand the level of development needed to financially break even with existing conditions.

Staff tested scenarios of 250,000, 450,000, 600,000 and 800,000 square feet of development with various levels (0, 211 and 422) of replacement parking. The analysis shows that, among the scenarios tested, a development of at least 450,000 square feet is needed to generate revenue and ridership at the existing levels and therefore satisfy typical WMATA requirements for redevelopment of the parking lot.

At 450,000 square feet of development, the project would not be able to afford additional costs, improvements or other community benefits. A development that includes up to 600,000 square feet would provide a realistic incentive to redevelop the site and facilitate discussion about potential community benefit contributions as part of the site’s development.

<table>
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<tr>
<th>Park &amp; Ride Spaces</th>
<th>Existing</th>
<th>250,000 GSF</th>
<th>250,000 GSF</th>
<th>450,000 GSF</th>
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<tr>
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<td>665</td>
<td>69,652</td>
<td>48,511</td>
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<td>$536,215</td>
<td>$1,068,052</td>
<td>$878,966</td>
<td>$1,410,803</td>
<td>$1,124,894</td>
<td>$1,656,731</td>
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<td>-</td>
<td>$379,834</td>
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<td>$454,925</td>
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<td>$540,808</td>
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<tr>
<td>Total Revenue</td>
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<td>$1,128,839</td>
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<tr>
<td>Net Revenue from Existing</td>
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<td>($12,821)</td>
<td>$199,968</td>
<td>$318,989</td>
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Notes
1. Revenue and ridership shown on an annual basis.
2. Cost of development includes construction, project-serving parking, financing, and community benefits contribution in accordance with the affordable housing ordinance.
3. Assumes 7.5% developer return on costs in each scenario.
4. Each scenario assumes 30,000 SF of retail.
5. Although included in the analysis, the 800,000 square foot development scenario is not shown in the table above because there has been no community support for development greater than 600,000 square feet.
EXISTING CONDITIONS

Transportation Analysis

A transportation analysis was conducted that projects the volume of traffic on the East Falls Church streets in the year 2030. The analysis includes a modeling of the traffic expected to be generated by the redevelopment of the various sites in the planning area, as well as expected changes to the overall background traffic volumes on the primary streets in the planning area. The analysis projects year 2030 future traffic conditions both with and without the redevelopment proposed in the Plan. Transportation improvements currently underway such as the Interstate 66 Spot Improvements and the Metrorail Silver Line to Dulles Airport and the reallocation of traffic lanes on North Sycamore Street were incorporated into the modeling of the future transportation network.

The analysis of the year 2030 future conditions was able to determine the traffic impacts of the planned redevelopment on the area street network. The analysis found that in the year 2030 with the planned redevelopment, the area intersections will operate at an acceptable level-of-service (LOS) of D or better with only a few exceptions.

At the Washington Street and Broad Street intersection the expected level-of-service is projected to be a LOS E with slightly greater intersection delay than would take place without the redevelopment. Also the intersections of Lee Highway and Westmoreland Street and Washington Boulevard westbound at the Interstate 66 on-ramp are both expected to have poor peak hour levels of service in the year 2030, although the projected delay at the intersections will be only slightly higher with redevelopment than without.

The transportation analysis identifies a number of measures that the County could implement to minimize the traffic impacts from the planned redevelopment. Those measures include Transportation Demand Management (TDM) that provides information services and financial incentives to encourage more balanced use of transportation modes, and intersection and corridor improvements that can improve accommodations of all modes of travel including motor vehicles, walking, transit and bicycling.

In addition, the redevelopment would be designed to enhance the walkability of the entire neighborhood and would place the greatest concentration of housing and services in close proximity to the Metrorail station.

Arlington’s Experience with Redevelopment Areas

Arlington’s experience with transit-oriented development has been that the conversion of low-density auto-oriented sites to higher-density, transit and pedestrian-oriented project can occur without substantial increases in vehicular traffic generation. Arlington also has substantial experience in addressing negative impacts of vehicles in residential neighborhoods. The County has long-standing programs for Neighborhood Traffic Calming and Residential Permit Parking that can be employed to address either speeding or parking overspill problems should they occur on the residential streets adjacent to the redevelopment areas. Both programs are implemented via citizen requests and with the approval of the residents of the affected streets.
III. POLICY FRAMEWORK

Framework Overview

Together, the County Board Policy Determinations, Vision Statement, and Major Goals make up the Policy Framework for the East Falls Church Area Plan. It was the intent of the County Board that the Policy Determinations, which are based on recommendations from the Task Force Plan, set the stage for a Policy Framework that identifies key land use and transportation elements to be incorporated into a County Plan for East Falls Church. These Policy Determinations led to the creation of a refined Vision Statement, which builds upon the Task Force Vision Statement. The Vision Statement is consistent with the County Board Policy Determinations and expresses how a new “Neighborhood Center” for East Falls Church can link adjacent areas to additional neighborhood-serving retail, new open spaces, and the transit station. The vision for East Falls Church is then expressed through eight Major Goals, which reinforce key planning elements described in the County Board Policy Determinations. Below is the text that the County Board adopted for East Falls Church.

County Board Policy Determinations

East Falls Church is a vital predominantly residential neighborhood with a Metro station located at its center. The East Falls Church area is not now like other Arlington Metrorail Station areas, nor does the County Board intend to replicate the densities and massing of other metro station areas. The presence of Interstate 66 and the Metro station, however, makes East Falls Church unlike any other low-density neighborhood in Arlington. Any proposed development should respect these distinctions while bringing to the area the kinds of shopping and recreational opportunities that exist close to many other Arlington neighborhoods. Heights and designs for new development should accommodate the preservation of single-family homes, while acknowledging that the proximity...
of the Metrorail Station and the desire for amenities and community benefits may result in sharper transitions than would be customary near single-family neighborhoods located farther from a major transit facility. Toward this end, any plan for East Falls Church should:

**Land Use:**

1. Preserve single-family homes (excluding only the two houses on the corner of Washington Boulevard at Sycamore Street).
2. Protect historic sites: Specifically, the Eastman-Fenwick House and the W&OD railway siding.
3. Include as a high priority a grocery store and other neighborhood-serving retail/office at mixed-use sites: restaurants, professional offices, farmer’s market, etc.
4. Provide for new and enhanced public plazas and recreation spaces that could be used for gatherings and community events.
5. Generally limit building heights in the concept area to four to six stories where buildings meet the street.
6. On the Park & Ride site, restrict heights along the frontage to the same as those of the homes facing them across Washington Boulevard and Sycamore Street (generally, four stories and not more than 48 feet) tapering up from the neighborhood behind the buildings along the street frontage by one to two stories and then tapering up again by one to three stories along the center section of the Interstate 66 frontage. Provide extensive design guidelines to allow for the creation of a neighborhood complementing development that is in keeping with the nature of the community throughout the area. Provide for access to the Metro station from within the site (i.e., via any plaza that may be included in the interior of the site).
7. Outline goals and strategies for preserving and creating affordable housing within one mile of the East Falls Church station area.
8. Including strategies that preserve and protect natural areas.

**Transportation:**

The Metro Station, Interstate 66 and other major roadways dominate East Falls Church and currently interfere with the ability to walk, bike, drive, or use transit in the area. Significant improvements to the public’s transportation experience and the impacts of automotive traffic in the East Falls Church area are needed. To achieve this, any plan for East Falls Church should:

1. Provide alternative financing mechanisms and plans for constructing a western entrance to the Metrorail station at the earliest possible date.
2. Reduce auto congestion in the area by reducing commuter parking at the Metrorail station.
3. Utilize the Residential Zoned Parking Program to control spillover parking.
4. Enhance the environment for pedestrians by improving the streetscape, especially across Lee Highway and along Washington Boulevard and by introducing measures consistent with the Master Transportation Plan to calm arterial traffic in the area, shorten crossing distances, and provide adequate pedestrian paths.
5. Create a more bike-friendly environment through establishing additional bike routes along arterial and neighborhood streets and providing for better bicycle parking and storage.
6. Design an improved path for crossing Lee Highway on the W&OD that is safer and easily accessible, to increase its use as a primary route by bicyclists and pedestrians.
7. Provide enhancements for bus service, and examine options for bus loading that ensure transferring is safe and convenient for riders that ensure appropriate multimodal movement on the street.
8. Work cooperatively with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) to advance a transportation and urban design study of the Interstate 66 interchange in order to identify measures to better integrate this facility with the East Falls Church Station Area and reduce existing substantial adverse impacts.
**Major Goals**

- Preserve adjacent single-family neighborhoods.

- Ensure that new buildings are compatible and transition appropriately to adjacent single-family neighborhoods.

- Provide a balance among residential, office, retail and hotel uses within a new “Neighborhood Center” for East Falls Church.

- Ensure that, with new development, the needs of low to moderate income families are met through a variety of measures, including the provision of on-site affordable units and a mix of housing options.

- Incorporate sustainable and green building principles and quality architectural design in the development of new buildings and open spaces.

- Mitigate potential traffic impacts and expand travel choices.

- Enhance transit access and facilities to meet the future needs of East Falls Church.

- Improve bicycle and pedestrian connections in and through the area.

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**Vision Statement**

The vision for East Falls Church is to create an inviting, walkable neighborhood center that will serve as an economic and social hub where people can live, work and shop near transit while preserving and protecting the nearby existing single-family residential areas. The neighborhood center will have a mixture of uses that will be within easy reach of people living and working nearby and in the surrounding community.

New development located along Lee Highway and at the East Falls Church Metrorail station, will include public spaces and neighborhood-serving retail to provide opportunities for commercial and social interaction. Streetscapes in the area will become more attractive and safe, promoting pedestrian activity, with the addition of trees, wider pedestrian zones, and where possible, on-street parking and bicycle facilities.

In the future, East Falls Church will be an area that retains its residential character, better balances automobile traffic with all alternate travel modes (transit, bicycle, pedestrian), and provides opportunities for transit-oriented development that enhance and complement the surrounding community.
The Challenge Ahead

We remember East Falls Church as it was for decades, a livable community, oriented to the Washington and Old Dominion Railroad station where it connected with two 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. It was a quiet, walkable place that we identified with and that brought us together.

Unfortunately, I-66 and Metro sliced our neighborhood in half and removed the neighborhood-oriented business and retail core at the heart of the East Falls Church community. Planning mistakes have fragmented our neighborhood and replaced the small “rail town” with an extended highway cloverleaf surrounding five acres of commuter parking.

