



North Washington Street

A Guide to Development Supporting the City's Comprehensive Plan



N Washington St





North Washington Street Planning Opportunity Area 1

Acknowledgements

Department of Development Services

James Snyder, Director
Gary Fuller, Principal Planner
John Boyle, Zoning Administrator
Wendy Block Sanford, Transportation Program Manager
Elizabeth Perry, Principal Planner
Debra Gee, Planning Specialist
Garrison Kitt, Master Planning & GIS Specialist

Department of Economic Development

Rick Goff, Director
Becky Witsman, Business Development Manager
Gary LaPorta, Intern

Economic Development Authority

David Tarter, Chairman
Edward Saltzberg, Vice Chairman
Michael Novotny, Treasurer
Justin Berg
Phil Duncan
Kathy Hamor
Andy Rankin

City Council

Nader Baroukh, Mayor
David F. Snyder, Vice Mayor
Johannah Barry, Council Member
Robin S. Gardner, Council Member
Ira Kaylin, Council Member
Ron Peppe, Council Member
Lawrence Webb, Council Member

Planning Commission

Melissa Teates, Chair
John Lawrence, Vice Chair
Lindy Hockenberry
Robert Loftur-Thun
J. Robert Meeks
Ruth Rodgers
Russell Wodiska

Department of Public Works

Allison Lohrenz, Solid Waste Programs Coordinator

City Manager

Wyatt Shields, City Manager

Acknowledgements



Actions of the City Council for June 11, 2012

Legislation

(2) **(TR12-11)** RESOLUTION TO ADOPT THE NORTH WASHINGTON STREET SMALL AREA PLAN (AREA PLAN NUMBER 1) AS A GUIDING DOCUMENT IN DECISION MAKING FOR PLANNING, ZONING AND DEVELOPMENT REVIEW, CAPITAL IMPROVEMENTS, CITY REGULATIONS AND POLICIES, AND INCLUDED, BY REFERENCE, IN THE CITY'S COMPREHENSIVE PLAN (James Snyder, Director of Development Services)

PASSED on roll call vote, unanimously 4-0, with Mr. Snyder's amendments to address the following issues: that any street changes would be within the existing curb lines and not remove on-street parking; second, that mixed-use be defined to be significant net revenue beneficial; third, that the ultimate buildings reflect a unique and high-quality total and individual visual appearance; and four, that the pictures reflect current market conditions only and are just for illustration purposes; agreed to by Mr. Webb.

(Res. 2012-15) (Ms. Gardner, Ms. Barry, and Mr. Peppe were absent.)



North Washington Street Planning Opportunity Area 1

Edits Since Council Approval

Page – Description

June 11, 2012

4-9 – Changed section heading to “Mixed-Use & Retail” and added a bolded statement about mixed-use being defined as significant net revenue beneficial.

7-10 – Under the “Roadways” section, added a statement about the City’s desire for all roadway improvements to take place within existing curb lines and not remove on-street parking.

8-6 – Added that the architectural guidelines are just “suggested” and not concrete. Added a statement under the “General” subsection about the desire for high-quality architecture and added that the City and developers should work together to achieve this and that ultimate approval is dependent upon Planning review.

8-10 – Changed heading to reflect that these are just illustrations. Expanded the section to more accurately describe the purpose and intent of the concept illustrations. Added subsections for each concept that outlines some of their differences.



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North Washington Street *Planning Opportunity Area 1*

City of Falls Church Planning Department

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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1. Introduction



North Washington Street Planning Opportunity Area 1

Introduction

Purpose

The purpose of the North Washington Street Small Area Plan is to define the area as pedestrian and bicycle friendly, to promote higher-density mixed-use development, to improve transit connections to the nearby East Falls Church Metro Station, and to increase public open space. This plan is meant to provide an area-specific framework for development within the guidelines of the City of Falls Church Comprehensive Plan. Information is provided herein to help citizens, developers, and city officials make decisions in determining the future of the North Washington Street Planning Opportunity Area (POA).

The goals of creating the North Washington Street POA are:

- To provide a community and city approved guide for City Council, developers, and the Planning Commission when considering future development in the North Washington Street POA.
- To create a local and regional destination by providing a mixture of uses and connections to regional transportation networks such as Metrobus, Metrorail, the W&OD Trail, and I-66.
- To encourage higher density mixed-use, pedestrian-oriented development.
- To promote integration of new development into the fabric of the surrounding areas by establishing a framework for merging density levels.
- To take advantage of the East Falls Church Metro Station, a transfer point for the Orange and Silver lines, in providing transportation support for new development.
- To promote redevelopment of underutilized commercial properties in order to increase the tax base and to improve the quality of life.
- To increase the amount of public open space and decrease impervious surface in order to help improve the area socially and environmentally.
- To improve pedestrian and bicycle facilities and access.



Need

The North Washington Street POA was briefly examined in the 2005 Comprehensive Plan. Since then, development in this area has been sporadic. Recent interest by developers in the area and other changing factors in neighboring Arlington County warrant a new plan for the North Washington Street POA.

In the past few years there has been a proposal for construction of a mixed-use gateway development, and construction has started on another mixed-use project along North Washington Street. Students at Virginia Tech have provided a study of development potential in a portion of the area, and streetscape guidelines have been established for North Washington Street. Additionally, large mixed-use developments have been constructed immediately across the city line in neighboring Arlington County. These nearby developments serve to showcase the potential for similar developments within the North Washington Street POA. The ongoing construction of the Metro Silver line also brings another factor to consider in promoting development. A transfer point between the new Silver line and the existing Orange line at the East Falls Church Metro Station in Arlington County has the potential to bring more people through the general area.



(Above) The East Falls Church Metro Station.

(Below) The Westlee mixed-use development in Arlington Count. (Picture from www.thewestlee.com).





North Washington Street Planning Opportunity Area 1

Introduction

Methodology

This plan is a product of the City of Falls Church Department of Development Services, Department of Economic Development, and Department of Public Works. Quantitative data was acquired from a number of sources, including the Virginia Department of Transportation, the U.S. Census Bureau, and the City of Falls Church Real Estate Assessor. GIS data for map creation and analysis was created by the City of Falls Church. Qualitative data was acquired from community meetings, developers, the City of Falls Church Planning Commission, and the City of Falls Church City Council.

The North Washington Street POA Community Meeting was held on October 29, 2011. At this meeting, local stakeholders, residents, and city staff came together to discuss the future of the area. City officials presented some preliminary concepts for development that attendees were then able to comment on in group sessions. From this and other information supplied by the City, the small area plan began development.



North Washington Street POA Community Meeting, October 29, 2011.





2. Background



North Washington Street Planning Opportunity Area 1

Location

The North Washington Street Planning Opportunity Area (POA) is the first priority area of eight within the City of Falls Church. It covers 30.45 acres and is the northern gateway into the City. The area is bordered by the Arlington County Line to the north and Great Falls Street to the south. The eastern border of the area is mostly one parcel length from North Washington Street. The western border is generally between single-family residential uses and non-residential uses and varies in distance from North Washington Street, being nearer in the south and farther in the northern portions of the area.

The POA's boundaries were initially established in the 2005 City of Falls Church Comprehensive Plan. The North Washington Street POA has been moved from Priority Area 7 in the 2005 Comprehensive Plan to Priority Area 1 in this update. The priority status was changed to include the construction of the Silver Line to the East Falls Church Metro Station, nearby development in Arlington County, and at least two planned high-density development projects within the area. The North Washington Street POA also has a number of parcels that are spatially underutilized, as well as a lack of adequate pedestrian and bicycle facilities.

History

Falls Church is an independent City, situated just six miles from the nation's capital. This proximity has been a major influence on its development, especially over the last century. Although Falls Church is small in area and population, its heritage is long and predates America's colonial era. As far back as 12,000 years ago, the gently rolling landscape of Falls Church was traversed by Native American hunter-gatherers. As they moved inland from the north and east, they traveled on trails that were within the present boundaries of Falls Church. After a series of wars ending in 1677, they left the region and European settlers gradually moved into the area.

By 1776, the Falls Church settlement included two churches, two taverns, and approximately a dozen farms. In 1790, Congress decided to locate the capital of the new nation on the Potomac River. The west corner of the District of Columbia (DC) initially ten square miles, was about one mile north of The Falls Church. A historical boundary marker to this affect is still located nearby.

An agricultural depression early in the 19th century slowed growth and the village remained sparsely settled until after the Alexandria-Leesburg Turnpike was completed c. 1840. Other growth factors were an influx of northern farmers in the 1840s and 1850s and the arrival of the railroad in 1859. The greater Falls Church area was occupied by the



Union army for over three years during the Civil War, during which the growth of the village significantly slowed. Following the War, members of northern troops returned to settle in the Falls Church area and freed slaves settled south of The Falls Church. The village contained approximately 40 structures just after the War, but before long the village's recovery was underway. Falls Church was incorporated as a town in 1875 and continued its rapid growth.

Tracks were laid near the area in the mid 1800s for steam trains owned by the Alexandria, Loudoun & Hampshire Railroad. The Southern Railway took over the line and built the East Falls Church station in 1895. By 1910, Falls Church was the largest town in Fairfax County with 1,128 residents. In 1912 the Washington & Old Dominion (W&OD) Railroad took over the rail line from the Southern Railway.



The East Falls Church Train Station.

The Washington, Arlington & Falls Church Railroad managed a trolley line in the Northern Virginia area from 1896 until the late 1930's. The East Falls Church trolley station was located on the Fairfax Line, at the intersection of Lee Highway and Fairfax Drive in Arlington County. Trolleys ran along Lincoln Avenue within Falls Church. The extent of the Fairfax line reached from Clarendon to Fairfax Courthouse and included 47 stops. However, trolley service was unable to compete with the increased popularity of the automobile and the Fairfax Line was abandoned in 1939.

In 1948, the population of Falls Church exceeded 5,000 persons, enabling it to become an independent city. One year later, the City's school system also became independent. Passenger rail service was discontinued by the W&OD Railroad in 1951 and the East Falls Church railroad station was dismantled some years later. The dismantling of



The East Falls Church Trolley Station.



North Washington Street Planning Opportunity Area 1

the station was initially done with the option of rebuilding it either at a later date or another location. All of the lumber and other materials were stored offsite. However, eventually the materials were destroyed before the station could be rebuilt.

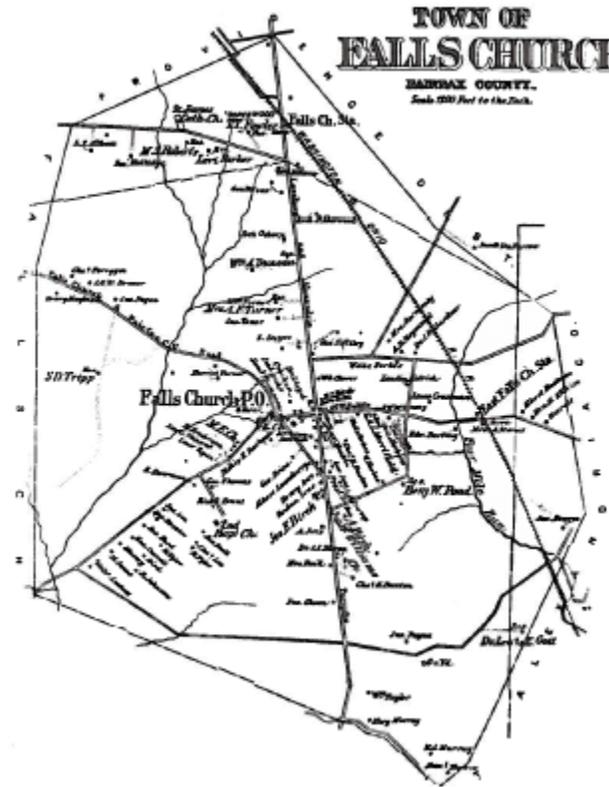
In 1982, I-66 was built through neighboring Arlington and Fairfax Counties. This interstate highway provides nearly direct access between the North Washington Street POA and Washington, D.C. Entrance and exit ramps were built on Route 29 just one-tenth of a mile from the City border.

In the summer of 1986, the Orange line was extended with the completion of 9.11 miles, including the East Falls Church Metro Station. The route took the line from Arlington County to the town of Vienna in Fairfax County. The City of Falls Church was bypassed in favor of a more cost-effective route in the median of I-66. However, the East Falls Church Station is located within 1/3 of a mile from the Falls Church City line in the North Washington Street POA. The new Silver Line will expand Metro from Dulles International Airport to Rosslyn, the first phase of which is scheduled for completion in 2014 and the second phase in 2017. Upon completion of the Silver Line, the East Falls Church Metro Station will become a transfer point with the Orange Line.

Over the past several decades, development in the North Washington Street POA has been mostly limited to low-density commercial projects and

single-family homes. North Washington Street (Rt. 29) serves as a passage through, rather than to, the area from Fairfax County to I-66 in Arlington County.

1878 map of the Town of Falls Church.





Historic Structures

Within two blocks of the North Washington Street Small Area Plan boundaries lie 24 of the City's 109 structures (or 22%) protected under the Historic and Cultural Conservation (HCC) Overlay District; residential structures built in or before 1910 are eligible for protection. The Pearson's Funeral Home, formerly at 472 North Washington Street, was protected but later demolished to provide for the Northgate development. Signage commemorating the funeral home and its significance will be provided within the new development.

Those who settled the area around North Washington Street were doctors, ministers, a pharmacist, merchants, real estate developers, government workers, army officers, bank employees, a map maker, a woman who ran a nursery school from her home, and founders of a telephone and telegraph network, the electric railroad, and an electric light company. They had the means and opportunities to build the collection of the 22 protected structures. These structures were constructed with the newest technologies of stick style, balloon framing, and Victorian Gothic. The structures contain local building materials of brick, stone, sandstone, and in some cases, the pink granite from the Tripps quarry. The homes included modern conveniences such as wells and pumps within or without the house, fireplaces, basements, and indoor kitchens and baths. The

owners adorned their homes with a bedroom with a coved ceiling, Dutch siding, fish scale shingles, decorated barge boards, turned posts with Victorian brackets, shutters with moveable louvers, screened porches, and a plethora of towers and dormers. Not too many years ago, an underground brick 8'x8' room was found underground on an historic property, the purpose of which is unknown, but was been filled with dirt after its discovery.

The existing housing stock will evolve overtime, including the protected structures, to meet the future needs of their owners. The Columbia Baptist Church is considering a phased expansion project that will include residential properties that it owns along North Maple Avenue. Discussion has begun with the City about the expansion plans, which might include relocating a protected structure from a lot adjacent to the Church to a vacant lot site down the block. As the City of Falls Church is nearly "built-out" of single family lots, attention will be turned to more modern and denser commercial buildings. These buildings should be of an appropriate scale when located adjacent to the City's clusters of historic properties.

(For a map of historic properties in and adjacent to the North Washington Street POA see Chapter 3, Existing Land Use, page 3-6)



North Washington Street Planning Opportunity Area 1

Background



Columbia Baptist Church in 1909.



Columbia Baptist Church in 2012.

Community

While the North Washington Street POA is not home to many residential properties, there are a number of structures and organizations within it that are important to nearby residents and the character of the community.

Columbia Baptist Church

Columbia Baptist Church is the larger of two churches within the North Washington Street POA

and is on one of the largest parcels. It is a very active church that is open nearly 24/7 for community events, worship, and preschool. It is an exceptionally large building with an auditorium, gym, classrooms, and other activity space, as well as organizational offices. Outside, there are two playgrounds and a surface parking lot.

Columbia Baptist Church was formed in the town of Falls Church in 1856 by a group of seven people. It moved from Broad Street to its current location in 1909 in order to expand. The church has multiple programs, including congregations for non-English



speakers, childcare, missionary work, and an institute of fine arts. Columbia Baptist Church also has partnerships with other churches in the United States and internationally.

The church currently has plans for physical expansion, which are posted on its website (www.columbiabaptist.org). The plan includes 113,390 sqft of new building space. Expansion of the church has the potential to affect the community by allowing an increase in congregation size and a new structure compatible with the density recommendations in later chapters of this plan.

Christ Crossman United Methodist Church

Christ Crossman United Methodist Church is located on the southern corner of the intersection of North Washington Street and East Columbia Street. It is directly across North Washington Street from Columbia Baptist Church. The current congregation is the product of a merger between Christ United Methodist Church and Crossman United Methodist Church in 1997.

The history of Crossman United Methodist Church dates back to the creation of Fairfax Chapel at Seven Corners in 1770. The congregation of Fairfax Chapel split during the Civil War when 17 members of the church that were opposed to slavery broke away and formed Crossman



Crossman Methodist Episcopal Church in 1876.



North Washington Street Planning Opportunity Area 1

Methodist Episcopal Church, named after a local civic leader and the land donor for the church site, Isaac Crossman. The church was completed in 1876. Adjoining land was bought from Columbia Baptist Church in 1951 and donated from the daughter of Isaac Crossman, leading to the completion of a new sanctuary in 1965.

Christ United Methodist Church was initially started in Arlington in 1941. Before the merger, it was located in a building called the “Wagner Chapel”. The church provided support for local homeless as well as missionaries in Africa, South America, and Eastern Europe. Land and assets of Christ United Methodist Church were sold when it merged with United Methodist Church, with the proceeds going to support ongoing missionary efforts by Christ Crossman United Methodist Church.

Sunrise of Falls Church

Sunrise of Falls Church is a senior assisted-living facility that provides short-term and long-term care. This service is important to seniors and their families not just within the city, but also within the region. Many enjoy the scale and architecture of the building and expressed a desire for modeling new development on that structure.



(Above) Christ Crossman United Methodist Church in 2009.

*(Below) Sunrise of Falls Church.
(Picture from www.sunriseseniorliving.com)*





Arts & Culture District

The North Washington Street POA has been identified for potential inclusion in the City of Falls Church Arts and Culture District. The currently proposed Arts and Culture District encompasses the central area of the City, as well as the City Center POA and the South Washington Street POA.

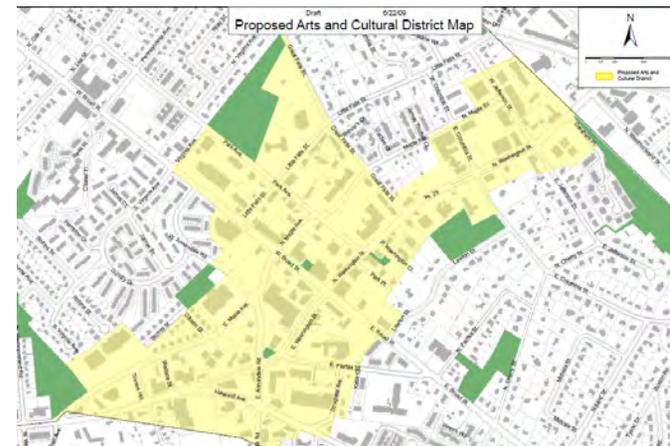
The Humanities Council: City of Arts, Theatre, Cultures and History (CATCH) was created in 2009 as an advisory committee to City Council to promote artistic and culturally significant businesses, institutions, and public events. The committee is also meant to promote public art and artistic infrastructure. CATCH works in concert with several city departments as well as private organizations.

Currently proposed boundaries for the Arts and Culture District, as presented by CATCH, include the North Washington Street POA due, in part, to its location along a major commercial corridor in the City, its potential for redevelopment, its proximity to the State Theater in the nearby City Center POA, and the existing presence of historic structures. The final boundaries for the Arts and Culture District will be presented in the updated Comprehensive Plan.

Inclusion in the Arts and Culture District may bring economic development incentives (See Chapter 6,

Economic Development) and provide a basis by which redevelopment may meet special exception requirements. The Northgate project, currently under construction, is an example of special exception requirements bringing an element of culture the North Washington Street POA with the inclusion of historic plaques being installed with the construction of the building. Inclusion in the Arts and Culture District may bring more attention to the addition of art space or cultural markers as part of any special exception for new redevelopment.

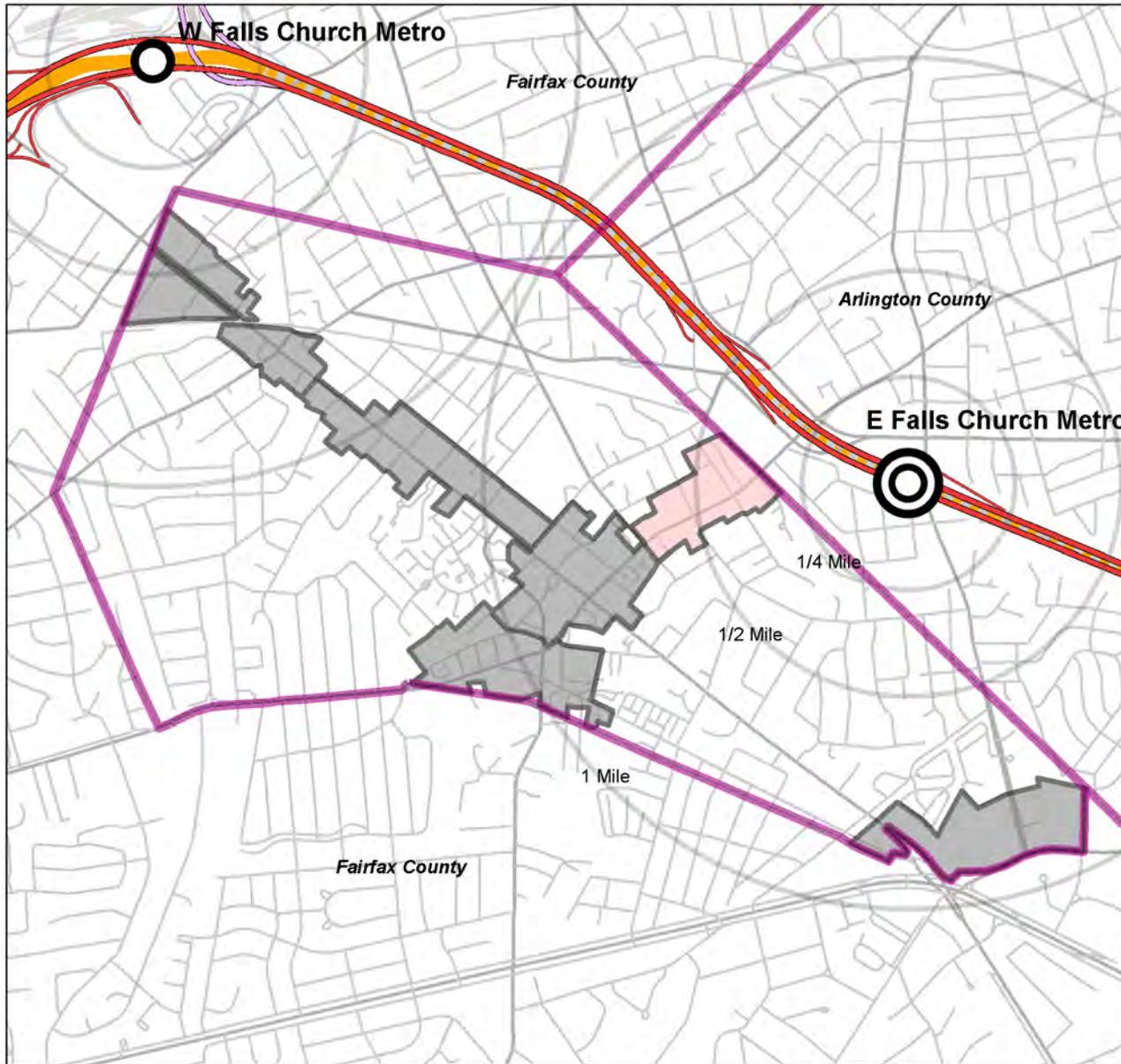
The current proposed boundaries of the City's Arts and Culture District.





