Attachment 1

West End

Planning Opportunity Area 4, 7, & 8

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Draft v2 - 2/11/20

West End

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City of Falls Church Department of Development Services
300 Park Avenue, Suite 300 West
Falls Church, VA 22046

703-248-5040 (TTY 711)
703-248 5225 fax
plan@fallschurchva.gov

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City Council

David Tarter, Mayor
Marybeth Connelly, Vice Mayor
Phil Duncan
Letty Hardi
David F. Snyder
Dan Sze
Ross Litkenhous

Planning Commission

Russell Wodiska, Chair
Andrew Rankin Vice Chair
Melissa Teates
Brent Krasner
Tim Stevens
Rob Puentes
Cory Firestone-Weiss

Economic Development Authority

Robert Young, Chairman
Erik Pelton, Vice Chairman
Edward Saltzberg
Brian Williams
Michael Novotny
John Sandoz
Jim Coyle

City Manager's Office

Wyatt Shields, City Manager
Cindy Mester, Deputy City Manager

Department of Community Planning & Economic Development Services

James Snyder, Director
Paul Stoddard, Planning Director
Becky Witsman, Economic Development Division Chief
Gary Fuller, Deputy Planning Director
John Boyle, Zoning Administrator
Garrison Kitt, Senior Planner
Jeff Hollern, Planner
Cameron Gahres, Planner
Shaina Schaffer, Planner

Department of Public Works

Michael Whitfield, Director
Zak Bradley, Transportation Engineer
Kate Reich, City Arborist
Jeff Reuben, GISP, GIS Analyst

Department of Recreation & Parks

Danny Schlitt, Director

Special Thanks

City Boards & Commissions
Public Meeting Participants

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[1] Appendix to be added later

1. Introduction & Background

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Purpose

The City's Comprehensive Plan serves as a guide for future development of the City. The Plan describes demographic trends, describes existing conditions, and sets policies for future conditions in the City, including land use, transportation, urban design, and the environment.

Within the context of setting policies for development of the City, the Comprehensive Plan identifies several Planning Opportunity Areas (POAs) (See the Opportunity Area Priority/Schedule map on page 1-5). The Comprehensive Plan describes POAs as being areas where property is currently underutilized. Redevelopment could help improve quality of life in these areas of the City and further the realization of the Plan's overall vision for the City.

This Small Area Plan will provide a general concept for the City's West End which covers three POAs: the Gordon Road Triangle (POA 4), West End (POA 7), and School-Related Parcels (POA 8). This plan is intended to provide an area-specific framework for redevelopment that supports and builds upon the guidelines established in the City's Comprehensive Plan.

Authority of the Plan

This plan and the concepts herein create a conceptual framework for redevelopment and public improvements for the City's West End that, when combined, will create a vibrant, economically viable, walkable, bicycle friendly, destination along one of the City's major commercial corridors adjacent to the West Falls Church Metro Station and Interstate 66. The recommendations in this Plan are meant to provide a starting point for public and private investment into general improvements to the area. This Plan does not constitute a change to the City's Comprehensive Plan, Future Land Use Map, Zoning Ordinance, or Zoning Map.

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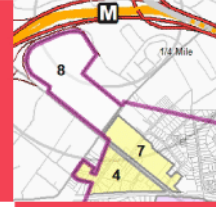

Local Context and Geography

Chapter 4 of the 2005 Comprehensive Plan identified the area between the W&OD Trail and the western City boundary as two separate POAs, the Gordon Road Triangle (POA 4) and the West End (POA 7). In 2013, the City of Falls Church acquired land from adjacent Fairfax County through a legal agreement and referendum. A large portion of this land, referred to as "Schools-Related Parcels," was designated as POA 8. This plan examines these three POAs together to develop a coordinated vision for redevelopment of the City's West End.

The Schools-Related Parcels POA is located at the westernmost end of the City, north of the intersection of Leesburg Pike (SR 7) and Haycock Road. This land comprises over 34 acres and includes the George Mason High School and Mary Ellen Henderson Middle School campuses. It is bordered by Interstate 66 to the north, and is between the Leesburg Pike exit off Interstate 66 and the West Falls Church Metro Station.

The West End POA (POA 7) is located on the northeastern side of West Broad Street between the W&OD Trail and Haycock Road. The area currently includes the Falls Plaza Shopping Center which is bisected by Birch Street.

On the south side of West Broad Street at the intersection with the W&OD Trail is the Gordon Road Triangle POA (POA 4). This area currently contains a mix of automobile sales and service, retail sales, light industrial services, office, vehicle storage uses, and the City's property yard.

Each Planning Opportunity Area (POA) in the City presents its own opportunities. The factors that make this area of the City special include the following:

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- The City's high school and middle school, George Mason High School and Mary Ellen Henderson Middle School;
- Proximity of the West Falls Church Metrorail Station;
- City ownership of approximately 34 acres of land, almost 10 of which will be used for economic development; and
- Large parcels of land that are under single ownership which create the opportunity for larger mixed-use development footprints to expand market presence within the Northern Virginia and Washington Metro Area.

Each POA fits a unique role and purpose within the larger City. The West End POAs collectivity define an area characterized by strong multimodal regional connectivity and a growing interest for attractive, coordinated mixed use redevelopments projects on the sites adjacent to the planned economic development project.

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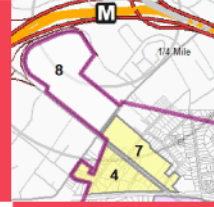

Regional Context

The West End is one of the key places in the constellation of Northern Virginia. West Broad Street is part of a major regional roadway (State Route 7) that extends from Leesburg to Alexandria and also connects the City to Tysons Corner, Seven Corners, and Bailey's Crossroads. The POA is located at the western edge of the City with direct access to the West Falls Church Metro Station and Interstate 66. It is approximately 2.5 miles from Tysons Corner along Leesburg Pike (SR 7), and 6 miles from Ballston via Interstate 66.

The West End is surrounded on three sides by Fairfax County. On the eastern side is the VA Tech/UVA joint campus and a private, entry-controlled surface parking lot. The West Falls Church Metro Station is just beyond the campus, and includes a five story parking structure. Just south of the West Falls Church Metro Station is a condominium neighborhood. West of Leesburg Pike (SR 7) in Fairfax County are single family houses and a new townhouse neighborhood. The W&OD Trail, a 45-mile regional trail between Shirlington and Purcellville, borders the southern edge of the POA.

The areas surrounding the West End are experiencing an increase in development interest. To the east of the study area on the other side of the W&OD Trail is Founders Row, a 4.3-acre mixed-use development project. The project is under construction with the first of its retail and residential units anticipated to be completed in summer 2021. To the north of the study area, Virginia Tech and WMATA have submitted a joint comprehensive plan amendment application and are planning a mixed-use development that could tie into the economic development project in the City.

West Falls Church Metro

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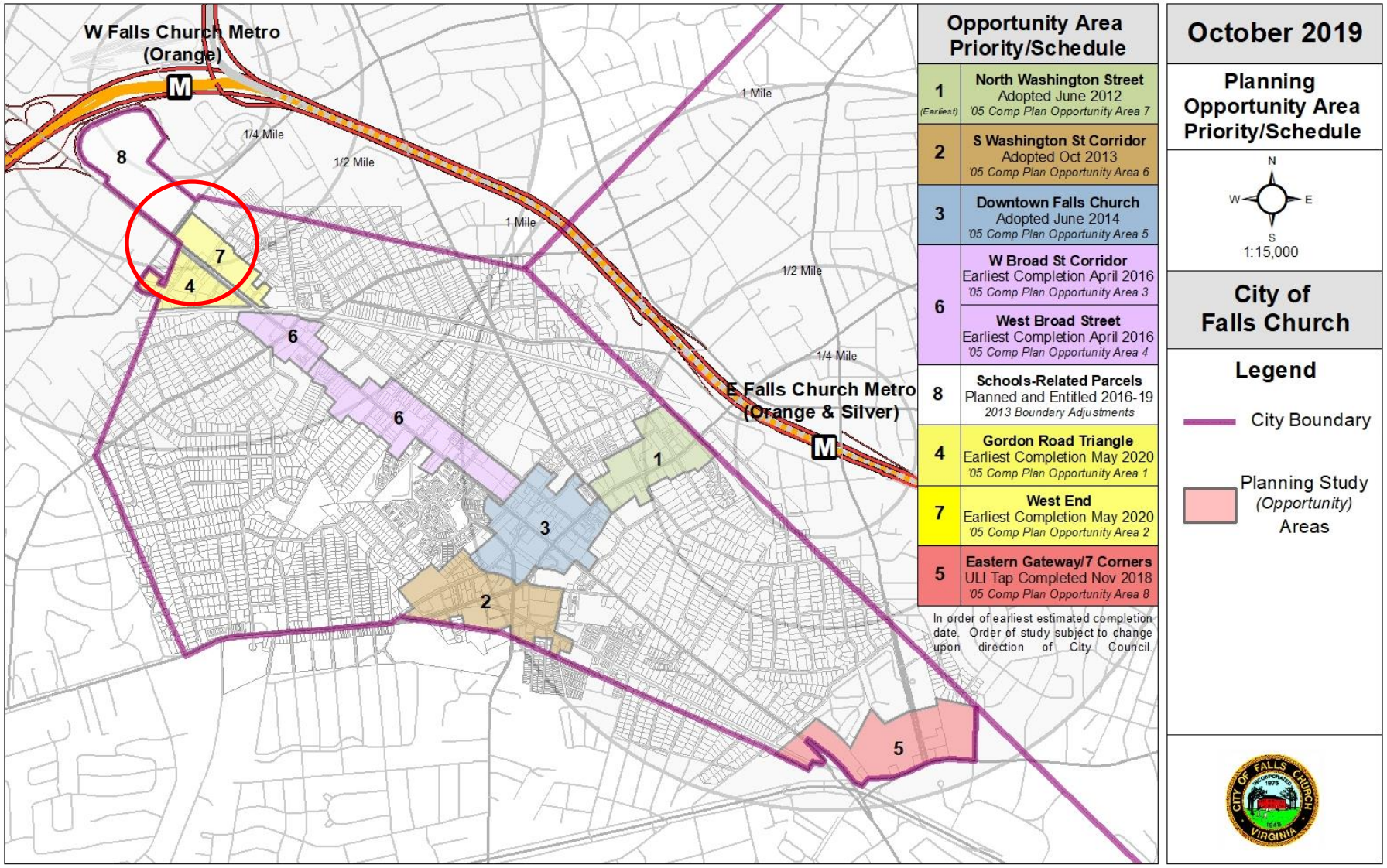
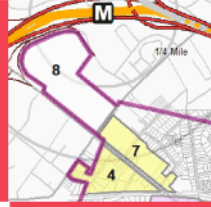
West End

Planning Opportunity Areas 4, 7 & 8





Methodology

This plan is a product of the City of Falls Church, commissioned by the Falls Church City Council. The plan blends information from several sources including adopted City policies, local history, regional context and trends, best practices and input from the Falls Church community, landowners and business owners. Quantitative data was acquired from a number of sources, including the U.S. Census Bureau, the Virginia Department of Transportation, and the City of Falls Church Real Estate Assessor. GIS data for map creation and analysis was created by the City of Falls Church. Site pictures are from Google Images, Google Earth, Bing Maps, and on-location by City officials. Qualitative data was acquired from community meetings, developers, planners, the City of Falls Church City Council, and the City of Falls Church Planning Commission.

Stakeholder workshops were held on February 23, 2017, and June 19, 2019. The workshops consisted of key stakeholders for the study area including representatives from the following:

- Regional Agencies (Virginia Department of Transportation, Metropolitan Washington Council of Governments, Northern Virginia Transportation Commission, Northern Virginia Regional Commission);
- Fairfax County (Supervisors Offices, Department of Planning & Zoning, and Department of Transportation);
- City staff (Planning Division and Public Works); and
- Landowners/Adjacent business owners (Virginia Tech/University of Virginia, Washington Metro and Transit Authority, Federal Realty Investment Trust, George Mason High School redevelopment team, West Falls Church Gateway Partners, and Beyer),

October 26, 2019 Community Meeting

A community kickoff meeting was held on March 25, 2017, in the Mary Ellen Henderson Middle School Cafetorium. This community meeting focused on redevelopment opportunities in the Schools-Related Parcels POA. There was an attendance of about 45 people, 20 of which were community members.

Another community meeting was held on October 26, 2019, at Falls Church Episcopal. At this meeting, local stakeholders, residents, and city staff came together to review what has already been planned and entitled for POA 8 and then discussed how that connects with future redevelopment in the West End and Gordon Road POAs.

Public input received at the community meeting was incorporated into the draft and presented at the December 2, 2019 Planning Commission work session.

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History

Past

The West End was once part of the 1,279 acre Pearson Grant of 1724, owned by Captain Simon Pearson. Most of the area was in agricultural use historically. The site contained a farm and house known first as "Montpelier" in the 18th and early 19th century, and in the mid-19th century it was renamed "Wayside."

The Wayside property was later sold to Ellen and Leonard S. Gordon (for whom Gordon Road is named) in 1886. In 1895, Leonard Gordon divided the Wayside property and sold the north side (area north of Leesburg Pike) including the Wayside house to Kate Flagg.

The Town of Falls Church incorporated in 1948 to become the City of Falls Church. Falls Church City Public Schools separated from the Fairfax School system upon authorization from the Virginia Board of Education in 1949. Later in 1949, the Falls Church City School Board purchased the Wayside property from Kate Flagg for the construction of George Mason High School. The “Wayside” house remained on the site until its demolition in 1952 for the construction of George Mason High School.

George Mason High School originally served both middle and high school students from the City of Falls Church. Several additions to the school building were completed between 1953-1972. The additions have resulted in a sprawling campus that covers over 30 acres of the West End.

In 2005, Mary Ellen Henderson Middle School was constructed to relieve overcrowding in the George Mason High School building. The 136,000 sq. ft. middle school was built with a compact, vertical design at a height of 3 stories.

Washington & Old Dominion Railroad

The Washington & Old Dominion (W&OD) Railroad operated in the City from 1859 to 1968. The West Falls Church railroad station was once located close to the intersection of West Broad Street and the W&OD Trail. This station was primarily used for freight while the East Falls Church station was used by passengers.

All W&OD services were ended in 1968. When W&OD operations ceased, the Virginia Electric and Power Company bought the right-of-way for its electric transmission lines. In 1974, the Northern Virginia Regional Park Authority began to purchase the right-of-way. The first section of the W&OD Bike and Pedestrian Trail opened in Falls Church later that year.

Washington & Old Dominion Railroad

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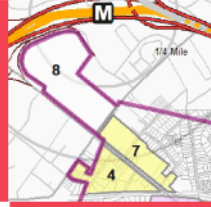

UVA/VT Land Agreement

The City of Falls Church owns approximately five acres of land in Fairfax County adjacent to POA 8, which was acquired in 1975. On February 14, 1994, this land was ground leased to UVA and Virginia Tech for at least 25 years and up to 40 years based on City Ordinance 1461. The institutions pay rent of $1 annually to the City as well as any utility and maintenance costs on the property. The lease allows the institutions to build additional buildings on the land as long as they are used for institutional purposes. There is currently only one building on the land, the remainder of the property is occupied by parking.

The lease stipulates an option to purchase the five acres. At the beginning of the lease period the institutions paid the City $500,000 for this option, which begins in the 26th year of the Ground Lease. The purchase price at that time would be $3,350,000, and would increase yearly at a rate of 3.6% compounded through the end of the term.

Present

There has been almost a decade's worth of planning for the City's West End. The following subsections highlight some of the major studies and actions for the area.

2013 Boundary Adjustment

Planning Opportunity Area 8 is referred to as the "Schools-Related Parcels" in the 2013 boundary adjustment agreement between the City of Falls Church and Fairfax County adopted by Falls Church City Council resolution 2013-11 on April 22, 2013, and approved by voter referendum on November 5, 2013. On December 13, 2013, a Special Court appointed by the Virginia Supreme Court approved the voluntary boundary adjustment agreement and transfer of 38.4 acres from Fairfax County to the City of Falls Church. The Schools-Related Parcels area is the larger of two areas transferred to the City in the adjustment, it is 34.56 acres. The stipulations of the agreement for the Schools-Related Parcels allows up to 30% of the acreage to be used for any lawful purpose.

Site History and Past Studies	
Dec 2010	Gordon Road Student Study
Dec 2013	Boundry Adjustment
Oct 2014	ULI Technical Assistance Panel Study (TAP)
Dec 2014	Virgina Tech Study
Mar 2015	ULI Mini-TAP
Aug 2016	Comprehensive Plan Admendment [Revitalization Areas]
Mar 2017	UDA Grant - Urban Design Guidelines
Jun 2017	Nelson Nygaard Study
Jan 2018	Comprehensive Plan Admendment [Revitalization District / Land Use Change]
Aug 2018	Zoning Ordinance Amendment
Dec 2018	Zoning Map Amendment
July 2019	WFC Special Exception Entitlement Approval

STUDIES ACTIONS

Recent Planning Studies

A number of recent planning studies have been completed for the City's West End. These studies are summarized below and available in the City's Planning Library (www.fallschurchva.gov/planning).

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Gordon Road Student Study (2010) During the Fall 2010 semester, Virginia Tech's Urban Affairs & Planning graduate studio conducted an analysis of Falls Church's Gordon Road Triangle and created a concept plan for redeveloping the site. Creating a walkable, transit-oriented development with ample green space was among the major recommendations from the study.

Urban Land Institute (ULI) Technical Assistance Panel (TAP) (2014) - A TAP coordinated by ULI took place in October 2014. The TAP focused on redevelopment of the Schools-Related Parcels POA and included experts from fields related to urban design, development, and real estate. Members of the public and City officials attended and gave feedback regarding the property. The TAP recommended a mix of uses in "agora" type development focused on the corner of Haycock Road and Leesburg Pike (Rt 7) on the City property. The panel also recommended redevelopment of adjacent Metro property in Fairfax County that would provide an urban and transportation continuation between the POA and the West Falls Church Metro Station.

Virginia Tech Study (2014) - A Virginia Tech graduate studio (Fall 2014) conducted an analysis of the ULI TAP to examine land use and development issues in the Schools-Related Parcels POA. Key recommendations from the study included increasing park and open space land, creating affordable housing, designing a wayfinding system to the West Falls Church Metro, and enhancing safety through pedestrian-oriented design.

ULI mini-TAP (2015) - ULI conducted a mini-TAP in 2015 which focused on redevelopment opportunities for the Gordon Road Triangle POA. Recommendations from the study included creating a gridded street network, establishing retail frontage along Broad Street, and incorporating streetscape, pedestrian, and park/open space improvements into redevelopment.

Public Works Yard Potential Design (ULI mini-TAP)

Urban Development Authority (UDA) Grant (2017) - The City received a UDA Planning grant through the Commonwealth's Office of Intermodal Planning and Investment. Through that grant, the City worked with Rhodeside & Harwell to develop Urban Design Guidelines for the Schools-Related Parcels POA. The study recommended a number of guidelines to create a mixed-use urban center and a "special place" for Falls Church including:

- incorporating architectural features to break up the massing of buildings;
- using ground floor treatments to foster an active and human-scale environment;
- creating special street corners;

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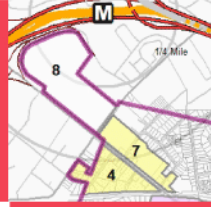

- incorporating streetscape and public art;
- using built elements to create a welcoming gateway; and
- creating a development pattern that is sensitive to the surrounding land uses and includes appropriate transitional areas.

Nelson-Nygaard Study (2017) - With funding from the Metropolitan Washington Council of Governments (MWCOG) Transportation/Land-Use Connections (TLC) program, Nelson/Nygaard conducted a study of the transportation network in the West Falls Church area. The study included several important recommendations including:

- improving street connectivity through the site and to adjacent properties;
- establishing a high quality bicycle network; and
- providing safe and efficient pedestrian circulation within and around the site.

Referendum

In November 2017, Falls Church voters approved a referendum for the issuance of up to $120 million in bonds for the construction of a new George Mason High School. As part of the strategy to mitigate taxpayer costs for this new high school, the City Council, School Board, Planning Commission, and Economic Development Authority jointly planned and marketed approximately 10 acres of land from the Schools-Related Parcels POA for private economic development. A long-term land lease for the site will be granted to the developer, and the value of that land lease and the future tax revenues from such redevelopment will be used to help defray the cost of annual debt service for the new school.

Comprehensive Plan & Zoning Amendments

A number of land use and zoning changes were approved to facilitate and support the development of the new high school and a significant mixed-use project. These changes are summarized below and discussed in more detail in the Land Use & Zoning chapter of this plan.

- January 22, 2018 – Amended Chapter 4 of the Comprehensive Plan to create a “Special Revitalization District for Education and Economic Development” and designate the schools related parcels POA as “Parks & Open Space” with two School Symbols and “Mixed-Use” within a “Special Revitalization District for Education and Economic Development” on the Future Land Use Plan map.
- August 13, 2018 – Amended B-2 zoning district to create new special exception provisions (Special Exception Entitlement and Special Exception Site Plan) to provide additional flexibility in height and density needed to achieve significant mixed-use development projects and allow for by-right development of an elementary or secondary school up to a height of seven stories.
- December 10, 2018 – Amended the Official Zoning District Map to change the existing zoning in the Schools-Related Parcels POA from R-1A , Low Density Residential to B-2, Central Business to accommodate the anticipated special exceptions and site plans for the economic development project and to permit additional height for the new urban scale high school.