Our challenge is to restore the finest elements of the old and overcome the mistakes of the past: turning our transportation links into assets instead of liabilities; 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.

- Adopted by the East Falls Church Planning Task Force
Neighborhood Center Concept

The vision for this area is a new Neighborhood Center for East Falls Church. This new Neighborhood Center is a collection of three low- to medium-scale, mixed-use development nodes, each with their own specific character and role: The Transit Mixed-Use Area, the Neighborhood Transition Area, and the Gateway Mixed-Use Area. However, to establish a cohesive center for the neighborhood, the three nodes share unifying elements such as general scale of development, architectural materials and other design features, and streetscape components.

To enhance this cohesiveness, these three nodes are woven together by new or improved bicycle and pedestrian connections, improved and well-managed streets, and new attractive open spaces. In addition, improved connections to adjacent lower-scale residential areas and open spaces are also a component of this concept. This pedestrian-friendly Neighborhood Center will be the heart of the East Falls Church community where people can live, work, shop, and play.

The goal of developing a Neighborhood Center is not to replicate other Metrorail station areas, but rather to enhance the core of an existing neighborhood by encouraging new development to be compatible in scale and using building forms and materials similar to those found in East Falls Church. This concept embraces

Neighborhood Center Concept Plan
and builds upon the history of East Falls Church by reuniting the two halves of the community bisected by Interstate 66 and sensitively integrating key historic elements and sites into the Neighborhood Center framework.

The Plan proposes three visionary new features for East Falls Church, including:

- A new Mixed-Use Development Node at the Park & Ride Lot – This site will be developed with attractive low- to medium-scale development with appropriate transitions in height and scale to adjacent residential areas. It will also include a significant public gathering space for outdoor dining, farmer's markets and other festivities surrounded by attractive retail establishments for area residents, transit users, workers, and shoppers. In addition, it will have walkable, attractive, landscaped streetscapes along Sycamore Street and Washington Boulevard.

- New Public Open Spaces – As part of the overall open space network, four new public open spaces are proposed within the Neighborhood Center. The proposed sites are located at the redeveloped Park & Ride lot, two new spaces along the W&OD Trail close to Lee Highway, and at the potential new West Entrance to the Metrorail station.

- A new West Entrance to the East Falls Church Metrorail Station - The West Entrance, which is recommended for further study in terms of location and cost, would benefit the existing multifamily residential areas along Westmoreland Street, as well as the new development recommended in this Plan for Arlington and the City of Falls Church. This will provide shorter, safer trips to Metrorail and a better bicycle and pedestrian connection over Interstate 66.

The vision described above is expressed visually in the Concept Plan and other supporting maps, including the Neighborhood Center Illustrative Plan Map, the Land Use Plan Map, the Heights Plan Map, the Open Space Map, Bikeway Network Map, and the Pedestrian Network Map. The Concept Plan is intended to show the overall desired relationship between land use, open space, and transportation throughout the area. The illustrations in this Plan portray only one example of how to implement the Concept Plan. Other maps and graphics provide additional information regarding specific elements of the overall vision and are supplemented by the Design Guidelines. The development community is encouraged to make its best effort to consider all of the recommendations of the Plan in any redevelopment project.

In addition, information about development and possible future land uses in the City of Falls Church was reviewed and has been included in several of the maps and exhibits as part of the effort to facilitate, and identify opportunities for, compatible development in the East Falls Church area. Most properties in the City near the jurisdictional border are designated for Mixed-Use on the 2005 Comprehensive Plan Future Land Use Map. The height of any future development that may occur on such properties will be regulated by the City’s zoning ordinance, or the conditions of a City Council approval for a special exception, which could allow height up to 85 feet in certain zoning districts.

Concept Plan Elements

The following elements shall apply to new development:

Land Use. The land use strategy for the Neighborhood Center is to provide opportunities for residential and mixed-use development. The land uses proposed will help generate the type of development, character, and activity recommended in the Plan. The Land Use Plan Map shows where potential residential and mixed-use development is specifically proposed. In addition, the map indicates locations for retail development, either required or optional. The map also identifies historic sites that should be considered in the potential redevelopment of any adjacent properties.

Heights. Sensitivity of heights throughout the study area was taken into consideration during the development of this Plan. Overall, proposed heights in the “Neighborhood Center” are at a medium scale, generally ranging from three to nine stories. The Heights Plan ensures that the tallest heights, to the greatest extent possible, are at locations where they will have a minimal impact on surrounding single-family areas. The Heights Plan also provides for tapers and stepbacks to ensure appropriate transitions to existing historic and lower residential development,
thereby fostering a human scale environment. This Plan indicates maximum heights allowable with redevelopment.

Open Space. The open space strategy is to complement existing open space resources in the area by creating new public open spaces within the Neighborhood Center that provide opportunities for public gatherings and for passive recreation. There are four new open spaces shown on the Open Space Plan Map. They are located at: the Park & Ride lot; adjacent to the W&OD Trail close to Lee Highway (two spaces); and on the Washington Boulevard flyover, as part of a potential open space associated with a new West Entrance to the Metrorail Station. Each space will have different characteristics. On the Park & Ride lot, a pedestrian plaza is envisioned, which would include hardscape and landscape elements that encourage and facilitate public gatherings. Specific elements could include seating, ample pedestrian zones, and opportunities for active play. The open spaces adjacent to the W&OD Trail are intended as an extended linear park that could expand opportunities for passive recreation. These areas could also be used to site bicycle facilities, such as a Bike Station, in order to capitalize on their proximity to the trail. On the Washington Boulevard flyover, a hardscaped pedestrian zone is proposed to act as a point of arrival and departure for Metrorail users.

Transportation. The vision for the Neighborhood Center, and East Falls Church in general, relies on the key transportation enhancements outlined in this Plan captured in the Bikeway Network Map and the Pedestrian Network Map. These two maps indicate the system-wide improvements that are needed to promote better bicycle and pedestrian connections to the Neighborhood Center, the Metrorail station, and the region at large. Although no new streets are proposed, streetscape enhancements, including wider pedestrian zones, street plantings, and bike and parking lanes (where possible) are proposed. These enhancements are intended to create a better balance for all modes of travel and to mitigate off-peak traffic impacts. In addition, the maps indicate a new mid-block, north-south pedestrian connection to the Park & Ride site and pedestrian enhancements across Interstate 66. The Appendix also contains illustrations of general cross section and intersection improvements for various locations. These should be used as a guide.
Neighborhood Center Illustrative Plan Map

Note: An illustrative plan is a plan that portrays one example of how to implement the Concept Plan. The Illustrative Plan is representational and helps the public visualize the Concept Plan and Design Guidelines provided in this Plan.
*Retail is required within the proposed public plaza for this site and retail located along the frontages of the site will be considered during site plan review.

Land Use Plan Map
EXECUTIVE SUMMARY

East Falls Church Area Plan

POLICY FRAMEWORK

LEGEND

Height Maximaums*

Proposed
- Up to 9 Stories
- Up to 6 Stories
- Up to 4 Stories

Existing
- Up to 6 Stories
- Up to 4 Stories

City of Falls Church
- Up to 8 Stories
- Up to 5 Stories

Other
- Historic District (Eastman-Fenwick)
- Potential Historic District Designation

4-10 foot Step-Back between 2nd Floor and 4th Floor
- See Design Guidelines for Additional Guidance

* Unless otherwise noted on map

Heights Plan Map
Note: For properties in the City of Falls Church, maximum heights shown on this map may be achieved through special exception and, in some cases, rezoning approval.
EXECUTIVE SUMMARY

East Falls Church Area Plan

CONCEPT PLAN

LEGEND

Public Open Space (Existing)
Public Open Space (Proposed)
Shared Use Trail (Proposed)
W&OD Bike Trail
General Location for Public Art (Proposed)
WMATA Metrorail Western Entrance

Open Space Plan Map
Pedestrian Network Map

**Legend**
- **Pedestrian Facility**
  - Existing Sidewalk
  - Recommended Sidewalk
  - Priority Pedestrian Improvement
  - Streetscape Improvement
  - Shared-use Trail (off-street)
  - Recommended Shared-use Trail (off-street)
  - Future Study of Off-street Trail (off-street)
- **Development Site (Future)**
- **Within 0.5 mi of Metro Entrance**
- **Approved and Unbuilt Development Site**

**Miscellaneous**
- Metrorail (Orange and Silver Lines)
- Existing Metrorail Station Entrance
- Property Line
- Road
- Water
- Park
- Study Area
EXECUTIVE SUMMARY

East Falls Church Area Plan

CONCEPT PLAN

Bikeway Network Map

Legend
- Existing Metrorail Station Entrance
- Potential Bike Box

Bicycle Facility
- Shared-use Trail (off-street)
- Recommended Shared-use Trail (off-street)
- Future Study of Off-street Trail (off-street)
- Bicycle Lane
- Recommended Bike Lane
- Recommended Bike Lane or Cycle Track
- Bicycle Boulevard/Route
- Direction of Travel

Development Site (Future)
- Within 0.5 mi of Metro Entrance
- Approved and Unbuilt Development Site

Miscellaneous
- Metrorail (Orange and Silver Lines)
- Priority Pedestrian Improvement
- Property Line
- Road
- Water
- Park
- Study Area

Direction of Travel

Bikeway Network Map
Transit Mixed-Use Area

This area is envisioned as the central hub of activity in the Neighborhood Center with ground floor retail oriented around a central civic plaza and residential, office or hotel development occupying the upper floors of mid-rise buildings (three to nine stories). 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.

Site Specific Guidance

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

Park & Ride and Kiss & Ride Parcels (Site M1, M2). Between 450,000 and 600,000 square feet of development is anticipated, provided that redevelopment includes the following:

- Retention of the bus operations on the site, with consideration of options for expanding bus service on or contiguous to the site.
- A range of 100 to 200 parking spaces for visitors and retail customers, with a pricing/management structure that favors short term parkers.
- Space for a central public plaza.

Illustrative Plan of the Transit Mixed-Use Area
Major Principles for Park and Ride Site Development

Conceptual design of potential development on the Park and Ride site could take several forms. Several alternatives are depicted on this page; each being a valid, viable option. As with each alternative shown here, any future development proposal for the Park & Ride site should be consistent with the following Major Principles:

Development:
- Up to 600,000 square feet of development is recommended, with a mix of uses (residential, office, hotel, retail).
- Heights should be in accordance with County Board Policy Determinations (see page 32).

