



# CITY OF FALLS CHURCH

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**DATE:** February 26, 2019

**TO:** Gary Fuller, Deputy Planning Director

**FROM:** Jeffrey Sikes, Transportation Planner  
Kerri Oddenino, Planner

**SUBJECT:** West Falls Church Economic Development Project Transportation Planning Comments –  
Special Exception Entitlement (SEE) Application

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City staff has reviewed the initial submission of the Special Exception Entitlement (SEE) application for the West Falls Church Economic Development Project and have the following transportation planning comments. As stated in the SEE application, the project aims “to adopt a land use pattern and development plan that increases transportation efficiency and transit use and decreases single occupancy vehicle dependency”.

The 10.4 acre site is located at the northwest corner of the intersection of Leesburg Pike (Rt. 7) and Haycock Road (Rt. 703) and is currently occupied by George Mason High School. Once the new high school is constructed west of its current location, demolition of the current school can take place and work on the WFC economic Development Project can take place.

## Site Access and Public Perimeter Improvements

- The SEE application includes a Transportation and Street Plan (Sheet C-0403) showing improvements on the site perimeter and the internal street circulation.
- Access to/from Leesburg Pike is proposed to be provided by:
  - An existing entrance which serves the school site (no changes)
  - A new signalized intersection at Commons Drive (located offset to the Chestnut street intersection) with new left turn lane to site
  - A right out westbound movement adjacent to Block A
  - Some of these improvements will require construction in the existing Leesburg Pike right of way
- Access to/from Haycock Road is provided by:
  - A new intersection with Street A which is located just north of the existing entrance to the Giant Food shopping center. This intersection will be signalized and left turn lane provided to the site.

- A new intersection with Street B. At this intersection pedestrian crossing of Haycock Road will be controlled by the installation of a HAWK signal. A left turn lane to the site is provided.
- Streetscape along Leesburg Pike: According to the typical section on slide 14, there is a 12-foot shared path along the entire frontage of the project in addition to 7.5 foot tree strip
- Streetscape along Haycock Road: According to the typical section on slide 14, there is a 13.5 foot sidewalk and a 7.5 foot tree strip proposed.
- Utilities are proposed to be undergrounded along the Haycock Road and Leesburg Pike frontages.
- Intersection of Leesburg Pike and Haycock Road: Has it been determined yet if changes to this intersection are to be done as part of this project? What elements of the NVTG grant will be included?
- What crosswalk locations will have brick paver crosswalks?
- Some of the intersections show crosswalks only being provided on one leg of the intersection. Please show crosswalks being provided on all legs of the intersections.

### Internal Street Design

- The project internal street design creates 3 new private streets in a grid pattern and provides for future connectivity to the Virginia Tech and WMATA sites.
- Internal streets should have a posted speed limit of no more than 20 mph, considering the number of expected pedestrians and bicyclists.
- Staff recommends that travel lanes be no wider than 10 feet.

### Two Way Cycle Track

- Per the NACTO Urban Bikeway Design Guide, the desirable two-way cycle track width is 12 feet. City staff recommends widening bike lanes in the cycle track to 6', and maintaining tubular separation and 3' buffer.
- Please provide more information about how people on bikes will get in and out of the two way cycle track, both on the Haycock Road and high school ends of the cycle track.

### Capital Bikeshare

- Space should be identified for a Capital Bikeshare station on the site. Staff recommends setting aside enough space for a 19 dock station to allow for future expansion. The length of a 19 dock station is 51.67 feet, and the width is 6.06 feet. The space set aside for a Bikeshare station should be a minimum of 55 feet in length and 10 feet in width, to accommodate access space and allow for adequate spacing between the Bikeshare station and other street furniture.

### Bicycle Racks

- Bicycle racks should be spaced according to the City's Bike Rack Spacing Standards. Bicycle racks provided should match with those recommended in the City's Streetscape Guidelines.

## Transportation Demand Management Plan

- The TMP should follow the City's standard template, which includes (1) a preamble briefly explaining the benefits of TDM, (2) specific goals for the site (as specified in the Voluntary Concessions), and (3) a table summarizing techniques that will be used to achieve the site specific goals. For each group of site users (site-wide, residential, and office/retail/cinema) techniques should be broken down into four groups: (1) Site Design, Infrastructure and Options, (2) Promotion, Education, and, Incentives, (3) Monitoring and Enforcement, and (4) Adaptive Management.