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West End

Planning Opportunity Areas 4, 7 & 8

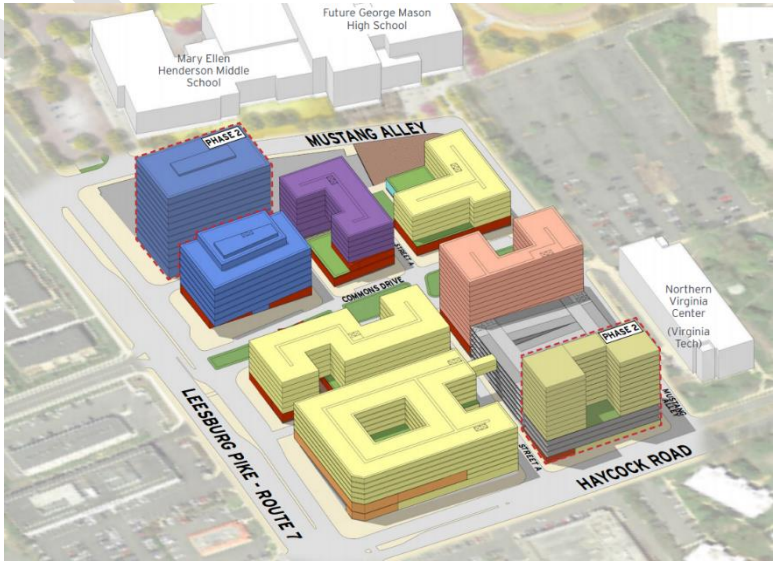
New George Mason High School

Phase 1a and 1b site plans for the new George Mason High School were approved on May 20, 2019, and August 5, 2019 respectively. The new high school which broke ground on June 14, 2019, is expected to open in January 2021.

West Falls Church Special Exception Entitlement Approval

On July 8, 2019, City Council approved a Special Exception Entitlement (SEE) for the West Falls Church mixed-use development project. The SEE governs the general locations of the development's buildings, height of buildings, location, type, and amount of individual uses on the site, infrastructure and transportation on the site, public facilities and utilities, and other aspects related to future approvals and development on the subject property. More detailed plans showing the final project design will be developed as part of the Special Exception Site Plan process.

Rendering of the new George Mason High School



Massing Diagram for Approved West Falls Church SEE Application

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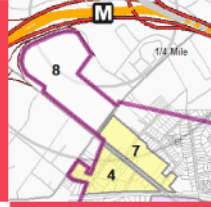

Existing Comprehensive Plan Guidance

The Comprehensive Plan establishes land use and urban design goals for the City's West End. These principles for each of the three POAs are consolidated below.

Land Use & Zoning:

- Modify the Future Land Use Map to reflect the areas where development will occur.
- Create a retail appearance on West Broad Street with retail uses on the first floor of buildings.
- Consolidate lots to achieve effective site planning and large-scale or mixed-use development.
- Rezone from the default R-1A zoning district to a district compatible with desired redevelopment, or create a new zoning district that is compatible with desired redevelopment.
- Replacement or renovation of George Mason High School.

Urban Design:

- Design guidelines that are appropriate for an area that includes schools as well as a mixture of commercial uses. These would not supersede the existing Design Guidelines but complement them in regard to the special area and circumstances of the POA including the two schools and the West Falls Church Metro Station.
- Locate buildings as close to West Broad Street as possible with parking in the rear of buildings.
- Effectively use screening and buffering techniques for adjacent uses in the City and the neighboring areas of Fairfax County, as well as compatible transitions to the adjacent neighborhoods in terms of height, scale, and intensity.
- Achieve specific and consistent architectural goals (building materials, window types, roof overhangs, roof pitch, and porches).
- Promote a positive image of the City as part of a gateway.
- Effectively landscape the interior of parking areas and provide screening from the street.
- Use uniform signage.

Sustainability:

- Economic Sustainability in regard to new commercial development.
- Environmental Sustainability involving Net Zero, District Energy, geothermal systems, and LEED Gold certification.
- Include green space along the southern border of the triangle with the Grove Branch to provide a better buffer for the stream and as an attraction and entrance area for cyclists along the W&OD Trail.

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Transportation:

- Create connections to the rest of the City of Falls Church via West Broad Street (SR 7) and the West End and Gordon Road Triangle POAs.
- Create regional connections via the West Falls Church Metro Station, Leesburg Pike (SR 7), and Interstate 66.
- Consider the reconfiguration of Gordon Road and the alignment with Birch Street.
- Provide convenient and safe pedestrian access and bicycle access from West Broad Street to businesses and from businesses to West Falls Church Metro station and the W&OD Trail.
- Consolidate entrances.

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2. Concepts

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Vision & Goals

Vision

With the Comprehensive Plan as guidance, this plan uses the following vision statement for developing recommendations and future scenarios for this area:

> *The West End is a vibrant gateway into the City of Falls Church. Gathering spaces and a mix of uses, immerse residents and visitors in a welcoming and inclusive community. Continuing investment builds upon activity already underway and supports the area's economic vitality, enhances safety and multimodal transportation connections, and affirms the City's commitment as an urban sustainability leader.*

Goals

To achieve that vision, this plan establishes the following goals for investment in the area:

- Provide a guide for the coordinated redevelopment of the City's West End that establishes a live/work/play/learn community. Promote redevelopment that incorporates vibrant retail, Class A office space, light industrial, and a diverse supply of housing that supports a range of incomes.
- Encourage quality urban design that creates an attractive gateway into the City, supports efficient land development, and builds upon a sense of place through consistent streetscape and materials, walkable neighborhoods, and community spaces.
- Enhance transportation connections and accessibility. Incorporate safe, frequent pedestrian crossings and improve multi-modal connections to the metro station and other areas of the City.
- Ensure utility and infrastructure planning meets the current and future demands of the City's residents and businesses. Innovative, sustainable, and climate-resilient strategies should be incorporated and tree-canopy coverage should be increased.
- Incorporate publicly accessible parks and open space areas into redevelopment that connect to nearby parks outside of the planning area.

The following subsections provide discussion of key concepts that support the Plan's vision and goals. Each subsection corresponds to a subsequent chapter of the Plan that provides additional details and guidance.

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Key Concepts

The "West End"

Together the School-Related Parcels, the Gordon Triangle, and the West End POAs create an exciting section of the City, known as the "West End." The construction of the new George Mason High School, the West Falls Church Economic Development Project (9.45 acre site) and nearby Founders Row development are spurring revitalization in surrounding areas. Planned redevelopment of Virginia Tech's campus and the West Falls Church Metro highlight the economic potential of this area and create the opportunity for a larger mixed-use development.

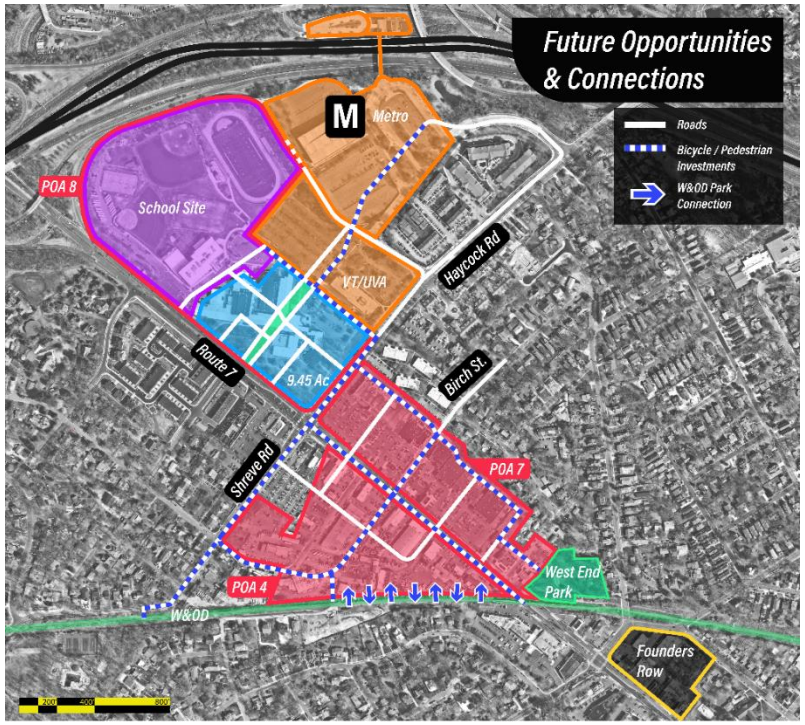
As investment in the POAs continues, it is important to consider how the West End can become a new destination that not only draws in regional interest but becomes a place that people want to repeatedly visit.

Creating a Vibrant Destination

A vibrant destination should offer diverse amenities to build experiential depth, intriguing visitors to return and explore. Modern activity centers are expected to include a number of services and amenities such as restaurants, bars, breweries, retail, public spaces, and programmed community events. Pairing the West Falls Church Metro with vibrant retail, housing, and office space can support a live/work/play/learn environment.

Creating an Inclusive Community

Creating a successful live/work/play environment requires a variety of housing types and price points to draw people to the area and support an inclusive community. Redevelopment of the City's West End presents a unique opportunity to provide a range of affordable housing



Connectivity Concept Map

Co-location of Affordable Housing located above a fire station in Alexandria, VA

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options in a well-connected, transit-oriented community. As the area redevelops, opportunities to co-locate affordable units with future community facilities and partner with other entities to incorporate affordable housing into projects should be explored.

Celebrate the Old, Imagine the New

Building upon the City's heritage and considering local and regional needs can help to create a successful destination. The W&OD trail, used by walkers, joggers, cyclists, and commuters, was once a historic railway and is a great example of an existing feature that could be celebrated. The City's history could be integrated into a modern design which builds upon the existing trail. One possibility is to create a park parallel to the trail which tells the history of the railway while offering inviting restaurants and amenities for those entering or exiting the trail.

The West End is already home to the City's only middle school and high school. This area provides a unique opportunity to build upon the connection to the City's Schools. In addition to strengthening the area as an academic center, there are also opportunities to celebrate the Schools' sports programs, creating a stage for the community to come together and host visitors.

Future redevelopment provides numerous opportunities to incorporate a mixture of new uses. For example, a food hall could be a major draw providing a variety of food, drinks, and opportunities for community interaction. Something similar to the successful Eastern or Union Markets in DC and tailored to the City's scale and aesthetics could be viable. This may also provide an opportunity to showcase some of the City's famous Vietnamese cuisine from the Eden Center.

The Indianapolis Cultural Trail: how bike trails and cities can positively interact

Union Market – Washington D.C.

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Quality Urban Design that Builds Upon a Sense of Place

The City of Falls Church is a unique place in the heart of Northern Virginia. The City has always prided itself on urban design – both in the design of its streets, such as lined Broad Street, and the cohesive design of its accenting features such as its red brick sidewalks, peaked roofed bus stops, green bicycle racks, and colonial lampposts.

Walkable Neighborhood

A pedestrian scaled urban framework is an important first step to enhancing urban design. Street grid connectivity and accessibility between the three POA parcels is currently a challenge with Route 7 and Haycock functioning more as an obstacle than a link. Block lengths range from 600 feet to over 1,000 feet (by comparison Downtown Falls Church is 300-400 feet). Building setbacks are placed far from the sidewalk creating large seas of parking lots further creating an obstacle for pedestrians.

The area would benefit from a new street grid which focuses on smaller, walkable blocks. This could be created through additional interior streets, enhanced connectivity across major roads to adjacent sites, and locating buildings closer to the sidewalk. Prioritization of paths leading to regional transit connections such as the W&OD Trail, West Falls Church Metro, and Metrobus stops is also critical to creating a multi-modal community.

A pedestrian-oriented urban framework is not a guarantee to a successful space, but it can help a place to flourish through the creation of smaller, interconnected experiences.

Comparison of block size and breakup between Phoenix, AZ (top) and Savannah, GA (bottom).

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Wide, tree-lined sidewalks; pedestrian-scaled lighting; places for stopping and sitting; public art; and opportunities for sidewalk dining are all simple streetscape features which help to elevate a place in the minds of local residents and visitors. Placement of flexible spaces for gathering, such as plazas and urban parks, should be considered early on in the redevelopment process.

Consistent Materials and Streetscape

In 2017, the City adopted updated streetscape standards for commercial streets. The standards include details for street furniture, cross sections, crosswalk materials, and frequency of crosswalks. As a whole, the standards call for wide, tree-lined sidewalks with opportunities for sidewalk dining mixed with pedestrian amenities.

All of the features and characteristics listed above accumulate to establish a theme and familiar pattern adding to a community's identity and sense of place. Serving as the western gateway into the City, these three POAs have the opportunity to convey a unified welcoming message and sense of arrival into Falls Church.

Example of experiential design features

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Multimodal Connectivity and Accessibility

The West End has the opportunity to serve as an important transportation hub where many transportation modes come together, including rail, bus, auto, bike, and pedestrian. Transportation investments should strengthen regional transportation links and increase safety and accessibility for all travelers.

Safe Connections and Amenities

The City's West End should build upon existing connections to Washington, D.C., and the Northern Virginia region and strive to be an adaptable, welcoming transportation hub for those who live within or visit Falls Church. The ease at which people are able to safely circulate throughout the area and transfer from one mode of travel to another is essential to encouraging longer visits and returns. Frequent pedestrian crossings are needed to make the area more pedestrian-friendly.

Other amenities can also help to enhance circulation and accessibility throughout the area. Quality streetscape including tree-lined sidewalks and benches enhance the pedestrian experience and encourage people to walk. Shared parking garages promote the opportunity for visitors to park once and visit multiple destinations or spend a few hours exploring the area.

Bikeshare

The City's 2019 launch of the regional Capital Bikeshare system has enhanced connections with adjoining jurisdictions and strengthened the utility of the W&OD Trail. There is currently one bikeshare location in the study area located near the intersection of Haycock Road & Leesburg Pike. Another bikeshare station is located just outside the City at the West Falls Church metro station. Additional

Cady's Alley in Georgetown, Washington D.C.

Rendered Vision for Bus Rapid Transit Lanes in Detroit, MI

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bikeshare stations throughout the West End would make it more convenient to use.

Bus Rapid Transit

The positioning of the study area along Route 7 makes it a good candidate for a Bus Rapid Transit (BRT) system. A BRT would provide more efficient circulation throughout the West End and the City as a whole. Through the Northern Virginia Transportation Commission (NVTC) Technical Advisory Committee (TAC), the City along with Fairfax County, Arlington County, and the City of Alexandria has participated in the Phase I, Phase II, and Phase III studies for a Route 7 BRT. A future Phase IV study will provide additional engineering details and guidance for construction.

Greenways

Greenways are vegetated linear corridors that enhance connectivity and provide pathways for walking and bicycling. Redevelopment within the Gordon Road Triangle could enhance connections to the W&OD Trail, creating a more permeable edge to the City that invites people into the site.

Potential Concept to Connect Development with W&OD Trail

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Community Building Blocks

Utilities and the natural environmental are building blocks of any community. Having the right infrastructure to build upon is critical to achieving the vision and goals of this plan.

Stormwater

The City's West End is largely covered by impervious surfaces, such as surface parking lots, building rooftops, roadways, and sidewalks. Redevelopment of this area provides the opportunity to improve stormwater management. For example, expanding tree canopy and incorporating parks and open space areas will help to absorb stormwater runoff. Where possible, redevelopment should emphasize green infrastructure (rain gardens, green roofs, permeable pavement, etc.) over grey infrastructure (underground vaults, curbs, gutters, pipes, etc.).

Use of green infrastructure to manage stormwater

Sanitary Sewer

Improvements to the City's sanitary sewer will need to be made in order to accommodate future development in the City's West End. The City should continue to evaluate needed improvements to the sewer system and work with developers to ensure adequate sanitary sewer capacity is available.

Utility Undergrounding

Overhead utility lines should be undergrounded where possible. Some of the existing power, telephone, and cable lines within the study area are located on wooden utility poles which are not aesthetically pleasing, block visibility, and create conflicts with street tree growth.

City Property Yard

The City Property Yard provides the storage and workspaces needed to support many City services. The Property Yard covers approximately 5.5 acres and is in need of redevelopment. A public-private partnership could support the needed investment and make better use of the land area. Redesign of the property yard could include ground-level space to support City operations with upper floors available for office or community uses.

District Energy

District energy systems allow for the efficient use of heat from local Combined Heat and Power (CHP) generation, greatly reducing fuel waste associated with conventional power generation. District energy systems share hot and cold water created as a by-product of locally-made electricity. The City should evaluate strategies and identify actions that would facilitate the creation and installation of district energy systems in the West End.

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Net-Zero Energy Ready

"Net-Zero Energy Ready" buildings, certified by the U.S. Department of Energy, are designed to maximize energy efficiency so that the introduction of a renewable energy system can offset all or most annual energy consumption. Encouraging this building practice would allow future West End redevelopment to quickly adapt to new renewable inputs, helping to push buildings to 100% net zero energy consumption.

Dominion Smart Cities

Dominion Virginia Power is investing in smart meter technology in the Commonwealth. Deployment of smart meters will help Dominion to provide better service through power outage detection and remote meter readings. The smart meters would also have other monitoring capabilities including flood detection, air quality, smart parking, and traffic counts. The City should continue to work with Dominion Virginia Power as this initiative is rolled out.

Urban forest

Trees are a defining feature of the City; however, the City's West End has sparse tree canopy coverage. In addition to distinguishing the City from surrounding areas, trees also provide a host of benefits including shade, comfort, and enhanced air and water quality. Redevelopment should expand existing tree canopy coverage.

Urban farms

Urban farming is an important source of local food production that helps to build a healthy community. Urban agriculture can take a variety of forms including rooftop gardens, vertical gardens, and community gardens. Redevelopment should consider innovative strategies to incorporate community gardens and urban farms.

Rooftop urban farm

Tree-lined West Broad Street

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Pentagon Row - Arlington, VA

Pentagon Row (winter use) - Arlington, VA

Public Gathering Spaces That Create Opportunities for Community Activities

The City's West End is almost completely covered with impervious surfaces and lacks gathering spaces. Public gathering spaces provide places to meet, celebrate, and enjoy the outdoors. In urban environments, these places often take the form of plazas, parks, promenades, and pedestrian-oriented streets.

Redevelopment of this area provides the opportunity to incorporate spaces for recreation and relaxation. To be successful, adequate land needs to be set aside early on in the redevelopment process. Lot consolidation and coordinated redevelopment can provide the needed space to create gathering areas with room for amenities.

City parks and gathering spaces need to include several key components, including: a mix of sun and shade, places to sit, and flexible space for programmed events and uses throughout the year. Most importantly, they need to be convenient for people to access and should be located in proximity to restaurants and food service.

Plazas

Plazas are gathering spaces which typically are furnished with benches, tables, and landscaping. Plazas typically incorporate public art, fountains, or other unique features that instill a sense of place and attract visitors. Such places create opportunities for socializing and relaxation. Flexible amenities such as moveable chairs and tables can provide people with the ability to adapt the space to their needs.

Central Green Spaces & Promenades

Redevelopment should incorporate central linear green spaces to host large events and create opportunities for active recreational activities. Linear pathways or promenades should also be incorporated to accommodate pedestrian through-traffic. Design of these spaces should be flexible and support a variety of activities.

Pocket Parks

Redevelopment in the City's West End presents the opportunity to incorporate pocket parks which are small open spaces located between buildings or along streets. Such areas create spaces to rest, provide meeting places, and integrate green spaces into the urban landscape.

Streets as Public Spaces

Streets can serve as destinations in themselves rather than simply a means to get from one point to another. To be a successful public space, streets should have lower speed limits and wide sidewalks which make pedestrians feel safe and create an inviting place to visit, relax, and socialize.

Rooftop Terraces

The City's West End also provides the opportunity to rethink how to maximize usable land area. Creating usable rooftop terraces is one way to overcome a site's spatial constraints. Rooftop terraces provide an excellent way to create gathering spaces and bring life outside. Rooftop terraces can supplement other types of gathering spaces, and design preference should be given to spaces that are publicly accessible.

King Street in Old Town, Alexandria: Example of a street serving as a successful public space.

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3. Land Use and Zoning

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Existing Land Use

The three POAs west of the W&OD trail include institutional, commercial, and light-industrial uses.

POA 4 – Gordon Road Triangle

The Gordon Road Triangle currently contains a mix of industrial and commercial uses, including automobile sales and service, retail sales, light industrial services, office, vehicle storage uses, and the City's property yard. With the exception of the land acquired through the Boundary Line Adjustment, the current zoning in this area is M-1 (Light Industrial). At an FAR of 0.29, these properties are underdeveloped.

The 20-acre area is owned by multiple property owners. The Beyer family and the City of Falls Church are the two largest land owners, owning more than half of the Triangle area. The Beyer properties are well located with frontage along West Broad Street and Shreve Road.

POA 7 – West End

The West End of Broad Street currently includes the Falls Plaza Shopping Center which contains strip retail shopping facilities such as a supermarket and drugstore. This POA also include a few pad sites used for banks and gas stations.

POA 8 – Schools-Related Parcels

The Schools-Related Parcels POA is currently used for George Mason High School and Mary Ellen Henderson Middle School. The area includes the school buildings as well as recreation fields including: tennis courts, basketball courts, baseball fields, and a football field.

George Mason High School Redevelopment

A site plan for the construction of a new George Mason High School was approved by the Planning Commission in August 5, 2019. The new high school will be part of a 24-acre campus site including new multi-purpose sports fields and the existing Mary Ellen Henderson Middle School. Construction of the George Mason High School is anticipated to be completed by fall 2021.