Open Space:
- 20,000 to 30,000 square feet of open space is desired.
- The location of open space on the site is flexible.

Retail:
- Retail within the plaza area is required.
- Retail along the Washington Boulevard and Sycamore Street frontages is allowed, but subject to further evaluation during Site Plan review to ensure that negative impacts can be mitigated.
- The synergistic relationship between public plaza, retail and pedestrian circulation is to be reinforced.

Access and Connections:
- Bus operations are accommodated, generally at southeast corner of the site adjacent to the existing Metro entrance.
- A mid-block pedestrian crossing on Washington Boulevard with a connection through the site to the west end of the Metro platform should be provided.
- Enhanced streetscape along the frontages of the site, as depicted in the street cross sections shown in the Appendix section of the Plan, should be provided.
- Pedestrian access to each building should be from a street, where possible.
- Parking is to be underground.

Alternatives:
- Alternative A - 20,000 square foot open space
- Alternative B - 25,000 square foot open space
- Alternative C - 30,000 square foot open space
New Mixed-Use Transit Hub

The potential development at the Park & Ride site should provide appropriate transitions from the maximum height (nine stories) at the center of the site adjacent to the Interstate 66 right-of-way, down to three stories along the Washington Boulevard frontage, so as to enhance the sense of human scale development. This human scale development should also include buildings with smaller floorplates and building breaks within the site, similar to the townhouse development located across Washington Boulevard. The mixed-used development will frame the central plaza, and help support the retail and social activity that will be located there. The character of the architecture, especially along the street frontages, should be compatible with nearby townhouse structures, utilizing brick as a primary facade material. Attractive streetscape, including a double row of trees along building frontages, will enhance the pedestrian experience and minimize the visual impact for the surrounding single-family residential areas.
A New Public Plaza

A well-designed public plaza is planned for the Metrorail Park & Ride site when the site is redeveloped with mid-rise buildings. The public 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 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.
POLICY FRAMEWORK

- Ground floor neighborhood-oriented retail (uses defined as “Entertainment & Main Street Retail” or “Consumer & Business Services” in the County’s Retail Action Plan, or as subsequently revised) located around the plaza area and along frontages, where appropriate.

- Enhanced streetscape along the Washington Boulevard and Sycamore Street frontages, including on-street parking, a double row of street trees, an eight-foot wide clear walkway (along Washington Boulevard) and a modest building setback/plaza (at the intersection of Washington Boulevard and Sycamore Street).

- Retention of Kiss & Ride operations on the M2 site, with no development. Options for optimizing usage for drop off and shuttle services should be sought.

- Appropriate tapers along the Washington Boulevard frontage (See Heights Plan Map and Design Guidelines).

- Design of building facades along the Washington Boulevard frontage that are similar to and compatible with adjacent townhouse development.

- Design of buildings that link to district energy systems or are district energy-ready.

- Building heights taper appropriately and gracefully from a maximum of nine stories along the Interstate 66 frontage to a maximum of three stories along the Washington Boulevard frontage. A minimum step-back of ten feet is required along the Washington Boulevard frontage, beyond which, within the site, up to six stories may be built.

- Heights along the Interstate 66 frontage to taper down to four to six stories along Sycamore Street and four stories on the western portion of the lot.

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

Appropriate Use of Building Step Back - Bainbridge, Washington

Townhouses - Alexandria, VA
Neighborhood Transition Area

Development within this area will occur on sites located along Lee Highway and Washington Boulevard. 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. New development will be consistent with the area’s predominantly residential character. Development in the Neighborhood Transition Area should enhance the pedestrian experience along Lee Highway and Washington Boulevard, and provide, on a limited basis, opportunities for small retail development.

Site Specific Guidance

In considering redevelopment proposals within the Neighborhood Transition 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.

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

- Parcels should be consolidated to encourage development of a mid-rise building that replaces the existing market affordable units on site.
POLICY FRAMEWORK

- Up to five stories of residential development may be built on the consolidated site if there is full on-site replacement of the existing market affordable units. As an alternative, up to 5 stories of commercial or hotel development may be built on the bank site if the adjacent residential property is not incorporated into the development.

- Development should be consistent with the setbacks and step-backs described in the Design Guidelines section of the Plan.

- Building should be built 20 feet back from the curb on Lee Highway.

- As an option, small neighborhood-serving retail or professional offices could be allowed on the ground floor along Lee Highway at Washington Boulevard.

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 office, residential, or hotel development of up to five stories in height.

- Development should be consistent with the massing provisions set forth in the Design Guidelines section of the Plan.

- 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 driveway entrances at this busy intersection.

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

- Townhouse or low-rise multifamily development is recommended.

- Maximum height should be three to four stories.

- Residential uses are allowed.

- Appropriate transitions to the single-family development located outside the study area are necessary.

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 a largely unused parking lot, has potential for redevelopment.

- Townhouse or low-rise multifamily development.

- Maximum height should be three to four stories.

- 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.

**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 the City of 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 on Westmoreland Street, and a plaza/open space oriented around the W&OD Trail.

**Site Specific Guidance**

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-Benz repair shop, and used car lot.

- Enhanced streetscape along the Lee Highway frontage is required.
- Development should be consistent with the massing provisions set forth in the Design
POLICY FRAMEWORK

Guidelines section of the Plan.

- Preservation and maintenance of the historic W&OD railroad siding is recommended. An appropriate setback from the railroad siding must be maintained.
- With full consolidation of Site A and Site B, up to six stories of development could be considered. Enhanced public open space, to include retail and/or support services for trail users on the used car lot (Site B), would be required.
- With full consolidation of Site A and Site B, up to eight stories along the Four Mile Run frontage of the site could be considered if a grocery store is incorporated into the development.
- Without full consolidation of Site A and Site B or without full consolidation of parcels in Site A, up to five stories of development is recommended, provided that the historic preservation, streetscape, and retail goals are met, to the fullest extent possible, on the site. However, up to six stories could be considered if a grocery store is incorporated into the development.

Low-density residential or commercial development is recommended.
- Maximum height should be three to four stories.
- Building should be located at the back of the sidewalk.
- Vehicular access should be situated to minimize impact on traffic flow along Fairfax Drive.

French Restaurant/Motel Site (Site C). This site includes the La Côte D’Or restaurant and the Econo Lodge motel. Development of this site could include, where sufficient amenities are provided:
- Up to six stories of development is permitted.
- 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 is recommended.
- Development should be consistent with the massing provisions set forth in the Design Guidelines section of the Plan.
- Enhanced streetscape along the Lee Highway frontage is required.
- Provision of ground floor retail space and building articulation to allow for café seating is recommended.

Medium-Scale, Mixed-Use Development - Alexandria, VA

Commercial Property at Fairfax Drive and Little Falls Road (Site I). This site includes a small commercial building and associated surface parking.
Oil Company Site (Site A, B)

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.
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V. DESIGN GUIDELINES

Design Overview

The 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 Neighborhood Center in East Falls Church that builds upon the area’s local heritage and character and provides an appropriate transition to the surrounding single-family neighborhoods. As such, these guidelines are intended to identify objectives and design standards important to East Falls Church, such as pleasant, walkable sidewalks that connect the surrounding residential neighborhoods to area amenities, neighborhood-serving retail, calmer streets that include bicycle lanes and on-street parking (where possible), and building heights that complement surrounding uses.

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 in 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 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 high quality architecture in conjunction with attractive, accessible, diverse, and safe open spaces. Establishing compatible relationships between the bulk, form, and materials of new and 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 Plan recommends design guidelines for future development or redevelopment projects.

Design Goals

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

- Establish compatible relationships between the new buildings’ bulk, form and materials and the surrounding residential neighborhood.
- Create lively and dynamic 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.
- Strengthen the relationship between new housing/mixed-use development and public streets/open spaces.
- Ensure that building bases define the public realm.
- Achieve an environmentally friendly and sustainable community.

Design Guidelines

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, 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. In
the design of each building's HVAC system, connection to a district energy system should be considered. Also, consideration should be given to the possible reuse and recycling of materials.

The design of 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 efficiency. 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 public and private open spaces.

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 Townhouses and Small Multi-family Buildings.

The creation of “landmark” or “gateway” architectural features at signature sites can help to create a distinct identity of place and contribute to the character of the East Falls Church streetscape. Two locations where special architectural features would achieve this objective are the Oil Company site (Site A) and the Park and Ride site (Site M1). They serve as the entry points to Arlington County and the neighborhood for pedestrians, bikers, drivers and transit riders. Innovative architectural features, such as unique building roof tops and/or other special architectural features, are encouraged.

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, and M1 within the Plan area (See Neighborhood Center Illustrative Plan).

Building Height Limits. Building heights are a critical element of the East Falls Church Area Plan. Therefore, maximum building heights in floors/stories 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 as floors/stories will result in varied heights and design flexibility. Maximum heights for mid-rise buildings within the Plan area are generally limited to four to nine stories. In general, new development should respect existing buildings in materials and design elements and provide suitable tapers where changes in height occur. Please refer to the Heights Plan Map.

Massing. In order to provide a sensitive transition in scale to lower density residential areas, historic buildings and other existing structures, to maintain circulation of light and air and to provide a positive pedestrian experience, 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.
- A building step-back, of four to ten feet, implemented between the second and fourth floors along the frontages of Mid-Rise Building sites is generally recommended. Other architectural design solutions to enhance view corridors, provide facade...
variety, accentuate building corners or to address other site-specific conditions should also be considered. Where applicable, rear and side step-backs may also be used strategically to provide appropriate transitions between areas adjacent to 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-scale 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.

**Placement and Orientation.** To define public rights-of-way, such as streets and open spaces, build-to lines are established along proposed building facades. As indicated on the Build-to Lines and Service/Parking Location Map, the build-to lines support a level of enclosure along streets as well as public spaces. These build-to lines are commonly located at the back of the proposed streetscape space (typically 14-20 feet in width). In general, all new buildings should consist of a continuous 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.

Site design should consider service access points, such as trash pick-up areas and loading zones and parking or garage entrances, and should avoid direct access to these areas from arterial streets, where possible. 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 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 and furthermore can enhance a building’s appearance.

- Innovative roof design is highly encouraged 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.
EXECUTIVE SUMMARY

DESIGN GUIDELINES

• Roof designs should not compete with adjacent rooflines, but rather complement them.