North Washington Street Planning Opportunity Area 1

Background



Location
N Washington St
Planning Opportunity Area 1
City of Falls Church
Legend
City Boundary
N Washington St
Other Planning Opportunity Areas

North Washington Street Planning Opportunity Area 1



Aerial
N Washington St
Planning Opportunity Area 1
City of Falls Church
Legend
City Boundary
Planning Opportunity Area
Map Based on 2009 Aerial Imagery for City of Falls Church

Background



North Washington Street *Planning Opportunity Area 1*

Background

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3. Existing Land Use



North Washington Street Planning Opportunity Area 1

Current Land Use

The North Washington Street Planning Opportunity Area (POA) is dominated by commercial and institutional land uses. There are few residential properties and very little dedicated open space. Typical commercial properties in the area consist of low-density development on paved lots. Like the rest of the City of Falls Church, all of the land within the area is developed to some extent, with no possibility of greenfield development. Because of the fractured parcel structure throughout the North Washington Street POA building setbacks are inconsistent.

Commercial

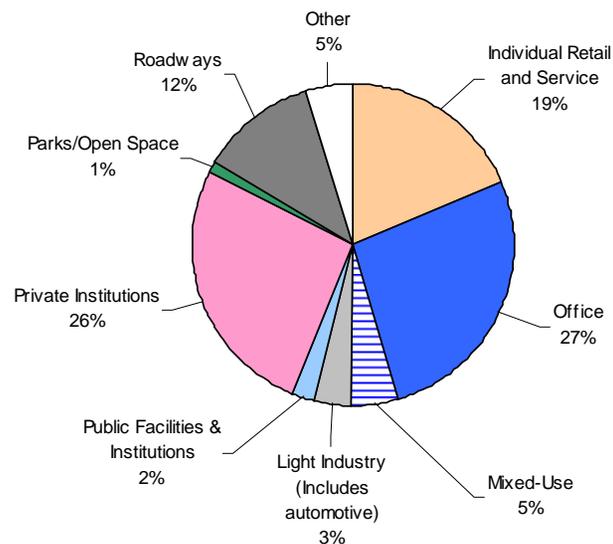
The majority of commercial land use is located east of Columbia Street. Properties with commercial land uses in the North Washington Street POA typically contain low-density development. Commercial structures are generally auto-oriented in small buildings with long setbacks and large surface parking lots relative to the lot size.

Multi-Purpose/Mixed-Use

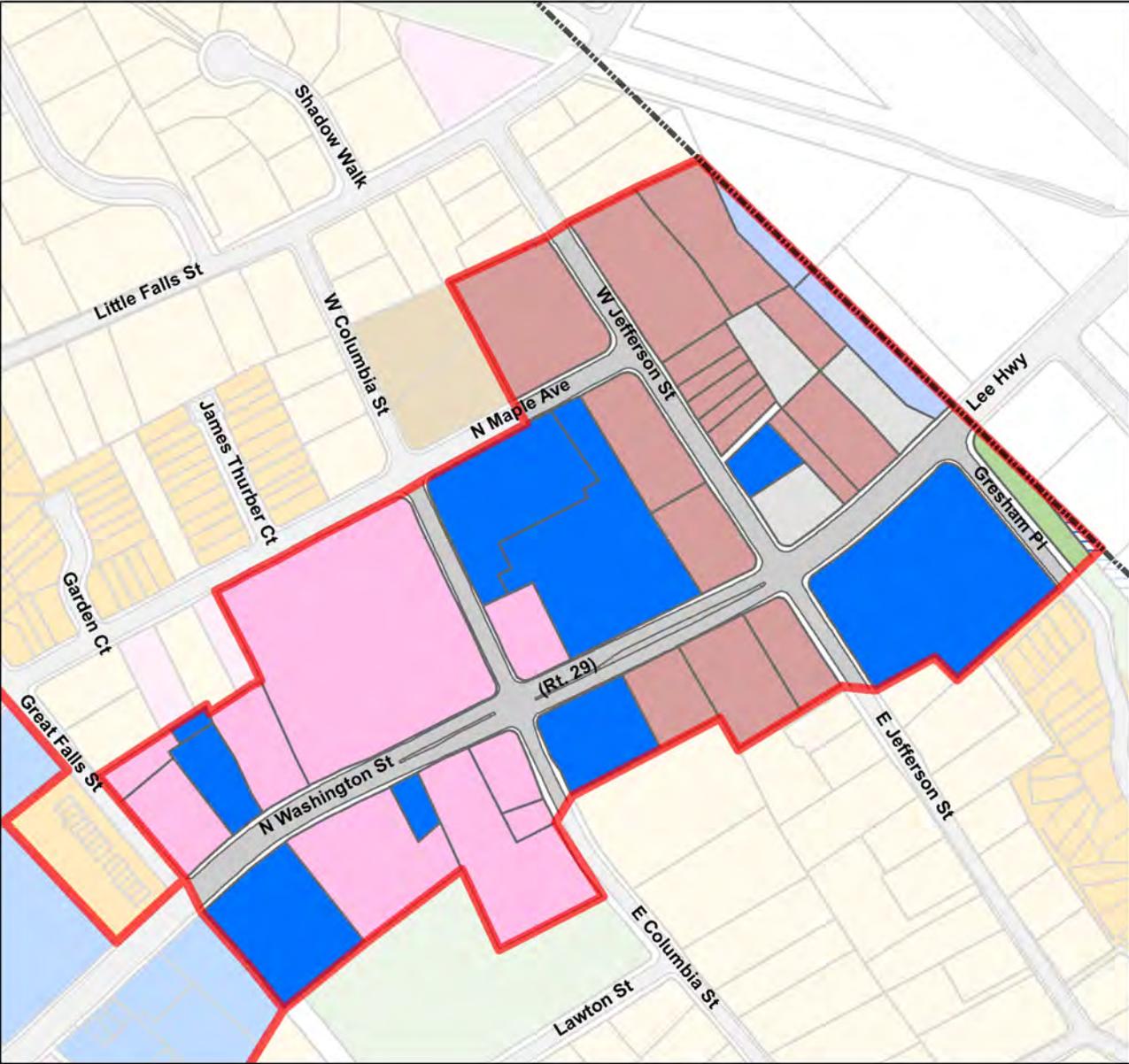
Northgate is the only mixed-use development in the North Washington Street POA. The \$50 million

Existing Land Use

Land Use Category	Total Acreage	% Total Area
Commercial		
Individual Retail and Service	5.70	19%
Office	8.15	27%
Multi-Purpose/Mixed-Use		
Mixed-Use	1.50	5%
Industrial		
Light Industry (Includes automotive)	1.05	3%
Institutional		
Public Facilities & Institutions	0.70	2%
Private Institutions	8.06	26%
Parks and Open Space		
Parks/Open Space	0.29	1%
Other		
Roadways	3.52	12%
Other	1.48	5%
Total	30.45	100%



North Washington Street Planning Opportunity Area 1



Existing Land Use

N Washington St

Planning Opportunity Area 1

N
W E
S

City of Falls Church

Legend

- Planning Opportunity Area
- Parcel
- City Boundary

Existing Land Use

- Hotel/Motel
- Individual Retail/ Service
- Light Industry/ Auto
- Mixed-Use
- Multi-Family Apartment/ Condominium Residence
- Office
- Parks/Open Space
- Private Institution
- Public Facility/Institution
- Shopping Center
- Single Family Detached Residence
- Single Family TH Residential
- Vacant



0 75 150 225 300 Feet

Existing Land Use

North Washington Street Planning Opportunity Area 1

project is being built by Hekemian & Co. As of January 2012 it is under construction, with an estimated completion date in 2013. It is located along North Washington Street at the southern corner of the intersection with East Jefferson Street on three consolidated parcels that were used by Pearson's Funeral Home. The development will feature ground floor pedestrian-oriented retail with office space on the upper floors. Parking will be located in an underground structure accessible from North Washington Street. When completed, Northgate will include 23,000 sqft of ground floor retail, 14,000 sqft of office space, 95 apartments, and 10 townhouses.



(Above) Rendering of Northgate, a mixed-use development currently under construction along North Washington Street.

(Below) Various auto-based businesses (stars) surrounded by large areas of impervious surface (light grey) along West Jefferson Street.

Industrial

Light industrial and automotive business uses take place along West Jefferson Street within the North Washington Street POA. These include several auto-body shops, car service centers, and dealerships. There may be other light industrial uses that are not auto-related in this area.

These uses present an atmosphere where there are automobiles continually parked on impervious surface parking lots. Due to the condition of the automobiles as well as the other light-industrial uses in the area, light chemical runoff into Four Mile Run is a concern.





Institutional

The area west of Columbia Street is dominated by large private institutional uses and small-scale development. These are very important parts of the community and provide many programs and services that benefit the region. They also have the potential to draw people from the region for events and other activities.

Two major churches are located in this area, Columbia Baptist Church and Christ Crossman Methodist Church. Columbia Baptist Church owns five parcels in the North Washington Street POA, covering 5.3 acres. Christ Crossman Methodist Church owns three parcels, covering 1.64 acres.

Another institutional land use is Sunrise of Falls Church senior living center. Sunrise is located near to Christ Crossman Methodist Church on the southern side of North Washington Street. Sunrise is a private assisted living facility that provides short-term and long-term care for senior citizens.

Parks and Open Space

There is currently very little open space in the North Washington Street POA. Land designated as open space accounts for one percent of the total land area and is located on a small strip east of Gresham Place along the border with Arlington County. Though it is designated as open space it is largely covered by Four Mile Run.



Map showing location of institutional uses.
(1) Columbia Baptist Church, (2) Christ Crossman Methodist Church. (3) Sunrise of Falls Church.



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Within the North Washington Street POA Four Mile Run is located along the border with Arlington County. The total length of the stream is nine miles, with two-tenths of a mile within the North Washington Street POA. Current land use around the stream within the POA includes light industrial and service-oriented uses. Neither the structures nor the properties adjacent to the stream are oriented toward it. The large amount of impervious surface creates a situation where runoff from nearby properties enters the stream, particularly from the properties between West Jefferson Street and Four Mile Run.

Historic Properties

Buildings and sites that are designated historic are those that have historic or architectural importance. In 1984, the City's Historic and Cultural Conservation District (HCCD) Ordinance (Ordinance 1072) was adopted to help preserve historic structures. The ordinance created the Architectural Review Board, which has since become the Historic Architectural Review Board (HARB). HARB was created to review requests for demolition of historic structures, and the Falls Church Historic Commission, created in 1976, is tasked with identifying historic sites.

Historic properties within the North Washington Street POA include 316 North Maple Avenue owned by Columbia Baptist Church, an office building in the extreme southwestern corner of the

POA along North Washington Street, and the former site of Pearson's Funeral Home. The funeral home has been demolished to make way for new development, so the site is no longer considered historic.

There are also a number of historic properties just outside the border of the North Washington Street POA. Several houses near the corner of Great Falls Street and North Maple Avenue have been designated historic. Two houses on East Columbia Street and two houses on East Jefferson Street, all south of North Washington Street, are also historic structures.

Historic properties should be preserved and promoted to the extent possible. As part of the Arts and Culture District, the North Washington Street POA should take advantage of these culturally important historic structures to give the area a sense of place and character.

Adjacent Areas

Within the City of Falls Church the North Washington Street POA is bordered on the north and south by low-density residential neighborhoods that consist primarily of single-family dwellings. To the southwest of North Washington Street, the area is bordered by the City Center POA which consists primarily of low to medium density commercial and residential development in areas along the border with the North Washington Street POA.

North Washington Street Planning Opportunity Area 1



Historic Properties In or Near the North Washington Street POA

Map No.	Address	Use	Date Built	Notes
Properties In the North Washington Street POA				
1	472 N Washington St	Funeral Home	est. 1900	Demolished in 2011 for Northgate
2	316 N Maple Ave	Church Office	c1904	Owned by Columbia Baptist Church
3	306 N Washington St	Office	c1870	Office building
Properties Near the North Washington Street POA				
4	329 N Maple Ave	SF Residential	After 1862	Wright's Subdivision
5	312 N Maple Ave	SF Residential	c1910	Owned by Columbia Baptist Church
6	310 N Maple Ave	SF Residential	c1910	Owned by Columbia Baptist Church
7	116 Great Falls St	SF Residential	c1890	Great Falls St & N Maple Ave
8	110 Great Falls St	SF Residential	c1880	Foxcraft Investment Group, LLC
9	114 E Columbia St	SF Residential	1885	Madison Preservation
10	109 E Columbia St	SF Residential	1888	Adjacent to Northgate
11	117 E Columbia St	SF Residential	c1890	Across from Crossman Methodist
12	108 E Jefferson St	SF Residential	c1890	Adjacent to Northgate
13	115 E Jefferson St	SF Residential	c1890	Adjacent to Gateway

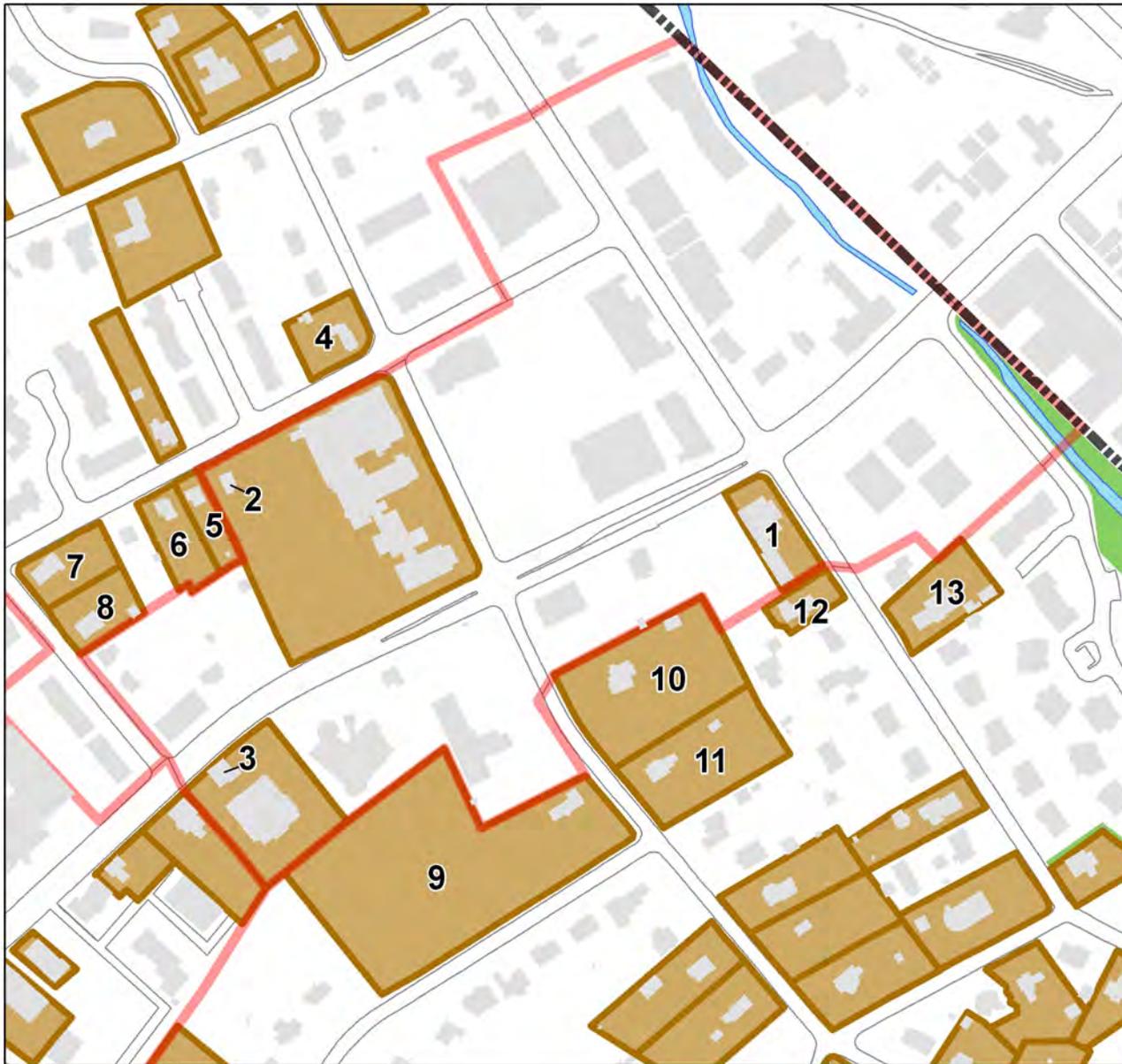
* Map No. refers to the numbers marking specific properties on the Property Info map on the following page.

Existing Land Use



North Washington Street Planning Opportunity Area 1

Existing Land Use



Historic Properties

N Washington St

Planning Opportunity Area 1

City of Falls Church

Legend

- Planning Opportunity Area
- City Boundary
- Historic Property
- Open Space

0 80 160 240 320 Feet



Existing Conditions

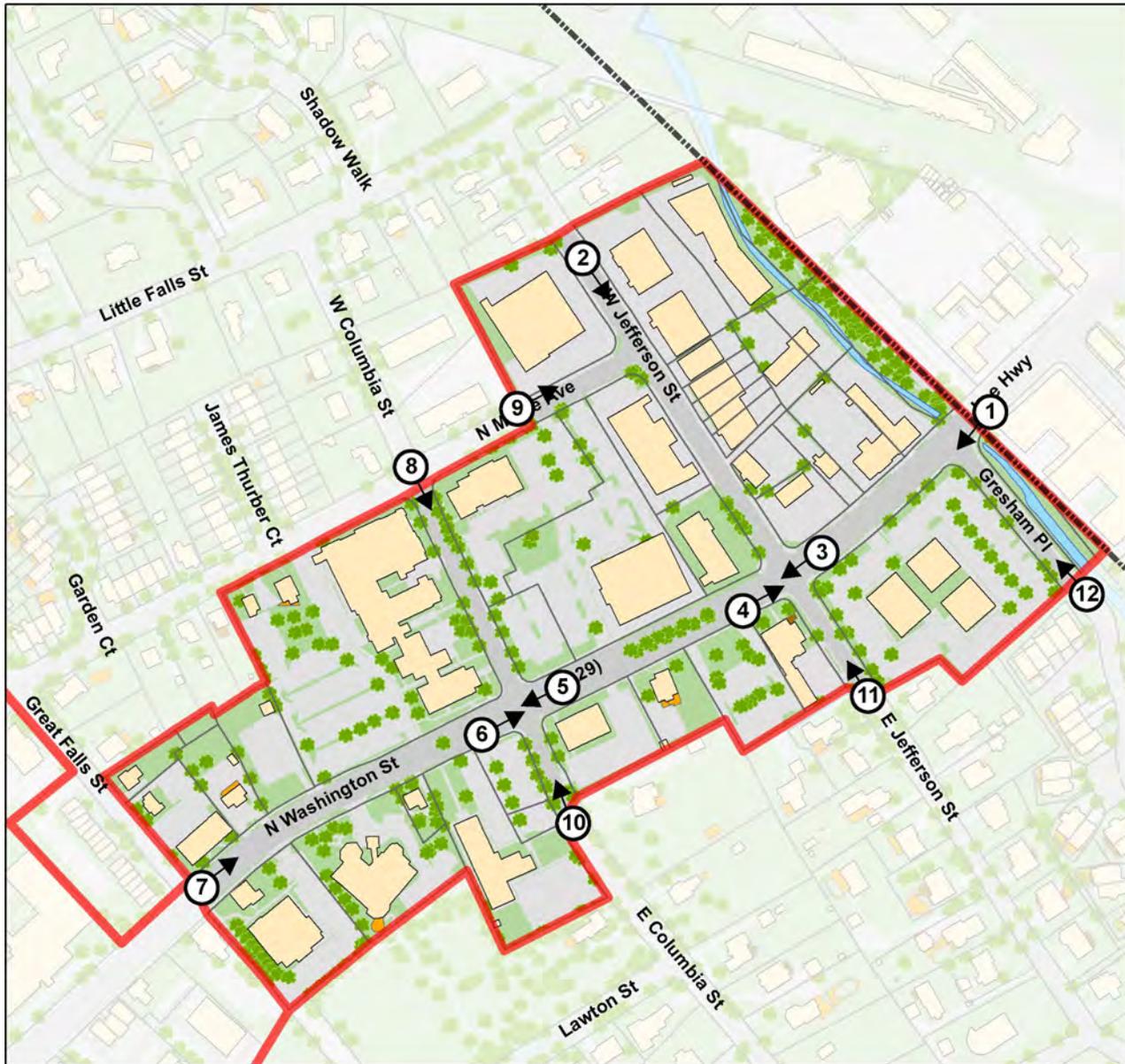


Existing Land Use



North Washington Street Planning Opportunity Area 1

Existing Land Use



Existing Conditions
Pictures

N Washington St

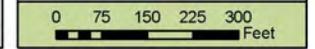
Planning
Opportunity
Area 1



City of
Falls Church

Legend

- Planning Opportunity Area
- Parcel
- City Boundary
- Building
- Deck
- Patio
- Tree
- Water
- Pervious Surface
- Impervious Surface**
 - Roads
 - Other Impervious Surface



North Washington Street Planning Opportunity Area 1



1. Facing Southwest on North Washington Street

This is the northern gateway into Falls Church. Many curb cuts along the right side of the road present pedestrian obstacles. Surface parking takes precedence and is located between building entrances and the sidewalk. No prominent gateway entrance sign or structure currently exists.