EXISTING LAND USE		
Land Use Category	**Approx. Total Acres**	**% of Total Land Area**
Residential		
Multi-family Residence	0.03	<1%
Commercial		
Shopping Center	10.53	16%
Individual Retail and Service	4.68	7%
Office	0.21	<1%
Industrial		
Light Industry/Auto	9.02	14%
Institutional		
Public Facilities & Institutions	37.97	58%
Parks and Open Space		
Parks/Open Space	0.59	<1%
Right of Way		
Right of Way	2.37	4%
Total	**65.40**	**100%**

Note: All numbers are estimates based on available GIS and Assessment Data

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Rendering of West Falls Church Economic Development Project

Future Land Use

The Future Land Use Map is an official policy document and an element of the City's Comprehensive Plan. The Future Land Use Map shows the preferred uses of different areas in the City. Future land use maps are intended to be more general than a zoning ordinance. A zoning ordinance includes legal definitions and requirements while a land use map depicts concepts. The City's Future Land Use Map was last reviewed comprehensively with the 2005 Comprehensive Plan. Since then, the Map has been amended from time to time as part of the redevelopment process.

Recent Land Use Changes

By default, as part of the 2013 Boundary Adjustment, the School-Related Parcels POA did not initially have a land use designation. The City's Comprehensive Plan and Future Land Use Map were amended in January 2018 to better align with the City's vision for the type and scale of development at this site. As part of that action, the Schools-Related Parcels POA was designated on the Future Land Use Map as "Parks & Open Space" with two school symbols and "Mixed Use." The Future Land Use Map was also amended to designate the other two areas that were added to the City as part of the boundary adjustment (City Property Yard and part of Falls Plaza shopping center) as "Business."

Special Revitalization District

The City's Comprehensive Plan was revised in January 2018 to designate the Schools-Related Parcels POA as a "Special Revitalization District for Education and Economic Development." This Special Revitalization District is proposed to be developed with educational uses and a mix of commercial and residential uses. The goals of this new district include:

1. Recognize the requirements set forth in the Voluntary Boundary Adjustment Agreement between the City of Falls Church and Fairfax County requiring that 70% of the area is used for school purposes and 30% for economic development purposes, while encouraging revitalization and further development.

2. Provide a gateway to the City which instills a sense of place through the use of high quality urban design, a flexible and connected street grid, multi-modal access within and to adjacent sites, appropriate buffering between educational and economic development uses, and green space and plazas to serve both the educational and economic development uses.

3. Encourage creative proposals and successful economic development to offset school construction debt service and to provide other community

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benefits by developing planning and zoning guidelines and standards, such as an appropriate mix of uses, a range of densities and heights within suitable locations, and explore options for a special tax district.

4. Promote environmentally-responsible development that is supported by sustainable systems of green infrastructure and utilities and that integrates educational and environmental stewardship opportunities for the students of George Mason High School and Mary Ellen Henderson Middle School.

5. Encourage collaboration between economic development uses and the educational programs anchored by the Virginia Tech and University of Virginia Northern Virginia Center and Falls Church City Public Schools.

6. Provide an inclusive process in the plan development and implementation for the site.

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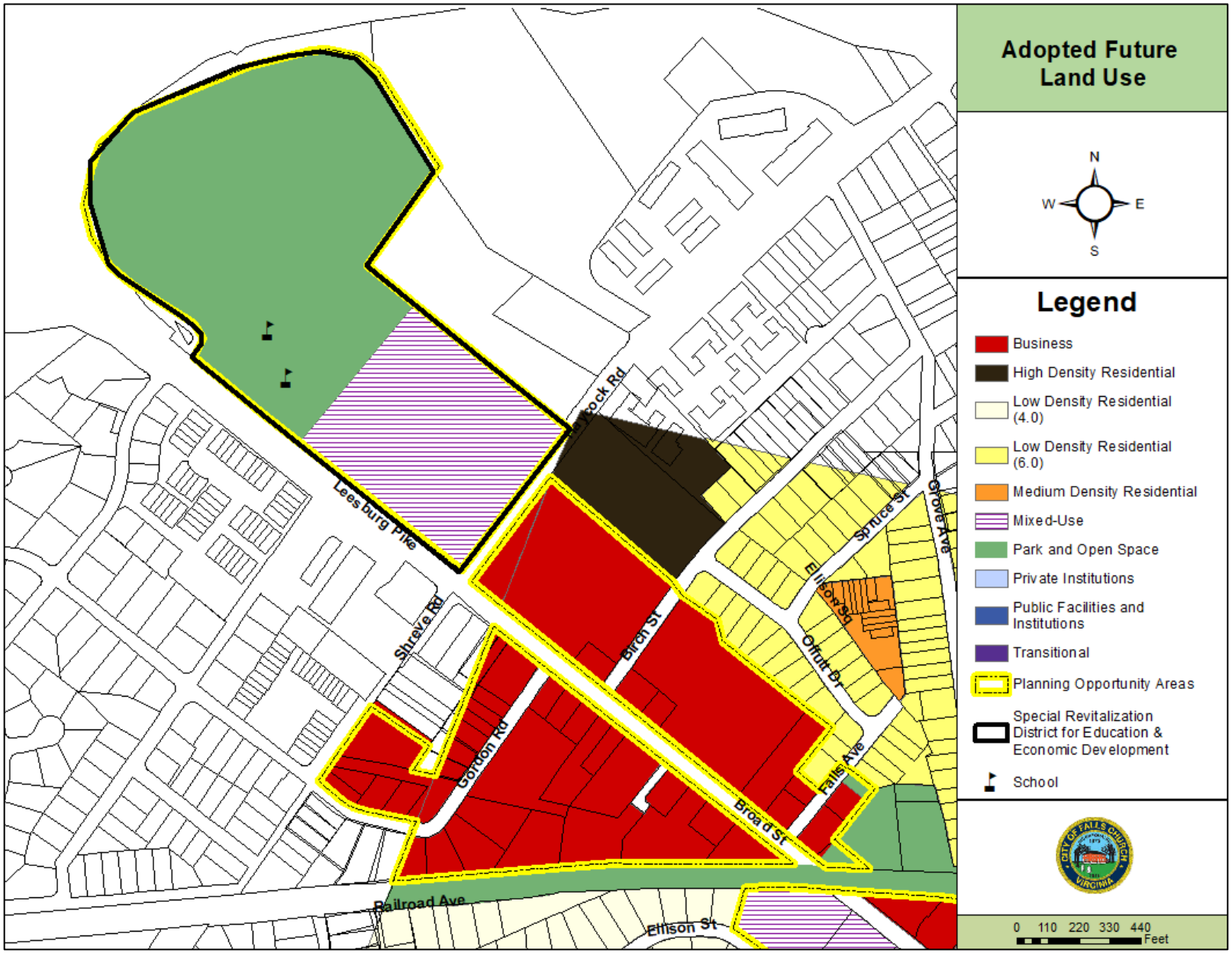
Adopted Future Land Use
N
W
E
S
Legend
Business
High Density Residential
Low Density Residential (4.0)
Low Density Residential (6.0)
Medium Density Residential
Mixed-Use
Park and Open Space
Private Institutions
Public Facilities and Institutions
Transitional
Planning Opportunity Areas
Special Revitalization District for Education & Economic Development
School
0 110 220 330 440
Feet
Leesburg Pike
Shreve Rd
Gordon Rd
Birch St
Broad St
Railroad Ave
Ellison St
Ellison Rd
Offutt Dr
Spruce St
Grove Ave
Falls Ave

West End

Planning Opportunity Areas 4, 7 & 8

Planning Concept

The vision and goals of this Plan (see Chapter 2), call for developing a vibrant live/work/play/learn community. At the district level, this area is envisioned as Mixed-use. This Plan is not meant to be used as a tool to force redevelopment of any property within the boundaries of the POAs or elsewhere in the City.

Transition Areas

Transitions between redevelopment along the West End and the surrounding residential neighborhoods are important to minimize the impact of higher density development. A softer residential edge can serve as an effective transition moving towards existing neighborhoods (general area shown as yellow on the Concept map).

Active Retail

Greater concentrations of commercial activity are suggested in the Active Retail area. Generalized boundaries are shown in red on the concept map. In this area, taller buildings that taper towards residential areas are appropriate. Active retail would be an encouraged ground floor use with residential uses located in upper floors.

Office/Commercial

Additional retail and office uses are recommended throughout the study area which can serve as destinations and connections to the active retail areas. This generalized area is colored blue on the Concept Map.

Light Industrial/Office

Light industrial uses (breweries, data centers, City Property Yard) and office space may be appropriate within the Gordon Road Triangle. This generalized area is shown in orange on the Concept map.

Amendments to the Future Land Use Map

Achieving these land use goals may require updates to the City's Future Land Use Map. For example, this Plan recommends mixed-use development for the West End POA however the Future Land Use Map indicates that area is planned for "Business" use. Additionally, expanding the boundary of the Special Revitalization District for Education and Economic Development to include the West End and Gordon Road Triangle POAs would support the coordinated redevelopment of these areas.

Strategy: Work with Fairfax County on the joint land use planning of the corner of the Gordon Road Triangle that is outside of the City. Evaluate a boundary adjustment for that area.

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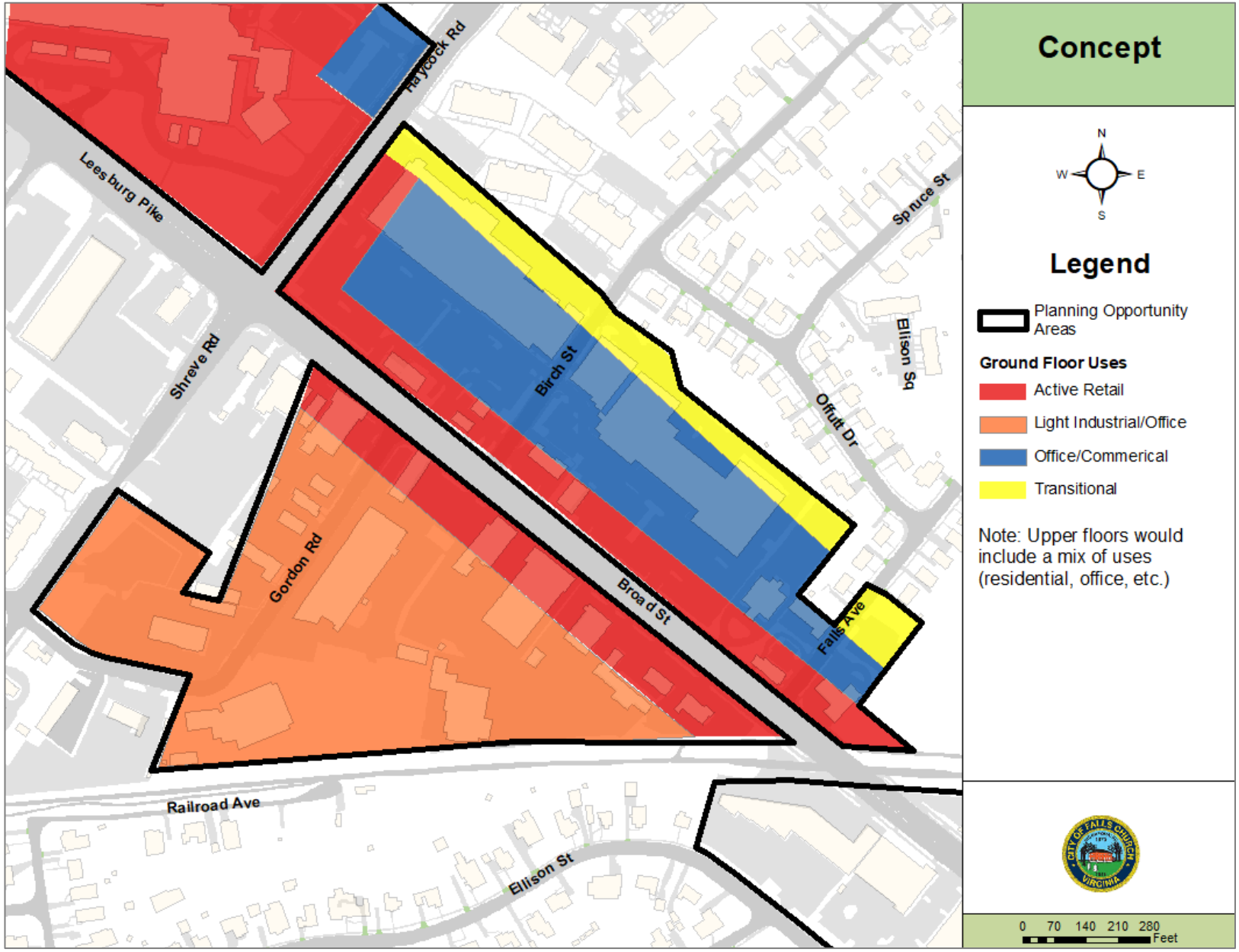
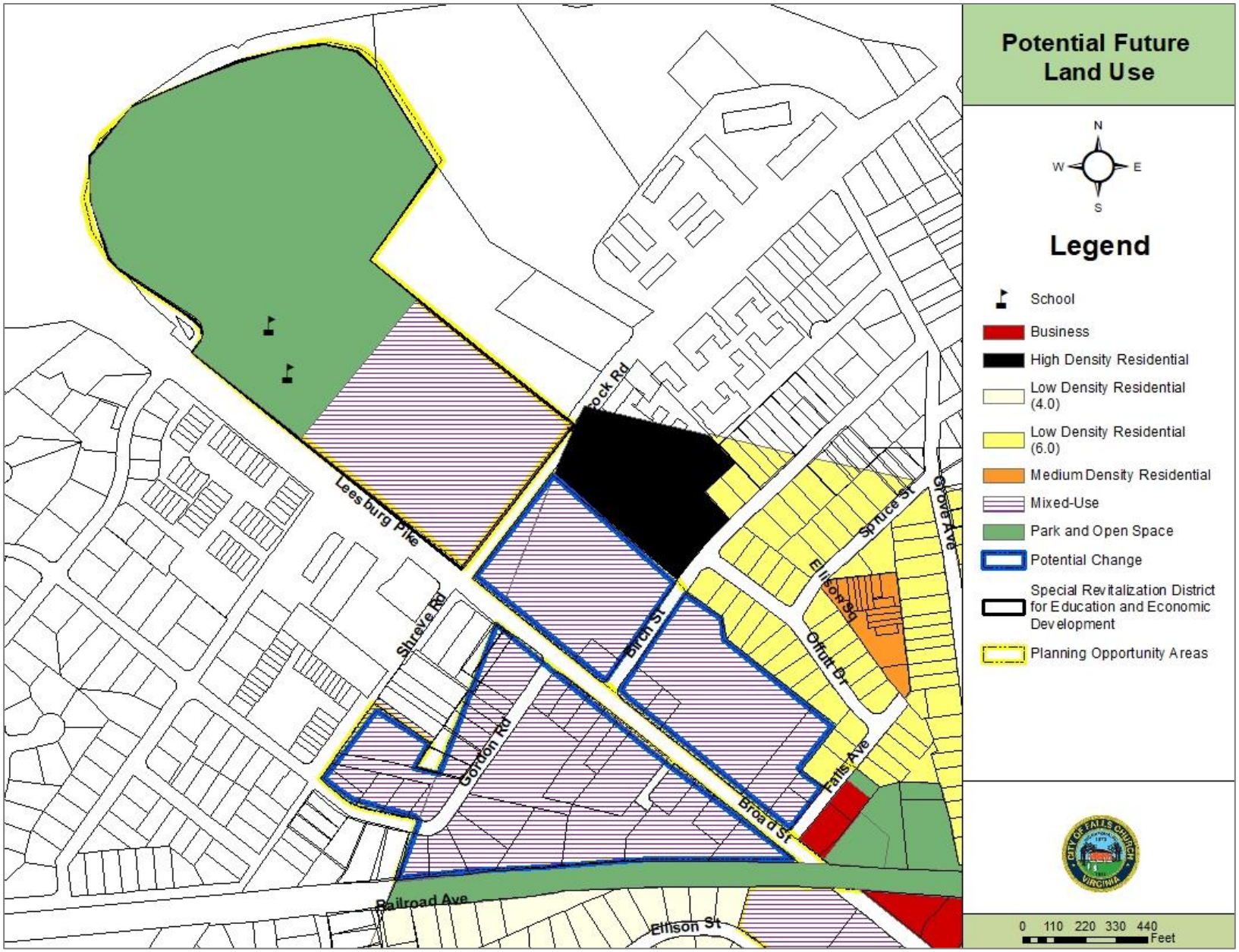

Haycock Rd
Lees burg Pike
Shreve Rd
Birch St
Spruce St
Ellison Sq
Offutt Dr
Gordon Rd
Broad St
Falls Ave
Railroad Ave
Ellison St
Concept
N
W
E
S
Legend
Planning Opportunity Areas
Ground Floor Uses
Active Retail
Light Industrial/Office
Office/Commerical
Transitional
Note: Upper floors would include a mix of uses (residential, office, etc.)
0 70 140 210 280
Feet

West End

Planning Opportunity Areas 4, 7 & 8



Density

Existing Density

Floor Area Ratio (FAR) relates the square footage of a building to the square footage of the land that it sits on. Density within the Gordon Road Triangle and West End is relatively consistent. The aggregate FAR for both areas is 0.30.

The Urban Land Institute (ULI) is an industry group of real estate and land use experts. ULI provides resources and research to help plan for development that is appropriately scaled to the desires and needs of a community. ULI's "Ten Principles for Reinventing America's Suburban Business Districts" describes the key attributes of existing business district types. Within the categories described, the City's West End most closely resembles a "Dispersed Suburban Business District." Key characteristics of this development district type include FAR below 0.5, very high spatial separations between buildings, buildings set back from the road, and very high dependence on cars for access. Such characteristics are consistent with the existing conditions in the West End.

Proposed Density

Redevelopment should occur at a higher density level than existing conditions. Higher density redevelopment is necessary to make ground-floor retail in mixed-use buildings viable. It also increases the area's tax base and provides vibrant communities for visitors and residents.

It is important to note that while there is a correlation between height and density, more density does not always translate into taller buildings. The City should assess structural massing in new developments to ensure compatibility with surrounding neighborhoods. Adequate buffering and transition areas between new development and adjacent residential properties are also critical. Denser redevelopment should be focused in areas that have the least impact on nearby residential properties and taper towards lower density neighborhoods.

In 2016, the General Assembly approved amendments to the Code of Virginia regarding provisions applicable to conditional rezoning proffer regulations. These amendments placed new regulations on the ability of jurisdictions to accept or amend proffers for residential development or residential uses however, certain areas were exempted from the new statute. Exemptions include areas that have an approved small area comprehensive plan in which the area is designated as a revitalization area, encompasses mass transit as defined in §33.2-100, includes mixed use development, and allows a density of at least 3.0 FAR in a portion thereof. In August 2016, City Council adopted revitalization districts throughout the City which were areas deemed feasible for projects with a FAR of 3.0 or higher.

The City should aim to create a minimum FAR of 3.0 for the West End to support the scale of development necessary to sustain mixed-use buildings and Class A office space. Within the categories described in ULI's "Ten Principles for Reinventing America's Suburban Business Districts," a FAR over 3.0 would correspond to a "Compact Business Suburban District." Key characteristics of this development district type include a grid street layout, low spatial separation between buildings, strong pedestrian orientation, moderate dependence on cars, and good choice in transit modes.

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Zoning

Zoning is a tool for regulating land use. The City's Zoning Ordinance limits the kind of uses that can exist on a particular property, such as residential, retail, office, or industrial. The Zoning Ordinance also includes other development standards including maximum building heights, lot coverage, and building setbacks from property lines.

Although closely related, zoning and land use planning are separate activities. Land use planning speaks to future development and what could happen while zoning speaks to what can happen and what is currently allowed. For this reason, the zoning map is often more restrictive than the future land use map.

Zoning Districts

To regulate land use, the Zoning Ordinance divides the land within the City into various zoning districts or areas. Within each of the zoning districts, a different mix of land uses and sizes can be built. The districts present in the West End of the City are described below.

B-1, Limited Business

The B-1, Limited Business zoning district allows most commercial uses by-right and mixed-use redevelopment with a special exception. Buildings in this district can reach a height of 55 feet by-right and up to 85 feet with special exception.

The Falls Plaza shopping center is zoned B-1.

Falls Plaza Shopping Center

B-2, Central Business District

In August 2018, the B-2 zoning district was amended to provide additional flexibility in height and density that is needed to achieve a significant economic development project. Specifically, the zoning text amendment to the B-2 zoning district allows for additional height for by-right elementary and secondary schools and creates a special exception for a mix of uses, including residential and additional density for areas located within a Special Revitalization District for Education and Economic Development.

The zoning text amendment established a two-step special exception and site plan approval process for sites within a "Special Revitalization District for Education and Economic Development:"

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- Step 1, Special Exception Entitlement (SEE) – establishes entitlements for building heights and uses and the general layout of the site
- Step 2, Special Exception Site Plan (SESP) – equivalent in level of detail to a site plan as called for in 48-1134 and includes architectural design and level of detail typical for special exception and site plan approvals under B-2 zoning.

The Schools-Related Parcels POA was rezoned from R-1A, Low Density Residential to B-2 in December 2018.

B-3, General Business

The B-3, General Business zoning district allows most commercial uses by-right and mixed-use redevelopment with a special exception. Buildings in this zoning district reach a height of 55 feet by-right and 85 feet with a special exception.

Within this area only two small parcels at the front of the Falls Plaza shopping center are zoned B-3.