• District energy building design locates HVAC equipment (such as boilers, chillers, heat exchangers) in the lower levels of buildings, making mechanical penthouses unnecessary, however, where mechanical penthouses are incorporated in building design, the following design attributes should be followed. Mechanical penthouses should be appropriately screened with materials similar to the building’s facade and designed to avoid negative visual and audible impacts.

• 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 and in any event 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 facade a distance equal to or greater than the height of the penthouse wall.

Ground Floor Retail. All Mid-Rise Buildings, particularly for the facades that face public sidewalks, should be designed to provide interest at the street level, to encourage walking and to enhance the pedestrian experience. Blank walls are not appropriate. 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 facade elements on the exterior. The frontage of a mixed-use building with ground floor retail should include outdoor dining areas, where possible, and a minimum of 50 percent of transparent display windows. Awnings may be used on storefront windows and 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 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. A change in materials which provides depth and/or texture is highly 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.
**Eastman-Fenwick Residence.** Additional sensitivity as to design, height, setbacks, and step-backs is required for Site D (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 D) 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 ten feet above the second story on the Lee Highway frontage and ten-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 Historical Affairs and Landmark Review Board (HALRB).

**Railroad Siding Along the W&OD Trail.** The elevated railroad siding, located partially on both the W&OD Trail and the Oil Company Site (Site A), has been nominated for Local Historic District designation. Development of the Oil Company Site (Site A) should be coordinated with the HALRB.

**Townhouse and Small Multi-family 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 commercial offices or live-work units. Small multi-family buildings are also 2-4 stories in height, have multiple street-level entry doorways and/or stoops, and are generally sited at the back of the streetscape specified in this Plan. The following design guidelines in this section shall be used to guide future developments on sites F, G, H and I (See Neighborhood Center Illustrative Plan).

**Building Height Limits.** In general, Townhouse and Small Multi-family Building sites should be two to four stories in height. Building heights shall be compatible with existing townhouse developments. Please refer to the Heights Plan Map.

**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.** Townhouse Buildings should be oriented along streets to define the public realm and to foster a sense of enclosure along streets and around 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 the back of the walkway is encouraged for townhouse developments along Washington Boulevard and Lee Highway. This setback should be landscaped and function as a buffer zone that separates the building from the public activities. Townhouse buildings should be built along the Build-To Line; no sawtooth pattern is permitted.
EXECUTIVE SUMMARY

East Falls Church Area Plan

DESIGN GUIDELINES

Tuckahoe Park
Charles E. Stewart Park
Benjamin Banneker Park
East Falls Church Park
Madison Manor Park
Isaac Crossman Park at Four Mile Run
W&OD Trail

LEGEND

Built-To Line
Service Access Point
Planning Study Sites
Open Space

Build-To Lines and Service/Parking Entrance Locations Map
Parking. Private streets, where provided, should be designed to function like public streets 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 should not be allowed for any townhouse development. Shared driveways used for services, garage access and/or utilities are encouraged.

Commercial Uses. For townhouse developments where ground level commercial or retail uses occur, buildings should incorporate design elements which reflect the storefront character. A strong visual architectural distinction should 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 the Neighborhood Center and throughout 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: a Tree and Furniture Zone; a Clear Walkway Zone; and 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. Illustrative streetscape cross sections for streets within the Plan area can be found in the Appendix. A description of the purpose and design treatment of each of the streetscape areas follows:

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 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 adjacent to on-street parking, and at least a five-foot by 12-foot wide tree pit. Street trees, as shown in the Street Trees and Ornamental Trees Table (on the following page), should generally be spaced 30 feet on center, with an initial caliper width of four to four-and-a-half inches. A root enhancement technique, as listed in the County’s Tree Planting Standards, must be utilized to ensure healthy tree growth for trees planted in tree pits. 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 visual cues to drivers to avoid potential safety issues. Particular attention should be directed at arranging these streetscape ele-
Street Trees and Shade and Ornamental Trees

The following street trees should be planted along street frontages within the East Falls Church Neighborhood Center District in conjunction with redevelopment:

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Street Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer rubrum*</td>
<td>Red Maple</td>
<td>Lee Highway</td>
</tr>
<tr>
<td>Tilia cordata</td>
<td>Littleleaf Linden</td>
<td>Washington Boulevard</td>
</tr>
<tr>
<td>Gleditsia triacanthos</td>
<td>Honey Locust</td>
<td>Sycamore Street</td>
</tr>
<tr>
<td>Ulmus parvifolia</td>
<td>Lacebark Elm</td>
<td></td>
</tr>
<tr>
<td>Quercus phellos</td>
<td>Willow Oak</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amelancier canadensis*</td>
<td>Serviceberry</td>
</tr>
<tr>
<td>Cercis canadensis*</td>
<td>Eastern Redbud</td>
</tr>
<tr>
<td>Lagastromia indica</td>
<td>Crapemyrtle</td>
</tr>
<tr>
<td>Magnolia virginiana*</td>
<td>Sweetbay Magnolia</td>
</tr>
<tr>
<td>Acer ginnala</td>
<td>Amur Maple</td>
</tr>
<tr>
<td>Gleditsia triacanthos inermis*</td>
<td>Thornless Honey Locust</td>
</tr>
<tr>
<td>Ginko biloba (male only)</td>
<td>Ginko</td>
</tr>
<tr>
<td>Acer buergerianum</td>
<td>Trident Maple</td>
</tr>
</tbody>
</table>

Specific trees are recommended for the three arterial streets to provide a coordinated streetscape. 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.

Pedestrian-Friendly Streetscape - Bethesda, MD

ments in such a way as to maintain adequate clearance and reduce clutter in the vicinity of designated handicap/wheelchair parking spaces.

Street Lights. Developers should provide Carlyle light fixtures that meet the requirements of the Dark-Sky Association. Such fixtures will 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 should be 16 feet in height as approved by the County. On townhouse residential areas on non-arterial streets, ornamental light poles
EXECUTIVE SUMMARY

DESIGN GUIDELINES

East Falls Church Area Plan

shall be 12 feet in height with fiberglass poles. Street lights must be painted black and pole placement must be coordinated with tree placement, and must conform with the Illuminating Engineering Society's (IES) guidelines and the Arlington County Street Light Policy and Planning Guide Instructions for Developers.

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

Waste Bins. The standard waste bin for the East Falls Church Plan should be the Landscape Forms, Inc. “Chase Park,” painted with the same black finish as the standard bench, or equivalent.

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 ten-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/Shy Zone is a place designed for people to spend time. It may be occupied by building elements such as storefronts, 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 ten 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 (six feet in width) to accommodate sufficient clear width and 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.

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/or 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 Park & 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 neighborhood center that connects and unites people and places in East Falls Church. The public space at the Park & Ride lot should be sized at between approximately 20,000 to 30,000 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 plantings.

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 children, the elderly and the 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**

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, or 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 noise 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 “Public Art, Public Spaces,” Arlington’s Public Art Master Plan.

Public art is an 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 enhance the character of public 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 the proposed West Entrance to the East Falls Church Metrorail station. See the Open Space Plan Map and the West Entrance recommendation in the Implementation section.
VI. IMPLEMENTATION

Overview

The intent of this section is to identify some of the more tangible actions that need to be undertaken to implement the Plan, rather than repeating all of the recommendations in the Plan’s previous sections. The actions below are categorized under Plan Adoption, Land Use, Open Space, Housing, Sustainability, and Transportation. In addition, this section includes an Implementation Matrix that summarizes each action item with corresponding information on timing, responsible agency(ies), mechanism(s), and potential funding sources.

Although this section provides general guidance regarding implementation timelines and possible funding sources for the public infrastructure improvement projects that are recommended for East Falls Church, additional planning and design will be required over the short term in order to develop more specific project budgets and timelines.

As part of the County’s on-going Capital Improvement Program (CIP), staff will endeavor to seek initial planning funds for the larger, costlier projects identified in the Plan in order to develop conceptual designs and cost estimates for public review and consideration.

Plan Adoption

The purpose of this Plan is to establish the overall future vision for East Falls Church and to provide a framework to guide public and private investment for the physical revitalization of the area. The Plan also contains recommendations to help implement this vision, focusing on land use, open space, housing, urban design, and transportation.

Recommendation 1.

Adopt the East Falls Church Area Plan.

Land Use

The pattern of development in East Falls Church is expected to change, over time, from the disparate, auto-oriented service uses, such as banking, gas stations, auto repair facilities and surface parking areas along major arterials, to an area with coordinated mixed-use buildings located at the back of sidewalks and around public gathering spaces. This Plan recommends changes to the GLUP in certain locations in order to implement the Vision for East Falls Church. The proposed changes are as follows:

Recommendation 2.

Designate the “East Falls Church Special Planning District” (See Proposed General Land Use Plan Changes Map) and include text describing the vision and goals for this district in the GLUP booklet.

Recommendation 3.

Change land use designations and other elements on the GLUP map consistent with the future vision described in this Plan (See Proposed General Land Use Plan Changes Map).

Open Space

The public open space elements of this Plan will enhance the network of high quality public parks and plazas in East Falls Church by protecting existing active and passive resources and creating new, urban gathering spaces. Key actions related to open space include incorporating plazas and other open space in new development, increasing the tree canopy, and preserving and restoring the Four Mile Run stream area.
Executive Summary

East Falls Church Area Plan

Implementation

Proposed General Land Use Plan Changes Map

Legend

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Range of Density/Typical Use</th>
<th>Typical Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>1-10 units per acre</td>
<td></td>
</tr>
<tr>
<td>Low-Medium</td>
<td>16-36 units per acre</td>
<td></td>
</tr>
</tbody>
</table>

Commercial and Industrial

Service Commercial

Public and Semi-Public

Public

Semi-Public

Government and Community Facilities

Office-Apartment-Hotel

Office Density: Up to 1.5 F.A.R.  
Apartment Density: Up to 72 units/acre  
Hotel Density: Up to 110 units/acre

Designate the “East Falls Church Neighborhood Center District”

Change from “Service Commercial” to “Low” Office-Apartment-Hotel

Change from “Service Commercial” to “Low” Office-Apartment-Hotel

Change from “Service Commercial” to “Low-Medium” Residential

Change from “Low” Residential (1-10 u/a) to “Low-Medium” Residential

Change from “Public” and “Government and Community Facilities” to “Medium” Office-Apartment-Hotel

Add Open Space Symbols

Proposed General Land Use Plan Changes Map
New Open Spaces

With the redevelopment of the East Falls Church Metrorail Station and a number of the surrounding properties in the study area, the built environment 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 that create a “sense of place” within the community.