2. Facing Southeast on West Jefferson Street

Light industrial buildings abut the adjacent low-density residential properties to the north. There are no sidewalks in this location. Surface parking and loading areas are located between the street and buildings.



3. Facing Southwest at the Intersection of Jefferson Street and North Washington Street

No traffic lights or pedestrian crosswalks are located at the intersection. Curb cuts present pedestrian obstacles. Surface parking is located in front of buildings.



Existing Land Use



North Washington Street Planning Opportunity Area 1

4. Facing Northeast at the Intersection of Jefferson Street and North Washington Street

Pedestrian crosswalks are lacking or nonexistent. There are no traffic signals. Corners are predominated by automotive uses and surface parking.



5. Facing Southwest at the Intersection of Columbia Street and North Washington Street

Columbia Baptist Church provides a prominent landmark and appealing presence. Overhead utility lines are predominant. Pedestrian crosswalks and signals are present but not prominent.



6. Facing Northeast at the Intersection of Columbia Street and North Washington Street

Corners of the intersection are utilized for surface parking lots. Sidewalks are present, but adjacent land uses do not promote pedestrian activity.





7. Facing Northeast at the Intersection of Great Falls Street and North Washington Street

This is the southern entrance to the North Washington Street POA from the City Center POA. Nondescript office buildings line either side of North Washington Street, except for one historic structure and Sunrise.



8. Facing Southeast on West Columbia Street

West Columbia Street is a neighborhood-scale street lined with sidewalks. It is lined on the right side by Columbia Baptist Church and on the left side by the Baptist World Alliance building.



9. Facing Northeast on North Maple Avenue

Bicycle facilities are nonexistent and pedestrian facilities are shared with parking access on one side of the street on this particular stretch of North Maple Avenue. Parking is located in front of buildings. Four Mile Run and the W&OD Trail are located behind the buildings at the end of the street.





North Washington Street Planning Opportunity Area 1

Existing Land Use

10. Facing Northwest on East Columbia Street

East Columbia Street is a narrow, tree-lined street with sidewalks on both sides within the POA. The left side of the street is a surface parking lot for Christ Crossman Methodist Church.



11. Facing Northwest on East Jefferson Street

East Jefferson Street in this area is a narrow street with sidewalks and plantings on both sides. The now demolished Pearson's Funeral Home is pictured on the left side, and will be the location of the Northgate development that is currently under construction.





4. Proposed Land Use



North Washington Street Planning Opportunity Area 1

Proposed Changes

It is proposed that the North Washington Street POA remain largely a commercial area with major composition changes, including more density and mixed-use development, and an increase in open space. The addition of residential units should be in the form of live-work developments.

Properties east of Columbia Street have the potential for medium-to-high density mixed-use development as they are in close proximity to the East Falls Church Metro Station and are more distant from low-density residential and institutional uses. Northgate, an office/residential/retail mixed-use development is currently under construction on three parcels that were consolidated and located along North Washington Street at the southern

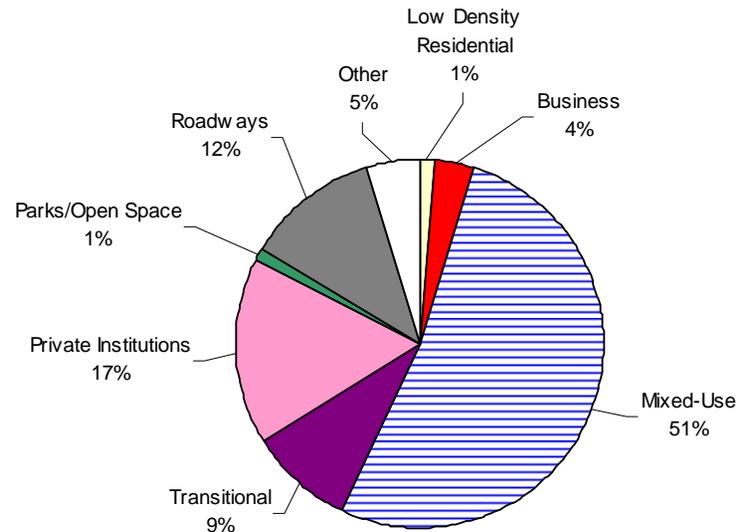
corner of the intersection with East Jefferson Street. The Gateway is another mixed-use development that has been approved for properties across East Jefferson Street from Northgate.

Any change in land use will be part of the redevelopment of existing properties due to lack of any potential greenfield development. Property consolidation, rather than subdivision, is preferred. Consolidation of properties by developers will allow larger master planned developments that incorporate open space. This will give way to a more cohesive area in contrast to the piecemeal development that currently exists. It will also allow the City to work more efficiently with individual developers in creating projects that fit with the vision of the area and that are compatible with the surrounding community.

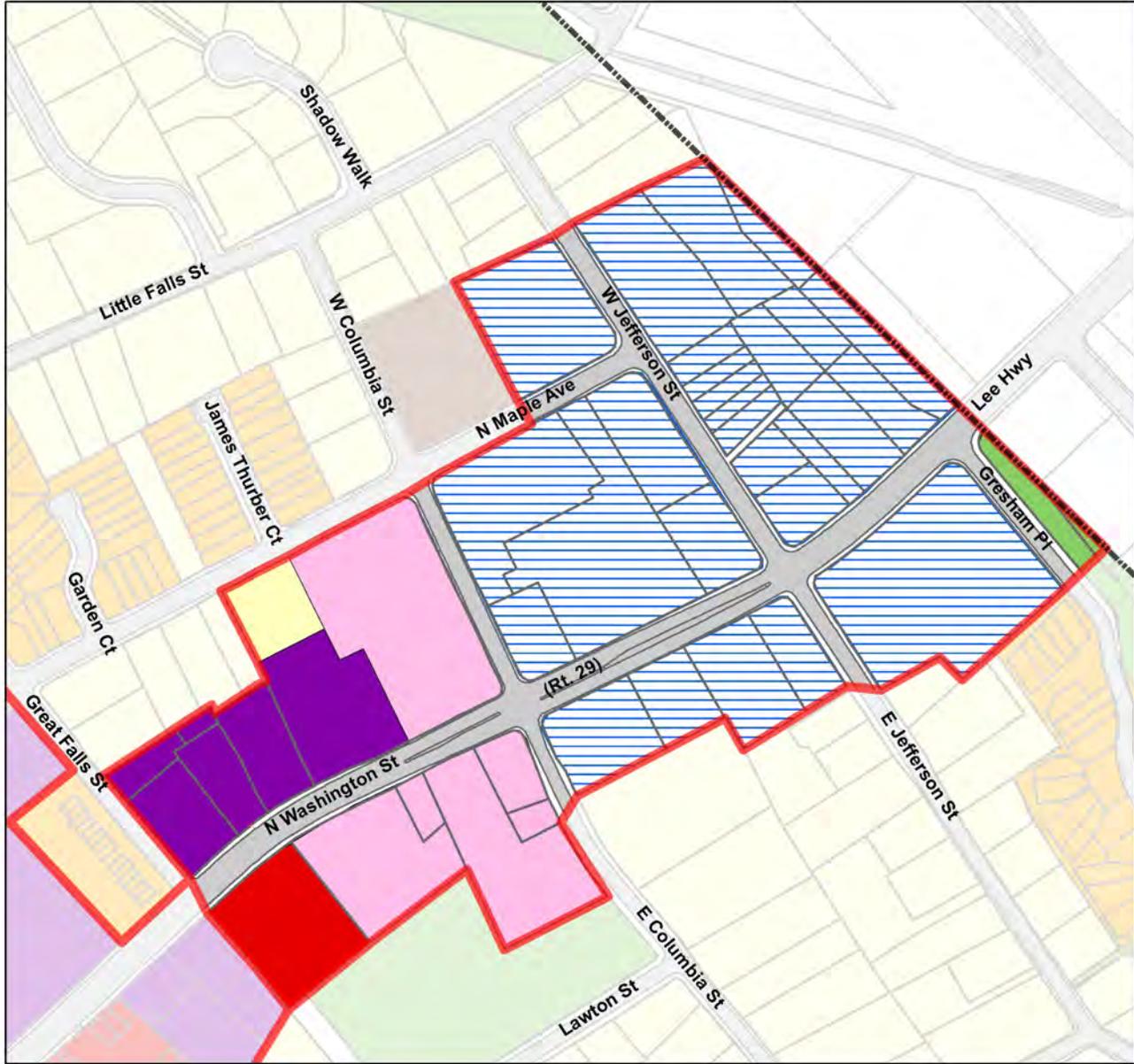
Proposed Land Use

Future Land Use

Land Use Category	Total Acreage	% Total Area
Residential		
Low Density Residential	0.40	1%
Commercial		
Business	1.08	3%
Multi-Purpose/Mixed-Use		
Mixed-Use	15.89	52%
Transitional	2.72	9%
Institutional		
Private Institutions	5.07	17%
Parks and Open Space		
Parks/Open Space	0.29	1%
Other		
Roadways	3.52	12%
Other	1.48	5%
Total	30.45	100%



North Washington Street Planning Opportunity Area 1



Future Land Use

N Washington St

Planning Opportunity Area 1

N
W E
S

City of Falls Church

Legend

- Planning Opportunity Area
- Parcel
- City Boundary

Future Land Use

- 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



0 75 150 225 300 Feet

Proposed Land Use



North Washington Street Planning Opportunity Area 1

Proposed Land Use

Density

Highest density will be centrally focused, with medium-density, parkland, and neighborhood scale development providing a buffer along the edges of the POA for adjacent low-density residential and institutional uses.

High

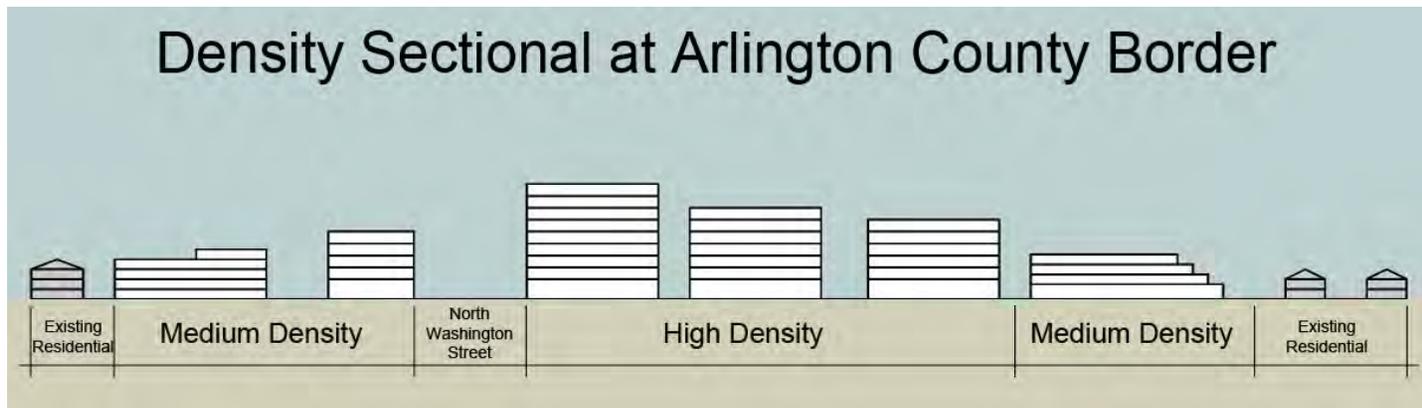
High density development should be focused nearest the border with Arlington County and the central part of the North Washington Street area. This will take advantage of the close proximity to Metrorail and the nearby high density development in Arlington County. It also provides the furthest distance from these proposed high density structures and existing low density residences. Structures in this area could reach heights 75 ft by right, to a maximum 115 ft with a special exception under the current zoning code.

Medium

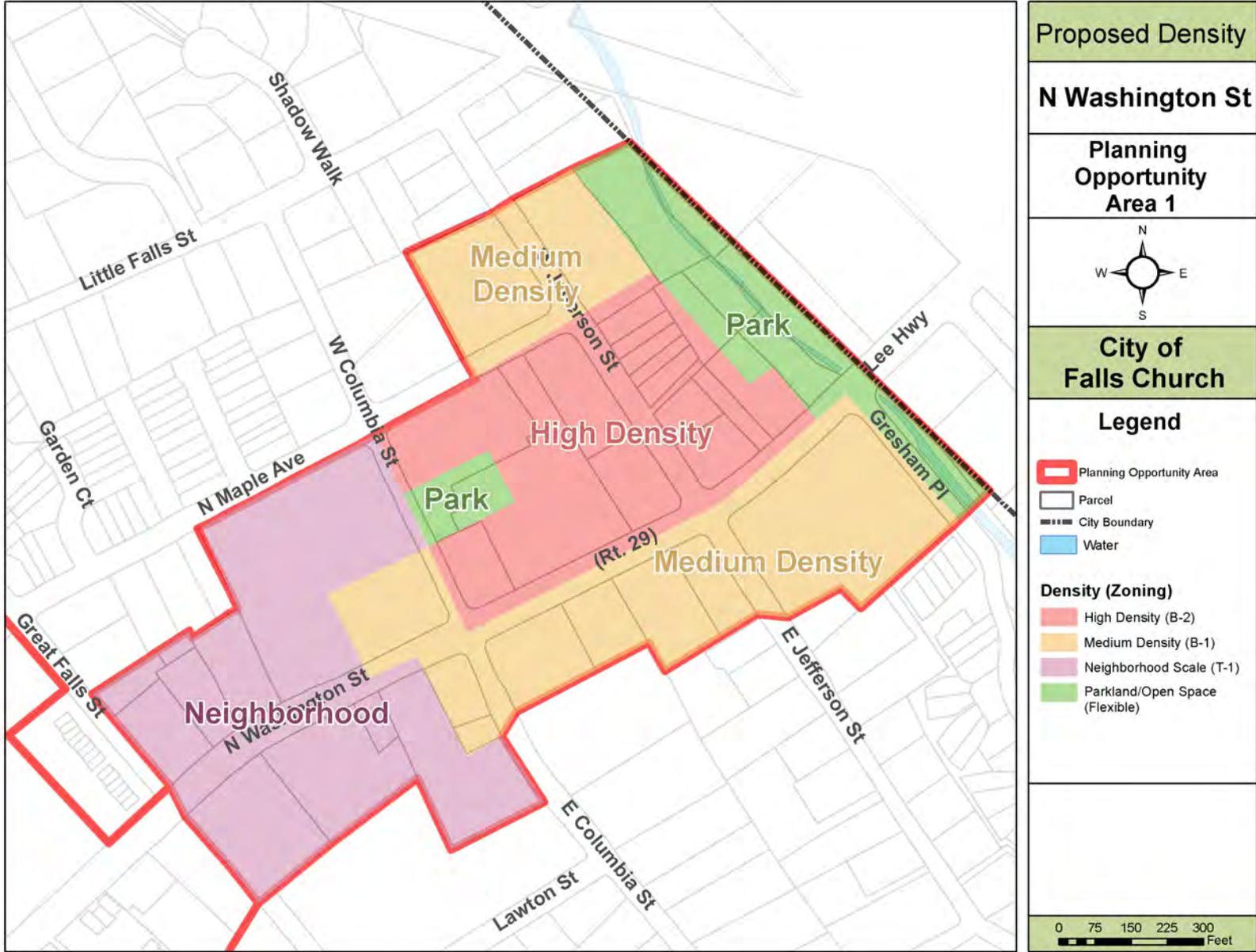
Medium density development should be promoted on the northern and southern edges of the area in order to transition into nearby neighborhoods. Structures in these areas could be 55 ft by right, with additional height added as a special exception, and have structural transitions to match the height of existing adjacent structures.

Neighborhood

Neighborhood scale development should be promoted in the southwestern section of the area to fit with nearby low-density residential and institutional uses. This includes areas around Columbia Baptist Church and Christ Crossman Methodist Church as well as Sunrise of Falls Church. Neighborhood scale development would include low density structures of no more than three stories. Larger setbacks and landscaping is preferred between existing and proposed structures.



North Washington Street Planning Opportunity Area 1



Proposed Land Use

North Washington Street Planning Opportunity Area 1

Proposed Projects & Studies

Several projects have already been proposed for the North Washington Street POA. In proposing such projects, developers and property owners have shown interest in the North Washington Street POA as well as working with the City to establish plans that will be beneficial to all stakeholders.

The City commissioned a study from Virginia Tech that was performed by Urban Planning graduate students and faculty at the nearby Virginia Tech National Capital Region facility in Alexandria. This study produced valuable data and concepts for potential development in an area along West Jefferson Street. The 2005 Comprehensive Plan references a study done by the Village Preservation and Improvement Society (VPIS or "Village Society") on potential development in the North Washington Street POA. In 2011 Arlington County approved a plan for the East Falls Church area in which a portion of the North Washington Street POA was considered.

Gateway Development

The Gateway is a mixed-use development that was proposed by Akridge and approved by City Council for the large parcel bordered by East Jefferson Street, North Washington Street, and Gresham

Place. The lot currently has three small office buildings centered on a large surface parking lot.

The proposal includes 71,002 sqft of office space, 17,353 sqft of retail space, and 193,764 sqft of residential space on 2.59 acres. Preliminary building designs are meant to create an architecturally significant entrance to the City from Arlington County. The main commercial building is to be at least LEED Silver CS (Core and Shell) or NC (New Construction) if only one tenant, and office space is to be Class A. Residential structures will be LEED Certified under LEED NC.



Location of project proposals within the North Washington Street POA.



Columbia Baptist Church Expansion

Columbia Baptist Church is a large landowner within the North Washington Street POA. Future expansion of the church is a possibility. This could include new structures or partial reconstruction of the existing church.

Preliminary proposals are for a structure along North Washington Street with a new sanctuary, offices, educational space, and meeting rooms. Also included in the proposal is a parking garage and additional offices on an outlying parcel owned by the church along North Washington Street.

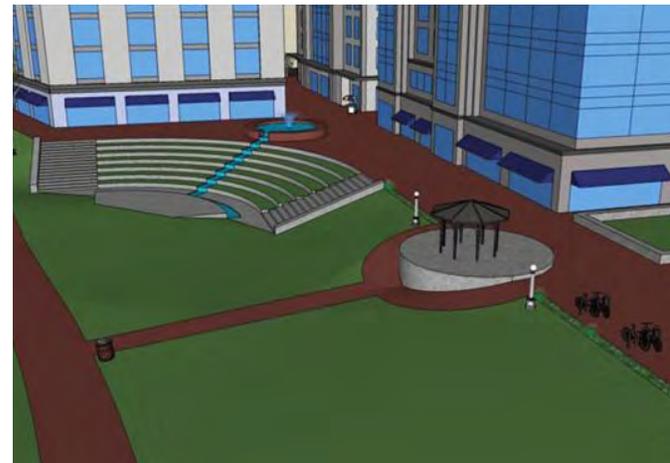
Virginia Tech Study

In 2009 a Virginia Tech study explored development options for a 4.52 acre area east of Jefferson Street and north of North Washington Street. Final recommendations included a high-density mixed-use development with open space and trails. The plan takes advantage of the nearby stream to provide a large area of mixed greenery and plazas, as well as an outdoor amphitheater. It also includes pedestrian and bicycle connections to the W&OD Trail, North Maple Avenue, and Arlington County.



(Above) Rendering of proposed Gateway development by Akridge.

(Below) Rendering of public space and amphitheater from the 2009 Virginia Tech student study.



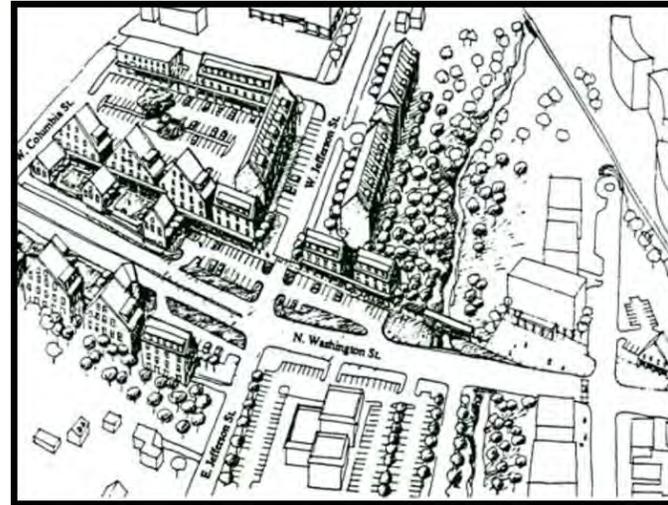
North Washington Street Planning Opportunity Area 1

Village Society Report

In 1993 the Village Preservation and Improvement Society (VPIS of "Village Society") finished a report titled "The Future of the City: Genesis for Progress in Falls Church". The report studies four blocks along North Washington Street from Columbia Street to I-66. Recommendations include mixed-use development with pedestrian-oriented ground floor retail establishments, public spaces with pedestrian connections, and a pedestrian bridge over Four Mile Run linking Falls Church City and Arlington County.

East Falls Church Area Plan

The East Falls Church Area Plan was commissioned by Arlington County to study Transit Oriented Development (TOD) options around the East Falls Church Metro Station. In April 2011 the results of the study were adopted by the Arlington County Board. It promotes moderate density mixed-use residential and retail development within a network of public parks and plazas. The plan builds on the addition of the Silver Line stop at the East Falls Church Metro Station and is supported by a number of bicycle and pedestrian pathways. The concept plan includes mixed-use residential/retail development around the East Falls Church Metro Station and along Lee Highway (Rt. 29) adjacent to the border with Falls Church.



(Above) An illustration of proposed development from the 1993 VPIS report.