M-1, Light Industry

The M-1, Light Industry zoning district allow most B-3 uses, some light industrial uses, and mixed-use redevelopment in accordance with the Mixed-Use Redevelopment (MUR) regulations.

Parcels within the Gordon Road Triangle with the exception of a portion of the City's property yard are zoned M-1.

R-1A, Low Density Residential

The R-1A, Low Density Residential zoning district is intended to be comprised generally of low-density residential uses.

The City's Property Yard and a small section of the Falls Plaza shopping center are zoned R-1A by default as a result of the 2013 boundary adjustment.

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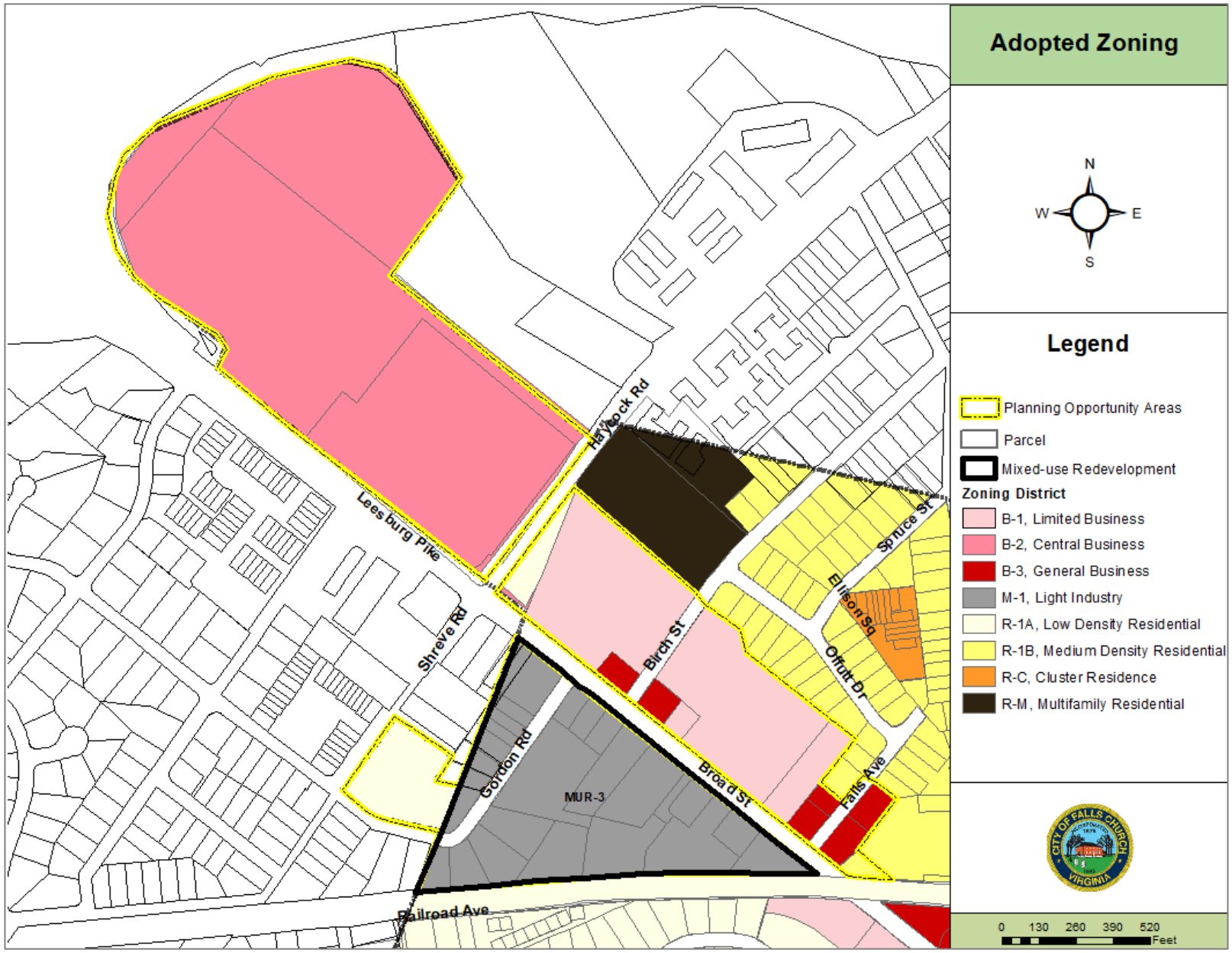
West End

Planning Opportunity Areas 4, 7 & 8



Zoning Amendments

Zoning Map

The Zoning Map is part of the City Zoning code and, in combination with the descriptions of the zoning districts limits the permitted land uses and building sizes.

Amendments to the City's Zoning Map may be necessary to achieve the land use goals of this Plan. For example, this plan calls for active retail frontage along West Broad Street and Haycock Road which may require rezoning the area from B-1, Limited Business to B-2, Central Business.

Strategy: Amend the adopted Zoning Map on a case-by-case basis as part of the redevelopment and approval process. Amendments should be made for redevelopment proposals that are consistent with the goals of this Plan.

Increased Flexibility in the Gordon Road Triangle

Most of the Gordon Road Triangle is zoned M-1, Light Industry. A land use strategy incorporating flexibility that can accommodate industry and retail market changes is recommended for this area. For example, data center technology improvements have resulted in recent transformations in data center construction. Small, distributed data centers, referred to as edge data centers, are beginning to be deployed to provide localized storage and processing capacity closer to where the data originates. The City should ensure the Gordon Road Triangle area remains flexible to support data centers as technology improvements and market demands continue to evolve.

The Gordon Road Triangle currently has a Mixed-Use Redevelopment (MUR) overlay which is intended to promote parcel consolidation and coordinated mixed-use redevelopment. While the intent of these regulations aligns with the goals of this Plan, the regulations are too prescriptive and a development has never been built using the MUR overlay option. The 2010 Zoning Ordinance Advisory Committee (ZOAC) report recommended eliminating the MUR overlay Citywide due to deficiencies with the regulations. The MUR overlay should be removed from the Gordon Road Triangle and replaced with a more flexible mixed-use development option such as the Special Exception process.

Strategy: Amend the Zoning Map to replace the MUR overlay with a more flexible mixed-use redevelopment option.

Strategy: Amend the zoning ordinance to allow M-1, Light Industry district access to B-2, Central Business uses for sites of at least 2 acres.

Strategy: Continue to monitor industry and retail changes and adjust amend the Zoning Map as appropriate to remain flexible to an evolving market.

Opportunities for Phased Development

A 2018 zoning text amendment established a two-step special exception and site plan approval process for sites within a "Special Revitalization District for Education and Economic Development. The City should evaluate whether it would be appropriate to create a similar process for sites within POA 4 and 7 to allow for phased development.

Strategy: Evaluate revisions to the zoning ordinance that would support coordinated, phased development.

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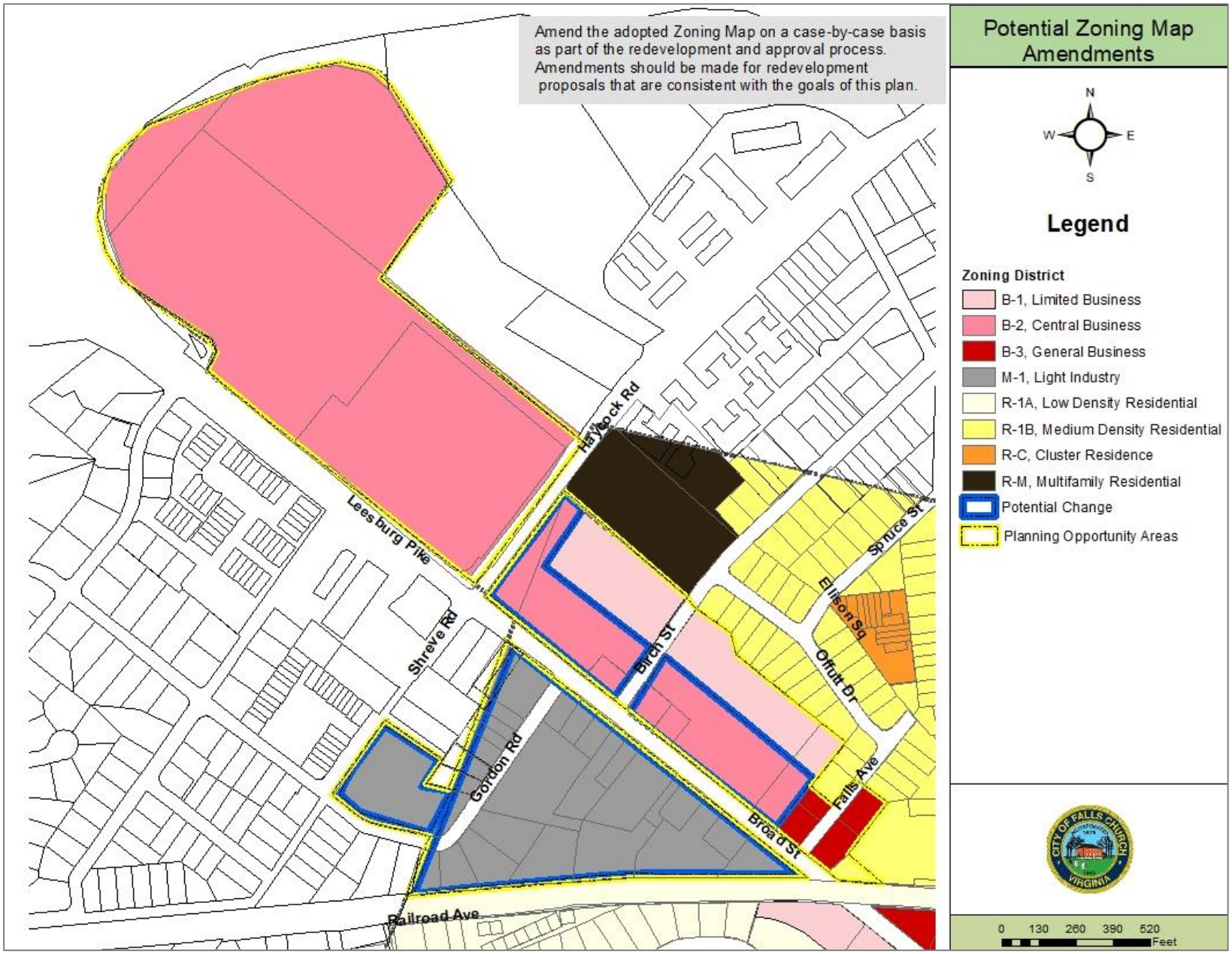
West End

Planning Opportunity Areas 4, 7 & 8



4. The West End – Economic Development

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West End

Planning Opportunity Areas 4, 7 & 8

Overview

Activity underway at the 9.45-acre West Falls Church Economic Development Project site is spurring revitalization in the surrounding area. This area has the potential to serve as a distinct, welcoming entry point into the City of Falls Church. While the West End benefits from its location along Route 7, a major regional roadway, it also has the potential to further build upon the W&OD Trail as an asset to the area.

The West End already has several large tracts of land under single-ownership, an essential key to the coordinated redevelopment. In the Schools-Related Parcels POA (POA 8) the City and the Falls Church School Board are the sole property owners. Of the approximately 14.6 acres that make up the West End POA (POA 7), approximately 10.7 acres are owned by Federal Realty Investment Trust. In the Gordon Road Triangle (POA 4), there are two large land owners (one of which being the City) and the remaining land area is in mixed ownership.

For more than a decade, there has been continued mixed-use development interest throughout Falls Church. Located several blocks from the new Founders Row mixed-use development, the West Falls Church Economic Development project will be the first iteration of Mixed-Use development within the City's West End. The close proximity of the Gordon Road Triangle and the Falls Plaza Shopping Center to the West Falls Church Economic Development project give them an excellent opportunity to be considered for future investment that can directly connect to and create a larger, coordinated development within the City's West End.

Rendering of Founders Row

The Wharf, Washington D.C.

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Aerial view of the proposed West Falls Church Economic Development Project, Special Exception Site Plan Preview, December 2019

Land Values & Tax Base

Over half of the West Falls Church POA is currently non-taxable land. The new high school, once completed, will occupy about25 acres, or about 39% of the POA's total acreage. However, the City will add about 9 acres of taxable real estate after the renovations are finished. The remaining 65.4 acres are also currently zoned for commercial or light industrial uses.

According the 2019 assessment data, the total valuation of the West End study area is approximately $98,832,899. The aggregate building value is more than half the land value within the study area – the buildings being worth approximately $31,434,000 and the land valued at a total of approximately $67,391,600. A valuation skewed in favor of land can be a sign of properties that are underutilized in regard to economic potential. As redevelopment continues, the West End's significance as an economic and academic gateway into the City will grow. As many of the buildings within the West End are worth less than the land they sit on, existing land owners in the area may benefit from considering redevelopment of their properties. Continued investment within the West End will help strengthen the City's tax base and the vision and goals of this Plan.

Potential Yields of Future Development

The City's Economic Development Office conducted a preliminary annual net fiscal impact projections for Phase 1 and Phase 2 of the West Falls Church Economic Development proposal. The projected net annual fiscal revenue is $5,101,955 for Phase 1 and $1,839,466 for Phase 2, for a total of $6,941,421 for the entire development. The estimated unit mix and square footages used for this analysis are subject to change depending upon the ultimate development plan that will be determined during the Special Exception Site Plan phase.

The City's Economic Development Office also performed fiscal impact projections for the Founders Row, as approved in August 2018, and Broad & Washington projects, as approved in April 2018. Based upon the projections for these two projects and the West Falls Church Economic Development project highlighted above, the average annual net revenue per acre is between $472,676 and $536,253 Assuming redevelopment of the Gordon Road Triangle and West End POAs resulted in similar yields, net annual fiscal revenue could be between $14,695,517 and $16,672,100.

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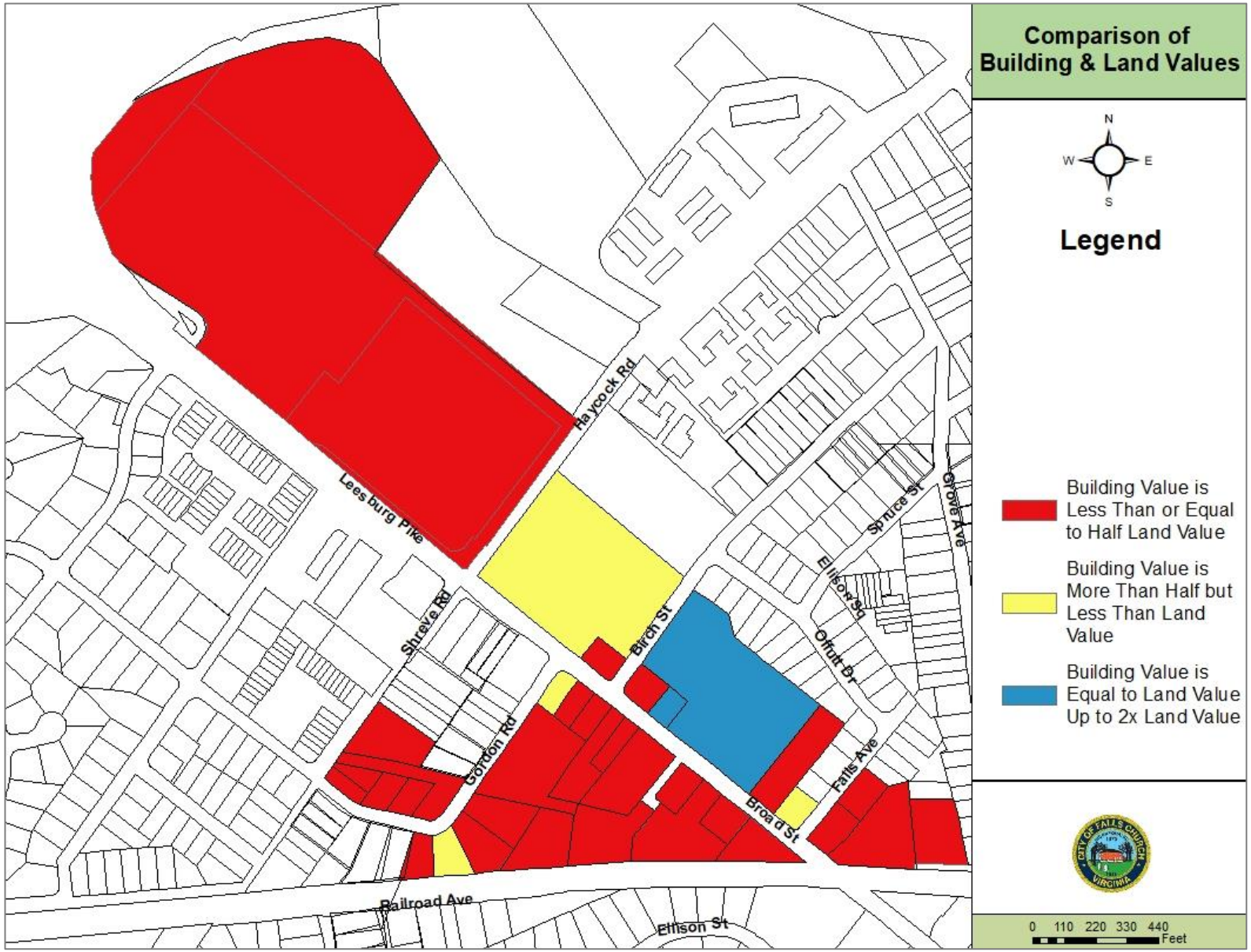
Comparison of Building & Land Values
N
W
E
S
Legend
Building Value is Less Than or Equal to Half Land Value
Building Value is More Than Half but Less Than Land Value
Building Value is Equal to Land Value Up to 2x Land Value
0 110 220 330 440
Feet
Haycock Rd
Leesburg Pike
Shreve Rd
Gordon Rd
Birch St
Spruce St
Grove Ave
Ellison Sq
Offutt Dr
Falls Ave
Broad St
Railroad Ave
Ellison St

Concept, Pike and Rose, Bethesda, MD

Market Commons, Arlington, VA

Live/Work/Play/Learn Community

Vibrant Destination

The West End serves as a critical gateway into the City. The urban streetscape currently contributes to a sense of arrival as one enters the City along West Broad Street. This feature should be extended throughout the area with more street trees and other features to strengthen the West End as a vibrant gateway into the City. As will be discussed in the Urban Design Chapter of this plan, the West End provides critical first impressions to visitors as they enter the City. It provides an opportunity to convey the City's heritage and values.

Future investment in the Gordon Road Triangle and West End POAs provides the opportunity to further enhance the West End as a gateway into the City. Continuing to emphasize a more vibrant and welcoming district that embraces and strengthens its connections with surrounding neighbors and the rest of the City should be a priority for the West End.

Previous concept plans for the West End have aimed to create a unique, welcoming agora which can build upon academic, recreational, and commercial opportunities. Development within the West End should encourage interaction between the school system, the Falls Church community, visitors, and the commercial areas. An overarching objective for the West End moving forward should be to provide a mix of unique and interesting retail and commercial uses which regularly welcome residents and repeat visitors to Falls Church. Publicly accessible gathering spaces that can be used for programmed events also help to identify the West End as a destination. This

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helps to create an area with activity around the clock; providing commercial office space and amenities for

daytime workers, and dining, entertainment, and shopping options for residents and visitors on nights and weekends

Strategy: Encourage future development to include high-quality urban design and placemaking that builds upon the West End's sense of place.

Strategy: Incorporate a variety of uses to create an 18-hour community that also includes flexible spaces for programmed events.

Strategy: Develop pedestrian-oriented wayfinding that directs visitors towards commercial and recreational spaces.

Strategy: Prioritize safe pedestrian spaces which provide access to a wide variety of uses, encouraging multiple, long visits.

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Housing Diversity & Affordability

The West End has the opportunity to be a versatile area of the City supporting a variety of uses and needs. The provision of diverse, affordable housing options is a top priority for the City as population and employment opportunities within the City and region expand. The 2019 MWCOG Report 'The Future of Housing in Greater Washington' suggests that there should be a 320,000-unit production target within the DC metro region before 2030 in order to keep up with growth demands. The area needs 75,000 more units than what is currently planned for, and the City can help provide space for more within the West End. The City's Comprehensive Plan also emphasizes the need to ensure affordable housing is available for a range of household incomes, sizes, and stages of formation.

Nearly three-quarters of current households in the City of Falls Church have incomes at or above the median for the Washington DC region. By 2045, it is anticipated that 55 percent of future housing needs in the City will be for households in this higher-income range and there will be more housing demand from households in the lower income brackets. To meet this demand, the City will need to emphasize strategies that maintain and increase the availability of housing affordable to a range of income levels. The West End provides an excellent opportunity to incorporate new housing that supports the City's projected future housing needs.

Future housing in the West End also has the advantage of having access to multi-modal transportation options and walkable retail, educational, and recreational uses. According to the USDOT, City residents spend an average of about $12,446 per year on transportation costs. Affordable housing in a location close to the metro or other multi-modal connections can help to alleviate this burden for the City's workforce.

Strategy: Incentivize the provision of more workforce, moderate, and low-income housing.

Strategy: Encourage developers to incorporate a variety of housing types and sizes.

Strategy: Encourage redevelopment to incorporate entry-level homeownership opportunities.

Strategy: Explore co-locating affordable housing with other uses as appropriate.