Recommendation 4.

Create and maintain new open spaces in the Neighborhood Center at the locations indicated on the Open Space Plan.

Tree Canopy

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 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.

Recommendation 5.

Include tree preservation measures and additional plantings for public and private development projects.

Four Mile Run

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 in the past 70 years the Upper Main Stem of Four Mile Run is considered to be an urban stream. Uncontrolled stormwater runoff, sedimentation, the loss of its native plant buffer and pollution have 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.

Future development in the East Fall Church area will provide opportunities to improve the quality of Upper Four Mile Run by the replacement of outdated stormwater systems with current stormwater control technology designed to detain stormwater runoff onsite. Low impact development techniques should also be incorporated into development plans such as pervious paving, infiltration tree pits, rain gardens, bio-retention swales, cisterns and green roofs to capture rainwater and to allow it to soak into the ground over time and providing water for plantings.

Recommendation 6.

Continue to enforce County environmental ordinances for all new development and encourage the incorporation of Sustainable Stormwater Management facilities in the building and landscape design that meet or, ideally, exceed the stormwater management standards in these ordinances.

Recommendation 7.

Continue to study ways to improve, protect and restore the upper Four Mile Run stream area.

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. This Plan has a goal of adding 100-250 new and preserved committed affordable units in the greater East Falls Church area through Recommendations 8-10 below, in addition to site plan contributions.

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 GLUP maximum for the site in question. The Ordinance allows developers to
IMPLEMENTATION

choose whether to provide a cash contribution or to provide units based on a percent of the increased gross floor area (GFA) above 1.0 FAR for the density up to the GLUP maximum.

Recommendation 8.

Achieve a minimum of 30-45 units of on-site affordable housing for the Park & Ride site by making it a requirement of any joint development proposal on this public property.

Recommendation 9.

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.

Recommendation 10.

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.

Historic Preservation

One of the last remnants of the W&OD Railroad line is a railroad siding (an elevated trestle) located near Lee Highway, partially on the W&OD Trail and partially on the Oil Company Site (Site A). The W&OD Railroad ended service in 1968. The siding has been nominated for Local Historic District designation. The nomination is currently being researched by the Historical Affairs and Landmarks Review Board (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. In order to ensure that this resource is preserved into the future, it is recommended that the County continue working on the designation.

Recommendation 11.

Work with the property owner to pursue the designation of the railroad siding as a Local Historic District and ensure that future development does not result in a loss of this important resource.

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 12.

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.

Recommendation 13.

Advance the County’s economic competitiveness, ensure energy supply, security and flexibility, and further the County’s long-term environmental commitment by encouraging new
**Transportation**

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 an area that safely and attractively serves pedestrians, cyclists, transit users, and drivers.

Arlington County’s Master Transportation Plan (MTP) is an integral component of the County’s Comprehensive Plan. Along with the GLUP, the MTP is designed to ensure that land use and transportation planning are integrated. The Goals and Policies document of the MTP was adopted in November 2007, followed by the adoption of the various modal elements. The transportation recommendations presented here are organized around the MTP’s modal elements—transit, pedestrians, bicycles, streets, parking, and transportation demand and systems management.

**Transit Station**

The East Falls Church Metrorail Station is the focal point of the community and the principal organizing element of the Plan. The transportation recommendations begin with consideration of the Metrorail station.

**West Entrance.** Early on in its tenure, the Task Force reached consensus on the desirability of adding a new West Entrance to the Metrorail station. It is the key to a shift in pedestrian movements throughout the study area that will benefit the area by providing shorter, safer trips to Metrorail and a better bicycle and pedestrian connection over Interstate 66. The
IMPLEMENTATION

West Entrance focuses the entire community at a point closer to its center and closer to the hub of its transportation network. This entrance would better serve the areas of new multifamily residential development along Westmoreland Street, as well as new development suggested by this Plan and anticipated in the City of Falls Church.

Working with the study’s transportation consultant and with a Metro planner on the Task Force, several concepts were developed for a new Metrorail station entrance. These concepts include extending the station platform to the west, adding a new fare mezzanine, and providing one or more of the following connections:

- A pedestrian bridge over the westbound lanes of Interstate 66 connecting the station platform to the plaza in a new development on the existing Park & Ride lot.

- A pedestrian bridge over the eastbound lanes of Interstate 66 connecting the station platform to the W&OD Trail.

- A pedestrian walkway along the Washington Boulevard flyover of Interstate 66 connecting the Lee Highway/Fairfax Drive intersection to the plaza on the Park & Ride site.

- A pedestrian bridge crossing the eastbound lanes of Interstate 66 in the vicinity of Vanderpool Street connecting to an access along the center of the Interstate 66 right-of-way to the station platform.

- A widened Washington Boulevard flyover above Interstate 66 with a multimodal plaza and a connection along the center of the Interstate 66 right-of-way to the station platform.

It should be noted, however, that any of these options for providing a new West Entrance are costly. Furthermore, the level of development anticipated in the East Falls Church area is not expected to be sufficient to provide the community benefits or additional tax revenue to pay for this improvement. As a result, other outside funding sources will be needed.

**Recommendation 14.**

*Continue to work with Metro, VDOT, and the City of Falls Church to provide alternative financing mechanisms and plans for constructing a western entrance to the Metrorail station at the earliest possible date. Any new station entrance should be designed...*
to have convenient access for pedestrians and good connections for cyclists to the W&OD Trail and nearby on-street bicycle facilities.

Bus Service. Improved connections between different types of transit are critical to managing the projected increase in Metrorail ridership at the East Falls Church station and reducing the vehicle traffic to the station. Additional local bus services to serve the neighborhoods and replace the discontinued GEORGE bus service, previously provided by the City of Falls Church, should be considered.

Arlington County encourages new and creative ways to improve bus service, provide increased frequency of service and maintain a high-quality pedestrian experience while managing the curb space effectively. However, convenient access for transfers between buses and between bus and rail must be maintained.

Recommendation 15.

Review transit services, in cooperation with the City of Falls Church and Fairfax County, to improve service to the surrounding neighborhoods and connections to Broad Street, to the residential and commercial districts at Seven Corners, and to the multifamily residences along Roosevelt Street. Use the Arlington Transit Development Plan as the vehicle to plan and program new services.

Recommendation 16.

Improve bus services on Lee Highway and Washington Boulevard to provide the frequencies of service specified in the Master Transportation Plan.

Recommendation 17.

Ensure that the function of the existing bus facility is maintained and that opportunities for expansion are explored for new development at the Metrorail station.

Bicycle and Pedestrian Access. Nearly half of the East Falls Church Metrorail commuters walk or bike to the station. A new West Entrance will greatly improve accessibility for many of these transit riders. Other recommendations to improve pedestrian access are described in the following sections.

The East Falls Church Metrorail station has one of Metro’s highest percentages of access by bicycle, accounting for about four percent of the peak hour boardings. With such a high rate of
 IMPLEMENTATION

Potential Connecting Paths and Pedestrian Crossings Map
bicycle access to the Metrorail station, improved facilities are recommended at the station to enhance the cyclist’s experience.

Recommendation 18.

Provide generous facilities in and adjacent to the Metrorail station to accommodate bicyclists including bike racks, covered bike storage and bike lockers. Designate the East Falls Church Metrorail station as a future location for a Bike Station, with rentals, repairs, secure storage and other amenities.

Kiss & Ride Facility. With future development of the station’s Park & Ride lot, there will be fewer spaces available for commuter parking. The Kiss & Ride facility, currently heavily used, will assume a greater importance.

Recommendation 19.

Study and re-engineer the Kiss & Ride facility for better entry and exit, separate vehicular and pedestrian traffic to the maximum extent possible, and provide adequate handicap parking.

Commuter Parking. The concept plan calls for future development of the Metrorail station Park & Ride lot. Large surface parking lots with dedicated commuter parking do not support the transportation and development goals of the County. Eliminating commuter parking at the Metrorail station would require negotiations with Metro and VDOT, the owners of the site, to assure that Metro’s revenues are not reduced and that VDOT’s objections to eliminating parking are addressed. Replacement parking spaces on the site should be sufficient to serve residents, visitors and retail/commercial users. It is expected that parking rates will favor short-term parking and discourage all-day commuter use.

Recommendation 20.

Eliminate dedicated commuter parking at the Metrorail station with future development and subject to negotiations with Metro and VDOT. Provide between 100 and 200 spaces for shared-use parking, which would be available to Metro users for short-term parking and use on evenings and weekends.
IMPLEMENTATION

Pedestrians

At some point all transportation users are pedestrians. Having a plan that sufficiently accommodates pedestrians is not only a good idea but is an essential component of Smart Growth and a solid multimodal transportation system. The East Falls Church Task Force recognized the importance of a good pedestrian network to serve the needs of the community at large, and Arlington County shares the vision of a strong pedestrian network. This vision is demonstrated in the recent Master Transportation Plan (MTP): Pedestrian Element, which was adopted in 2008. The MTP Pedestrian Element’s policies, implementation actions and performance measures revolve around four overarching goals: completing the walkway network, making the pedestrian network fully accessible and convenient for all users, increasing walking, and operating and maintaining pedestrian facilities to a high-quality standard.

Pedestrians desire and are attracted to safe and direct routes to their destinations. They will always prefer the shortest distance to their destination even if a longer walking distance provides a fully protected signalized crosswalk. The sensitive addition of pedestrian pathway connections and additional signalized mid-block crossings will greatly improve the attractiveness of walking within East Falls Church.

Sidewalks, open spaces, street crossings and mid-block connections should be designed to accommodate the needs of every pedestrian and to promote safe passage throughout and activity with the area.

In addition, the Lee Highway Bridge over Interstate 66 has been cited as an unsafe and uncomfortable route for pedestrians and cyclists. 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 22.

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

Recommendation 21.

Install sidewalk sections to complete sidewalks on at least one side of each local street.
Recommendation 23.

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.

Recommendation 24.

Require connecting paths as a condition of site plan approval for new developments. Collaborate with Verizon and adjacent property owners to design and construct an accessway with appropriate lighting that safely facilitates pedestrian and bicycle use through its property between Lee Highway and Washington Boulevard. (See Potential Connecting Paths and Pedestrian Crossings Map)

Recommendation 25.