(Below) Rendering of a proposed public plaza from Arlington County's East Falls Church Plan.





400 North Washington Street

Interest has been shown in the redevelopment of property at the eastern corner of North Washington Street and Columbia Street. This is adjacent to the Northgate development that is currently under construction. Preliminary redevelopment proposals show architectural drawings for a mixed-use building with two stories of underground parking. Uses would include ground floor retail space with five floors of commercial office space above.

Public Open Space

A large tree sits on a patch of land along West Columbia Street midway between the intersections with North Washington Street and North Maple Avenue. This could provide a centerpiece for a small pocket park. A park in this location would open up the large block bordered by North Washington Street, West Columbia Street, North Maple Avenue, and West Jefferson Street. It also has potential to provide pedestrian and bicycle connections through this area and to preserve a mature specimen tree.

Four Mile Run has the potential to provide a focal point for open space. The Virginia Tech study touched on this aspect. A park along Four Mile Run on the block bordered by North Washington Street, West Jefferson Street, and the Arlington County line has several advantages. It could serve

as a public gathering space for festivals and concerts, as well as picnicking or other activities. Such an area could become the highlight of the North Washington Street POA as well as a great addition to an Arts and Culture District. It would provide a large amount of pervious surface and allow the preservation of trees in the area. It also would provide a floodplain buffer between development and Four Mile Run, since the current development patterns encroach on the stream within the floodplain. Density bonuses and other incentives may persuade developers to provide such public open space in this area.

An existing large specimen tree could serve as a centerpiece for open space along West Columbia Street.



North Washington Street Planning Opportunity Area 1

Mixed-Use & Retail

Mixed-use redevelopment is proposed for the areas east of West Columbia Street. **For purposes of this plan, mixed-use has been defined by City Council as any development that includes multiple uses with a substantial retail component and is significant net revenue beneficial for the City.** Generally, retail is located on the ground floor at street level with office or residential on the upper floors. Retail is recommended at the ground floor level oriented along West Jefferson Street and North Washington Street. These establishments would provide a destination for those traveling through the area on foot or by bicycle and allow visibility to those traveling by car. It is also proposed that a centrally located car/bicycle parking facility be built along West Jefferson Street. This would provide direct access for those traveling by car or bicycle to retail establishments in this area, and provide visibility to those traveling along any future corridor that connects the W&OD Trail and the City Center POA (See Transportation, chapter 7, for more information).

North Washington Street has the potential to become part of a major retail corridor that stretches through the center of the City along Route 29. Development in the North Washington Street POA would eventually connect with retail establishments in the City Center POA and the South Washington Street POA. Ground-floor retail establishments should be a major focus of redevelopment along this corridor.



(Above) An example of mixed-use development with ground floor retail and pedestrian plaza with active uses at Pentagon Row in Arlington County (Picture from Arlington County Economic Development).

(Below) Mixed-use development with ground-floor retail and amphitheater along Four Mile Run as envisioned in the Virginia Tech student study.



North Washington Street Planning Opportunity Area 1



Retail Concept	
N Washington St	
Planning Opportunity Area 1	
City of Falls Church	
Legend	
	Planning Opportunity Area
	City Boundary
	Potential Retail Corridor

Proposed Land Use



North Washington Street *Planning Opportunity Area 1*

Proposed Land Use

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5. Zoning



North Washington Street Planning Opportunity Area 1

Zoning

Existing Zoning

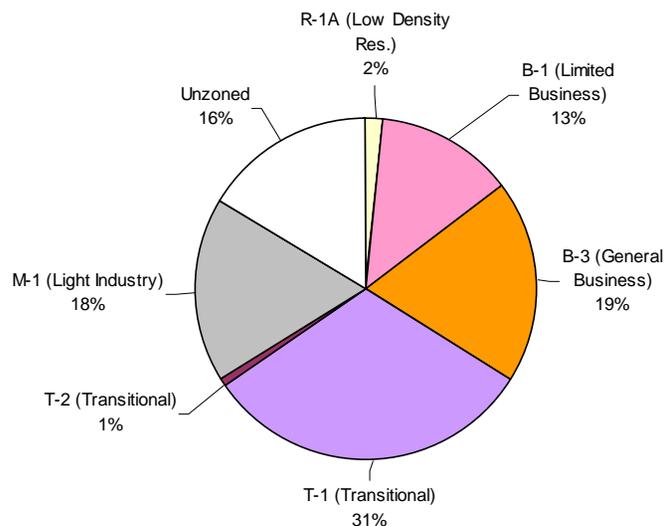
The current zoning of the North Washington Street Planning Opportunity Area (POA) promoted low-density, single-use, auto-oriented commercial development. Most zoning designations allow mixed-use development by special exception. However, some zoning designations have promoted low-density single-use development due to the lack of minimum density requirements. Comprehensive zoning descriptions, requirements, special exceptions, and other information can be found in Chapter 48 of the City Code. Unzoned land as referred to in this plan includes that within the public right-of-way, such as roads and sidewalks.

M-1, Light Industry

The majority of parcels zoned M-1 in the North Washington Street POA are located along West Jefferson Street. An M-1 zoning designation allows low-density single-use industrial development, including auto-oriented and drive through businesses. It also allows any use permitted in the B-3 zoning district except for human care institutions.

Existing Zoning

Zoning District	Total Acreage	% Total Area
Residential		
R-1A (Low Density Res.)	0.49	2%
Commercial		
B-1 (Limited Business)	4.01	13%
B-3 (General Business)	5.82	19%
Multi-Purpose/Mixed-Use		
T-1 (Transitional)	9.54	31%
T-2 (Transitional)	0.29	1%
Industrial		
M-1 (Light Industry)	5.34	18%
Unzoned		
Unzoned	4.96	16%
Total	30.45	100%





B-3, General Business

Parcels zoned B-3 are located north of North Washington Street and east of East Columbia Street, and are adjacent to those parcels zoned M-1. The B-3 zoning district allows office, retail, restaurant, and motor vehicle repair and sales, among other uses. Mixed-use redevelopment is allowed by special exception.

T-1, Transitional 1

The T-1 zoning district allows low-density residential development, religious facilities, institutional uses, offices, and lodging. Within the North Washington Street POA parcels zoned T-1 include religious and institutional uses such as Columbia Baptist Church, Christ Crossman Methodist Church, and Sunrise of Falls Church senior center. It also allows mixed-use redevelopment by special exception.

R-1A, Low Density Residential

A small area zoned R-1A lies on the northwestern corner of a parcel owned by Columbia Baptist Church. There are three single family homes located within this area. This is the only residentially zoned property in the North Washington Street POA.

Recommended Zoning Changes

Recommendations for zoning changes are in accordance with the desired development densities, as established in the Land Use section of this plan. Rezoning of much of the North Washington Street POA is necessary in order to allow more intense mixed-use development. Zoning changes are meant to increase the minimum density requirements for redevelopment to encourage higher-density mixed-use redevelopment of the area. It is recommended that all properties zoned M-1, Light Industry, and B-3, General Business, be changed to either B-1, Limited Business, or B-2, Central Business. Select properties currently zoned T-1 are recommended to be changed to B-1.

B-1, Limited Business

The B-1 zoning designation allows mixed-use redevelopment by special exception. In projects consisting of solely commercial or residential development, height bonuses of up to 30 feet may be given. Total maximum height of structures may reach up to 85 feet. The B-1 district is meant to allow moderate density development. This district may be used in areas between high-density development and single-family homes in order to provide a moderate density transition.



North Washington Street Planning Opportunity Area 1

B-2, Central Business

As stated in the City of Falls Church Zoning Ordinance:

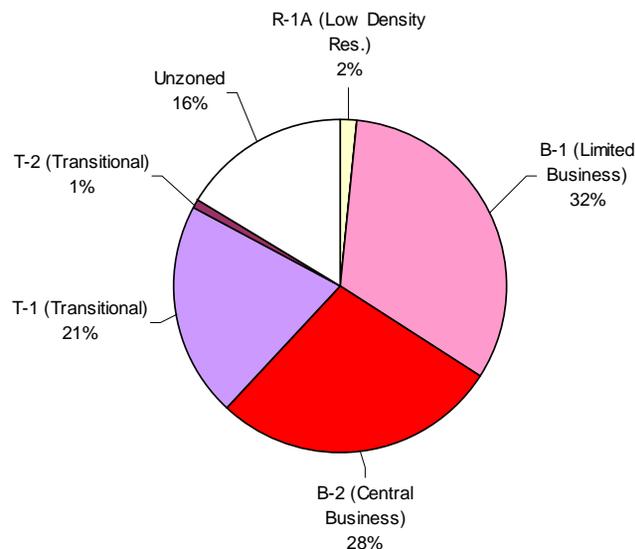
“The intent of the B-2, central business district is as follows:

- (1) To create a downtown business area which will provide a range of commercial activities at a level of development more concentrated than other commercial areas.
- (2) To ensure that development is responsive to spatial, visual and pedestrian considerations.
- (3) To promote an environment to attract new businesses and retain existing businesses.
- (4) To provide the community with a variety of retail and service-oriented businesses that will respond to various community and consumer needs.”

The B-2 zoning designation allows mixed-use redevelopment by special exception. Height and density bonuses of up to 40 feet may be given for conformance to the previously specified points listed and for certain preferred uses. Preferred uses include entertainment, theaters, public health clubs, theaters, art galleries, antique stores, clothing stores, and restaurants with outdoor dining facilities. Maximum height allowed in the B-2 zoning district is 75 feet by right and 115 feet with a special exception.

Future Zoning

Zoning District	Total Acreage	% Total Area
Residential		
R-1A (Low Density Res.)	0.49	2%
Commercial		
B-1 (Limited Business)	9.95	33%
B-2 (Central Business)	8.40	27%
Multi-Purpose/Mixed-Use		
T-1 (Transitional)	6.36	21%
T-2 (Transitional)	0.29	1%
Unzoned		
Unzoned	4.96	16%
Total	30.45	100%





Mixed-Use Redevelopment (MUR)

The City Zoning Ordinance allows mixed-use redevelopment by special exception in most districts not zoned for single-family residential uses. Mixed-use proposals are reviewed and approved by City Council. The Zoning Ordinance promotes parcel consolidation and conformance with the Comprehensive Plan in consideration of mixed-use redevelopment proposals. It also allows shared parking, greater lot coverage, and design flexibility within mixed-use redevelopments. Areas east of Columbia Street in the North Washington Street POA were designated mixed-use on the 2005 Comprehensive Plan's Future Land Use Map.

The City's Zoning Ordinance includes the intent of the mixed-use redevelopment special exception:

- “(1) Attract new development that will generate jobs and create positive net revenues for the city.
- (2) Create a mixture of office, retail, recreational, hotel, and residential uses within a single structure or within multiple, but physically and functionally integrated and related structures and open spaces, as recommended by the comprehensive plan, while protecting the residential character of surrounding neighborhoods.
- (3) Provide an alternative for more efficient utilization of the city's land resources, resulting in multistory buildings, smaller networks of utilities, structured or underground parking, shared stormwater management and roads, greater

opportunities for useable public and private open space, and reduced needs for automotive travel with retail and employment centers located near housing.

(4) Encourage harmonious and coordinated development of sites, considering the existing natural features, pedestrian and vehicular circulation, and compatibility with the surrounding residential and commercial properties.

(5) Encourage the application of professional planning and creative design techniques to achieve an overall coordinated development, eliminating the negative impacts of piecemeal development.

(6) Encourage development that is of excellent design and architecture.”

M-1, Light Industry, to B-1, Limited Business

The B-1 zoning designation allows moderate density and mixed-use development by special exception. Rezoning from a M-1 designation will allow redevelopment of light-industrial/auto to medium density commercial or mixed-use.

M-1, Light Industry, to B-2, Central Business

The B-2 zoning designation permits the highest density by-right in the City of Falls Church as well as mixed-use development by special exception. Changing from M-1 will allow redevelopment of light



North Washington Street Planning Opportunity Area 1

industrial/auto to high density commercial or mixed-use.

B-3, General Business, to B-2, Central Business

A B-3 zoning designation supports low-density single-use retail or service development. Rezoning to B-2 will promote redevelopment of low density commercial to high density commercial or mixed-use by setting minimum density requirements.

T-1, Transitional 1, to B-1, Limited Business

Changing T zoned properties to B-1 will allow redevelopment of low density transitional uses to medium density commercial or mixed-use compatible with the nearby neighborhoods and churches. It will provide an opportunity for Columbia Baptist Church and Christ Crossman Methodist Church to redevelop portions of their property for higher-density uses.

Transfer of Development Rights

A Transfer of Development Rights program should be considered to promote the creation of open space in exchange for higher densities on redeveloped properties. Such a program would be particularly important in creating open space along Four Mile Run, and may be used in other areas of

the North Washington Street POA where open space is desired. The creation of such a program would require zoning ordinance changes to allow owners of properties slated for public space or conservation to sell development rights to other property owners or to shift development rights to other parcels that they own. This would allow higher densities in the recommended areas, while not penalizing landowners for setting land aside for public open space.

Residential Compatibility

The current Zoning Code provides regulations for buffers and structural height compatibility between zoning types. These are a particular focus in the North Washington Street POA as many of the peripheral commercial properties are adjacent to single family houses.

Buffer Strips

The B-1 and B-2 zoning districts and all MUR special exceptions are required to have a minimum 15 to 20 foot landscaped buffer between the structure and adjacent residential property. This buffer must include four shade trees and twenty-five large shrubs per one hundred feet of linear buffer, with possible consideration given for topography and the presence of overhead lines.



Structural Transitions

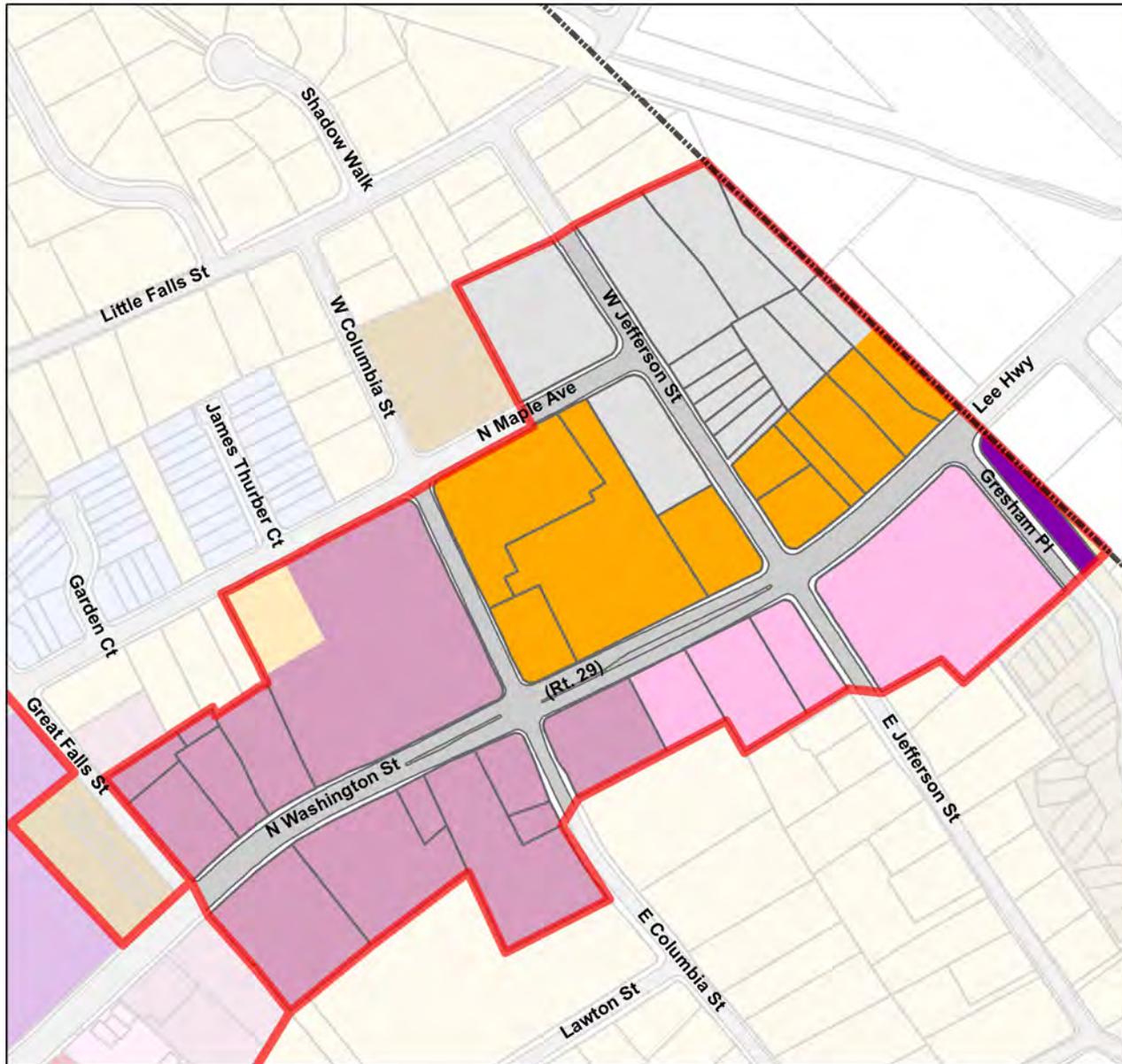
Structures that are built under the MUR special exception must be compatible with adjacent residential districts. The Zoning Code states:

“The height of all structures within a special exception project that abuts an R district must be tapered to be compatible with the maximum heights permitted in the abutting R district, taking into consideration the height of existing buildings in that area. The upper stories of structures should be stepped back to be compatible with the maximum by-right height permitted within the B district in which the structure will reside.”



North Washington Street Planning Opportunity Area 1

Zoning



Existing Zoning

N Washington St

Planning Opportunity Area 1

City of Falls Church

Legend

- Planning Opportunity Area
- Parcel
- City Boundary

Zoning

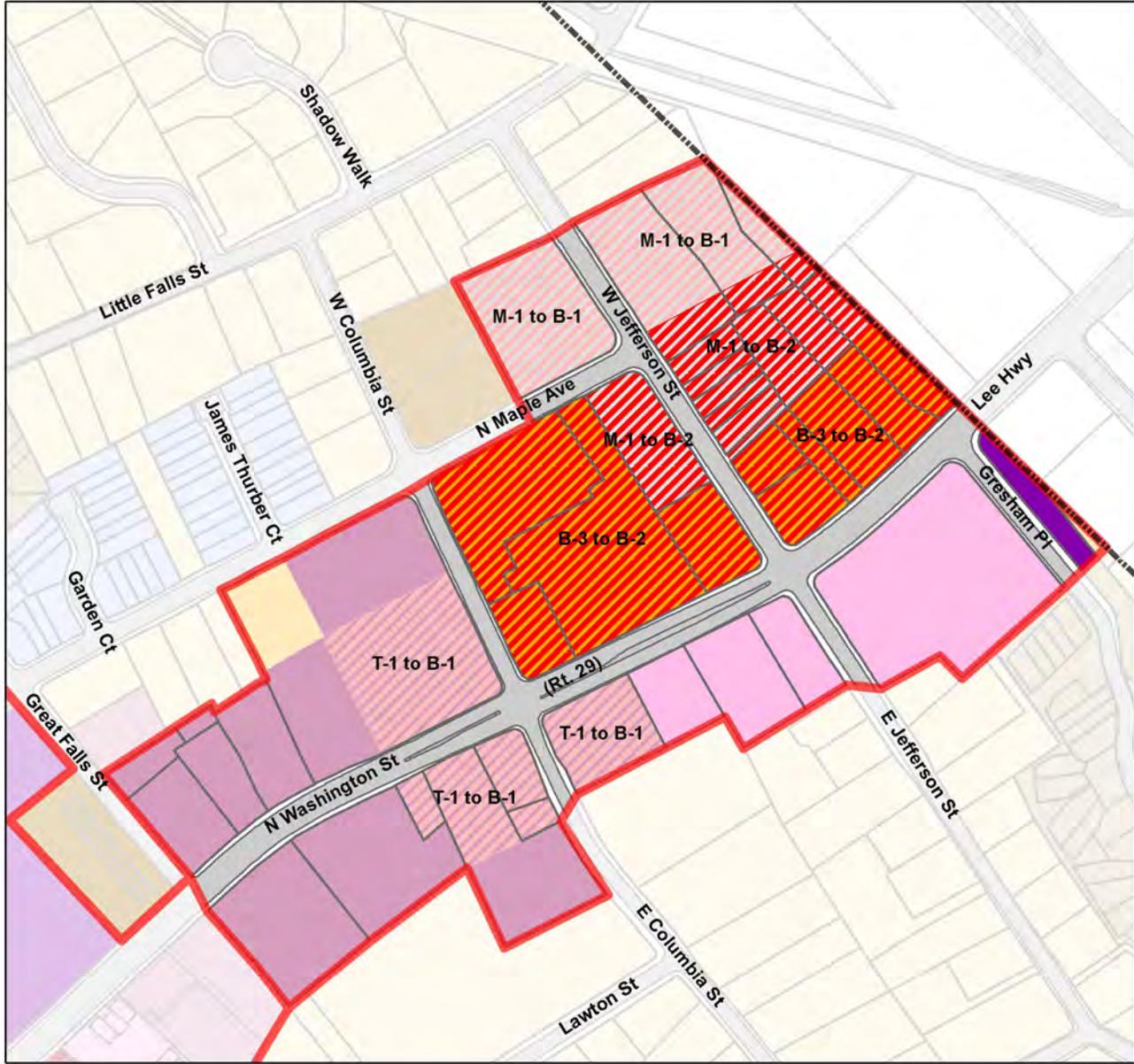
- B-1, Limited Business
- B-2, Central Business
- B-3, General Business
- C-D, Creative Development
- M-1, Light Industry
- O-D, Official Design
- R-1A, Low Density Residential
- R-1B, Medium Density Residential
- R-C, Cluster Residence
- R-M, Multi-Family Residence
- R-TH, Townhouse Residence
- T-1, Transitional 1
- T-2, Transitional 2

0 75 150 225 300 Feet

North Washington Street Planning Opportunity Area 1



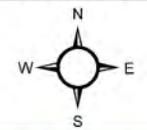
Zoning



Recommended Zoning Changes

N Washington St

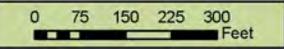
Planning Opportunity Area 1



City of Falls Church

Legend

- Planning Opportunity Area
 - Parcel
 - City Boundary
- Zoning**
- B-1, Limited Business
 - B-2, Central Business
 - B-3, General Business
 - C-D, Creative Development
 - M-1, Light Industry
 - O-D, Official Design
 - R-1A, Low Density Residential
 - R-1B, Medium Density Residential
 - R-C, Cluster Residence
 - R-M, Multi-Family Residence
 - R-TH, Townhouse Residence
 - T-1, Transitional 1
 - T-2, Transitional 2





North Washington Street *Planning Opportunity Area 1*

Zoning

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6. Economic Development

North Washington Street Planning Opportunity Area 1

Overview

The City seeks to encourage well-designed, neighborhood compatible redevelopment in the North Washington Street Planning Opportunity Area (POA). At the same time, the City seeks to add development density where lower density uses now exist. These are compelling goals because Falls Church lacks many commercial conveniences, has little Class A office space, and needs to expand its tax base to sustain its viability as an independent, full service City.