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Office Space

Aside from the future West Falls Church Economic Development project, the West End does not include any commercial office space. Currently, market conditions within the last decade have not been conducive to stimulating more office buildings in the City, as current regional supply of office space far exceeds demand for office space. While the City currently has office space available that is well-suited for startups, there are fewer large spaces (3,000-10,000 sq. ft.) available as companies grow and need additional space. With the addition of new, Class A office space, the West End can provide room for businesses to expand, and also provide much needed "daytime population" for City businesses.

Due to the proximity to I-66 and the West Falls Church Metro Station, offices within the West End would quickly become the most accessible and well connected offices in the City. Class A office space located in close proximity to a metro station would make Falls Church a more attractive location for companies that prefer to locate near metro stations and need office space.

The West End also provides the opportunity to incorporate coworking spaces. These flexible office spaces may be an attractive alternative to a traditional office for small businesses, independent contractors and telecommuters.

Strategy: Encourage the development of Class A office space to provide opportunities for higher wage jobs to locate within the City.

Strategy: Continue to monitor and remain responsive to office market trends. This could include revising the City's tax incentive programs.

1776 Wilson Blvd, Rosslyn, Arlington, VA

Rosslyn Overlook, Arlington, VA

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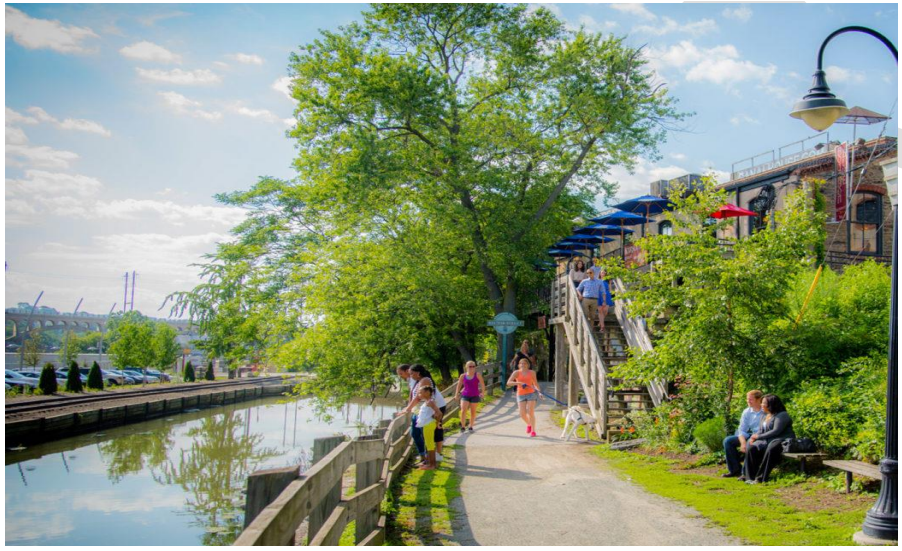
Indianapolis Cultural Trail (Indianapolis, IN)



Schuylkill River Trail (Philadelphia, PA)

Connection to the W&OD Trail

The W&OD Trail is another important connection to the area. Much like the gateway into the City via Broad Street, the W&OD Trail which borders the Gordon Road Triangle has potential to serve as another entry point into the City for non-motorized traffic. Currently, the W&OD Trail is not conveniently accessible from the uses within the Gordon Road Triangle. Further embracing this trail frontage would enable the West End to serve as a convenient, useful, and unique stop along the trail. All present and future commercial uses within the West End can benefit from increased accessibility to pedestrians and bicycle riders alike.

Many communities have been successful in providing an abundance of bike and pedestrian friendly options for dining and lodging close to the trail path entrance. Wayfinding geared towards those who wish to access the trail, as well as access businesses from the trail, has also led to direct economic progress. Bike shops, running stores, sporting goods stores can thrive if they have the proper connections to their audience. The W&OD Trail can become even more of an asset to the City if a more permeable edge that connect to the Gordon Road Triangle is created.

Strategy: Embrace the W&OD Trail along its frontage with Gordon Road Triangle. Recognize the trail as an additional point of entry to West End.

Strategy: Create an attractive, convenient, and unique space that serves as an exciting landmark along the W&OD Corridor for trail users.

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Connection to the Schools

While George Mason High School & Mary Ellen Henderson Middle School have a wide footprint within the West End, the district also benefits from its proximity to the Northern Virginia Center (NVC), which houses a number of academic programs for Virginia Tech. While just outside the City limits, the NVC still provides Falls Church with a unique academic connection. The City should strive to strengthen these connections to educational opportunities through safety and mobility enhancements.

The new George Mason High School campus will continue to provide versatile recreational space for students to access. The multi-use sports fields on the campus will add even more utility to attract people to the West End, giving it potential for hosting outdoor sporting events including district or regional events which require a large open space. These events when supplemented by the nearby dining and hotel spaces within walking distance, would create a unique gathering spot for visitors and residents alike.

Strategy: Emphasize the importance of traffic calming and safe multimodal connections between the schools, transit centers, and commercial spaces.

Strategy: Celebrate the connections to the schools throughout the West End.

Strategy: Work with Virginia Tech to provide additional academic opportunities for students and residents.

Strategy: Encourage workforce connections for students within the West End. For example, future makerspaces could provide student job opportunities.

Concept, GMHS High School, West Perspective

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Examples of how to incorporate art to create an engaging industrial area (Asheville, NC)

Industrial Uses

Data Centers

Given the existing light industrial zoning within the Gordon Road Triangle, the West End may already be in a prime position to help provide data services and infrastructure to the community and the region. Data Centers have the capability to provide network and data storage infrastructure for organizations both within and outside of the City. As the Northern Virginia region develops further and advances its smart city technologies, data centers are becoming a key component for the success of businesses and communities alike.

Many companies are using private cloud infrastructures to manage their information, and benefit from close, regional data centers that bring these services within reach. The provision of safe, secure data storage facilities would allow Falls Church to be marketable to large and small regional enterprises who need the capacity. Data Centers and the technology they use can become more flexible and adaptable as time moves on. Traditional “Hyperscale” Data Centers can provide a massive amount of local data storage to companies who need it, but require a facility with a larger physical footprint. The emergence of “edge” data centers has proven in larger metro areas that there is a market for less storage (smaller physical footprint), but faster data transfer speeds.

Other Industrial Uses

In addition to the growing prominence and need for data centers, other light-industrial uses such as small-scale manufacturing opportunities can add a unique mix of production businesses. Small-scale manufacturing uses

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such as breweries, distilleries, arts and craft markets makerspaces, or food production would be desirable uses within the Gordon Road Triangle. Such uses can benefit the City through additional employment opportunities, and production of local consumer goods. Each of these types of businesses have the capability to add something unique to Falls Church.

Incorporating public art, murals, paving designs, and street lighting can help to enhance the aesthetics of the Gordon Road Triangle, making it an inviting place to explore or stop along the W&OD Trail.

Strategy: Ensure the City's zoning regulations stay flexible and responsive to market changes and technological advancements. This could include revisiting use definitions as well as building requirements and constraints.

Strategy: Consider opportunities to revitalize the Gordon Road Triangle without eliminating industry.

Strategy: Encourage the use of murals and other art to create an engaging industrial area that celebrates the City's heritage.

Brewery in Asheville, North Carolina

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Tools and Incentives to Encourage Redevelopment

Tax Increment Financing

Tax Increment Financing enables the City to support development of projects with great social benefit that may not develop otherwise. This financing tool takes advantage of the increment (increase) in tax revenue resulting from redevelopment to pay off the debt on the project or improvements in public infrastructure, utilities, etc. in the project area. It assumes some financial risk so that the project provides the greatest value to the community. The City assumes financial risk under the assumption that the investment will increase the overall value of the project or project area.

Business Improvement Districts

The City can establish by ordinance a business improvement district (BID) in a defined area within which property owners pay an additional tax on real estate in order to fund improvements or services within the district's boundaries. Taxes generated by BIDs can be used for district maintenance, security, capital improvements, marketing and promotion, facilities operation and staffing, and more. The services provided by a BID would be supplemental to those already provided by the City.

Industrial Revenue Bonds

The City's Economic Development Authority, with City Council approval, may issue tax-exempt or taxable industrial revenue bonds (IRBs) on behalf of qualified companies to finance the construction of buildings and related infrastructure (including parking). Examples of qualifying projects are construction of corporate headquarters and facilities for nonprofit corporations, such as trade associations. The Tax Analysts Building was financed by a $25 million IRB, while Easter Seals was financed by about a $3 million IRB.

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5. Character & Urban Design

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Importance of the Human Scale

Human scale design focuses on creating objects or environments that are the size and shape comfortable for people to use. In terms of City planning, human scale design involves creating pedestrian centered developments that include smaller walkable blocks, narrower streets, plenty of walking room, flexible public spaces, engaging streetscapes, and welcoming ground floor building facades. This style of design is key to making cities walkable, vibrant places. In contrast, automotive scale is characterized by wide, fast-paced streets, intimidating crossings, long blocks, blank walls, buildings set back far from the sidewalk network, and expansive parking lots.

The proximity to a middle and high school, a regional bicycle route, and a metro station, the City's West End is well-positioned to move away from the existing automotive-scaled environment while enhancing the area's multimodal infrastructure and responding to user needs. The following sections outline recommendations to transform the West End into a healthy and safe pedestrian-friendly environment. Façades

Pitt Street Mall, Sydney Australia

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Urban Foundation

Block Design

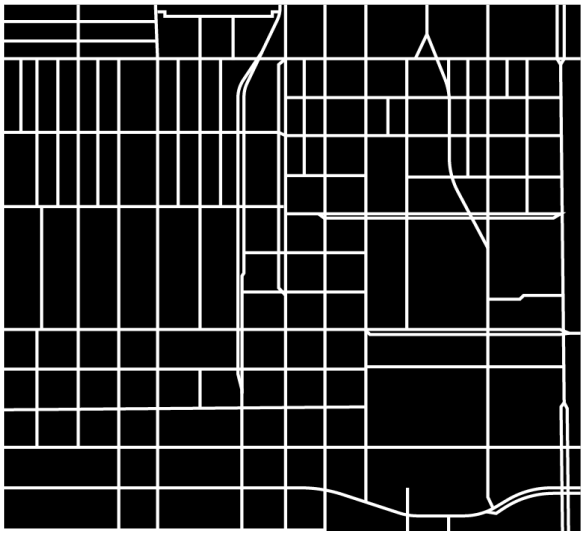
Generally, small to moderate block sizes of 300-500' are conducive to healthy walking environments. Larger blocks can be sustained and enjoyable to walk when they include an interior hierarchy of smaller pedestrian-scaled streets, active alleyways, and public spaces.

A portion of the Gordon Triangle extends 1,700 feet before a break created by Gordon Road. The Federal Reality property is divided by Birch Street into two blocks roughly 600 and 800 feet in length along West Broad Street. In comparison, downtown Falls Church's best example of a walkable block between Little Falls St and N Maple Ave along W. Broad Street is 370 feet long.

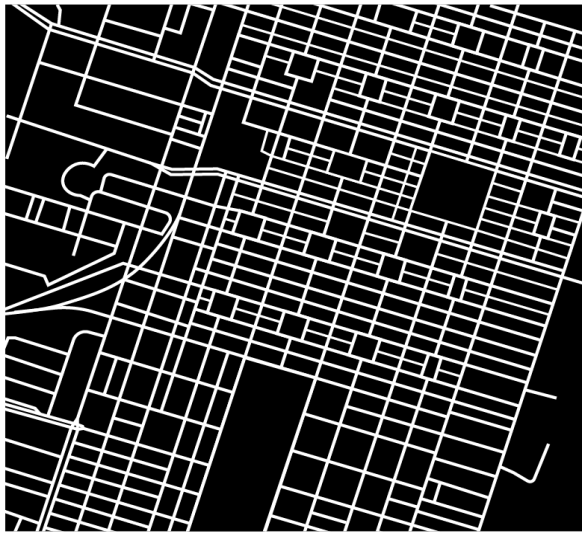
Oversized blocks need to be broken up through the creation of new streets, commercial alleyways, parks and plazas, and quality pedestrian facilities. In addition, better connectivity is needed between these three POAs as well as the rest of the City.

One option is to extend Birch Street across West Broad Street through the Gordon Road Triangle to Shreve Road. The West End POA would also benefit from a revised street grid which breaks up the large blocks creates interior pedestrian paths. Pedestrian and bike connections from the W&OD Trail and West End Park to Haycock Road and the school's campus are desirable and would help to activate this area. Although the current site is not pedestrian-oriented, the Falls Plaza shopping center receives an unusually large amount of foot traffic from September to June when the school day ends. Redevelopment of the Falls

1-Square Mile Comparison of City Blocks



Phoenix, Arizona has a typical block size ranging from 750' to 2,300'.



Savannah, Georgia has a typical block length of 550' by 650' broken up by secondary mid-block lanes and green public squares.

Plaza Shopping Center could complement and extend the new redevelopment project on the adjacent 9.45-acre property, providing gathering places for students on their way home from school.

Strategy: Work with property owners during redevelopment to align streets to create a new street grid with smaller walkable blocks.

Urban Form (Streets & Buildings)

There are a number of design elements that impact how pedestrians interact with a development including depth of building setbacks, building height in relation to street width, building façade lengths, and frequency of doors and windows. POAs 4 & 7 currently consist of low density automobile-focused development, offering little to enhance the pedestrian environment along West Broad Street. This section provides urban design recommendations to create a framework for attractive and engaging pedestrian experiences.

Setback

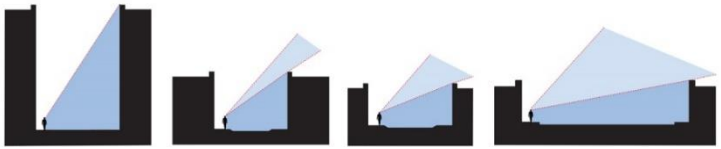
Having buildings front on the sidewalk network rather than on a surface parking lot helps to create a more engaging pedestrian experience. Buildings adjacent to pedestrian paths provide shelter in inclement weather with their overhangs and awnings. They can provide seating and places to pause through intentionally placed ledges, steps, recesses of the façade. Most importantly having storefronts and outdoor dining that lining the sidewalks provides exciting visual stimulus for pedestrians.

Relatively uniform setbacks should be encouraged along the buildings' ground-floor frontages to create a consistent street wall that frames the pedestrian realm. However, this should not preclude the incorporation of architectural details that breakup facades and create a visually engaging environment such as the development of building colonnades, recessed entries, or modified building setbacks at special corners.

Ground floor setbacks or recesses should not occupy more than 25 percent of the street frontage. However, building stepbacks are encouraged above a building's third story to reduce the building's perceived massing.

Existing conditions found in POA 7 can be enhanced through infill development along West Broad Street. By designing new buildings that meet the sidewalk an active retail space is created along W. Broad Street. This will help to break up the existing sea of surface parking which currently is a barrier to visiting the Falls Plaza Shopping Center in anything other than an automobile.

In the long-term, the goal is to shift parking from surface lots located in front of buildings to the rear of buildings, on-street parallel parking, or structured garages (preferably underground). The existing surface can then be redeveloped with additional development blocks, public plazas, and green space.



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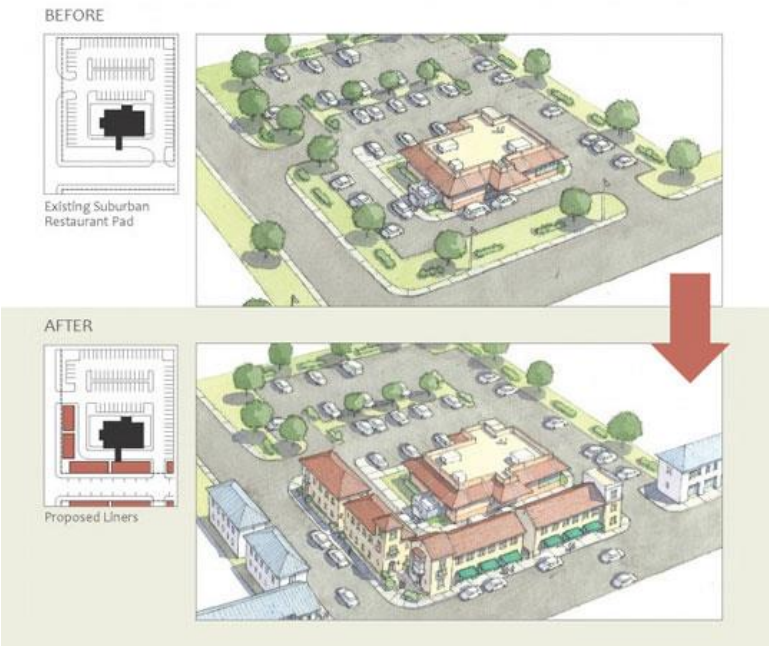
Building / Street Ratio

The height of a street's buildings in relation to the width of the street provides an important first impression for an area. There is no precise ratio and a ration should not preclude a particular building height but there should be consideration in how the ratio impacts the feel of an area. Wider roadways typically lead to faster thoroughfares designed to funnel cars from one point to another. On the other hand, narrower, urban streets create more intimate and lively spaces which can be shared by all modes of transportation. A more balanced ratio helps to create a comfortable sense of enclosure.

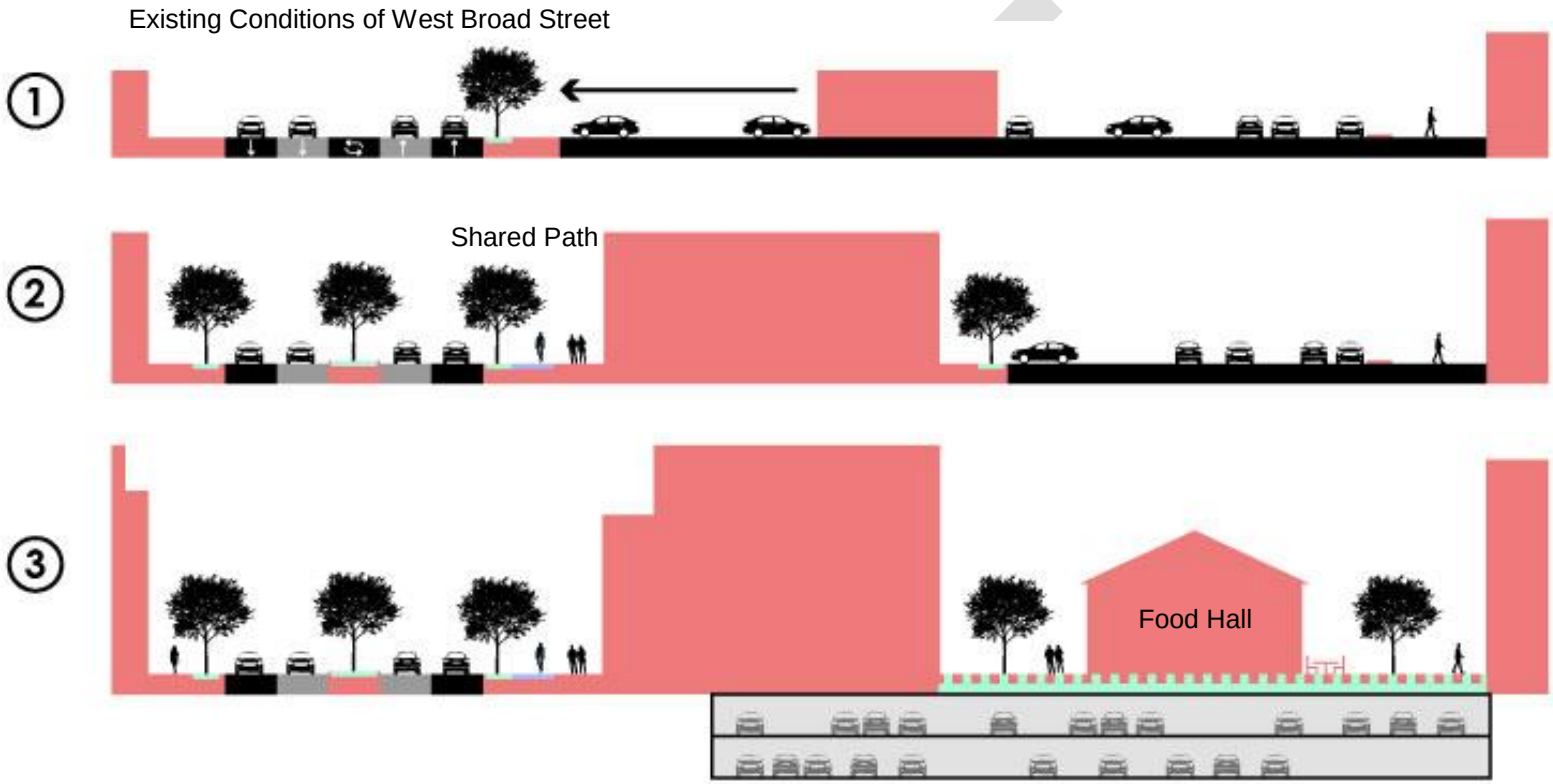
West Broad Street has two 11-foot travel lanes in each direction and a center turn lane totaling 55 feet of roadway. The shopping outlets in POA 7 are far removed from any street activity with the exception of the gas station, credit union, and funeral home. On the other side of West Broad Street, the Gordon Triangle's industrial uses have little to no separation from the street but at only one story in height feel dwarfed by the roadway.

The first step in creating a more pedestrian scaled environment is to incorporate infill development in the parking lots with storefronts oriented along West Broad Street. Sidewalks along West Broad Street should also be widened to include a shared use path to encouraging safe cycling to the school sites and new development. Transforming the center turn lane of West Broad Street into a landscaped median and crossing island will enhance pedestrian connectivity throughout the area. In the longer-term, surface parking can be consolidated in a garage above or below ground ultimately being replaced by new development blocks with a variety of amenities from urban parks to food halls.