Provide a new signalized pedestrian crossing at the intersection of Lee Highway and Underwood Street. Provide a signalized crossing of Washington Boulevard near the Verizon parking lot when the Park & Ride site develops.

Recommendation 26.

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 ten-foot clear walking paths, adding six-foot bike lanes and installing universally accessible ramps.

Bicycles

With the W&OD Trail running through the area, bicycling is an important part of the community and is used for both transportation and recreation. The discontinuities in the W&OD Trail through East Falls Church and the difficult trail crossing of Lee Highway present a challenge to provide a safer facility for trail users.

Similar to the County’s recently adopted MTP, which advocates for increasing bicycle use, improving bicycle safety, managing and maintaining the bikeway system and integrating all modes of transportation with biking, the community’s vision calls for a more bike-friendly transportation system. Improved bicycle facilities will serve both Metrorail users and travelers within the neighborhood. Additional on-street bicycle lanes and routes, as well as off-street connections and other bicycle enhancements are recommended.

Bicycle support facilities, such as showers, changing rooms, and lockers also promote bicycle use and should be accommodated in any new development or streetscape improvements in East Falls Church should also include bicycle facilities.

Also, Arlington County, working with the District of Columbia, has initiated a bike sharing program, Capital Bikeshare, with 1,100 bikes and 114 bike sharing stations in the region currently, including initial installations in Crystal City and Pentagon City. If successful, this program will be expanded elsewhere in the County.

Recommendation 27.

Amend the Bicycle Element of the Master Transportation Plan to include the changes in the bicycle network shown on the Bicycle Network Map.

Recommendation 28.

Provide bicycle lanes or sharrows (designated lanes to be shared by bicycles and cars) along both sides of Sycamore Street, Lee Highway, Fairfax Drive, Westmoreland (west of 25th Street North) and Washington Boulevard throughout and adjacent to the study area.

Recommendation 29.

Designate on-street bicycle routes for designated segments of Westmoreland Street, Winchester Street, Little Falls Road, 16th Street North, 19th Street and 19th Road North.
**EXECUTIVE SUMMARY**

**East Falls Church Area Plan**

**IMPLEMENTATION**

**Recommendation 30.**

Consider implementing bike sharing facilities at the East Falls Church Metrorail station and elsewhere in East Falls Church as Arlington’s bike sharing program is expanded throughout the County.

**Recommendation 31.**

Require bicycle facilities including secure bike storage, showers and changing facilities, and bicycle parking for retail stores as a site plan condition for new development. Include sidewalk bicycle racks in new streetscape projects.

**Recommendation 32.**

Undertake a study of options, in cooperation with the City of Falls Church and the Northern Virginia Regional Park Authority, to connect the W&OD Trail from west of Lee Highway to east of Sycamore Street, including possible grade separations.

**Streets**

The amount of vehicle traffic and congestion on arterial streets is a concern of the East Falls Church community. Much of the apparent traffic congestion comes from outside of East Falls Church and is due to the location of Interstate 66 and its access ramps. Some of the traffic results from drivers accessing the Metrorail station and its Park & Ride and Kiss & Ride lots. The County recognizes the need to reduce demand for automobile usage by creating transit and non-motorized alternatives. Future development of transit-oriented development (TOD) will generate less traffic than many of the current automobile-oriented uses. For instance, an 18-pump fuel station generates approximately 3,500 vehicle trips in a 24-hour period. If the fuel station were replaced by a Metrorail-accessible five-story mixed-use residential building, the vehicle trips would be reduced to about 380 per day, just over one-tenth of the existing use.

Arlington’s MTP supports the design and operation of “Complete Streets,” which provide safe access by users of all ages and abilities, including pedestrians, bicyclists, transit and motorists. Currently, Washington Boulevard, Fairfax Drive, Lee Highway and Sycamore Street are plagued by the lack of adequate arterial transportation management. Washington Boulevard and Fairfax Drive alongside Interstate 66 in particular have a problem with speeding and weaving vehicles. Implementing Complete Streets concepts such as on-street parking, more frequent crossing points, dedicated bicycle lanes, landscaping, intersection nubs, pedestrian refuge areas, narrowed travel lanes, and landscaped medians, would help to reduce off-peak travel speeds and increase the perceived level of safety for pedestrians and cyclists. Many of these concepts were recommended previously under the Pedestrian and Bicycle elements. They are repeated here as Streets recommendations.

**Recommendation 33.**

Implement “Complete Streets” concepts to improve the pedestrian environment and reduce vehicular speeds on the arterial streets in the East Falls Church area.

**Recommendation 34.**

Implement improvements for Washington Boulevard and Fairfax Drive east of Lee Highway:

- Add nubs to reduce pedestrian crossing distances.
- Add tree plantings along both sides of the roadways.
- Install a new traffic signal for pedestrians on Washington Boulevard at Fairfax Drive/25th Street and on Fairfax Drive at Little Falls Road.
- Install a median to prevent vehicles from 25th Street from accessing the Interstate 66 on ramp.
- 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.
- Narrow the travel lanes.
- Shorten the left-turn lane to 25th Street.
• Incorporate dedicated bicycle lanes.
• Widen and upgrade the sidewalk.
• Add on-street parking along Washington Boulevard.
• Develop signage and road marking to complement other traffic mitigation measures.

**Recommendation 35.**
Encourage residents who experience commuter parking on their streets to pursue the Neighborhood Permit Parking Program for their areas.

**Recommendation 36.**
Enforce permit parking restrictions to discourage commuter parking in surrounding neighborhoods.

**Transportation Demand and System Management**

Another element of the MTP addresses transportation demand and transportation system management. Through these, the County attempts to influence traveler behavior to reduce vehicular trips and to increase the efficiency and safety of existing transportation facilities. Transportation impacts from Interstate 66, should be managed more effectively. The community urged that the Interstate 66 right-of-way be “reinvented” to become an asset rather than a detriment to the future of East Falls Church.

**Recommendation 37.**
Require strong transportation demand programs for site plan development, to encourage residents and tenants to take advantage of the convenient transit services.

**Recommendation 38.**
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:

- 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.
- 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.

Parking

Concerns about increased commuter parking on residential streets in the vicinity of the station are currently being addressed by Arlington’s Residential Permit Parking Program (RPPP). The RPPP also allows for zone expansion, greater time restrictions and reductions in the size of zones in necessary.
## Implementation Matrix

<table>
<thead>
<tr>
<th>#</th>
<th>Recommendation</th>
<th>Timing</th>
<th>Responsible Agency</th>
<th>Mechanism(s)</th>
<th>Funding Source(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Adopt the East Falls Church Area Plan.</td>
<td>Short Term (1-2 years)</td>
<td>CPHD</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>2</td>
<td>Designate the “East Falls Church Special Planning District” and include text describing the vision and goals for this district in the GLUP booklet (See Proposed General Land Use Plan Change Map).</td>
<td>Short Term</td>
<td>CPHD</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>Change land use designations and other elements on the GLUP map (See Proposed General Land Use Plan Change Map) consistent with the future vision for those sites.</td>
<td>Short Term</td>
<td>CPHD</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4</td>
<td>Create and maintain new open spaces in East Falls Church at the locations indicated on the Future Public Open Spaces Map.</td>
<td>Ongoing</td>
<td>CPHD PRCR</td>
<td>Special Exception</td>
<td>Local, Other</td>
</tr>
<tr>
<td>5</td>
<td>Include tree preservation measures and additional plantings for public and private development projects.</td>
<td>Ongoing</td>
<td>CPHD PRCR</td>
<td>Special Exception</td>
<td>N/A</td>
</tr>
<tr>
<td>6</td>
<td>Continue to enforce County environmental ordinances for all new development and encourage the incorporation of Sustainable Stormwater Management facilities in building and landscape design that meet or, ideally, exceed the stormwater management standards in these ordinances.</td>
<td>Ongoing</td>
<td>CPHD DES</td>
<td>Special exception</td>
<td>N/A</td>
</tr>
<tr>
<td>7</td>
<td>Continue to study ways to improve, protect and restore the upper Four Mile Run stream area.</td>
<td>Ongoing</td>
<td>PRCR DES</td>
<td>CIP</td>
<td>Local, State, Federal, Other</td>
</tr>
<tr>
<td>8</td>
<td>Achieve a minimum of 30-45 units of on-site affordable housing for the Park &amp; Ride site.</td>
<td>Ongoing</td>
<td>CPHD</td>
<td>Special exception</td>
<td>Developer Contributions, Other</td>
</tr>
<tr>
<td>#</td>
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<td>9</td>
<td>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.</td>
<td>Ongoing</td>
<td>CPHD</td>
<td>Special Exception</td>
<td>LIHTC and AHIF</td>
</tr>
<tr>
<td>10</td>
<td>Work with property owners with 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.</td>
<td>Ongoing</td>
<td>CPHD</td>
<td>Outreach</td>
<td>LIHTC and AHIF</td>
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<td>11</td>
<td>Work with the property owner to pursue the designation of the railroad siding as a Local Historic District and ensure that future development does not result in a loss of this important resource.</td>
<td>Short Term</td>
<td>CPHD</td>
<td>Outreach</td>
<td>N/A</td>
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<td>12</td>
<td>Achieve carbon neutrality within the East Falls Church Special Planning District by developing energy efficient buildings, maximizing vegetated areas, restoring the urban tree canopy, incorporating best management practices for water conservation and stormwater management, and expanding access to transit.</td>
<td>Ongoing</td>
<td>DES CPHD</td>
<td>Special Exception</td>
<td>Local, State, Federal, Other</td>
</tr>
<tr>
<td>13</td>
<td>Advance the County’s economic competitiveness, ensure energy supply, security and flexibility, and further the County’s long-term environmental commitment by encouraging new development consisting of buildings that are district energy-ready.</td>
<td>Ongoing</td>
<td>DES CPHD</td>
<td>Special Exception</td>
<td>N/A</td>
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<td>14</td>
<td>Continue to work with Metro, VDOT, and the City of Falls Church to provide alternative financing mechanisms and plans for constructing a western entrance to the Metrorail station at the earliest possible date. Any new station entrance should be designed to have convenient access for pedestrians and good connections for cyclists to the W&amp;OD Trail and nearby on-street bicycle facilities.</td>
<td>To be determined</td>
<td>DES</td>
<td>N/A</td>
<td>N/A</td>
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<td><strong>BUS SERVICE</strong></td>
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<td>15</td>
<td>Review transit services, in cooperation with the City of Falls Church and Fairfax County, to improve service to the surrounding neighborhoods and connections to Broad Street, to the residential and commercial districts at Seven Corners, and to the multifamily residences along Roosevelt Street. Use the Arlington Transit Development Plan as the vehicle to plan and program new services.</td>
<td>Ongoing</td>
<td>DES</td>
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<tr>
<td>16</td>
<td>Improve bus services on Lee Highway and Washington Boulevard to provide the frequencies of service specified in the Arlington Master Transportation Plan.</td>
<td>Ongoing</td>
<td>DES</td>
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<td>17</td>
<td>Ensure that the function of the existing bus facility is maintained and that opportunities for expansion are explored for new development at the Metrorail station.</td>
<td>Ongoing</td>
<td>DES</td>
<td>Special Exception</td>
<td>N/A</td>
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<td><strong>BICYCLE AND PEDESTRIAN ACCESS</strong></td>
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<td>18</td>
<td>Provide generous facilities in and adjacent to the Metrorail station to accommodate bicyclists including bike racks, covered bike storage and bike lockers. Designate the East Falls Church Metrorail station as a future location for a Bike Station, with rentals, repairs, secure storage and other amenities.</td>
<td>Ongoing</td>
<td>DES</td>
<td>CIP</td>
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<td>19</td>
<td>Study and re-engineer the Kiss &amp; Ride facility for better entry and exit, separate vehicular and pedestrian traffic to the maximum extent possible, and provide adequate handicap parking.</td>
<td>Ongoing</td>
<td>DES</td>
<td>Special Exception</td>
<td>N/A</td>
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<td><strong>COMMUTER PARKING</strong></td>
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<td>20</td>
<td>Eliminate dedicated commuter parking at the Metrorail station with future development and subject to negotiations with Metro and VDOT. Provide between 100 and 200 spaces for shared-use parking, which would be available to Metro users for short-term parking and use on evenings and weekends.</td>
<td>Ongoing</td>
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**BICYCLES**