In the ten-acre commercially zoned area roughly bounded by Four Mile Run, North Washington Street, Columbia Street and North Maple Avenue, there exists a very diverse mix of businesses and land uses ranging from outdoor storage and a towing company to various auto service and repair businesses. There are pet sheltering, landscaping and HVAC service businesses. There are also 'creative class' businesses, including a marketing firm, graphic designers, and architects.

These North Washington businesses all have loyal customers and pay taxes to the City. However, as land uses, these companies are housed in low density structures served by a patchwork of large surface parking lots. The result is a very low yield of tax revenue for the City from a prime commercial area.



Limits (in red) of the 10-acre core commercial area in the North Washington Street POA. The limits of the core commercial area as studied by the Department of Economic Development include several properties outside of the North Washington Street POA, but also includes many commercial properties with redevelopment potential within the North Washington Street POA.



Land Values & Tax Base

The 10 acre core commercial area of North Washington Street contains 206,000 square feet (sqft) of structures on 436,000 sqft of land, which represents a floor area ratio (FAR) of 0.47. (FAR is defined as the ratio, in square feet, of built space on top of a given piece of land.) While the North Washington FAR is typical for a suburb, it is a ratio much below that of an economically vibrant urban commercial area, particularly an area so near a Metro station.

A healthy, comparable commercial area inside the Capital Beltway would have density two or three times greater than North Washington Street. Assessed land value for this 10-acre area in 2011 totaled about \$23 million, but the building values totaled only \$7 million. This means the area is 'upside down' in terms of tax base – the building values in a healthy urban area should be much greater than the land values.

From a tax yield standpoint, the combined assessed values of land and improvements (buildings) produce just \$132,000 per acre per year

North Washington 10-Acre Core Commercial Area*

	<i>Floor Area Ratio (FAR)</i>	<i>Square Feet of Buildings</i>	<i>Estimated Gross Tax Revenue to the City</i>	<i>Estimated Gross Tax Yield Per Acre (Rounded)</i>
Current Conditions	0.47	206,000	\$1,321,000	\$132,000
Modestly Greater Density Scenario	1.50	654,000	\$4,968,000	\$500,000
Medium Urban Density Scenario	2.50	1,093,000	\$10,055,000	\$1 million

* 436,000 square feet of land

NOTE: Projections assume a mix of multi-family residential, office, retail and other commercial land uses.

North Washington Street Planning Opportunity Area 1

from all taxes flowing to the City, including business taxes. This area's total value for buildings (\$7 million) represents one-half of one percent of the tax base for all assessed improvement values throughout the City in 2011. This is only 75 percent of the average tax yield per acre throughout the City, where the majority of land is zoned for low and medium density residential uses.

The Potential Yield of Higher Density

The City must aspire to land uses and tax yield on commercially zoned land at prime locations such as North Washington Street that are far greater than current conditions and results. If the 10 acre commercial core of the North Washington Street area were redeveloped to a FAR of 1.5, the tax revenue for the City could reasonably triple to \$500,000 per acre, assuming a mix of land uses. A 1.5 FAR, for example, could take the form of a 65,000 sqft building of four or five stories on an average acre of property.

If density were increased to a 2.5 FAR, on average, in this core commercial area, tax revenue could climb to \$1 million per acre, or 7.5 times greater than today's yield for the City from this area. A 2.5 FAR is about the same density as the Spectrum site on West Broad Street, the Northgate, under construction on the east side of North Washington Street, and the Gateway, approved for



Street-level view (Above) and elevation renderings (Below) of the Spectrum mixed-use development on West Broad Street. The Spectrum has a FAR of about 2.5, the same as recommended for the 10-acre commercial core of the North Washington Street POA.

(Images from www.waterforddevelopmentllc.com)





development next to Northgate. It is estimated that tax yield to the City from a 2.5 FAR scenario across 10 acres in this POA would produce the equivalent of 33 cents per \$100 in assessed value yielded across *the entire City* in 2011 by real estate taxes.

What Land Uses are Realistic in the Marketplace?

It is the City's aspiration to create an environment in the North Washington commercial core that encourages Class A office development. The City is confident that it can attract office tenants that seek the advantages of Metro Silver and Orange Line proximity, but also desire a quieter and less congested setting than many alternative locations in the region.

More walkable amenities are needed in the North Washington area such as restaurants, delis, neighborhood retail and service businesses, a hotel, open space, and housing options that appeal to a younger workforce. Market research has identified these commercial and investment opportunities in the Falls Church trade area. These amenities will help support Class A office and an increased day population of office workers will help new businesses succeed.

As noted, there are many popular businesses currently located in the North Washington area, some with a very long history of serving the Falls Church community. To the extent possible the City and property owners must work together to retain the commercial fabric of this area, assist business tenants that wish to remain to identify the best options for doing so, and help others transition to new locations outside the area.

Tools and Incentives to Encourage Redevelopment

The City can bring powerful tools and incentives to encourage and to shape commercial redevelopment in the North Washington Street POA. Assistance in sharing the costs of new and upgraded public infrastructure such as open space and structured parking are examples of improvements that the City can facilitate through tax increment financing, business improvement districts, and other programming.

Tax Increment Financing

Tax increment financing (TIF) is a way to set aside, for a limited period of time, all or part of the so-called increment of new taxes generated by new development, to invest in public improvements.



North Washington Street Planning Opportunity Area 1

New and improved roads, expanded sewer and water systems, undergrounding of utilities, streetscapes, as well as public parking structures and park space, are some of the potential uses of TIF revenue. Projects can be accomplished on a pay-as-you-go basis or through the issuance of general obligation bonds. Another approach is to create a 'virtual TIF' where the City would participate on a case-by-case basis through diversion or abatement of incremental taxes via a development agreement with private sector partners.

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, can 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.

Commercial Property Rehabilitation Tax Abatement Program

Owners of buildings at least twenty years old may qualify for up to five years abatement of real estate taxes on the value of improvements that increase a building's assessed property value by at least fifty percent.

Arts & Culture District

The North Washington Street POA has been identified for possible inclusion in an Arts and Culture District for the City. If included, economic development incentives have been approved by the Commonwealth for implementation. These include tax incentives for up to ten years, such as reduced permit and user fees and reduction of gross receipts tax. Regulatory flexibility may also be applied to the area, which may include a special zoning district or exemption from ordinances for up to ten years. The proposed open space along Four Mile Run presents an opportunity for public art and community oriented cultural activities. The final boundaries of the Arts and Culture District will be presented in the updated Comprehensive Plan.

North Washington Street Planning Opportunity Area 1



Property Information

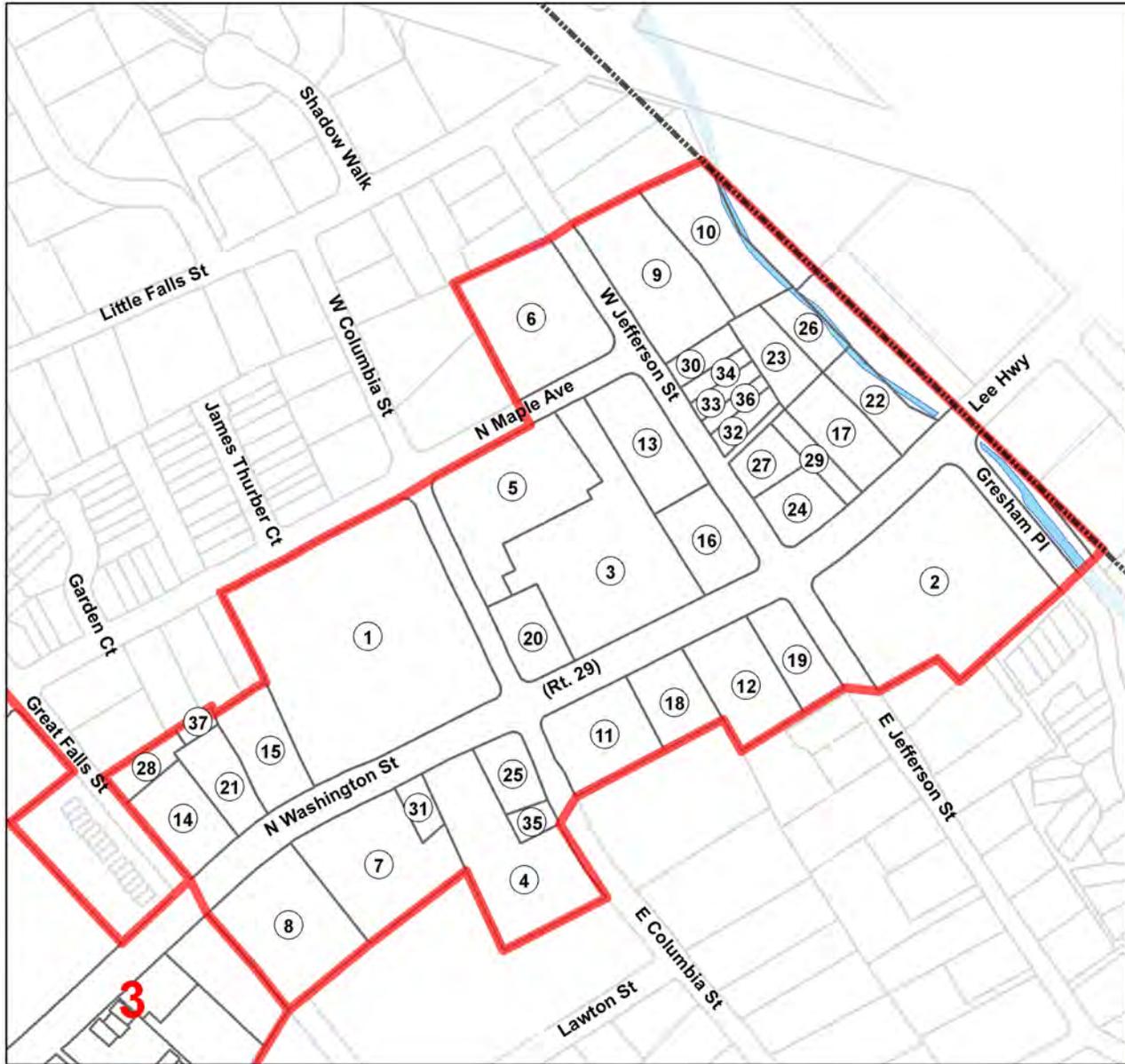
Map No.	Address	Owner	Sqft	Legal Acreage	Current Zoning	Land Value	Dwelling Value	Total Value
1	103 W COLUMBIA ST	COLUMBIA BAPTIST CHURCH	160,621	3.5994	610 - T-1 TRANSITIONAL	\$7,996,300	\$7,514,000	\$15,510,300
2	509 N WASHINGTON ST	FALLS CHURCH GATEWAY, LLC	108,622	2.5887	620 - T-2 TRANSITIONAL	\$6,785,800	\$2,630,800	\$9,396,600
3	407 N WASHINGTON ST	FALLS CHURCH ENTERPRISES LLC	79,810	1.9301	470 - B-3 GENERAL BUSINESS	\$5,044,500	\$972,100	\$6,016,600
4	384 N WASHINGTON ST	CROSSMAN METHODIST CHURCH	54,727	1.3545	610 - T-1 TRANSITIONAL	\$3,540,000	\$649,600	\$4,189,600
5	405 N WASHINGTON ST	BAPTIST WORLD ALLIANCE INC	54,266	1.2256	470 - B-3 GENERAL BUSINESS	\$346,600	\$1,371,600	\$1,718,200
6	435 N MAPLE AVE	NORTH MAPLE LLC	60,772	1.2664	550 - M-1LIGHT INDUSTRIAL	\$2,813,400	\$1,880,600	\$4,693,900
7	330 N WASHINGTON ST	CNL RETIREMENT SUN LP C/O	48,881	1.0182	610 - T-1 TRANSITIONAL	\$2,661,100	\$2,002,200	\$4,663,300
8	306 N WASHINGTON ST	FALLS PROPERTIES LLC	47,440	1.186	610 - T-1 TRANSITIONAL	\$3,099,700	\$37,900	\$3,137,600
9	114 W JEFFERSON ST	JEFFERSON STREET II LLC	46,069	1.0271	550 - M-1LIGHT INDUSTRIAL	\$2,281,700	\$539,700	\$2,821,400
10	140 W JEFFERSON ST	UGONE, CURTIS	33,342	0.724	550 - M-1LIGHT INDUSTRIAL	\$1,608,400	\$408,100	\$2,016,500
11	400 N WASHINGTON ST	NORTH WASHINGTON, LLC	29,425	0.6511	610 - T-1 TRANSITIONAL	\$1,701,700	\$675,500	\$2,377,200
12	458 N WASHINGTON ST	WOODDELL FAMILY LTD PARTNERSHIP	29,241	0.7001	450 - B-1 LTD BUS	\$2,287,200	\$0	\$2,287,200
13	101 W JEFFERSON ST	JENNINGS MINNIE B LLC	28,925	0.5471	550 - M-1LIGHT INDUSTRIAL	\$1,215,400	\$678,900	\$1,894,300
14	301 N WASHINGTON ST	COLUMBIA BAPTIST CHURCH TRUSTEES	22,852	0.3638	610 - T-1 TRANSITIONAL	\$847,600	\$800,400	\$1,648,000
15	333 N WASHINGTON ST	COLUMBIA BAPTIST CHURCH TRUSTEES OF	22,509	0.4972	610 - T-1 TRANSITIONAL	\$1,299,500	\$10,200	\$1,309,700
16	467 N WASHINGTON ST	ZLOTNICK & KRAFT ALEXANDRIA LLC	21,709	0.4401	470 - B-3 GENERAL BUSINESS	\$1,150,200	\$193,100	\$1,343,300
17	537 N WASHINGTON ST	L K S ASSOCIATES	21,637	0.4948	470 - B-3 GENERAL BUSINESS	\$1,267,100	\$33,200	\$1,300,300
18	436 N WASHINGTON ST	WOODDELL FAMILY LTD PARTNERSHIP	18,611	0.4087	450 - B-1 LTD BUS	\$1,335,200	\$0	\$1,335,200
19	472 N WASHINGTON ST	WOODDELL FAMILY LTD PARTNERSHIP	17,527	0.4218	450 - B-1 LTD BUS	\$1,378,000	\$0	\$1,378,000
20	N WASHINGTON ST	COLUMBIA BAPTIST CHURCH	16,552	0.3747	470 - B-3 GENERAL BUSINESS	\$979,400	\$36,600	\$1,016,000
21	321 N WASHINGTON ST	RALPH GALLIMORE TRUST	16,238	0.3665	610 - T-1 TRANSITIONAL	\$931,700	\$97,000	\$1,028,700
22	551 N WASHINGTON ST	L K S ASSOCIATES	15,664	0.3175	470 - B-3 GENERAL BUSINESS	\$829,800	\$44,700	\$874,500
23	553 N WASHINGTON ST	L K S ASSOCIATES	15,195	0.3541	550 - M-1LIGHT INDUSTRIAL	\$925,400	\$84,100	\$1,009,500
24	501 N WASHINGTON ST	SAAH, MAH I	14,824	0.327	470 - B-3 GENERAL BUSINESS	\$925,900	\$135,800	\$1,061,700
25	N WASHINGTON ST	CROSSMAN METHODIST CHURCH	12,294	0.2587	610 - T-1 TRANSITIONAL	\$676,100	\$16,100	\$692,200
26	N WASHINGTON ST	L K S ASSOCIATES	11,292	0.236	550 - M-1LIGHT INDUSTRIAL	\$524,300	\$20,500	\$544,800
27	100 W JEFFERSON ST	JOHN CLAYBORNE REVOC TRUST	10,440	0.2097	470 - B-3 GENERAL BUSINESS	\$465,800	\$127,100	\$592,900
28	108 GREAT FALLS ST	TRUSTEES OF COLUMBIA BAPTIST CHURCH	8,356	0.1722	610 - T-1 TRANSITIONAL	\$382,500	\$0	\$382,500
29	531 N WASHINGTON ST	FRANK N KRASEVIC JR REVOC TRUST	7,827	0.2174	470 - B-3 GENERAL BUSINESS	\$615,500	\$28,600	\$644,100
30	112 W JEFFERSON ST	JENNINGS LAWRENCE F TRUST	7,326	0.2056	550 - M-1LIGHT INDUSTRIAL	\$456,800	\$92,100	\$548,900
31	366 N WASHINGTON ST	CITY OF FALLS CHURCH	5,992	0.1725	610 - T-1 TRANSITIONAL	\$451,000	\$97,700	\$548,700
32	102 W JEFFERSON ST	JEFFERSON ST LLC	5,943	0.1093	550 - M-1LIGHT INDUSTRIAL	\$242,800	\$128,600	\$371,300
33	106 W JEFFERSON ST	HIRSCH, MARY JANET JENKINS	4,974	0.1286	550 - M-1LIGHT INDUSTRIAL	\$285,700	\$113,000	\$398,700
34	108 W JEFFERSON ST	SILBER, GLADYS & MAUCK, LISA S	4,529	0.0958	550 - M-1LIGHT INDUSTRIAL	\$212,900	\$100,500	\$313,400
35	E COLUMBIA ST	CROSSMAN METHODIST CHURCH	4,474	0.1146	610 - T-1 TRANSITIONAL	\$254,600	\$7,100	\$261,700
36	104 W JEFFERSON ST	MCMANAMAY, LINDA	4,050	0.0859	550 - M-1LIGHT INDUSTRIAL	\$190,800	\$79,900	\$270,700
37	N WASHINGTON ST	RALPH GALLIMORE TRUST	2,674	0.0627	610 - T-1 TRANSITIONAL	\$164,000	\$0	\$164,000

* Map No. refers to the numbers marking specific properties on the Property Info map on the following page.



North Washington Street Planning Opportunity Area 1

Economic Development



Property Info	
N Washington St	
Planning Opportunity Area 1	
City of Falls Church	
Legend	
	Planning Opportunity Area
	Parcel
	City Boundary
	Map No.



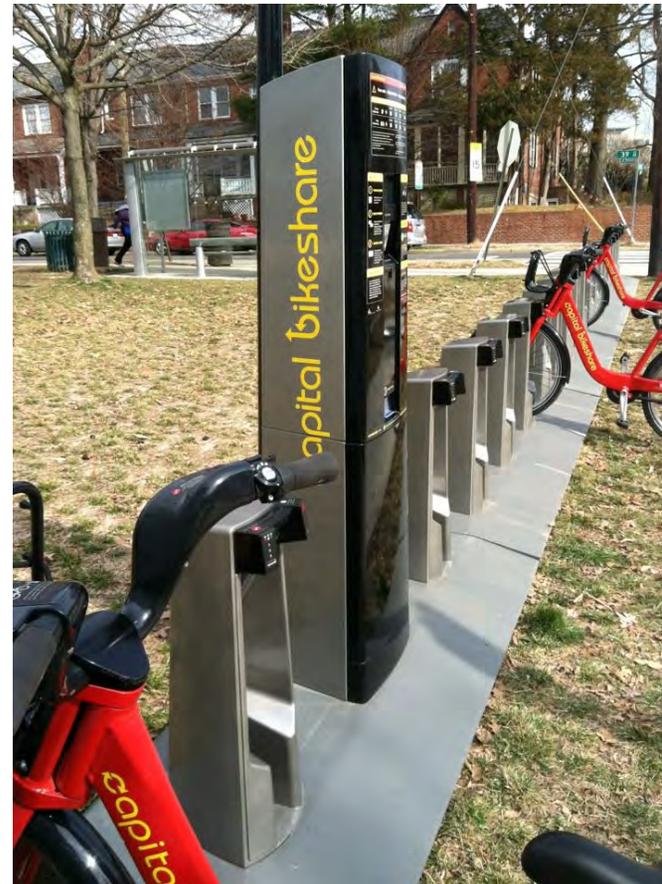
7. Transportation



North Washington Street Planning Opportunity Area 1

Overview

The North Washington Street Planning Opportunity Area (POA) contains a comprehensive mixture of multimodal transportation facilities including heavy rail, bus, bicycle facilities, pedestrian facilities, and roadways. This POA is the closest commercial area in the City to the East Falls Church Metrorail Station; properties within the corridor are within a 10 minute walk to the station. There are bicycle and pedestrian facilities that currently exist and/or that are recommended for construction to connect users to the Washington and Old Dominion (W&OD) shared use path, the Metrorail Station, and other destinations. This POA is the recommended location for the first phase of Capital Bikeshare in the City. In addition, the City has an adopted streetscape plan for North Washington Street, which requires the provision of 10 foot wide sidewalks and other streetscape amenities to enhance the pedestrian experience. North Washington Street itself is a major roadway both within the City and within the region, connecting drivers to I-66, the Capital Beltway, Dulles Airport, and Washington, D.C. Due to the close proximity of these multimodal transportation choices, there is flexibility to reduce the amount of off-street parking in a redevelopment plan.



The North Washington Street POA is the recommended location for the first phase of Capital Bikeshare in Falls Church (Picture from www.capitalbikeshare.com).