Example of improved streetscape through infill development (*The Sprawl Repair Manual*, Galina Tachieva).

Example of an automotive centered place versus a more walkable place (*The Sprawl Repair Manual*, Galina Tachieva).



The graphic above illustrates (1) the current urban pattern of West Broad Street. (2) Future infill development could provide an initial transition into a more pedestrian friendly environment with development located closer to the street. The center of the block would still be dedicated towards parking. (3) If consolidating parking in garages or underground lots is economically feasible during later stages of development the central space can be reclaimed as green plaza or communal gathering hub such as a food hall or beer garden.

Form Guidelines

Scale & Rhythm

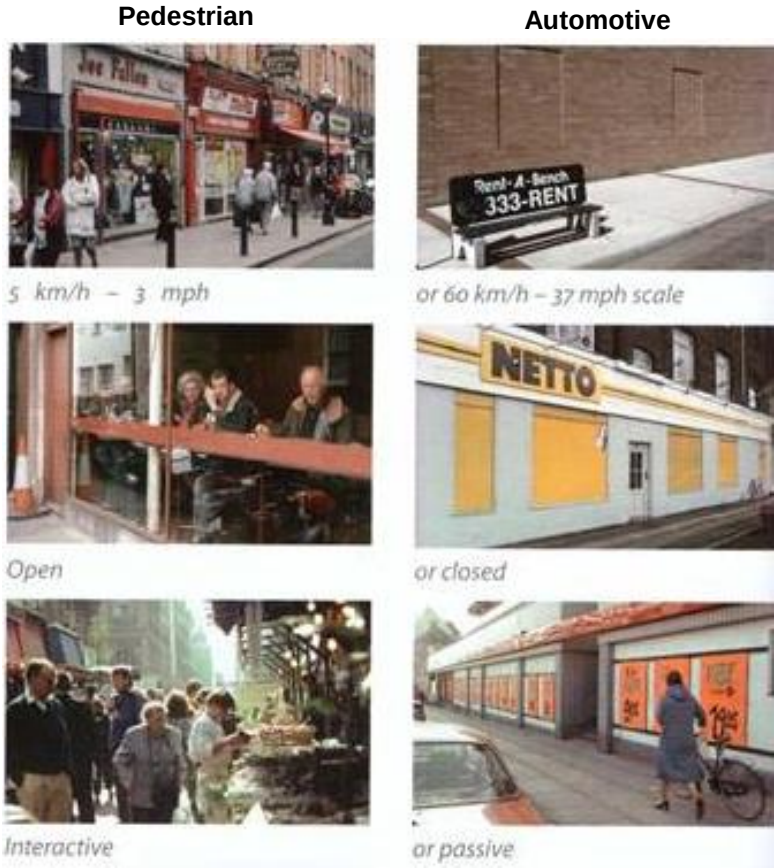
At the automotive scale (25+mph), fewer and bolder details are needed to capture attention. Wide, repetitious horizontal building masses become monotonous and off-putting to pedestrians. Considering a pedestrian's pace (approx. 3 mph), compact, narrow units housing a wide variation of functions and services provide a more intriguing streetscape encouraging patrons to explore. It is recommended this design form be applied to larger commercial buildings and anchor retails which can often dominate a block's ground floor.

Transparency

The walking experience is further enhanced through transparent retail frontages that allow passersby a preview inside buildings. This also gives patrons a front row seat to street life. Buildings which turn their back on the street do not encourage pedestrians to slow down, observe, and explore.

Appeal to Many Senses

Well-designed buildings will provide interest while the best buildings provide opportunities for interaction. Aside from being visually engaging, buildings can invite pedestrians in from the street. For example, the waft of aroma from restaurants that open onto the street enliven the senses, building the anticipation of taste. The sound of lively music, or simply an opportunity to take a break on a comfortable seat out front provide further opportunities for pedestrian interaction.



*Images from Jan Gehl's *Cities for People*

Ground Floor Texture and Details

The ground floor is a critical feature of the building because it is the primary element pedestrians see and interact with. Appealing ground floors offer texture, quality materials, and visual details. The elements which create successful commercial and retail areas are numerous and overlap with streetscape:

Strategy: Provide opportunities to sit (architectural ledges, steps, chairs, benches) and outdoor dining areas.

Strategy: Provide decorative lighting on facades and break up facades with pedestrian alleyways to make ground floor blocks engaging.

*Images from Jan Gehl's *Cities for People*

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Gateway

The new West Falls Church Economic Development Project will become a new marker for those entering the City. Additional improvements to the West End can further enhance this sense of arrival. Gateways are first impressions and uniquely connected to placemaking and identity. It can become an opportunity to convey what the city prioritizes and values.

Built elements along the West Broad frontage — including buildings, landscaping, streetscape design, signage and art—should establish a sense of arrival and provide a variety of visual cues that express the special qualities of West Falls Church and a notable transition from neighboring Fairfax County. The following strategies should be incorporated to create a vibrant western gateway into the City.

Strategy: Expand and enhance landscaping and streetscape along West Broad Street.

Strategy: Incorporate branding, public art, and unique signage within the medians and architectural elements on building facades, rooftops, and building frontages to reinforce the gateway experience.

Short North district arches – Columbus, OH

Example of urban branding through building façade – Helsinki, Finland

Streetscape

The goal is to create an attractive and distinctive public realm with streetscapes and public spaces that contribute to the area's sense of place while encouraging visitors and residents to walk and bike, gather and linger.

Sidewalks

As the primarily space for pedestrian activities sidewalk design is critical to creating a successful pedestrian-oriented development.

Strategy: Ensure sidewalks are wide enough to facilitate comfortable pedestrian movement and minimize curb cuts which disrupt pedestrian paths.

Strategy: Work with developers to provide engaging streetscape and where necessary acquire space through dedications or easements for future streetscape improvements.

Street Furniture

Experiences of a pedestrian can be defined as spaces that move people towards destinations or places to stop and linger. The majority of the urban landscape is dedicated to moving people – along sidewalks, through plazas and parks, and into and out of buildings to their next mode of transportation. Street furniture provide design cues, conveying places to pause, rest, and linger. These spaces are equally important and often overlooked in the streetscape design process. Currently within the West End, there are no elements incorporated into the streetscape to encourage people to stop and enjoy the space.

Strategy: Incorporate a variety of street furniture such as regular benches along the sidewalk, moveable seating in plazas and parks, planters, and public art.

Fisherman's Warf Redesign – San Francisco

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Environment and Landscape

Currently there are street tree plantings along West Broad Street. More efficiently placing curb cuts along West Broad Street would help to minimize disturbance to the streetscape and enhance the pattern and density of these plantings. Greenery and flowers throughout the West End could also be expanded.

Strategy: Encourage the use of green infrastructure over conventional grey infrastructure in the West End.

Strategy: Enhance existing tree canopy coverage and green space throughout the West End.

Gathering Spaces, Squares, Plazas

Historically gathering spaces, squares, and plazas were the center of communities. These public places serve as places to congregate, celebrate, and recreate. The following strategies should be incorporated to create gathering spaces that create a unique sense of place:

Strategy: Encourage the inclusion of multiple attractions (food and beverage vendors, café seating, fountains, music, art, areas to play) and amenities (seating, lighting, shade) to create vibrant destinations. Where appropriate spaces should be flexible to accommodate a variety of uses and events.

Strategy: Incorporate programming (ice skating, outdoor cafes, concerts, markets, and pop-up spaces) to create vibrant year round spaces that come alive each season. Public-private partnerships can help support the operation and maintenance of these spaces.

Strategy: Ensure gathering spaces are easily accessible locations for community activities.

San Jacinto Plaza in El Paso, Texas

Gathering Space, Pike & Rose

Lighting

Adequate lighting is needed at night to make a place feel safe. Lamp posts should be placed within the sidewalk furniture zone interspersed with street trees. Lighting should be human-scaled, LED, and ideally Dark Sky compliant.

Strategy: Ensure adequate lighting is provided throughout the West End.

Well-lit streets in Sommerville, MA

Example of colored lighting paired with public art to spark interest down a pedestrian alley.

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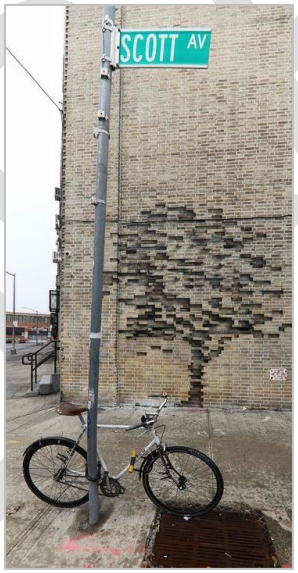
Wayfinding

Wayfinding signage should be incorporated into new development to further enhance placemaking. Creative and unique wayfinding strategies are encouraged to establish a distinctive identity and sense of place for West Falls Church. Orientation can also be provided through unique and iconic objects or buildings.

Strategy: Incorporate wayfinding throughout the West End. Examples of areas where wayfinding should be placed include destination attractions, intersections, and areas where transportation modes shift to pedestrian (transit stops, W&OD entrance and exits, etc.).

Directional signage and local maps create a simple yet powerful synergy to provide orientation.



Public art comes in all shapes & sizes from creative use of facade materials to interactive murals, colorful paneling, and sculptures.

Public Art

Public art contributes immensely to fostering a "sense of place" within an urban environment. In order to adequately embrace the diversity and complexity of the urban environment while nurturing creativity, public art guidelines should be flexible. At the same time, while art's value to a place is highly subjective, a general goal for public art is that it embraces, complements, and responds to its immediate surroundings. A variety of art media (i.e. sculptures, murals, audio/light installations, etc.) provides further visual interest. Public art should also be blended into the streetscape and infrastructure projects as appropriate. Ideal locations for public art include gateways, areas of transition or respite, areas that terminate paths or vistas, and areas where pedestrian interaction and lingering is encouraged.

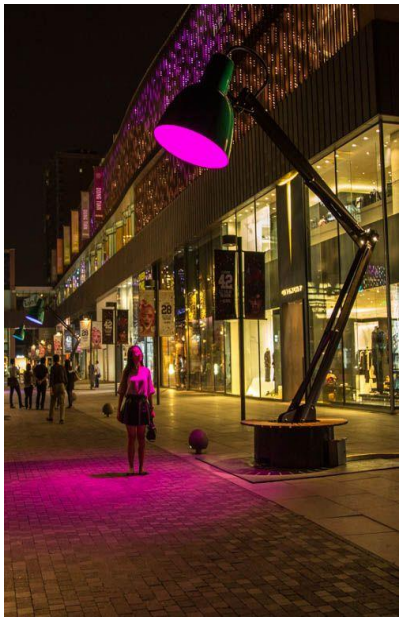
Strategy: Incorporate a variety types of public art such as murals, sculptures, temporary art installations, and mosaics.

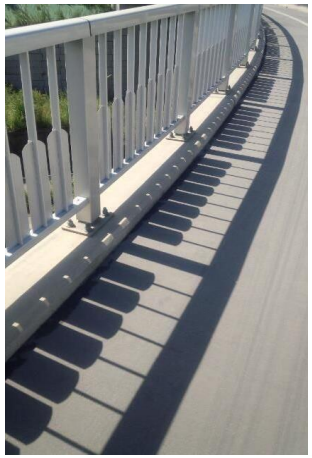
Strategy: Explore partnerships with the George Mason High School art students to include student art in the West End.

Art can be practical

Urban art can go beyond simply adding visual interest and interactive elements, it can be creatively ingrained to provide practical functions.

Strategy: Enhance everyday infrastructure (bicycle racks, signage, seating, etc.) by designing these features to be practical art pieces.





Practical public art is about finding opportunities to turn necessary urban objects and features into extraordinary ones.

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6. Multimodal Connectivity & Accessibility

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Overview

Transportation is a key component of everyday life. The places it connects people to and how safe, predictable, and reliable it is affects community quality of life. Transportation costs are also the second largest household expense after housing. It is for these reasons that sustainable, connected, and integrated transportation is fundamental to sustained success and livability of the city.

Transportation Impacts

Transportation not only impacts the way people move in a city and access day-to-day needs but also has a significant impact on the shape of communities. The transportation network's design directly effects how people use it. Streets designed with the sole purpose of moving vehicles – with wide travel lanes and no sidewalks – will only attract more cars and the land uses that serve those needs. On the other hand, transportation networks designed to serve people – with bike facilities, wide sidewalks, and other pedestrian accommodations – will attract more pedestrians and bicyclists and support active, livable communities. The transportation network should both inform and respond to the surrounding context, and provide safe accommodations for all users.

In order to achieve the vision and goals of this Plan, it is important to focus on enhancing pedestrian, bicycle, and transit access throughout the West End.

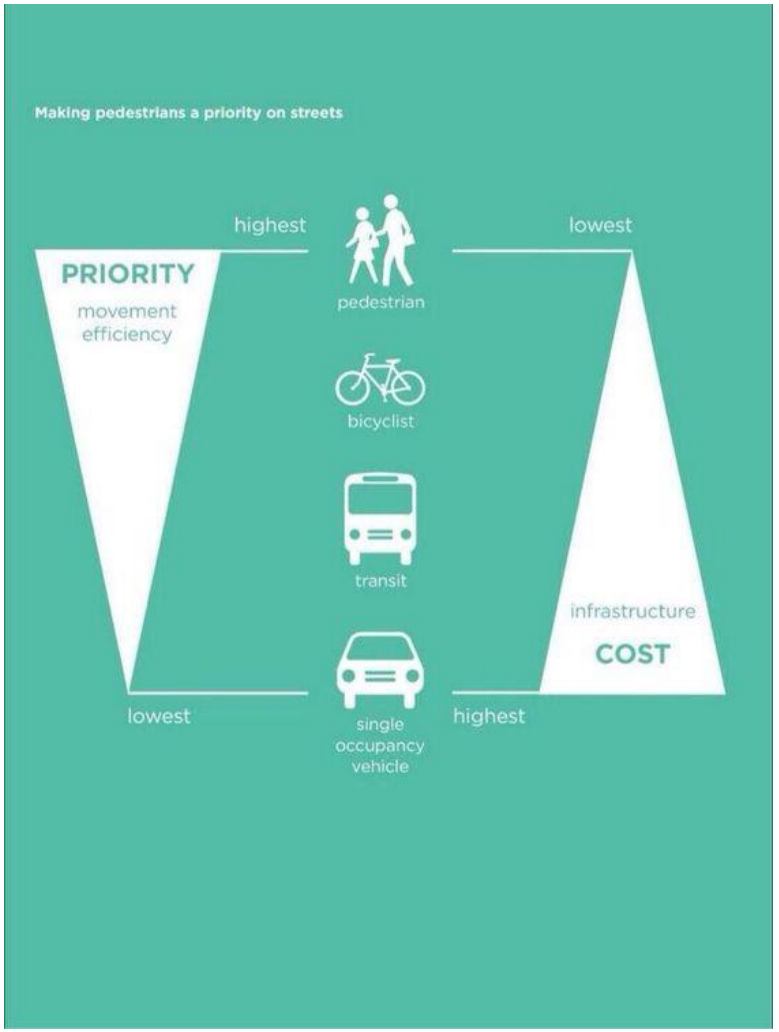
Example of a well-balanced multi-modal street.

Mode Share

Travel in Falls Church already includes walking, bicycling, and transit use, as well as driving. The current mode split between different modes of travel, for commute trips originating in the city differs fairly significantly from the mode split for all daily trips – trips to work, the gym, the store, to visit friends, etc. – demonstrated by data from the Metropolitan Washington Council of Governments (MWCOG). A 2014 MWCOG travel study noted that 86% of all trips were made by car and Census data for 2015 shows that 65% of commute trips are in a car. This data indicates that a significant number of trips are taken by car.

Based upon population projections and forecasted travel increases, MWCOG expects the demand for travel is expected to increase by approximately 9 percent through 2030. To meet that demand, the City will need to increase mode share of non-auto trips from 14 percent to at least 21 percent.

Investment in transportation should consider pedestrians and cyclists foremost, followed by public transit, and automobiles. This hierarchy also is cost effective allowing the greatest value of improvements to be seen by those which will have the largest impact.

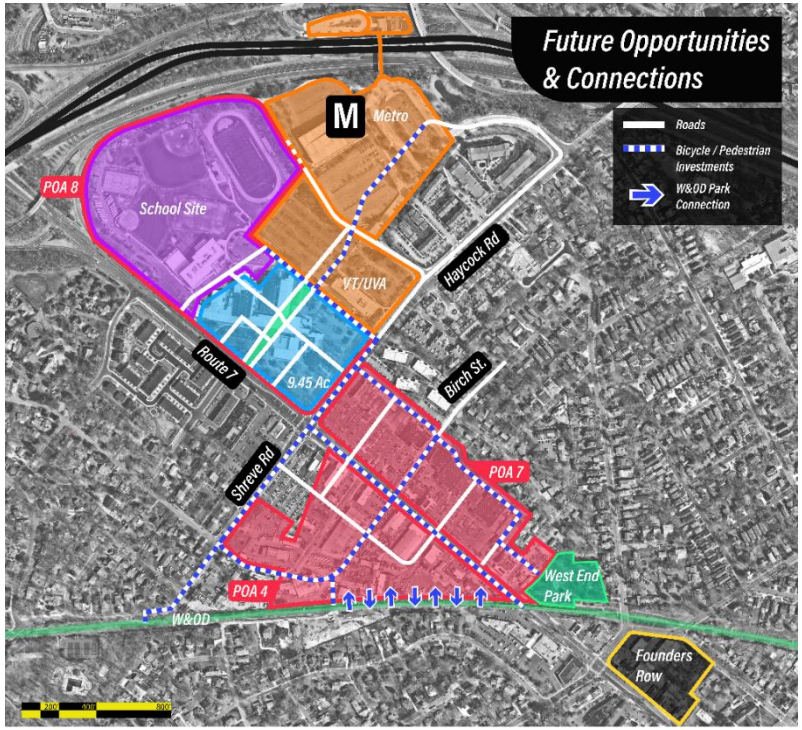


Prioritizing pedestrians first creates safer, more enjoyable cities and is more cost effective than maintaining large roadways.

Making Connections

Direct pedestrian and bicycle, connections to the West Falls Church Metro Station will be instrumental in creating a Transit Oriented Development. Enhanced pedestrian and bicycle connections between the POAs and nearby properties in the City, including Founders Row and the W&OD trail will help to connect this area to the rest of the City and allow safe passage for students walking to and from the high school and middle school.

In June 2018, the City received a $15.7 million grant from the Northern Virginia Transportation Authority to improve crossing from sites connecting to POA 8. The project details installation and synchronization of four traffic signals and crosswalks including a high-intensity activated crosswalk (HAWK) pedestrian signal on Haycock Road; widening existing sidewalks; relocating and undergrounding utilities; and installing lighting and trees along Haycock Road and Route 7.



Conceptual new street network which creates increases connectivity to the W&OD Trail and West Falls Church Metro while also creating stronger connections between the three sites.

Transportation Modes

Pedestrian

Sidewalks are generally present on both sides of the street throughout the area, however sidewalk conditions and walking experiences vary. Pedestrian accessibility in the POA is limited by narrow existing sidewalks, sidewalk obstructions, long block distances, and a lack of mid-block crossings uniform streetscape. In addition, large seas of parking lots generally separate retail locations from the existing sidewalk network creating further difficulties for pedestrian access.

Sidewalk Widths

The City's *Streetscape Design Standards* call for sidewalks with pedestrian zones of 10 feet in commercial areas. Additional sidewalk space should be allocated for street trees, café seating, and other amenities (benches, trash and recycle bins, bike racks, etc.). Currently within the City's West End, sidewalks do not meet these guidelines.

Strategy: Sidewalks in the area should be widened, especially along West Broad Street to anticipate potential future redevelopment.

Sidewalk Obstructions

Many sidewalks in the area are obstructed by utility poles, street lights, redundant signage, and other infrastructure. These obstructions reduce sidewalk width and, in some cases, conflict with ADA requirements.

Strategy: Remove or relocate sidewalk obstructions.

Safe Crossings

Best practices in pedestrian planning call for safe crossings every 300 to 400 feet. Currently, pedestrian crossings along West Broad Street are separated by as much as 0.5 miles (more than 6 times the recommended distance).

Strategy: Provide additional pedestrian crossings so that there are safe crossings every 300 to 400 feet. This could include crossings at intersection and midblock crossings.

Strategy: Construct of landscaped medians to bridge the gap and provide safer, less intimidating crossings.

Strategy: Reduce lane widths on West Broad to 11 feet.

Strategy: Remove center turn lane on West Broad, use excess space for crossing median, on-street parking, or bicycle lane.

Current walking conditions across West Broad Street.

Intersection Geometry

Intersections and crossings are high risk areas for pedestrians. Reducing the distance of crossings while increasing visibility of pedestrians to motorists is key to better safety.

Strategy: Incorporate curb extensions into intersections with on-street parking to prevent people from parking too close to intersections. This increases pedestrian visibility and shortens the distance pedestrians need to cross.

Bump outs create safer crossings and can function as areas for additional seating, wayfinding, or biofiltration.

Adequate Lighting

The perception of safety is key to creating an inviting walkable space. Well-lit areas will encourage pedestrians to walk at night.

Strategy: Encourage coordinated lit walking paths throughout the West End to increase visibility and safety. Work with Virginia Tech, WMATA, and Fairfax County to ensure well-lit, safe pedestrian paths connect from the City up to the West Falls Church Metro station.