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<td>Consider implementing bike sharing facilities at the East Falls Church Metrorail station and elsewhere in East Falls Church as Arlington’s bike sharing program is expanded throughout the County.</td>
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<td>DES</td>
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<td>34</td>
<td>Implement improvements for Washington Boulevard and Fairfax Drive east of Lee Highway.</td>
<td>Long Term (5 years or longer)</td>
<td>DES</td>
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<td>35</td>
<td>Encourage residents who experience commuter parking on their streets to pursue the Neighborhood Permit Parking Program for their areas.</td>
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<td>Enforce permit parking restrictions to discourage commuter parking in surrounding neighborhoods.</td>
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<td>Require strong transportation demand programs for site plan development, to encourage residents and tenants to take advantage of the convenient transit services.</td>
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<td>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.</td>
<td>Long Term (5 years or longer)</td>
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</table>
The Proposed Street Cross Sections and Proposed Intersection Improvements drawings shown on the following pages in this document are conceptual. The dimensions and details such as the design of bulbouts, curb ramps and crosswalks, the configuration of bicycle lanes or “sharrows”, and landscaping features will be determined during engineering design and will reflect then-current County practices. Prior to implementation, the changes in intersection configurations and the number of travel lanes shown in this Plan will be reviewed further to determine the impacts upon traffic flow.
Key Elements on the Cross-section Diagrams

- LS: Landscape Strip
- PL: Planting Area
- ROW: Right-of-way
- SH: Shoulder
- SW: Sidewalk
- SZ: Seating Zone
- T/FZ: Tree/Furniture Zone

*The dimension for all elements adjacent to curb include 1.5-foot gutter pan.*

Street Cross-section Locator Map
1: Little Falls Road southwest of Fairfax Drive (looking northeast)

Existing Cross Section

Proposed Cross Section

- Maintain one vehicular travel lane and on-street parking in each direction
- Provide at a minimum, a 6-foot tree/furniture zone and a 6-foot sidewalk on the east side of the street

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS
LS LANDSCAPE STRIP
ROW RIGHT OF WAY
SH SHOULDER
SW SIDEWALK
TIFZ TREE/FURNITURE ZONE
PL PLANTING ZONE
SZ SEATING ZONE

*The dimensions for all elements adjacent to curb includes a 1.5-foot gutter pan.
2: Fairfax Drive southeast of Little Falls Road (facing northwest)

Existing Cross Section

Proposed Cross Section

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

KEY ELEMENTS ON THE CROSS-SECTION DIAGRAMS

LS LANDSCAPE STRIP
ROW RIGHT OF WAY
SH SHOULDER
SW SIDEWALK
TZ TREE/FURNITURE ZONE
PL PLANTING ZONE
SZ SEATING ZONE
*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pen.
3: Lee Highway Southwest of Westmoreland Street (looking northeast)

Existing Cross Section

Maintain two vehicular travel lanes in each direction
Provide a mixed-curbs 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

Proposed Cross Section

Provide at a 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
State owned road - lane width reduction to 10-foot generally requires a documented design exception

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS
LS LANDSCAPE STRIP
ROW RIGHT OF WAY
SH SHOULDER
SW SIDEWALK
TRFZ TREE/FURNITURE ZONE
PL PLANTING ZONE
SZ SEATING ZONE
*The dimension for all elements adjacent to curbs includes a 1 1/2 foot gutter pen
EXECUTIVE SUMMARY

IMPLEMENTATION

APPENDIX

4: Lee Highway Northeast of Westmoreland Street (looking northeast)

Existing Cross Section

- Maintain two vehicular travel lanes in each direction
- Provide a striped bicycle lane in each direction
- Replace existing striped median with left-turn lanes

Proposed Cross Section

- Provide at a minimum, a 6-foot tree/furniture zone and an 8-foot sidewalk on the each side of the street
- 4-foot seating zone is optional for retail locations on the each side of the street
- State owned road - lane width reduction to 10-foot generally requires a documented design exception

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS:

LS  LANDSCAPE STRIP
ROW  RIGHT OF WAY
SH  SHOULDER
SW  SIDEWALK
TFF  TREE/FURNITURE ZONE
PL  PLANTING ZONE
SZ  SEATING ZONE

*The dimension for all elements adjacent to curb include a 1.5-foot gutter gap
5: Lee Highway Bridge (looking northeast)

Existing 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

Proposed Cross Section

- Study the feasibility of adding width to the existing structure to provide a 10-foot sidewalk on each side of the street
- Will also study providing 5-foot bike lanes and reduced lane widths in the interim
- State owned road - lane width reduction to 10-foot generally requires a documented design exception

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS

- LS LANDSCAPE STRIP
- HWY RIGHT OF WAY
- SH SHOULDER
- SW SIDEWALK
- TPZ TREE/FURNITURE ZONE
- PL PLANTING ZONE
- SZ SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pen
6: Lee Highway Northeast of Washington Boulevard (looking northeast)

Existing 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
- Provide a raised-curb median or left-turn lane at intersections
- Replace existing striped median with a raised-curb median or left-turn lane at intersection

Proposed Cross Section

- Reduce vehicular lane widths to create space for a striped bicycle lane in each direction
- Provide at a minimum, an 8-foot sidewalk (including any zone) on each side of the street
- 4-foot planting zone is optional for retail locations on the west side of the street
- Side owned med - lane width reduction to 10-foot generally requires a documented design exception

KEY ELEMENTS ON THE CROSS SECTION DIAGRAM:
- LS: LANDSCAPE STRIP
- ROW: RIGHT OF WAY
- SH: SHOULDER
- SW: SIDEWALK
- TJ: TREE/URBAN FURNITURE ZONE
- PL: PLANTING ZONE
- SB: SEATING ZONE

*The dimension for all elements adjacent to curb reduce to 10 feet generally requires a documented design exception.
7: Lee Highway Southwest of Underwood Street (looking northeast)

Existing 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

Proposed Cross Section

- Provide a 5-foot tree/furniture zone on the west side of the street
- Provide at a minimum, a 5-foot minimum planting zone on the west side of the street

*State owned road - lane width reduction to 10-foot generally requires a documented design exception

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS:

- LS LANDSCAPE STRIP
- ROW RIGHT OF WAY
- SH SHOULDER
- SW SIDEWALK
- TFZ TREE/FURNITURE ZONE
- PL PLANTING ZONE
- S2 SEATING ZONE

*The dimension for all elements adjacent to each includes a 1.5-foot gutter pen
8: Lee Highway Southwest of Sycamore Street (looking northeast)

Existing 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 northbound direction

Proposed Cross Section

- Remove median and reduce travel lane widths to create space for a striped bicycle lane in each direction
- No new development or additional right of way proposed at this location
- State owned road - lane width reduction to 10-foot generally requires a documented design exception

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS:
- LS: LANDSCAPE STRIP
- ROW: RIGHT OF WAY
- SH: SHOULDER
- SW: SIDEWALK
- TF.Z: TREE/FURNITURE ZONE
- PL: PLANTING ZONE
- SZ: SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan
9: 19th Street North west of Sycamore Street (looking west)

Existing Cross Section

- Maintain one vehicular travel lane in each direction and eastbound left-turn lane
- Provide at a minimum, an existing 5-foot sidewalk on the south side of the street

Proposed Cross Section

- Provide at a minimum, a 6-foot sidewalk on the north side of the street

**KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS**

- LS LANDSCAPE STRIP
- ROW RIGHT OF WAY
- SH SHOULDER
- SW SIDEWALK
- T/FZ TREE/FURNITURE ZONE
- PL PLANTING ZONE
- SE SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan*
10: Sycamore Street between I-66 and 19th Street (looking north)

Existing Cross Section

- Maintain two vehicular 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.

Proposed Cross Section

- Provide at a minimum, a 4.5-foot tree/furniture zone on the west side of the street.
- Maintain at a minimum, a 5-foot sidewalk on each side of the street.

**KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS**

- LS: LANDSCAPE STRIP
- ROW: RIGHT OF WAY
- SH: SHOULDER
- SW: SIDEWALK
- TIFZ: TREE/FURNITURE ZONE
- PL: PLANTING ZONE
- SZ: SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan.*
11: Sycamore Street between Washington Boulevard and Metro Entrance/I-66 Off Ramp (looking north)

Existing 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 width to create space for a bicycle lane in each direction and on street parking in the southbound direction. Painted bicycle lanes are proposed.