The transportation goals for the North Washington Street POA are:

- Improve pedestrian connections within the POA and from the POA to the W&OD Trail.
- Improve bicycle connections within the POA and from the POA to the W&OD Trail.
- Maximize use and access to the East Falls Church Metrorail Station.
- Implement Phase 1 of Bike Share.
- Construct the North Washington Street streetscape.
- Create safe pedestrian and bicycle crossings at key intersections.
- Create seamless modal transfers (e.g. bus to foot; bike to foot; rail to foot/bike, car to foot) through the provision of safe, attractive and easily identifiable facilities.
- Improve bus stop facilities.
- Reduce off-street parking demand in mixed-use areas.
- Create shared structured or underground parking facilities.
- Coordinate with Washington Metropolitan Area Transit Authority (WMATA) and Arlington County on the development of plans for the western entrance of the East Falls Church Metrorail Station, as well as subsequent plans for additional bus service and bicycle facilities to serve the station.

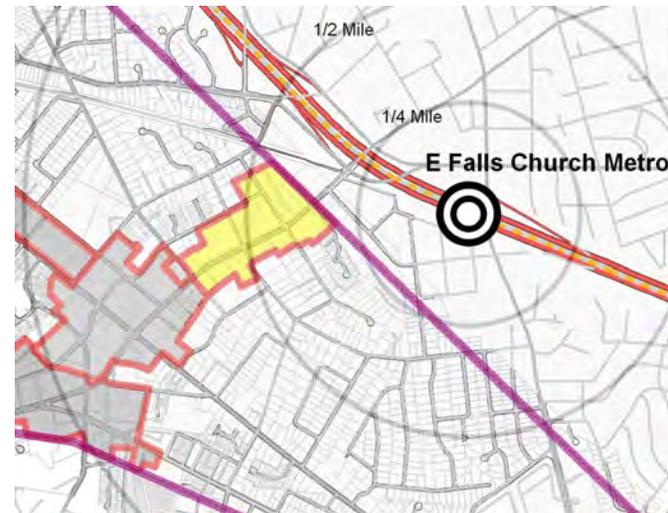
North Washington Street Planning Opportunity Area 1

Public Transportation

The North Washington Street POA is well-served by public transportation. The area is located within a short walking distance to bus stops and to the East Falls Church Metrorail Station. North Washington Street is one of only two corridors in the City served by bus. It is critical for the City to enhance the connection between this area and the various public transportation options in order to make this a regional destination.

Metrorail

The North Washington Street POA is the closest opportunity area in the City to a Metrorail Station. The East Falls Church Metrorail Station is located within the median of I-66 in Arlington County. The station is one-half mile from the North Washington Street POA, which places it within the acceptable Transit Oriented Development (TOD) walking or biking range. In addition, plans for this station include the construction of a western entrance on North Washington Street. This was a major recommendation in the East Falls Church Transportation and Land Use Study, which was completed in 2010 by Arlington County. This study evaluated the redevelopment potential for the properties immediately to the north and to the west of the East Falls Church Metro Station in Arlington County. Given the anticipated density in both



(Above) Map showing distance between the North Washington Street POA (yellow) and the East Falls Church Metro Station.

(Below) Illustration of the proposed western entrance to the East Falls Church Metro Station as presented by Arlington County (Illustration from Arlington County East Falls Church Area Plan.)



North Washington Street Planning Opportunity Area 1



Arlington County and the City of Falls Church along North Washington Street (Lee Highway in Arlington), the plan recommends the construction of a western entrance to the station in order to shorten the walking distance for customers coming to and from the western side of the station. A western entrance would serve the area, which is already more densely populated than the eastern side, which will become even denser with redevelopment. With the construction of this entrance, the City's POA will be within a quarter mile walk to the station entrance.

The East Falls Church Metrorail station saw an average of 4,100 entries and exits per day in 2011, a number that the WMATA expects to increase to 5,600 by 2017 with the addition of the Silver Line. This station will be the transfer location for the new line, which is expected to open in 2014. It will be the first available transfer station from the Silver Line to the Orange Line eastbound and the last available transfer station westbound from the Orange Line to the Silver Line.

Bus

The North Washington Street POA is served by Metrobus lines 2A, 2B, 2C, 2G, 3A, and 3B that travel from points south and east of the City, then onto North Washington Street, and then to the East Falls Church Metrorail Station. These bus lines provide transport into Arlington and Fairfax Counties along Washington Boulevard and Lee



(Above) Bus stop locations in the North Washington Street POA.

(Below) Typical bus stop configurations. The stop at the southern corner of the North Washington Street and Columbia Street intersection has a covered shelter and bench area (right). All other stops utilize a single sign (left).



Transportation



North Washington Street Planning Opportunity Area 1

Highway. There are three bus stops located along North Washington Street within the POA (two southbound and one northbound). There is an additional northbound bus stop located just outside the southern border of the North Washington Street POA, at the intersection of Great Falls Street and North Washington Street.

All of the properties within the North Washington Street POA are located within one-tenth of a mile of a Metrobus stop. However, current stops are marked only by the standard small, non-descript signs on poles. Only one of the stops on North Washington Street has a shelter and bench, although another new shelter with benches and other amenities will be built within the next two years on the east side of North Washington Street at East Jefferson Street in front of the Northgate project. The City should work to improve all of the bus stops in this POA by building shelters, and improving sidewalks and curb cuts in the vicinity of shelters.

Pedestrian Facilities

Creating new pedestrian connections to and from the North Washington Street POA and improving the facilities for pedestrians are key goals for the redevelopment of this area. The North Washington Street POA has a number of pedestrian facilities including the Washington and Old Dominion (W&OD) trail, sidewalks, and crosswalks, as well as

plans for a 20-foot streetscape on North Washington Street.

Improving this area's walkability will allow for greater redevelopment potential as well as increases in both commercial and residential land values. According to a study commissioned by CEOs for Cities, homes with higher walkability scores are worth between \$4,000 and \$34,000 more than those with low walkability scores. In addition, a paper produced by the University of Arizona and Indiana University shows that a ten point increase in walkability leads to commercial property value increases of one to nine percent. A walk score is a number between 0 and 100 that measures how many amenities such as restaurants, schools, grocery stores and libraries are within walking distance of a given location. A score of 100 is the most walkable and a score of 0 is the least walkable and represents a location that is completely car dependent. According to CEOs for Cities, walk scores of 70+ indicate locations where it is possible to be without a car. Properties within the North Washington Street POA have walk scores between 70 and 80, which means that people living or working within this POA could be car free. In order to realize that goal, the City must improve its existing pedestrian facilities and construct new ones in order to ensure that walkers have safe and attractive facilities to use to reach destinations within the POA and outside of it.



Washington & Old Dominion Trail

The North Washington Street POA is located less than one-quarter mile from the Washington and Old Dominion (W&OD) Trail, which is considered the third great street in the City along with Broad and Washington Streets. The W&OD is a nine-foot wide shared-use asphalt trail that runs from Purcellville to Arlington. Approximately one mile of the trail runs through the City of Falls Church. Within the City, the trail carries between 500 and 1,000 walkers and cyclists per day, making it the most heavily used pedestrian and bicycle path in the City.

The trail passes just north of the North Washington Street Planning Opportunity Area. Trail users can currently access the POA off of Little Falls Street or North Washington Street. There is a tremendous opportunity for the City to attract people to the North Washington Street area from the Trail, so it is critical to strengthen the existing connections and to create new, visible connections.

New Connections

In addition to strengthening the area's connection to the W&OD Trail, it is also important to create new pedestrian connections within the POA to provide access across blocks. An important east-west connection to consider is between East and West Columbia Streets; an important north-south connection to consider is between the two sides of

Four Mile Run Stream from West Jefferson Street. The City should create new access points in these locations to connect these areas with potential retail and other commercial development.

Concept map showing potential pathways and the W&OD Trail in relation to the North Washington Street POA. The light grey line marks ½ mile from the East Falls Church Metro Station.





North Washington Street Planning Opportunity Area 1

North Washington Street Streetscape

The City has an adopted streetscape plan for North Washington Street that calls for the construction of 10-foot wide sidewalks and a 10-foot wide landscape area. This streetscape will replace the narrow sidewalks that exist currently, and will provide other amenities such as bus shelters, benches, lighting, trash and recycling receptacles, and a wide and attractive buffer between the walking area and the roadway. The streetscape plan also shows the undergrounding of overhead utility lines. Implementing this streetscape is an important step in improving conditions for pedestrians and bus users in the North Washington Street POA.

Sidewalks

In addition to improving the pedestrian facilities on North Washington Street, it is important to repair the sidewalks on the other streets within the POA and to construct new sidewalks on streets that do not have any sidewalks. The draft Pedestrian, Bicycle and Traffic Calming Strategic Implementation Plan identifies the recommended locations and design guidelines for new sidewalks. New sidewalks on residential side street could be added along with traffic calming measures and continued on-street parking to protect neighborhoods and make them more pedestrian friendly.

Illustration of proposed improvements to North Washington Street as presented in the North Washington Street Streetscape Plan.





Bicycle Facilities

Creating new bicycle connections to and from the North Washington Street POA is one of the key goals for the redevelopment of this area. The W&OD Trail is a major artery within the City carrying hundreds of cyclists each day through the City. The redevelopment of this area should focus on strengthening the existing connections and creating new ones to attract cyclists into the City.

Bicycle Routes

Bicycle routes should be designed so that bicyclists can safely and easily access the North Washington Street POA. Routes into and through the area should include connections to the East Falls Church Metro Station and the W&OD Trail, as well as the City Center POA and other parts of the City. Two main corridors in and near the area that have the potential to include bicycle routes are Little Falls Street and North Maple Avenue. An east-west route could be along East and West Columbia Streets. It is recommended that existing traffic and parking infrastructure not be altered by the implementation of bicycle routes along these corridors. These streets would take on a more complete form that includes pedestrian, bicycle, and vehicular traffic within the existing right-of-way along with other necessary design improvements.



(Above) A current picture of Little Falls Street immediately south of the intersection with West Jefferson Street.

(Below) A current picture of North Maple Avenue immediately north of the intersection with West Columbia Street.

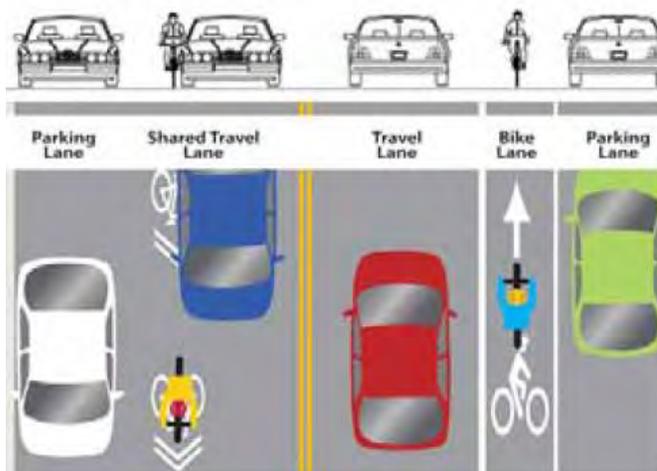


North Washington Street Planning Opportunity Area 1

Furthermore, with the redevelopment of properties on the north side of West Jefferson Street, there is an opportunity to extend a bicycle route from the North Washington Street POA directly to the W&OD Trail. In addition, opening up a new connection in this location will create a new vista of the proposed open space along the stream. The North Washington Street POA would be a new crossroad of pedestrian and bicycle activity in the City, which would help promote retail development in the immediate area.

Bike Share

Given the North Washington Street POA's location near the Metro Station, the W&OD Trail, and the City Center POA, there is an opportunity to establish a Bike Share program in the City of Falls Church. This program has been highly successful in Washington, D.C. and in Arlington County by encouraging people to try cycling as well as converting users into long term cyclists. The City is studying the implementation of Bike Share along North-Washington Street as the first phase of a new program. The City is working with Arlington County to coordinate the roll out of Bike Share at the East Falls Church Metro Station and the rollout of stations in the City to create a new East Falls Church network. Bike Share stations should be established every two to three blocks and should be in visible locations such as on corners or outside retail establishments. Bike Share should also be considered for inclusion in public parking garages.



(Above) Markings for different types of bicycle lanes.

(Below) Possible Bikeshare locations in the North Washington Street POA.





Roadways

The namesake of the POA, North Washington Street, is a major roadway both within the City and within the region, connecting drivers to I-66, the Capital Beltway, and Washington, D.C. The other roadways within the POA - East and West Columbia Streets, North Maple Avenue, Gresham Place, and East and West Jefferson Streets - create a grid network for the area, which is conducive to walking, biking, and driving. Other than North Washington Street, the travel lanes on the streets in the POA should be no wider than 11-feet. Twelve foot lanes are recommended on North Washington Street.

The following sections provide a basic overview of current conditions and recommended roadway improvements, for specific designs and streetscape improvements see Chapter 8, Urban Design. The City desires that any street changes in and adjacent to the North Washington Street POA take place within the existing curb lines and should not remove existing on-street parking.

North Washington Street

The primary transportation corridor through the POA is North Washington Street (Lee Highway/Rt. 29). North Washington Street is considered a major arterial and carries an average of 24,000 vehicles per day according to the Virginia Department of

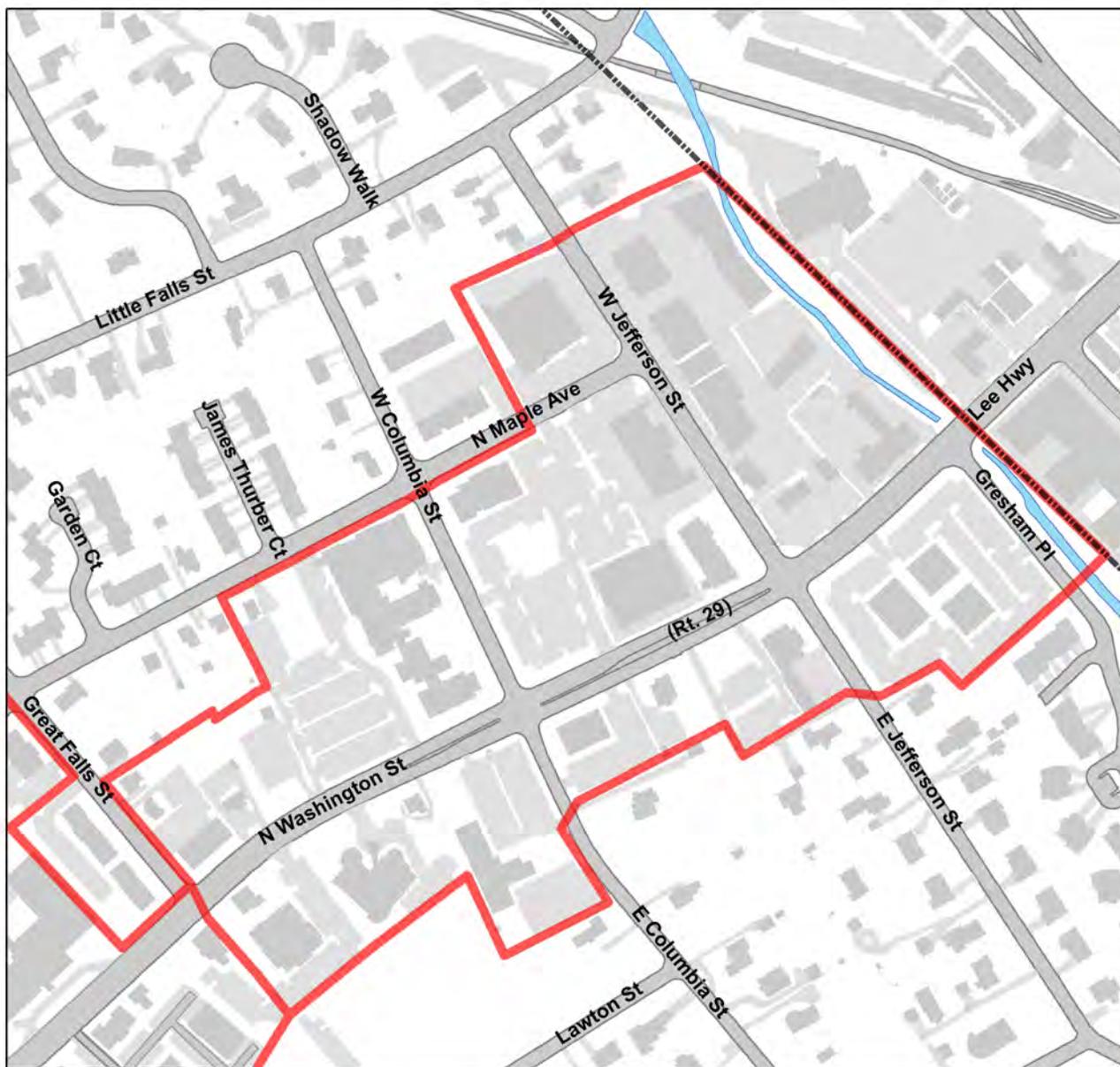
Transportation (VDOT). It is four lanes with a variable-width right-of-way. The intersections in the North Washington Street POA currently do not include separate right-turn lanes and a median divider is only present between the intersections with East/West Columbia Street and East/West Jefferson Street. In order to facilitate better traffic flow in the case of higher-density development, it is recommended that a traffic study be undertaken to determine adequate roadway improvements. It may be desirable to have developers contribute to such improvements as development occurs.

North Washington Street (Lee Highway/Rt. 29) provides access to I-66, which is a major east-west highway in the Washington D.C. region connecting people to Dulles Airport, Washington, D.C, and the Capital Beltway. I-66 experiences a significant amount of roadway congestion, particularly during peak commuting periods, which can spill over onto Route 29 and cause traffic backups on North Washington Street. Because of congestion problems, the interstate is the subject of an I-66 Inside the Beltway Study, which will provide recommendations such as modifications to the current High Occupancy Vehicle (HOV) policy or the addition of lanes to alleviate congestion. Such improvements to I-66 should help to reduce congestion along North Washington Street and provide better vehicular access to redevelopment areas from the rest of the D.C. Metro area.



North Washington Street Planning Opportunity Area 1

Transportation



Roadways
N Washington St
Planning Opportunity Area 1
City of Falls Church
Legend
Planning Opportunity Area
City Boundary
Building
Transportation Surfaces
Roads
Driveway/Surface Parking
0 75 150 225 300 Feet



North Maple Avenue

Within the North Washington Street POA, North Maple Avenue is located one block northwest of North Washington Street and the two roads run parallel to each other. Only a small portion of the street is within the borders of the North Washington Street POA. However, it has a major influence on the area as a secondary entrance, through the provision of on-street parking, and as a potential bicycle corridor to the W&OD Trail. The North Maple Avenue roadway is 36 ft wide between Great Falls Street and West Jefferson Street, has a continuous sidewalk on the northern side and 200 ft stretches of sidewalk on the southern side of the street that branch from the intersection with West Columbia Street.

Improvements for this street can be made between Great Falls Street and West Jefferson Street. This would include pedestrian improvements such as a sidewalk on the southeastern side of the street and sidewalk bulb-outs at intersections. The bulb-outs at intersections and continued on-street parking would also contribute to traffic calming. A proposed reorganization of the Columbia Baptist Church parking lot as part of the church expansion may provide an opportunity for an intersection improvement. Currently, the entrance to the Columbia Baptist Church parking lot from North Maple Avenue is slightly offset from the intersection with James Thurber Court. The expansion project will adjust the parking lot entrance to line up with

James Thurber Court across North Maple Avenue. An all-way stop at this intersection would provide traffic calming and a safer passage across the street for pedestrians heading to and from the church.

Illustration of proposed intersection adjustments at N Maple Ave, James Thurber Ct, and the Columbia Baptist Church parking lot.





North Washington Street Planning Opportunity Area 1

West Jefferson Street

West Jefferson Street is a secondary road that provides access to and from North Washington Street. It runs northwest from North Washington Street and connects to North Maple Avenue and Little Falls Street. It currently provides access to several commercial and industrial properties as well as several houses near the intersection with Little Falls Street. West Jefferson Street currently has no pedestrian facilities except for a 200 ft stretch on the northeast side of the street continuing from the intersection with North Washington Street. The roadway is approximately 33 ft wide between North Washington Street and Little Falls Street.

Improvements recommended for this street include wide sidewalks on both sides of the street and traffic calming measures. Large crosswalks at intersections, speed bumps or tables, and a lower posted speed limit would provide a safer environment for pedestrians crossing the roadway and help to reduce cut-through traffic into nearby neighborhoods. Numerous small parking lots along the street should be replaced with on-street parking that could serve to supplement any parking structure or surface lot. A raised intersection at West Jefferson Street and North Maple Avenue may provide additional traffic calming in this area since it is adjacent to existing low-density residences and has been designated for increased pedestrian activity due to the potential for mixed-use development.

West Columbia Street

West Columbia Street provides access between North Washington Street, North Maple Avenue, and to Little Falls Street beyond the boundaries of the North Washington Street POA. Sidewalks are provided on both sides of the street within the North Washington Street POA and on-street parking is available on one side of the street along Columbia Baptist Church. The West Columbia Street roadway is approximately 28 ft wide in this area.

Improvements for pedestrian access to and from Columbia Baptist Church are recommended. There is currently a small painted crosswalk between Columbia Baptist Church and a parking lot across West Columbia Street. It is recommended that this crosswalk be widened, treated with colored pavement, and possibly raised to provide traffic calming.

Gresham Place

Gresham Place is a side street that serves the Gresham Place Townhomes. It provides the only access in and out of the neighborhood by way of an intersection with North Washington Street. The intersection is located at the gateway from Arlington County.

Current traffic conditions at the Gresham Place and North Washington Street intersection make it difficult for residents to access the street.