Shared Streets

Shared streets, also called woonerfs, are low-speed, low-volume streets shared by motorists, bicyclists, and pedestrians. Instead of dividing a street with barriers like curbs, sidewalks and bike lanes, woonerfs open up the street allowing multiple uses simultaneously. These shared streets are designed to allow cars but are not designed for cars. Woonerfs encourage cars to drive slowly, yielding to pedestrians and cyclists. This design would work particularly well for internal commercial streets within the POAs.

Strategy: Incorporate woonerfs where appropriate.

Example of a pedestrian scramble crossing.

Transit – Metrobus

Buses routes are an important component in the City's multimodal goals. Buses are particularly useful during peak traffic hours as they help to more efficiently transport commuters on heavily traveled roads compared with single-occupancy vehicles.

Bus Rapid Transit (BRT)

BRT systems involve dedicated lanes for buses enabling them to make stops and move throughout their route without the issue of automobile congestion. BRT is designed to provide improved capacity and reliability in comparison to traditional bus systems.

Strategy: Continue to work with the Northern Virginia Transportation Commission (NVTC) and neighboring jurisdictions through the NVTC Technical Advisory Committee (TAC) to evaluate a Route 7 BRT.

Bus Stop Amenities and Bus Shelters

Most stops in the area are marked by a simple pole sign and there is only one bus shelter in the study area along West Broad Street. The City's Bus Stop and Bus Shelter Master Plan calls for consolidation and enhancement of bus stops along West Broad Street. Bus stop consolidation will increase travel speeds for transit riders. Bus stop enhancements, such as shelters, benches, trash cans, bicycle racks, and route information brochures will improve rider comfort and make riding the bus a more attractive travel choice.

Strategy: Evaluate where bus stop and bus shelter enhancements are needed throughout the West End.

Bus Frequency

Bus service in the corridor arrives approximately every 15 minutes during rush hour. During non-peak travel times, service frequency drops to every 30 minutes. This low level of service means that travel by bus is not time competitive with other mode choices. To make bus travel more competitive, the City's *Mobility for all Modes* plan calls for increasing bus service frequency to 15 minutes throughout the day.

Strategy: Work with WMATA and other service providers to provide 15-minute service throughout the day.

Transit – Metrorail

The West End is located near the West Falls Church Metro Station (Orange Line). The Schools-Related Parcel (POA 8) is less than a 1/4 mile from the station equating to about a 5-minute walk. Creating a safe, attractive pedestrian connection to the metro could make the metro station a real asset to the City's West End.

Connecting to Metro

Accessibility to and from the metro station will be vital to the future West End Economic Development project's early success. Currently a 0.36-mile informal path through a parking lot would be the shortest route from the metro station to the northern edge of the project site. This path to the metro could be improved with formal wayfinding, wider sidewalks, and improved street lighting to make the walk feel comfortable and safe. As shown in the image on the right, Commons Drive could be extended through the Virginia Tech property to provide that connection. Improvements to the existing metro connection may be necessary in the interim until Commons Drive can be extended as part of the redevelopment of the Virginia Tech and WMATA properties.

Strategy: Coordinate with Virginia Tech and WMATA to establish an improved interim route between WMATA, Virginia Tech, and the new West End Economic Development project site.

Strategy: Continue coordination with Fairfax County, Virginia Tech, and WMATA on the extension of Commons Drive to the metro station.

Bicycle

There are currently no dedicated City bicycle lanes within the City's West End, however the W&OD Trail, a major regional trail, runs adjacent to POA 4. Currently improvements are underway to widen the trail along a one-mile segment to create separate cyclist and pedestrian travel lanes. Park Avenue, which ends at the eastern edge of POA 7, is a designated bicycle route with shared-lane markings ("sharrows") and wayfinding signs. This route directly connects the POA to the W&OD Trail.

Bicycle Lanes

The largest barrier to biking is safety and comfort while cycling on the street. Bicyclist will choose another mode of transportation, likely an automobile, if the route feels hurried, stressful, disjointed, or risky due to the proximity and speed of passing cars.

Strategy: Install better bike facilities throughout the West End with a preference for shared-use paths and protected bike lanes over sharrows.

Bicycle Routes

The City's *Bicycle Master Plan*, identifies future bicycle routes throughout the City, several of which run through the POA. Once completed, the routes will provide better bicycle access and site connectivity.

George Mason High School and Mary Ellen Henderson Middle School are within biking distance for many students. As part of the new high school and West Falls Church Economic Development Project a cycle track is planned along Mustang Alley leading to the schools. Creating safe bicycle paths that will connect to that cycle track should be a key priority.

Shared Path

Protective Parking

Strategy: Complete the bicycle routes identified in the City's *Bicycle Master Plan* including the connections to the W&OD Trail and the schools.

Bike-Share

The City recently installed bike share in the city at 10 locations, only one of which is located in the West End POA.

Strategy: Install additional bike-share stations along the West Broad Street corridor, the W&OD trail and encourage future redevelopment to set aside space for permanent bike-share stations.

Bicycle Parking

A lack of adequate spaces to safely secure bicycles can be an obstacle to cyclists and may result in some bicycles being locked in places where they do not belong. Public bicycle racks that fit with any new streetscape designs can be used at strategic locations throughout the area to reinforce bicycle usage along Route 7 and interior POA streets. A spot to rest along the W&OD trail and the Gordon Triangle would be an opportune spot to increase bicycle parking.

Strategy: Place bicycle racks near likely mode shift locations such as bus stops, W&OD exits, and entrances to walkable areas.

Strategy: Include both long-term and short-term bike parking options to meet a variety of user needs.

Short-term and long-term bike parking options.

Scooters and Dockless Bicycles

The National Capital Region has seen a recent surge in demand for rentable electric scooters and dockless bicycles. These rebranded forms of alternative transportation are supplied by numerous competing private companies. Electric scooters and dockless bikes provide affordable, convenient, emission-free mobility which is well suited for the compact City of Falls Church. Creating dedicated and protected right-of-way for scooters and bicycles (docked or dockless) helps to create safer conditions for using these devices. Additionally, providing proper parking eliminates another potential barrier to users.

Strategy: Provide e-scooters and dockless bike parking throughout the West End.

Strategy: Build out the bicycle lanes recommended in the City's Bicycle Master Plan which can be used for e-scooters and dockless bikes.

Designated scooter parking provided in a curb extension.

Automobile

West Broad Street is part of State Route 7, a regional roadway that runs from Alexandria, VA to Tysons Corner and beyond. One of the most travelled roadways in the City, it is designated as a major arterial and is five lanes wide (including a center turn lane) throughout the commercial portions of the City, briefly becoming 6-7 lanes (including turn lanes) within the study area.

Regional Travel Patterns

Redevelopment activity is ongoing or planned in several areas around the City and West Broad Street is heavily affected by regional development patterns. Future development will likely increase travel demand regionally (including in and through the City). The City is also affected by freight and truck travel patterns. Truck restrictions on nearby Route 50 push truck traffic onto Route 7. This situation is inconsistent with recent development activity and the goals of this Plan, which envisions West Broad Street as a more walkable environment in the City.

Strategy: Increase options for non-automotive travel to mitigate local automobile travel patterns

Strategy: Work with regional neighbors and the Virginia Department of Transportation to reverse existing truck restrictions so that trucks are permitted on Route 50 and restricted from Broad Street.

Access Management and Curb Cuts

Properties in the area generally have one or more curb cuts. The frequency of curb cuts disrupts both pedestrian and automobile traffic.

Strategy: Develop inter-parcel connectivity and shared parking arrangements to limit the number of times drivers have to enter and exit individual lots.

West Broad Street

Lane widths along West Broad Street vary, but they are typically 12 feet wide. Recent research shows that wide lanes actually decrease safety by encouraging people to drive faster. Lane widths of 11 to 10 feet have been shown to reduce the frequency, number, and severity of crashes. Eleven foot lanes are wide enough to support travel by buses, emergency vehicles, and trucks.

As demand for travel along West Broad Street increases, the City may have to explore more space-efficient travel options. Communities throughout the U.S, have converted some travel lanes for Bus Rapid Transit, and cycle tracks, and High Occupancy Vehicle lanes during rush hour. This temporary conversion allows communities to maintain accessibility for all travelers while also increasing the capacity of the road to carry more people.

Strategy: Decrease speed along W. Broad to 20-mph and allow a greater mix of transit modes (note this would provide safety benefits at limited travel cost time).

Strategy: Synchronize signal timings and signal progressions to reduce wait times for both motorists and pedestrians.

Strategy: Explore the use of BRT/HOV/cycle lanes during rush hour.

Automobile Parking

Currently, automobile parking in the West End largely consists of private surface parking lots. Shared parking allows visitors to park once and visit multiple destinations.

Fostering agreements among property owners could dramatically increase the available parking supply in the City's West End.

Strategy: Share parking across sites to reduce the need to build additional parking spaces.

Strategy: Provide both short-term and long-term parking options. Metered on-street parking can provide frequent turnover of parked cars, thereby increasing access to area businesses while structured parking may provide visitors the flexibility to visit multiple destinations.

Strategy: Explore opportunities to provide public parking structures.

Car-share & Ride-share

Car-share services allow vehicles to be rented for single trips, a day, or even in the form of monthly commuter subscriptions for work week travel. Zipcar and Car2Go are two popular models in the metropolitan area.

Ride-share services are a popular alternative to reliance on individual vehicle trips, and in some cases car ownership entirely, by providing door to door service. Uber and Lyft are currently two of the most prevalent services.

Strategy: Encourage partnership with car-share services and dedicate parking for their use.

Strategy: The City should encourage designated pick-up & drop-off (PUDO) zones.

Planning for Autonomous Vehicles

Autonomous vehicle (AV) technology is expected to significantly transform the transportation system over the coming decades. As this technology continues to move forward, there will be implications for the planning and design of development and transportation systems on both the local and regional levels. For example, shared AVs could result in a significant reduction in private ownership leading to a reduced need for parking while at the same time an increased need for pick-up and drop-off areas.

Strategy: Continue to monitor AV technology and market changes to remain responsive and flexible to infrastructure needs to support AV use.

Strategy: Continue to evaluate the potential impacts of AVs and revise land use regulations and design standards as appropriate.

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7. Community Building Blocks - Infrustructure & Environment

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Overview

Infrastructure and Environment in this context refers to underground water and sanitary sewer lines, storm sewer, overhead utilities, property yard, urban forestry and agriculture, environmental harmony, and energy efficiency. These all contribute to the City's 2040 Vision and Environmental Sustainability core value as expressed in the Vision chapter of the Comprehensive Plan.

Tripps Run Tributaries

Grove Branch, a tributary to Tripp's Run is located between the southwestern border of the West End POA and the Washington & Old Dominion Trail. Pearson Branch, another tributary to Tripps Run, is currently located underground within the Gordon Road Triangle. Connections should be made between the West End POA and the W&OD Trail. Grove Branch and Pearson Branch could act as an environmental asset, being maintained in a way where it is visible and accessible to people in the West End POA.

Strategy: Daylight Tripp's Run tributaries to provide water features within the Gordon Road Triangle and manage stormwater.

Water

The water distribution system is owned and maintained by Fairfax Water. According to the City GIS data, the POA is served by a 12 inch waterline along West Broad Street and a 20 inch waterline along Haycock Road. Smaller waterlines serve the various properties such as the shopping center, the existing George Mason High School, and the various properties along Gordon Road.

Tripp's Run stream improvements in neighboring Fairfax County.

Water line repair on Broad Street.

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Source

The City's source of raw water is the Potomac River. Water utilities are owned and maintained by Fairfax Water. The City is supplied water by the Washington Aqueduct division of the U.S. Army Corps of Engineers. Raw water is drawn from the Potomac River and treated at the Washington Aqueduct's Dalecarlia and McMillan water treatment plants, both of which can provide water for distribution in the City.

Strategy: Continue working with Fairfax Water to ensure adequate water distribution infrastructure for redevelopment.

Sanitary Sewer

According to the City GIS data, the POA is currently served by a 12 inch and 8 inch gravity sanitary sewer along Haycock Road and West Broad Street, respectively. Sanitary sewer is owned by the City of Falls Church and maintained by the Department of Public Works.

The majority of the sanitary sewer system in the City of Falls Church was installed between 1950 and 1960. The Department of Public Works (DPW) manages a comprehensive inspection program that collects pipe conditions and ranks portions of the system for rehabilitation. The City has over 1,000 manholes and 47 miles of pipe ranging from six inches to 21 inches diameter.

The City is working on a West End Sanitary Sewer Propject that will include 1,200 linear feet of new 8 inch diameter sanitary sewer pipe starting at the edge of the GMHS development site, running south down Shreve Road and then east on Gordon Road. This project is intended to convey flows from the new high school and the future West Falls Church Economic Development Project site.

Strategy: Aging sanitary sewer lines and pump stations should be replaced. Additionally, the City should continue to evaluate improvements necessary to support redevelopment.

The Potomac River, the source of the City water supply.

City workers repairing a Sanitary Sewer line in Falls Church.

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Storm Sewer

DPW manages, maintains, and repairs the City's stormwater system, which includes 140,000 linear feet of storm drain, 1,400 appurtenances, and 8,100 feet of stream channel in the Four Mile Run and Tripp's Run watersheds. The West End POA is located within the Tripp's Run watershed.

A 20 inch concrete storm sewer is located under West Broad Street. Properties in the POA generally drain into the storm drain along West Broad Street.

Impervious surface contributes to increased runoff and storm sewer backups. This can happen because water cannot be absorbed by these surfaces and instead must flow through the City's storm sewer system. Increasing the use of green infrastructure on a site helps to absorb stormwater and reduce the amount of stormwater that must be conveyed through the storm sewer system.

The West End is almost entirely covered by impervious surface, the majority of which is dedicated to surface parking. Redevelopment projects should ensure proper drainage into adequate storm sewers. This is especially important due to the higher densities proposed in this POA and the current expanse of impervious surface. Redevelopment should include incorporate green infrastructure over grey infrastructure where feasible to reduce stress on the storm sewer system.

A private storm sewer easement is located along the shopping center north of West Broad Street. Public easements are located along the Gordon Road Triangle south of West Broad Street.

Storm Sewer pipe installation.

Pervious pavers allow natural stormwater drainage on surfaces that would otherwise be impervious.

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Strategy: Asses existing stormwater infrastructure and make upgrades as necessary to support redevelopment.

Strategy: Encourage redevelopment to incorporate green infrastructure over grey infrastructure for stormwater management where feasible.

Strategy: Encourage redevelopment to consider climate-related stormwater volume increases when developing stormwater management plans and designing infrastructure.

Overhead Utilities

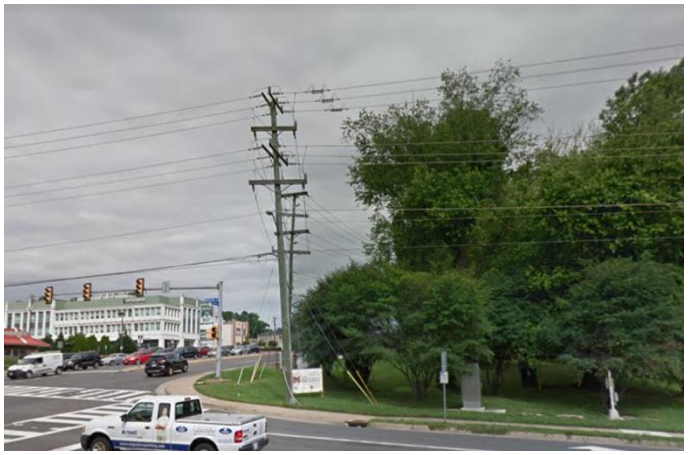
Overhead utilities are generally strung between 34 foot high poles and include lines for power, phone, and cable, among other uses. In the POA these poles run along Haycock Road and Shreve Road.

The City's adopted Streetscape Plan reads that overhead utilities in the commercial areas in the City are to be undergrounded. Every large commercial development project should include undergrounding of overhead wires as part of the special exception process.

A general cost range for undergrounding overhead utilities in the Washington D.C. region is estimated to be between $8 million and $13 million per mile.

Strategy: Require undergrounding of overhead utilities as part of the redevelopment process.

Stormwater drainage designed as a water feature.



Overhead utility lines and poles at the intersection of West Broad Street and Haycock Road.

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City Property Yard

The City's Property Yard is the hub of the DPW Operations team. It is situated along Gordon Road in the City. Some of the land was previously in neighboring Fairfax Countty, but was ceded to the City of Falls Church in the 2013 Boundary Adjustment. Existing uses include the storage of vehicles, leaf collection, homeless shelter, recycling center, and some community events such as the post-Halloween pumpkin launch/smash. It has been proposed that the City retain Property Yard activities with the addition of a decanting facility. This would allow for a more compact Property Yard while freeing space for redevelopment.

Strategy: Start planning for the eventual replacement and redevelopment of the property yard parcels.

Strategy: Evaluate opportunities for a public-private partnership to redevelop the property yard.

Part of the City Property Yard, located at 7100 Gordon Road.

Urban Forestry

The City's urban forest includes every tree in the City on both public and private property. The City of Falls Church has been awarded the title of "Tree City USA" 40 years, and was the first city in Virginia to be given the title by the National Arbor Day Foundation.

The City of Falls Church Urban Forestry Commission is composed of five members who make recommendations on regulations, plans, policies, and programs for the care and improvement of the City's urban forest. They also advise the City Arborist, City Council, and City Manager on tree-related matters.

According to GIS data There are approximately 405 trees in the West End POA.

Street tree canopy at the intersection of Broad Street and Washington Street.

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Urban trees can provide a variety of benefits. Trees help to frame important areas of the City, they provide shelter from the sun, reduce air pollution, and increase aesthetic value. Within public/semi-public open space, native trees supplemented by an understory of shrubs, groundcovers, perennials, and annuals of varying types and sizes can be used to add beauty and provide environmental benefits.

Strategy: Maintain existing trees and enhance tree coverage in streetscape, parks, and future redevelopment.

Urban Agriculture

Urban agriculture can support production of fresh, locally sourced produce that can be donated to those in need or sold at farmer's markets. Urban Agriculture can refer to rooftop gardens, aquaponics centers, or agriculture on vacant lots. According to the United States Department of Agriculture (USDA), the benefits include closer neighborhood ties, reduced crime, and education.. The USDA provides assistance through grants for the establishment and maintenance of Urban Agriculture. The USDA also provides technical and financial assistance through the Natural Resources Conservation Service (NRCS). The NCRS has Service Centers around the country dedicated to assistance — the nearest to the City of Falls Church is in Warrenton.

Strategy: Contact the NRCS to learn about, and get assistance with an urban agriculture program.

Strategy: Create opportuntities for community gardens (roof top gardens, gardens along the W&OD Trail, etc.).

Urban agriculture in West Oakland, CA.

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Enviromental Sustainability

Environmental Sustainability is a key priority for the City of Falls Church as emphasized in the core values listed in the Vision chapter and the Environmental Sustainability, Resilience, and Natural Resource chapter of the Comprehensive Plan. In addition, the City adopted Resolution 2012-24 states that LEED (Leadership in Energy and Environmental Design) Silver should be a goal for new and renovated public buildings.

The City also encourages new and renovated private buildings strive for LEED certification. Existing buildings are eligible for LEED Operations and Maintenance.

Strategy: Encourage redevelopment projects in the City to pursue high standards for climate resilience and sustainability.

Energy Efficiency

Energy efficiency can be obtained through the implementation of District Energy. District Energy is the efficient distribution of energy production or storage, and can be applied to heating, cooling, and electricity.

A net zero building is a building which creates enough renewable energy to offset energy used. The goal is to have less of a carbon footprint than similar non net zero buildings. While net zero energy buildings can have higher initial costs, it can protect from high energy costs throughout the life of the building.

The City can reccommend or require ways of implementing District Energy and net zero buildings upon redevelopment through the Special Exception process. In addition, the City's Environmental Services Council has requested that new development or redevelopment require electric car infrastructure as part of the Special Exception process.

Strategy: Implement a system to ensure efficient energy consumption of new buildings upon redevelopment.

Strategy: Evaluate the feasibility of utilizing District Energy for large redevelopment projects.