Proposed Cross Section

- Provide at a minimum, an 8-foot sidewalk on each side of the street.
- Provide 10-foot tree/furniture zone on the west side of the street.

Notes:
- Trees on west side of Sycamore Street are shown to be planted in a staggered pattern; other planting options could be considered depending on final building placement and street wall or facade configuration.

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS

LS LANDSCAPE STRIP
ROW RIGHT OF WAY
SH SHOULDER
SW SIDEWALK
TIFZ TREE/FURNITURE ZONE
PL PLANTING ZONE
SZ SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan.
12: Sycamore Street at North Leg of Washington Boulevard Intersection (looking north)

Existing 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 a minimum, a 5-foot tree/furniture zone and an 6-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.

Proposed Cross Section

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS
- LS LANDSCAPE STRIP
- ROW RIGHT OF WAY
- SH SIDEWALK
- SW SIDEWALK
- TFF TREES/FURNITURE ZONE
- PL PLANTING ZONE
- SQ SEATING ZONE

*The dimension for all elements adjacent to curbs includes a 1.5-foot gutter pan.
13: Sycamore Street between 22nd Street and Washington Boulevard (looking north)

Existing 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

Proposed Cross Section

- Provide at least a minimum, a 5-foot travel furniture zone and an 6-foot sidewalk on each side of the street

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS:
- LS: Landscape Strip
- ROW: Right-of-Way
- SH: Shoulder
- SW: Sidewalk
- TFZ: Travel Furniture Zone
- P: Planter/Flower Zone
- SZ: Seating Zone

The dimension for all elements adjacent to curb (includes 1.5-in gutter pan)
14: Sycamore Street between Lee Highway and 22nd Street (looking north)

Existing Cross Section

- Maintain the existing dimension of the southbound travelway from face-of-curb to face-of-curb of 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

Proposed Cross Section

- Provide at a minimum, a 5-foot tree/furniture zone and a minimum 8-foot sidewalk on each side of the street

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS

- LS LANDSCAPE STRIP
- ROW RIGHT-OF-WAY
- SH SHOULDER
- SW SIDEWALK
- T/FZ TREE/FURNITURE ZONE
- PL PLANTING ZONE
- BZ SEATING ZONE

**The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan.**
15: Underwood Street northwest of Lee Highway (looking northwest)

**Existing Cross Section**

**Proposed Cross Section**

- Maintain one vehicular travel lane in each direction and on-street parking in the northwest bound direction
- Provide at a minimum, a existing 5-foot sidewalk on both sides of the street
- Provide a 5-foot planting zone adjacent to the building front on the west side of the street

**KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS**

- LS LANDSCAPE STRIP
- ROW RIGHT OF WAY
- SH SHOULDER
- SW SIDEWALK
- T/FZ TREE/FURNITURE ZONE
- PL PLANTING ZONE
- S2 SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan*
16: Washington Boulevard West of Sycamore Street (looking west)

**Existing 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 a minimum, a double row of 5-foot tree/furniture zones and an 8-foot sidewalk.

**Proposed Cross Section**

- Maintain at a minimum, a 9.5-foot tree/furniture zone and an 8-foot sidewalk on the north side of the street.
- Provide a 5-foot planting zone adjacent to the new buildings front on the north side of the street.

Note: Trees on south side of Washington Boulevard are planted in staggered pattern.

- State owned road - lane width reduction to 10-foot generally requires a documented design exception.

**Key Elements on the Cross Section Diagrams**
- LS: Landscape Strip
- ROW: Right of Way
- SH: Shoulder
- SWY: Sidewalk
- TIFZ: Tree/Furniture Zone
- PL: Planting Zone
- SZ: Seating Zone

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan.*
17: Washington Boulevard West of Metro Development Entrance (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 a minimum, a double row of 8-foot tree/furniture zones 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
- Provide a 5-foot planting zone adjacent to the building front on the north side of the street for new development

Note: Trees on south side of Washington Boulevard are planted in staggered pattern

- State-owned road - lane width restriction is 10-foot generally requires a documented design exception

**KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS**

Ls: LANDSCAPE STRIP

RW: RIGHT OF WAY

SH: SHOULDER

SW: SIDEWALK

TR: TREE/FURNITURE ZONE

PL: PLANTING ZONE

S2: SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan*
18: Washington Boulevard Eastbound East of Metro Plaza

Existing Cross Section

Proposed Cross Section

- Maintain two vehicular travel lanes in the eastbound direction
- Provide a striped bicycle lane in the eastbound direction, east of the Metro Plaza
- Provide an 8-foot sidewalk on the southside of the street
- Provide a 6-foot tree/furniture zone on the southside of the street

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS

LS LANDSCAPE STRIP
ROW RIGHT OF WAY
SH SHOULDER
SW SIDEWALK
T/FZ TREE/FURNITURE ZONE
PL PLANTING ZONE
SZ SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan
19: Washington Boulevard Flyover Eastbound at Future Metro Plaza

Existing Cross Section

Proposed Cross Section

- Provide at a minimum, a 30-foot space on the south side of the street to be used as needed for the Metro Plaza (pedestrian zone), bus layover lane, and Kiss & Ride. The Metro Plaza will be designed at a later time.

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS:

- LS Landscape Strip
- RW Right of Way
- SH Shoulder
- SW Sidewalk
- TIFZ Tree Furniture Zone
- PL Planting Zone
- SZ Seating Zone

*The dimension for all elements adjacent to curb include a 1.5-foot gutter pan.*
**20: Washington Boulevard Westbound East of Lee Highway (looking west)**

**Existing 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

**Proposed Cross Section**

- Provide at a minimum, a 6-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
- State owned road - lane width reduction to 10-foot generally requires a documented design exception

**Key Elements on the Cross Section Diagrams**

- LS: Landscape Strip
- ROW: Right of Way
- SH: Shoulder
- SW: Sidewalk
- T/FZ: Tree/Furniture Zone
- PL: Planting Zone
- SZ: Seating Zone

*The dimension for all elements adjacent to curb indicates a 1.5-foot gutter pen.*
21: Washington Boulevard North of Lee Highway (looking northwest)

Existing Cross Section

- Maintain three vehicular travel lanes and on-street parking in the northwest bound direction
- Reduce vehicular travel lane widths

Proposed Cross Section

- Provide a striped bicycle lane in the northwest bound direction
- Maintain at a minimum, existing 8-foot sidewalk on the eastside of the street

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS

| LS | LANDSCAPE STRIP |
| SH | SHOULDER |
| SW | SIDEWALK |
| TIZ | TREE/FURNITURE ZONE |
| PL | PLANTING ZONE |
| SZ | SEATING ZONE |

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan.
**22: Washington Boulevard North of 25th Street N. (looking northwest)**

**Existing Cross Section**

**Proposed Cross Section**

- Maintain three vehicular travel lanes in the northwest bound direction
- Reduce vehicular travel lane widths.
- Provide a striped bicycle lane in the northwest bound direction
- Maintain at a minimum, the existing 6-foot sidewalk on the east side of the street.

**KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS**

- LS: Landscape Strip
- ROW: Right of Way
- SH: Shoulder
- SW: Sidewalk
- TRZ: Tree/Furniture Zone
- PL: Planting Zone
- SZ: Seating Zone

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter part*
23: Washington Boulevard North of I-66 On-Ramp (looking northwest)

Existing Cross Section

Proposed Cross Section

- Remove one vehicular travel lane in the northwest bound direction and reduce travel lane widths to create space for on-street parking and a striped bike lane in the northwest bound direction.
- Maintain at a minimum, the existing 6-foot sidewalk.
24: Westmoreland Street southeast of Lee Highway (looking northwest)

Existing Cross Section

- Maintain one vehicular travel lane in each direction and on-street parking in northwest bound direction
- Maintain at a minimum, the existing 5-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

Proposed Cross Section

- Maintain one vehicular travel lane in each direction and on-street parking in northwest bound direction
- Maintain at a minimum, the 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

KEY ELEMENTS ON THE CROSS SECTION DIAGRAMS
LS LANDSCAPE STRIP
ROW RIGHT OF WAY
SH SHOULDER
SW SIDEWALK
T/FZ TREE/FURNITURE ZONE
PL PLANTING ZONE
SZ SEATING ZONE

*The dimension for all elements adjacent to curb includes a 1.5-foot gutter pan.
1. Inadequate refuge median and long crosswalk
2. Unnecessary right-turn lane
3. Unused pavement
4. Large curb radius

**Existing Intersection**

**Proposed Configuration**

1. Reduced length crosswalks (all approaches)
2. On-street parking
3. Reduced curb radius
4. Bicycle lanes with bicycle detectors at the intersection, painted bicycle lanes proposed north of 19th Street N.
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/19th Street N./I-66 On-Ramp**
**EXECUTIVE SUMMARY**

**East Falls Church Area Plan**

**IMPLEMENTATION**

**APPENDIX**

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**Existing Intersection**

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

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**Proposed Configuration**

1. Improved refuge median
2. Standard right-turn lane
3. Reconfigured driveways to better define sidewalk and crosswalks
4. Bicycle lanes with bicycle detectors at the intersection, painted bicycle lanes proposed
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

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**N. Sycamore/Metro Entrance/I-66 Off-Ramp**

2.
EXECUTIVE SUMMARY

East Falls Church Area Plan

IMPLEMENTATION

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N. Sycamore Street/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. Bicycle lanes with bicycle detectors at the intersection, painted bicycle lanes proposed south of Washington Boulevard
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

N. Sycamore Street/Washington Boulevard
EXECUTIVE SUMMARY

IMPLEMENTATION

APPENDIX

N. Sycamore Street/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
4. Striped bicycle lane with bicycle detectors at the intersection
5. High-visibility crosswalks and ADA compliant curb ramps on all approaches to the intersection
6. Reconfigured approach with a reduced number of lanes
7. Traffic signal upgrade to accommodate countdown heads, push-buttons, and intersection modifications
**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

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**Lee Highway/Gresham Place and Lee Highway/Westmoreland Street**
**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

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**Lee Highway/Fairfax Drive/Washington Boulevard Eastbound**
**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/Washington Boulevard Westbound**
**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

**Washington Boulevard Westbound/25th Street N./I-66 On-Ramp**
**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

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**Washington Boulevard Westbound/Westmoreland Street**
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