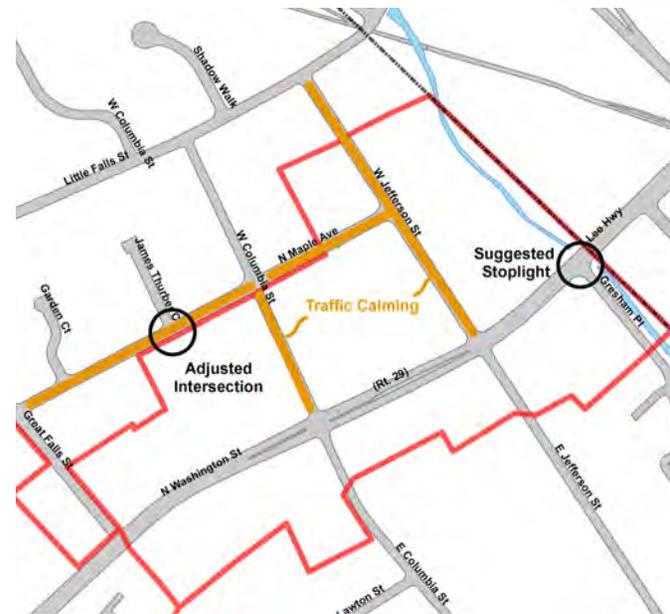
North Washington Street Planning Opportunity Area 1



Increased density has the potential to bring more traffic to the area by way of North Washington Street. Signalization and pedestrian crosswalks may be required at this intersection as new development occurs in the North Washington Street POA. In addition, it may be necessary to include clearly visible “no outlet” signs at the entrance to the neighborhood to reduce accidental turns into the neighborhood that might occur with increased traffic due to redevelopment.

Other Roads

Other roads within the North Washington Street POA include East Jefferson Street and East Columbia Street. These streets branch to the southeast of North Washington Street and provide access to low-density residential neighborhoods. East Columbia Street continues eastward into Arlington County, where it turns into 16th Street and connects with North Roosevelt Street. Bicycle sharrows are proposed along East Columbia Street. The streets currently have adequate pedestrian facilities and provide on-street parking within the North Washington Street POA.



Various suggested roadway improvements in the North Washington Street POA.



North Washington Street Planning Opportunity Area 1

Parking

The provision of centrally-located parking is a key goal in the redevelopment of this POA. In addition, given the close proximity of transit, pedestrian and bicycle facilities, there is an opportunity to reduce the amount of required parking in this area. It is critical for the City to determine the adequate number of spaces that can accommodate shared parking on both weekdays and weekends. The City should consider partnering with car share businesses as well, which can further reduce the need for parking. Parking in this area should be underground or structured and incorporated into building facades. Above ground parking structures can be supplemented by active ground floor uses.

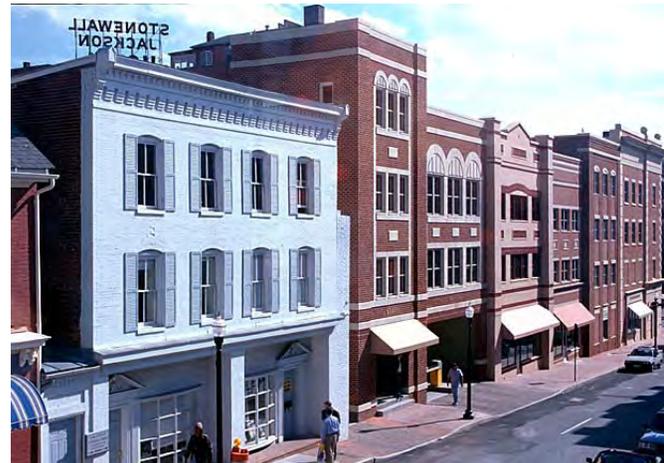
Car Share

The North Washington Street POA has the potential to support car sharing facilities such as Zip Car. Such facilities could be present in centralized parking structures, or in specially marked on-street parking spaces. Car sharing may reduce parking requirements for residents of new apartments/condominiums and those who regularly travel to work in any new office development in the area. When used in concert with bike share, it could have an even greater impact. Those who use bike share regularly may opt on occasion, during inclement weather or other reasons, to use car sharing facilities instead.

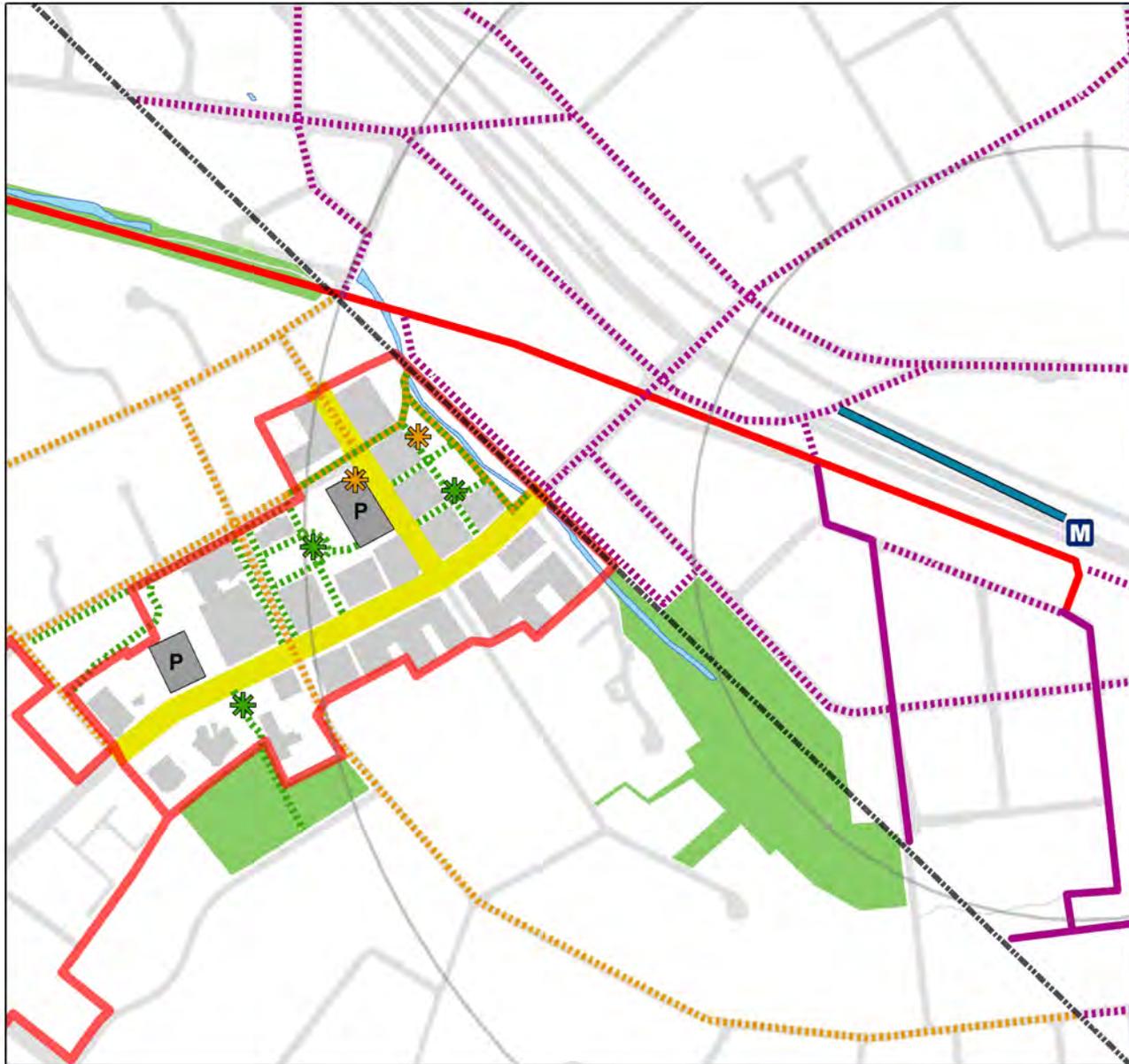


(Above) Possible structured parking configurations.

(Below) Example of a parking garage in Staunton, VA that incorporates a varied façade and ground-floor retail.



North Washington Street Planning Opportunity Area 1



Ped/Bike Paths	
N Washington St and Vicinity	
Planning Opportunity Area 1	
City of Falls Church	
Legend	
	Planning Opportunity Area
	City Boundary
	Existing Park
	W & OD Trail
N Washington St POA	
	Potential Pedestrian Plaza
	Potential Bike Box/Racks
	Proposed Bicycle Path
	Proposed Pedestrian Path
	Proposed Shared Use Path
	Prop. Ped/Streetscape Improvements
Arlington County East Falls Church Plan	
	Existing Ped/Bicycle Path
	Proposed Ped/Bicycle Path
	Proposed Metro Access Bridge

Transportation



North Washington Street *Planning Opportunity Area 1*

Transportation

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8. Urban Design

North Washington Street Planning Opportunity Area 1

Streetscape

Streetscape elements differ among the five streets within the North Washington Street POA. North Washington Street already has a streetscape plan that has been adopted by the City. West Jefferson Street has potential as a pedestrian-oriented area. Columbia Street could retain its tree-lined character that fits well with the nearby Columbia Baptist Church and Christ Crossman Methodist Church. North Maple Avenue and Little Falls Street have the potential to become major bicycle and pedestrian thoroughfares, which will necessitate an aesthetically pleasing and safe atmosphere. As part of the Arts and Culture District, the streetscape in the North Washington Street POA should include artistic elements and designs.

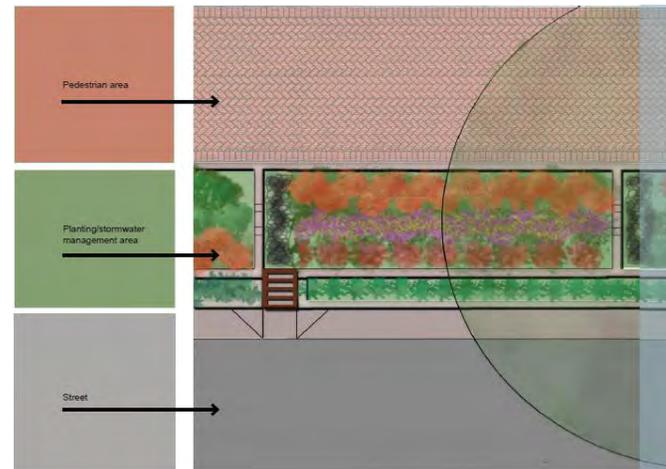
North Washington Street

A plan for streetscape elements along North Washington Street was created by EDAW for the City in January 2010. The “North Washington Street Streetscape Design Guidelines” calls for large sidewalks, street trees, and bioretention planters along either side of North Washington Street through the POA. Also included is a small pocket park adjacent to Christ Crossman Methodist Church, as well as gateway signage at the entrance to the City from Arlington County. It also calls for undergrounding of utilities, improved sidewalk and

crosswalk paving, and pedestrian scale street signage and light fixtures.

The streetscape plan is meant to provide an attractive and safe environment for pedestrians. The six-foot bioretention planter area between North Washington Street and storefronts provides a buffer for pedestrians and potential sidewalk cafes. Eight feet of sidewalk is designated between the planters and storefronts. This sidewalk width is adequate to provide for small sidewalk cafes along retail storefronts. Furthermore, pedestrian scale interpretive signage describing the bioretention planters and permeable pavement will serve to draw attention and provide a small attraction for pedestrians.

Diagram of streetscape elements from the North Washington Street Streetscape Design Guidelines.





West Jefferson Street

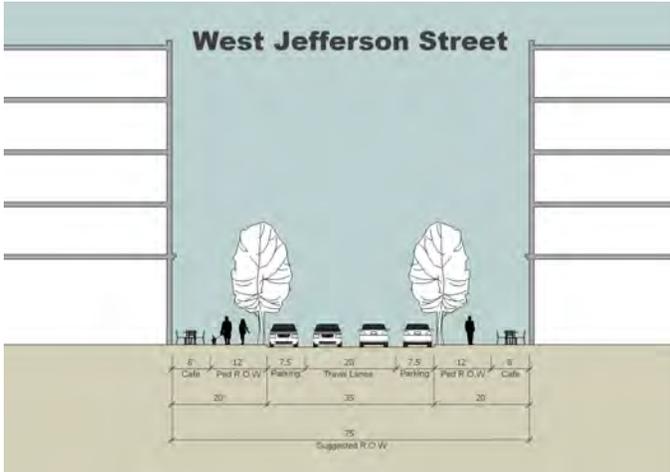
Streetscape along West Jefferson Street should be focused on pedestrian access to adjacent public space and ground-level retail establishments. The current right-of-way (ROW) is 50 feet. Upon redevelopment, the ROW is recommended to grow to 75 feet in order to accommodate 20 foot pedestrian areas on each side of a 35 foot street. Seven and one-half to eight feet of curbside parking would be available on either side of the roadway, leaving 19 to 20 feet for automobile movement. This would give a narrow lane width of nine and one-half to ten feet, which would help traffic calming on the street. Due to the intensive pedestrian uses proposed for this area, it is recommended that the speed limit on West Jefferson Street be reduced. Curb bulb-outs could also be provided to delineate parking, calm traffic, and shorten crosswalk distances.

It is recommended that sidewalks on either side of West Jefferson Street have active uses such as sidewalk cafés and open air vendors. Within the twenty-foot pedestrian ROW, eight feet from the building can be designated for such uses. That would leave a 12 foot width toward the street as a walkway and for landscaping. In areas where cafés or vendors are not located, sidewalk-level retail signage, such as sandwich board signs or other flyers, as well as potted plantings or bicycle racks could be placed within the eight feet closest to the structures.



(Above) Potential development along West Jefferson Street.

(Below) Diagram of potential streetscape along West Jefferson Street.



North Washington Street Planning Opportunity Area 1

East/West Columbia Street

East and West Columbia Street are bordered by institutional uses to the west. On the east side of the street there are large surface parking lots and small commercial uses. This street is likely to remain relatively quiet, but streetscape designs should promote pedestrian and bicycle access to the institutional uses. Pedestrian connections across East and West Columbia Street from Columbia Baptist Church and Christ Crossman United Methodist Church to the proposed dense commercial areas are important. This can include large raised crosswalks, traffic calming measures, and wayfinding signage. Tree-lined sidewalks in this area should continue to be prevalent, though the ROW could be increased with redevelopment to allow for a larger sidewalk area. An area of pervious surface and plantings should remain between the sidewalks and the street.

North Maple Avenue

The North Maple Avenue right-of-way has the potential to serve as a bicycle and pedestrian connection through the North Washington Street POA. Connections from the W&OD Trail and from West Jefferson Street could be reached from North Maple Avenue and Little Falls Street could meet with connections at the center of the City. Streetscape designs promoting traffic calming are recommended along North Maple Avenue, particularly in portions where there may be



Renderings of West Columbia Street (above) and North Maple Avenue (below) showing tree-lined streets with large sidewalks and pervious buffer strips along the street.

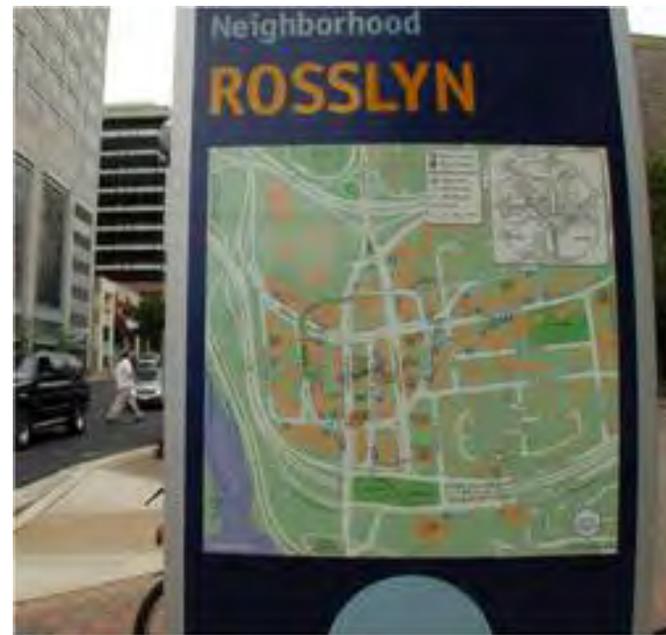




increased pedestrian or bicycle activity. Measures could include bulb-outs at intersections, speed bumps, and increased signage to advise drivers of the presence of bicyclists. The installation of street pedestrian-scale lighting and wayfinding signage would make the corridor safer and more appealing for both bicyclists and pedestrians.

Major Intersections

All intersections with North Washington Street should allow easy wayfinding, designated and recognizable pedestrian crossings, and accurate line-of-sight for all modes of transit. Since North Washington Street is a busy thoroughfare, pedestrian access can be improved by more clearly delineating crosswalks to those traveling both by automobile and on foot. Large crosswalks, 15 to 20 feet wide utilizing pavers or stamped concrete and colored the same as sidewalks are recommended. Trees and large bushes should be kept a reasonable distance from intersections as to not block line-of-sight.



(Above) An example of wayfinding signage in Rosslyn, Arlington County, VA.

(Below) An example of decorative crosswalk and intersection treatment in Charlotte, NC.



North Washington Street Planning Opportunity Area 1

Public Space

Public space should be easily accessible, adequately lighted, and recognizable. Such space should also be primarily pervious surface, and walkways and plazas would preferably use pervious pavers. Where possible, existing trees and other plant life in areas designated as public open space should be preserved. Existing plant life creates an appealing atmosphere and requires less upkeep than artificially planted trees. Public art and entertainment space would increase the appeal of public spaces and fit with the City's vision of the North Washington Street POA as part of an Arts and Culture District.

Community Events

Public open space between West Columbia Street and Four Mile Run has potential to be used for community events and festivals. An urban park in the block along West Columbia Street could serve as a gathering place for events related to the churches, businesses, and residents of the community. It is centrally located and adjacent to existing and proposed parking facilities.

A park and small open-air amphitheater were recommended for an area adjacent to Four Mile Run in a study done by Virginia Tech. In addition to the amphitheater that can be used for small public concerts, large open space would also be available

for other events either in addition to or separate from those going on at the amphitheater. Other public amenities recommended for the area include pedestrian and bicycle trails, interactive fountains, and retail access from the open space.

Rendering from the Virginia Tech study of an amphitheater and public open space for community events along Four Mile Run.





Architecture

Suggested architectural guidelines for the North Washington Street POA are broken down into three categories depending on spatial placement within the area. The three areas are gateway, transitional, and traditional. The gateway area borders the Arlington County line, while the transitional area is located in the middle of the three areas. The traditional area is south of Columbia Street, along the border with the City Center POA.

General

Generally, throughout the North Washington Street POA architectural design should be compatible with the guidelines established in the Comprehensive Plan and City Design Guidelines. Special overlay districts have the potential to give developers more architectural design flexibility in designated areas such as the gateway or transitional areas. Ultimate building designs should reflect a unique and high-quality total and individual visual appearance. The design of individual buildings should be a collaboration between City officials and developers. Final designs are subject to review and approval by the City.

Gateway Area

Building materials and design in the area nearest the border with Arlington County and the East Falls

Church Metro Station are the most flexible. It is recommended that these structures be the densest and the tallest in the North Washington Street POA, and that the materials and the design may have a more unique style. These buildings should provide some type of architectural gateway feature to distinguish the entrance to the City. It will also allow a transition from the contemporary architectural style prevalent in Arlington County to the more traditional styles prevalent in Falls Church. Buildings in this area may use different color cladding types and large glass panels.

Transition Area

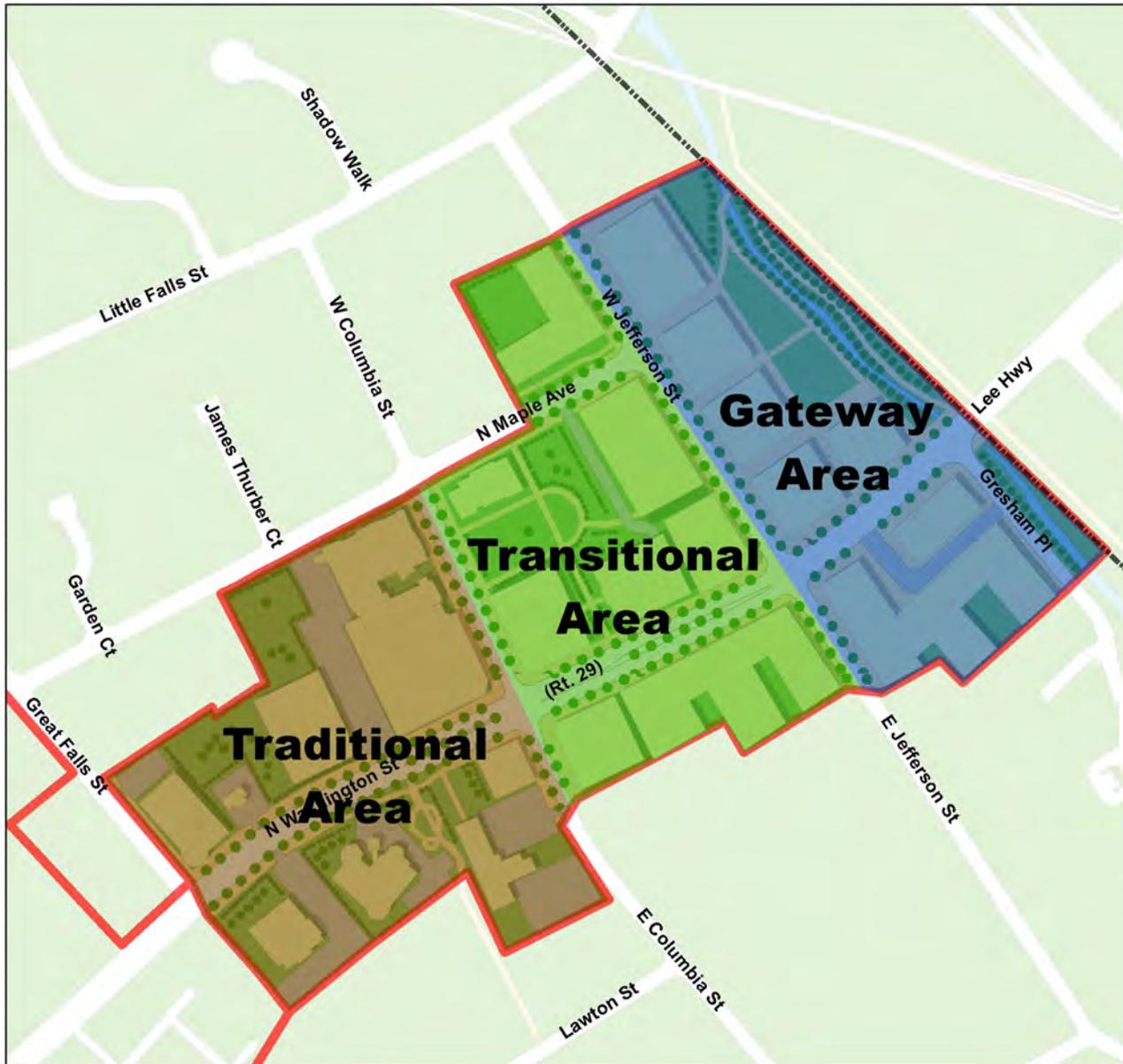
The transitional design area is that between the gateway area and the more traditional area to the south. It is meant to provide a visual flow between contrasting areas. The transition area can also include those properties directly adjacent to low-density residential neighborhoods. Architectural design in this area may utilize more traditional materials such as masonry and stone in conjunction with some modern elements such as glass and metal. Building heights will also be more consistent with existing adjacent properties.