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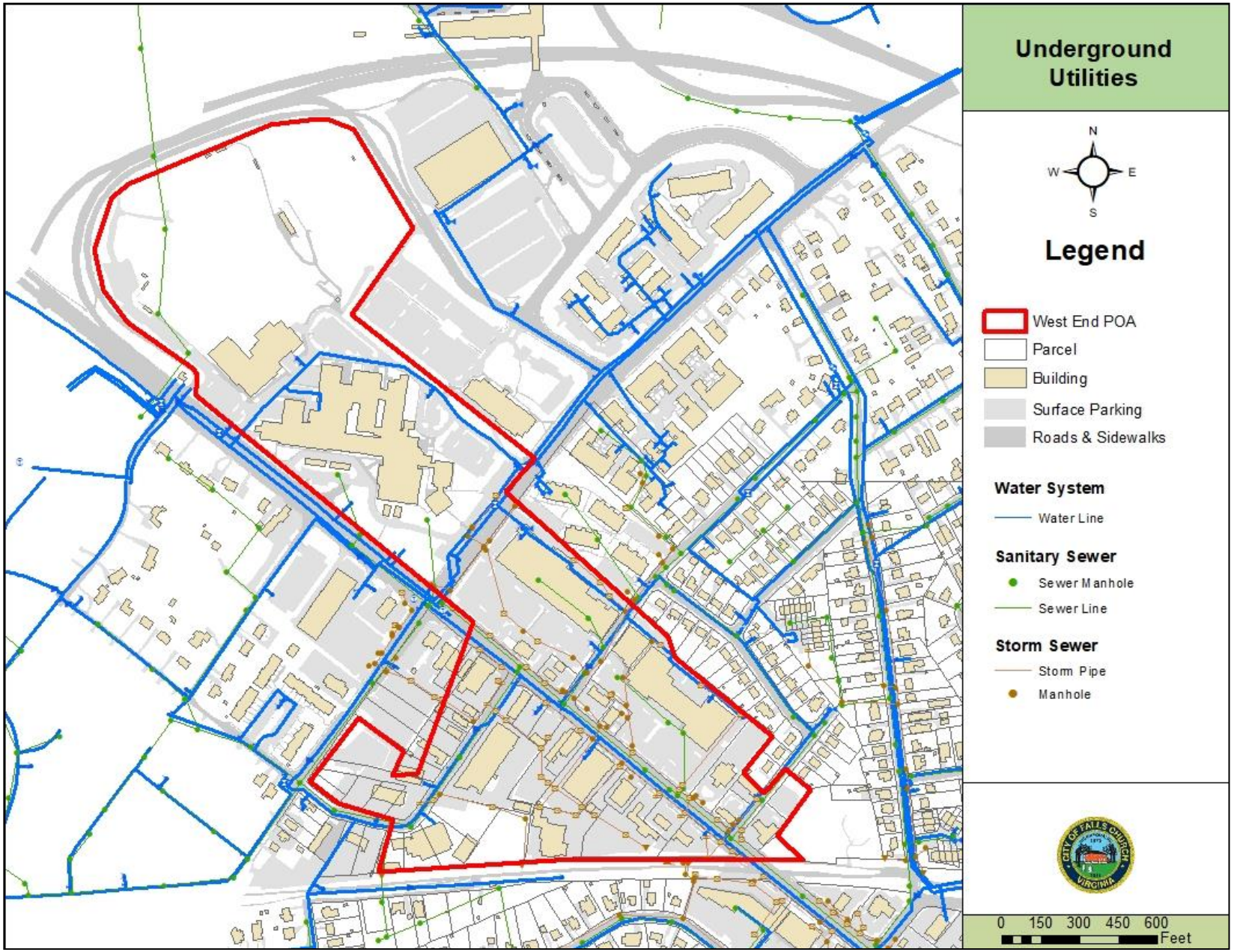
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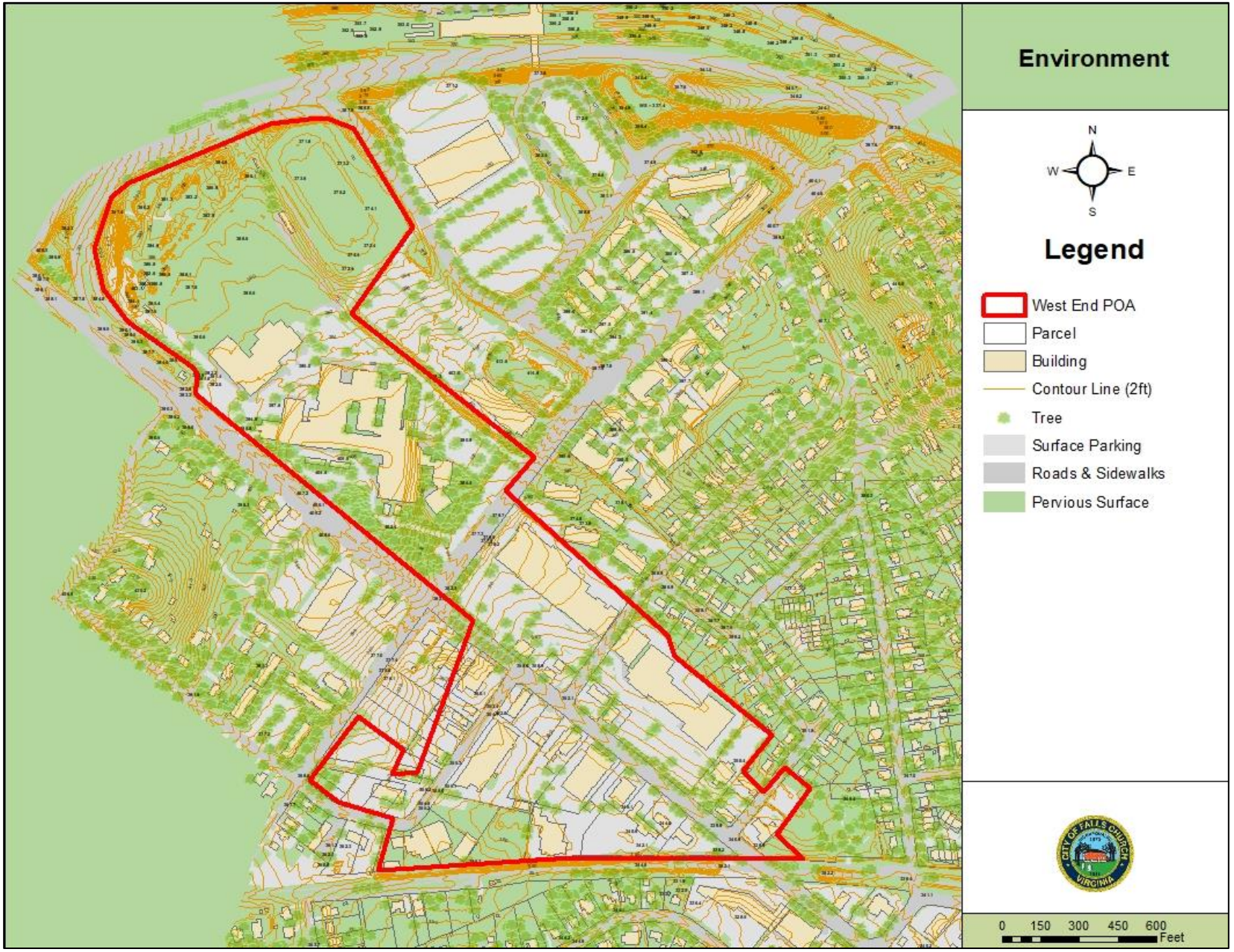
West End

Planning Opportunity Areas 4, 7 & 8



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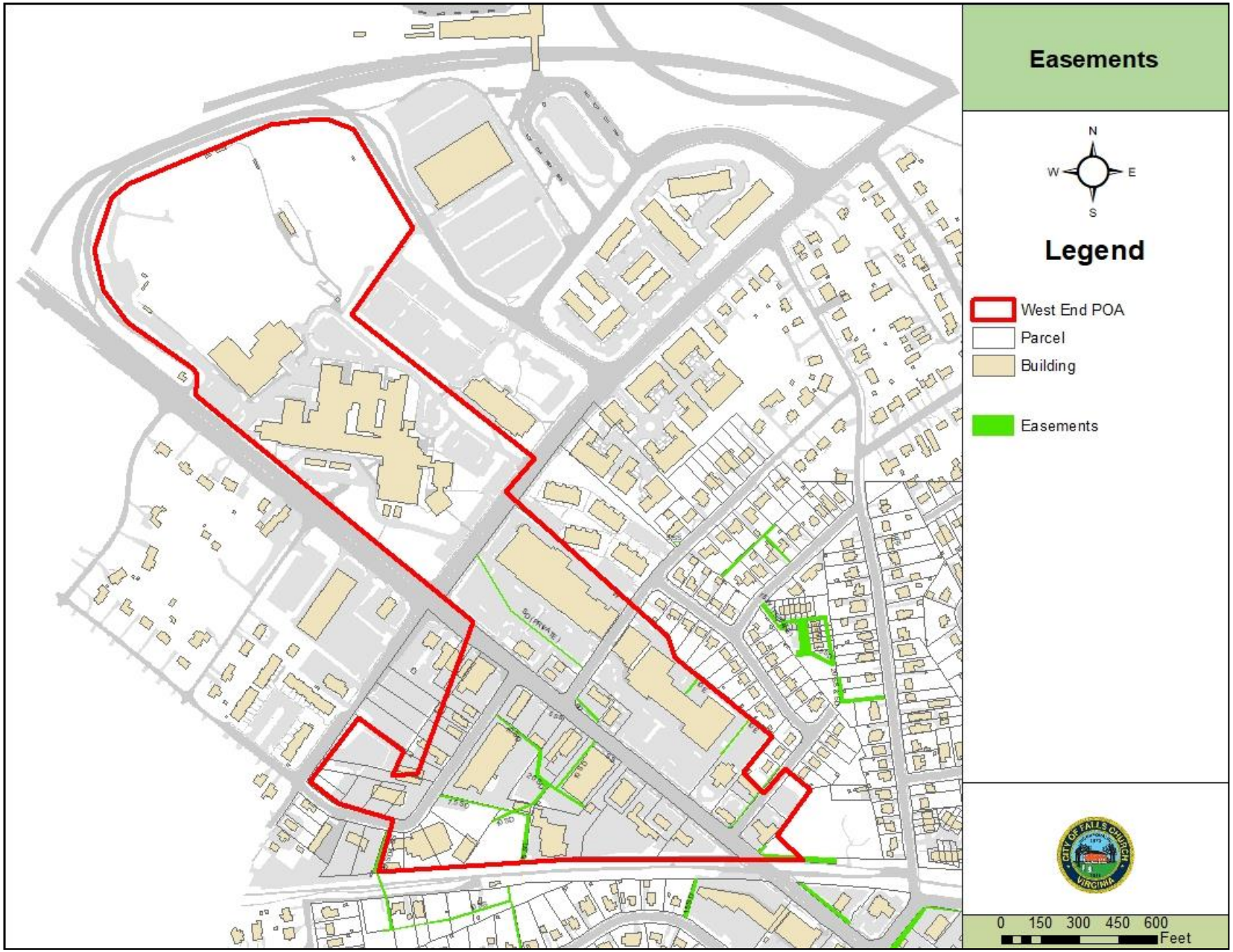
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8. Public Spaces that Create Opportunities for Community Activities – Parks & Open Spaces

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West End

Planning Opportunity Areas 4, 7 & 8

Overview

Parks and open spaces are vital components that support healthy and sustainable communities. These spaces offer exercise and recreation opportunities, places to meet and engage with the community. In addition, green spaces help to manage stormwater while enhancing the area's aesthetics.

Future redevelopment of the City's West End will bring new residents and visitors to this area, requiring new parks and open spaces. These areas should be convenient for people to access and include multi-use spaces.

Existing Conditions

The City's West End lacks gathering spaces. This is partly because the POA boundaries were developed to focus on the commercial areas and thus excluded the City's existing parks. This Plan focuses on increasing connectivity to existing City parks and integrating smaller gathering spaces, such as pocket parks, plazas, central greens and promenades, as the City's West End redevelops.

Park Connections

There are two parks located adjacent to the West End study area: West End Park and W&OD Park.

West End Park is located adjacent to the W&OD Trail near the Route 7 bike bridge, northwest of the trail's intersection with Grove Avenue. The park is approximately 2.2 acres in size and includes landscaping, walking paths, and a skate area.

The W&OD Park include the popular W&OD Trail. The Park and Trail stretch for 45 miles across Northern Virginia connecting Shirlington to Purcellville. Within the City, the Park covers approximately 16 acres. The Park borders the southern edge of the Gordon Road Triangle.

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Evaluation of Needs

In 2015, there were an estimated 13,312 residents of the City of Falls Church. According the 2019 update of the Demographics Chapter of the City's Comprehensive Plan, the number of Falls Church residents is expected to increase to 14,808 in 2020 and to 20,549 by 2045. The City's West End will likely provide housing for a significant portion of this projected population increase.

The Trust for Public Land developed the ParkScore® index which measures how well the 100 largest U.S. cities are meeting the needs for parks. ParkScore® evaluates four important characteristics of an effective park system: accessibility, acreage, amenities, and investment.

Park Accessibility

According to The Trust for Public Land, 98% of Falls Church residents live within a 10-minute walk of a park. As the City's West End redevelops and more residential units are added, the City should strive to ensure new residential units are located within a 5 to10-minute walk.

Park Acreage

Both median park size and parkland as a percentage of city area are important metrics to consider when evaluating a park system. Considering the acreage of a city helps account for larger "destination parks" that serve many users but may not be within walking distance.

The median park size in the City is 2.85 acres. Citywide approximately 6.5% of land in the City is used for park space. The City should strive to increase the percent of City land used for parks while also focusing on increasing park space specifically in the West End. The following table shows a comparison of the percentage of land in other urban places that is used for parks and recreation.

Jurisdiction	Percent of Land Used for Parks
City of Fairfax	6%
Arlington County	11%
City of Alexandria	12%
Philadelphia, PA	13%
Portland, OR	18%
Washington, D.C.	21%

Park Amenities

Having a park system that offers a range of amenities (basketball hoops, playgrounds, trails, dog parks, etc.) helps to support a variety of interests and needs. Different users – from office employees enjoying lunch outside to residents walking their dogs – require unique park facilities and amenities.

Dog parks are a critical need as there currently are no dog parks in the City of Falls Church. The City should encourage new multi-family residential buildings to include designated areas for dogs.

Park Investment

Park investment includes public spending, non-profit spending, and volunteer hours. ParkScore® considers the total spending per resident. As the City's population increases, it is important that the City assess the level of investment needed to support a successful park system.

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Future Parks and Open Spaces

Open space is not limited simply to traditional parks and green spaces. The term can also include plazas and urban squares. They provide special gathering spaces outside of the normal streetscape that are often and encouraged to be green.

There are a number of key components that should be considered in creating successful parks and gathering spaces. For example, these areas need to be able to adapt to change, include spaces available for both passive and active recreation, and respond to weekly and seasonal fluctuations in use. The Urban Design Chapter (Chapter 5) of this Plan provides additional details and recommendations to create successful public spaces that are adaptable and support community activities.

Strategy: Encourage land to be set aside early in the redevelopment process for open space.

Strategy: Encourage each development block to include some form of publicly accessible open space.

Strategy: Provide a variety of active and passive recreation spaces.

Strategy: Dog parks should be incorporated into future plans for new park spaces. The City should also encourage developers to incorporate amenities for dog owners.

Open spaces should create a sense of enclosure with trees and buildings. Often designed to be a mixture of hard and soft-scape.

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Successful Spaces

Mr. Browns Park located in the downtown has been successful in part because it is the City's first flexible gathering space located adjacent to the street and near a major activity node. While the City's other great parks provide retreat in a more isolated natural environment or are centered around specific activities like tennis, the best urban areas have a balance of both traditional parks and urban parks which are easily accessible to pedestrians. While there are many factors to consider the following subsections highlight four key characteristics to consider when creating a successful public space.

Accessibility

The entrance between the sidewalk and the park's interior should be fluid and inviting. Avoid fences, walls, and dense or high landscaping that obstruct visibility in and out of the park. These open spaces do not need to be located directly off of West Broad Street but should be within a pedestrian's clear line of sight.

Attractions

A great public space provides plenty of reasons to spend time there. Common examples include food and beverage from vendors and adjacent cafes, fountains for play, public art, and music events. A greater variety of potential experiences will draw a more diverse crowd over a wider range of hours throughout the day. The buildings that frame the space, whether civic institutions, restaurants, entertainment venues, or retail, can also enhance the experience and become a reason to visit. Complementary uses should be planned along edges of open spaces to act as a secondary attraction.

Outdoor dining frames the open square.

Plaza blends in seamlessly into streetscape – David Koch Park, NYC.

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Amenities

A space can be attractive and accessible but amenities are what allow a person to stay comfortably within a space for longer periods of time. This includes lighting, shade, fountains, bike racks, trash receptacles, and plenty of seating. Some amenities may be more site specific. For example, an urban park along the W&OD Trail in the Gordon Triangle might include drinking fountains and bicycle repair stations for cyclists and joggers coming off the trail.

Flexible Programing

Rigid site specific design not only limits possible uses in the present but may also not transition well over time as the area and user needs inevitably change. A common practice is to leave enough unplanned area within the site to hold events, create temporary structures, and host seasonal actives. Moveable seating and tables are recommended to allow the user to create spaces suited for their purposes.

Flexible programming - Church Street Marketplace, Burlington, Vermont

Bryant Park, NYC providing shopping and ice skating in winter months.

Variety of activities and amenities provided at Granary Square, London

Klyde Warren Park (Dallas, TX)

Rosenburg Swings, Smale Riverfront Park (Cincinnati, OH)

Precedents

Klyde Warren Park, Dallas TX

Klyde Warren Park created new urban green space that also served as a connection between the vibrant Uptown neighborhood with the Dallas Arts District and downtown. The increased pedestrian connectivity and opportunities to engage with the natural landscape was part of the ongoing transformation of downtown Dallas, bringing quality of life, foot traffic, and increased development interest in surrounding properties.

Klyde Warren Park was developed through a public-private partnership between the City of Dallas and the Woodall Rodgers Park Foundation. The City owns the park while the Foundation operates and manages the space. The park includes a variety of active and passive spaces as well as spaces that are flexible for programmed events like yoga, Zumba, live music, and other festivals.

Smale Riverfront Park, Cincinnati, OH

Smale Riverfront Park was designed with the goal of reconnecting downtown to the river and provide a link to the existing riverfront parks. The park includes a series of terraces that help to accommodate seasonal flooding as well as a variety of park features including splash grounds and water play areas, playgrounds, Moerlein Lager House, Rosenburg Swings, picnic areas, and gardens.

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Downtown Detroit Parks, Detroit MI

Thoughtful placemaking and programming has helped to make Detroit's downtown parks both public assets and year-round, vibrant attractions. Each season, a number of unique features – beautiful landscaping, fountains, historical monuments, dining areas, fire pits, ice rinks, and pop-up indoor areas – help these spaces come alive. Downtown Detroit Parks operates through private funding secured by Downtown Detroit Partnership and support from the City, which provides support, public safety and special event services. This combined effort enables the Parks to provide a wide array of features and programming throughout the year.

Winter Pop-up Markets, Cadillac Park (Detroit, MI)

Urban Beach, Campus Maritus Park (Detroit, MI)

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9. Implementation

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Realizing the Vision

This Plan's vision statement calls for developing the area as a "vibrant gateway into the City of Falls Church" that incorporates gathering spaces and a mix of uses to create a "welcoming and inclusive community," and that "supports the area's economic vitality, enhances safety and multimodal connections, and affirms the City's commitment as an urban sustainability leader. Both short-term and long-term actions will be necessary to achieve the Plan's vision and goals.

This chapter identifies a range of public and private actions and investments that will advance the vision of developing the West End as a vibrant destination and gateway into the City.

Action Implementation Matrix

The Action Implementation Matrix on the following pages provides a list of recommended actions that support implementation of this Plan's vision and goals. Implementation timeframes are split into two levels – Short term (2021 – 2024) and Long term (2025 or later).

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Actions

Policy Actions

Action	Description	Lead Department	Timeframe
Future Land Use Map Changes	Changes to the City's official Future Land Use map may be necessary to achieve the recommendations provided in Chapter 3, Land Use & Zoning.	Community Planning & Economic Development Services (CPEDS)	Short-term
Zoning Ordinance Revisions	The Zoning Ordinance should be reviewed and evaluated to determine whether revisions are needed to achieve the City's land use goals. Ensure any Zoning Ordinance amendments provide flexibility as local and regional development markets change.	CPEDS	Short-term
Zoning Map Amendments/Creation of Overlay Districts	The City should evaluate necessary amendments to the zoning map to achieve this Plan's land use goals. Additionally, the City should explore the creation of overlay districts that would encourage coordinated redevelopment of the desired scale and composition within the West End.	CPEDS	Short-term
Business Improvement District (BID)	Create a BID for the West End.	CPEDS	Medium-term

West End

Planning Opportunity Areas 4, 7 & 8

Projects

Action	Description	Lead Department	Timeframe
Improved Pedestrian Crossings	Provide frequent pedestrian crossing across West Broad Street and Haycock Road consistent with the recommendations provided in Chapter 6, Mobility & Accessibility.	DPW/CPEDS	Medium-term
New Street Grid	As redevelopment occurs, the City should encourage the creation of a new street grid consistent with the recommendations provided in Chapter 6, Mobility & Accessibility.	CPEDS/DPW	Long-term
Sanitary Sewer Improvements	Explore the sanitary sewer needs to accommodate future redevelopment in the City's West End. Evaluate costs, financing strategies, and methods to provide adequate service.	DPW	Long-term
Pedestrian Facility Improvements	Work with developers to provide internal pedestrian connections and wider sidewalks throughout the West End.	DPW/CPEDS	Long-term

Action	Description	Lead Department	Timeframe
Housing Diversity & Affordability	Ensure redevelopment proposals provide a diverse range of housing types and price points to accommodate different income levels and stages of household formation.	CPEDS/Housing & Human Services (HHS)	Ongoing
Co-location of Affordable Housing	Co-locate affordable housing with community facilities where possible.	CPEDS/HHS	Ongoing
Utility Undergrounding	Explore the cost, advantages, and methods of financing for undergrounding overhead utilities. A continuous effort should be made to underground utilities as part of redevelopment projects and public infrastructure projects.	DPW	Ongoing
Parks & Open Space	Require proposals for future redevelopment to allocate publicly accessible parks & open space areas.	CPEDS/Recreation & Parks Department	Ongoing
Park Forms & Amenities	Encourage developers to include a variety of park and open space forms (central green space, plazas, rooftop terraces, pocket parks, etc.) and amenities such as dog parks	CPEDS/Recreation & Parks Department	Ongoing