Traditional Area

The traditional area is west of Columbia Street, beginning at the properties of Columbia Baptist Church and Christ Crossman Methodist Church. Most properties in this area are stable and are

North Washington Street Planning Opportunity Area 1

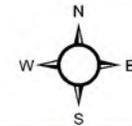
Urban Design



Architecture

N Washington St

Planning Opportunity Area 1



City of Falls Church

Legend

- Planning Opportunity Area
- City Boundary



0 75 150 225 300 Feet



anchors of the community both architecturally and culturally. Structures built in this area should be compatible with the established architectural styles of the churches as well as that of the nearby Sunrise assisted living facility. Architectural elements of the existing structures include masonry façade, pitched roofs, and traditional window and entrance designs. While new structures may not necessarily need to include all of these elements, they should not appear “out of place” or draw attention away from these important community structures.

Building Orientation

In general, buildings should be oriented toward pedestrian and bicycle access, though use and function should still be visible to automobile traffic. Buildings located on corners of intersections with North Washington Street should have unique entrances or structural features. Entrances and features preferably would be located toward the intersection to serve as minor gateway features into each side road. Some buildings may also have frontage facing public space, such as that recommended along Four Mile Run. Service uses should be hidden from main pedestrian and bicycle corridors and not readily visible.



(Above) An example of corner feature at the intersection of North Washington Street and West Jefferson Street.

(Below) An example of development along Four Mile Run with retail frontage along public open space.



Design Compatibility

It is important that the design of new structures within and on the periphery of the North Washington Street POA be compatible with adjacent low-density residential neighborhoods and historic structures. In order to achieve this, it will be necessary for developments to utilize design features such as façade treatments, building setbacks, and open space buffers. Minimum structural setback and buffer requirements are noted in Chapter 5, Zoning.

Residential Compatibility

New higher-density buildings should be stepped back to a level that merges with nearby residential properties. In addition, landscaped buffers should be provided between residences and new higher density developments to provide screening between different intensities. Properties along West Jefferson Street and North Maple Avenue are particularly affected, and any proposals for redevelopment should attempt to implement these concepts in a manner greater than the minimum required by the Zoning Ordinance.

Historic Compatibility

It is the City's desire to protect existing historic structures in and adjacent to the North Washington Street POA. Developers should consider the

architecture and context of existing historic structures and properties. Reasonable effort should be made to match the scale and incorporate architectural features of existing historic structures into new adjacent development as well as provide transition buffers between properties. As redevelopment of the North Washington Street POA occurs, every effort should be made to mitigate the effects of construction on existing historic structures in and adjacent to the area.

(For a map of historic properties in and adjacent to the North Washington Street POA see Chapter 3, Existing Conditions, page 3-6)

Rendering showing possible setback and landscaped buffer between new higher density development and existing single-family residences.





Concept Illustrations

The following pages contain conceptual maps and renderings of potential development in the North Washington Street POA. These are meant to be general representations of possible structural, public space, and streetscape configurations for the area. These concepts are not meant to provide architectural detail or a reflection of specifically desired visual appearance. Within the concepts, the building and open-space placement are generally based on recommendations outlined in this plan. The purpose of presenting these concepts is to provide a starting point for discussion of more specific redevelopment projects and visualization for some basic elements such as density, building setbacks, building heights, open space, and streetscape. Ultimately, redevelopment projects should reflect a unique and high-quality total and individual visual appearance with uses and space allocations based on market conditions at the time of project review and approval.

Two concepts are presented, one showing high density and a second with lower density uses. Both conceptual illustrations contain some buildings that are under construction, approved, or proposed for the North Washington Street POA. These buildings are Northgate, under construction, Gateway, approved, 400 N Washington St, proposed, and the Columbia Baptist Church expansion, vision plan. The proposed and vision plans are not finalized and will not necessarily be built in their currently envisioned form or be built at all. For a map of the

locations of these projects within the North Washington Street POA see Chapter 4, Proposed Land Use, page 4-5.

In addition, both concepts show proposed open space areas and streetscape elements such as sidewalk cafes, fountains, bioretention planters, and street trees. These are meant to be representations of concepts described throughout this Plan and other referenced plans, and do not reflect specific design requirements. It is up to the City and developers to come to an agreement on more specific designs during the redevelopment process. The designs presented here are for basic visualization and discussion purposes only.

Concept 1 Description

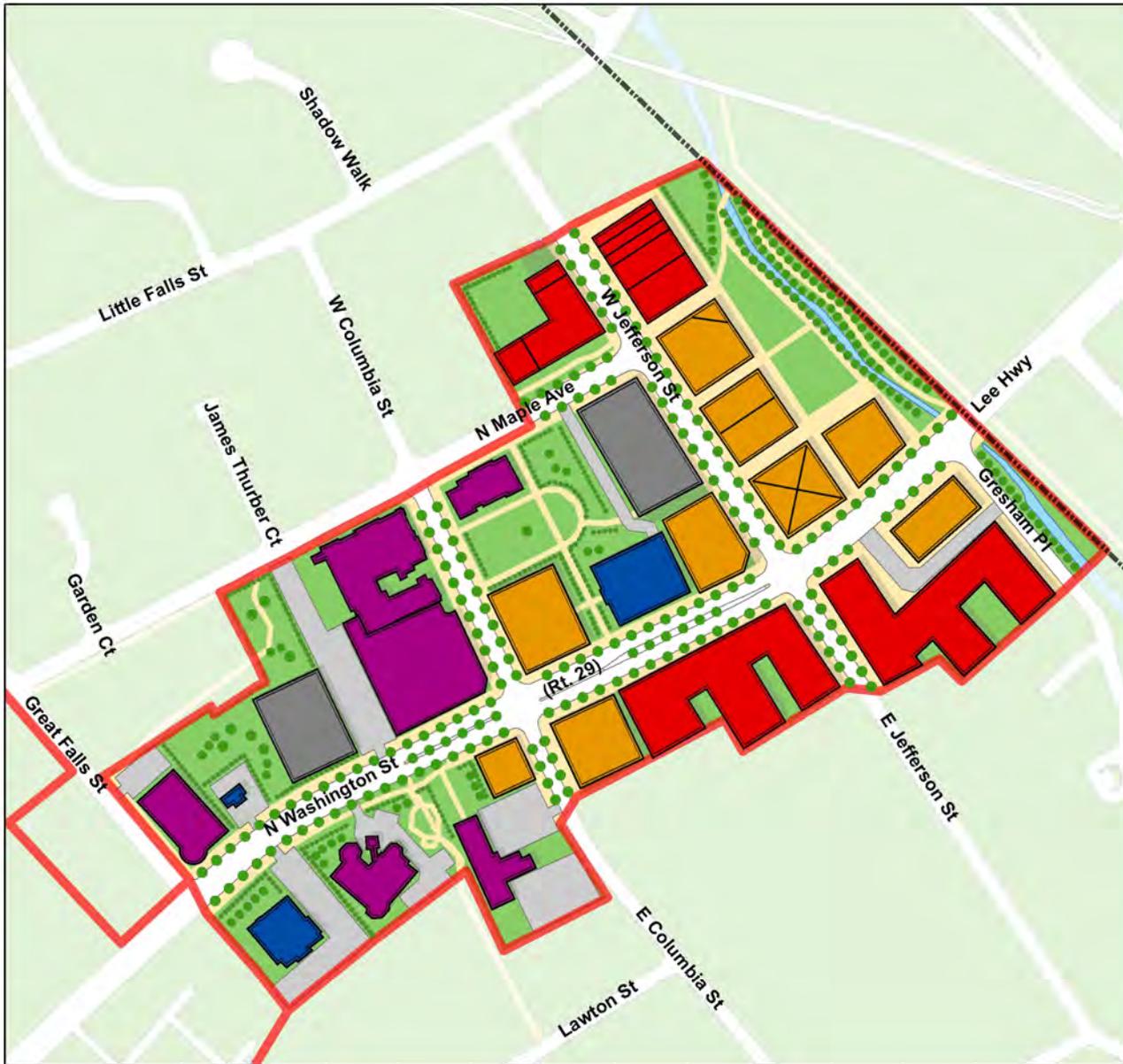
Concept 1 is a collection of higher density illustrations. Buildings in the area proposed for high density in this plan along West Jefferson Street reach heights of up to ten stories. In addition, there is an above-ground public parking garage and several buildings have rooftop uses.

Concept 2 Description

Concept 2 is a collection of lower density illustrations. The area is shown at a higher density than what is presently there, but lower density than Concept 1. Buildings reach maximum heights of five stories, with surface parking shown in place of the parking structure shown in Concept 1.

North Washington Street Planning Opportunity Area 1

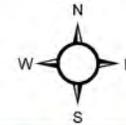
Urban Design



Concept 1

N Washington St

Planning
Opportunity
Area 1



City of
Falls Church

Legend

- Planning Opportunity Area
- Parcel
- City Boundary
- Water

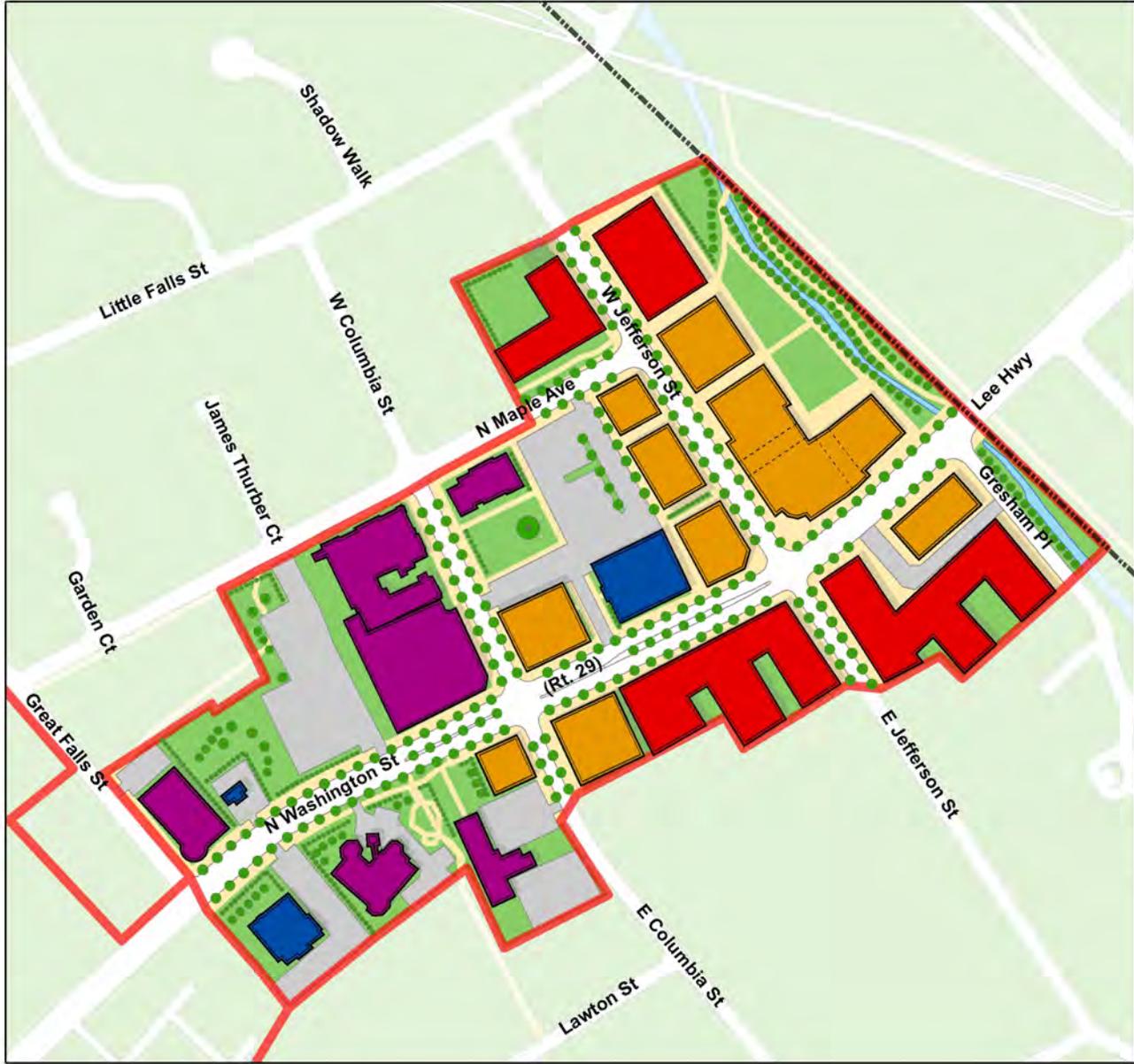
Building Use

- Office/Retail
- Residential/Retail
- Office
- Institutional
- Parking Structure
- Open Space



0 75 150 225 300 Feet

North Washington Street Planning Opportunity Area 1



Concept 2

N Washington St

Planning Opportunity Area 1

City of Falls Church

Legend

- Planning Opportunity Area
- Parcel
- City Boundary
- Water

Building Use

- Office/Retail
- Residential/Retail
- Office
- Institutional
- Parking Structure
- Open Space

0 75 150 225 300 Feet

Urban Design



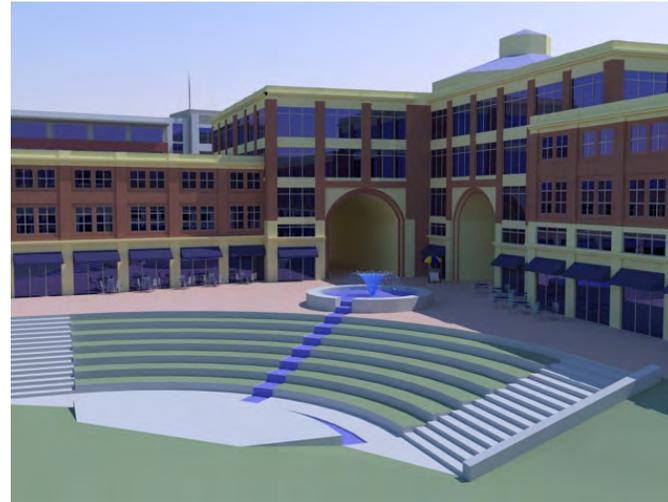
North Washington Street Planning Opportunity Area 1

Urban Design

Concept 1



Concept 2



Above: Concepts for public open space along Four Mile Run. A bridge over Four Mile Run connects the area to the W&OD Trail. Ground-floor retail and outdoor dining may face toward public plazas and an amphitheater.

Below: Conceptual views along North Washington Street from Arlington County at the gateway into Falls Church.



North Washington Street Planning Opportunity Area 1



Urban Design



Above: A view along West Jefferson Street from North Washington Street. This area is proposed for mixed-use with ground floor retail. Wide sidewalks allow for sidewalk cafes and increased pedestrian capacity.

Below: Examples of signature structures and corner features at the corner of West Jefferson Street and North Washington Street in the “Gateway” architectural area of the North Washington Street POA.





North Washington Street Planning Opportunity Area 1

Urban Design



Above: (Left) A central structured parking garage allows access to retail and office along West Jefferson Street, as well as shared parking opportunities with Columbia Baptist Church and surrounding properties. Above-ground parking structures should provide ground-floor retail and may make use of the top floors and roof for public recreational facilities. (Right) Bicycle racks should be provided in public spaces for those visiting the area from the W&OD Trail.

Below: Residential units provide a transition between proposed development and existing low-density residential.



North Washington Street Planning Opportunity Area 1



Urban Design



Above: Public space such as parks (Left) or plazas (Right) should be incorporated into development to provide focal points and gathering spaces. Public open space may also be used to serve as buffers between densities, to prevent overcrowding of dense structures, and to preserve existing natural features such as mature tree specimens.

Below: (Left) Rooftop dining or other activity uses provide an appealing view of surrounding areas and a unique setting. (Right) Outdoor seating along storefronts provide sidewalk activity that help to draw pedestrians to the area.





North Washington Street *Planning Opportunity Area 1*

Animations: Animations of the conceptual scenarios may be found on the Department of Development Services Youtube channel:

fallschurchvadds



9. Environment



North Washington Street Planning Opportunity Area 1

Utilities

Public Utilities include water and sanitary sewer infrastructure. An increase in development may necessitate an increase in capacity. The Department of Public Utilities will provide recommendations on necessary improvements as development is proposed. The following sections describe the current conditions of Public Utilities in the North Washington Street Planning Opportunity Area (POA).

Water

Water is provided by the City of Falls Church Department of Public Utilities. Currently there are eight-inch diameter water mains running along the western side of North Washington Street and the northern side of Gresham Place. There are six-inch diameter water lines running along the western side of Jefferson Street and the eastern side of Columbia Street. The water line along Jefferson Street intersects with the water main on North Washington Street, while the water line on Columbia Street does not continue into the intersection with North Washington Street on either side.

Nine fire hydrants are located within the North Washington Street Planning Opportunity Area (POA). Several properties have long stretches of

six-inch water lines running through them to on-site fire hydrants.

Sanitary Sewer

Sewer mains are generally not located in the North Washington Street ROW, except for one crossing near the border with Arlington County. Gravity sewer mains are located on Jefferson Street, Columbia Street, Maple Avenue, and Gresham Place. Sewer lines in the area measure six to fifteen inches. The largest being a 15-inch line along Gresham Place, and 12-inch lines adjacent to Four Mile Run. The system also services a couple of properties just across the border in Arlington County through a pipe that enters into Falls Church at the intersection of North Washington Street and Four Mile Run.

Public Works

The Department of Public Works oversees the maintenance and improvement of stormwater and streetscape infrastructure in addition to many other city services.

Stormwater

Storm drains in the area empty into Four Mile Run. A major underground concrete storm drain runs along the eastern side of North Washington Street beginning at the intersection with Great Falls Street



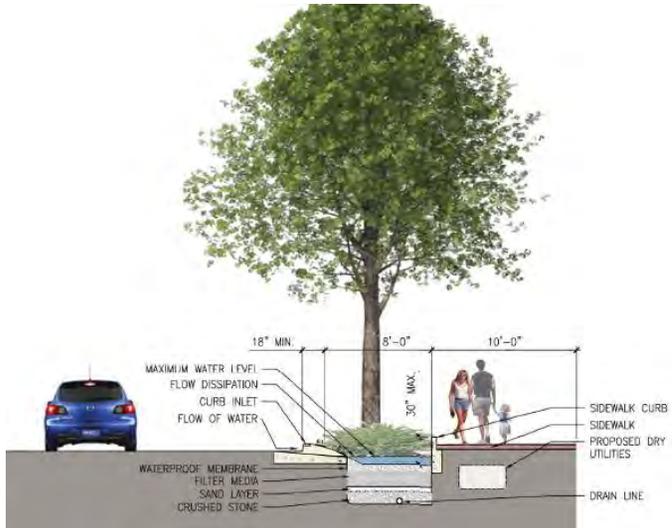
and continuing to Four Mile Run. The pipe is smallest at Great Falls Street, at 15-inches in diameter. Between Great Falls Street and Four Mile Run the drain system brings in stormwater from seven connections, each of which serves multiple properties. The storm drain pipe measures 36-inches at its largest point near the outlet into Four Mile Run.

Other properties along Jefferson Street utilize small underground drainage systems that empty nearly directly into Four Mile Run. Properties along Maple Avenue drain into an 18-inch concrete storm drain pipe that travels along Columbia Street outside of the North Washington Street POA before tying into a 48 x 72 inch corrugated steel oval pipe midway between Maple Avenue and Little Falls Street. The flow through this pipe continues back into the North Washington Street POA at the extreme northern border before emptying into Four Mile Run.

Stormwater Improvements

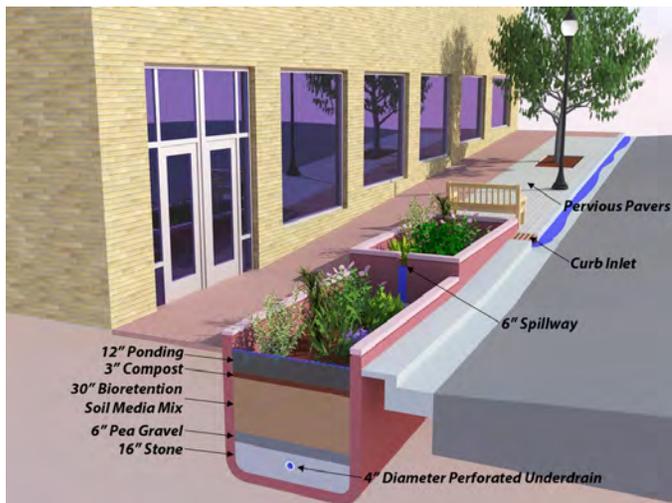
Stormwater management can be incorporated into design improvements. This is apparent in the plan for the North Washington Street Streetscape, which utilizes bio-retention planters along either side of North Washington Street to help with storm water mitigation. Similar bioretention planters may be used in traffic bulb-outs at secondary intersections.

Four Mile Run is a major storm water drainage outlet, with the potential to provide appealing



(Above) Diagram of bioretention planters from the North Washington Street Streetscape Plan.

(Below) Rendered diagram of bioretention planters.





North Washington Street Planning Opportunity Area 1

greenery and buffering from neighboring properties. Such a buffer may not only provide aesthetic appeal, but would also reduce encroachment into the Four Mile Run floodplain. Current development is built within 25-feet of the stream, well within the flood plain. Furthermore, impervious surface surrounds the area, which could lead to a buildup of water during strong storms.

Overhead Lines

Overhead utility lines should be undergrounded where possible. Currently, all power, telephone, and cable lines within the North Washington Street POA are located overhead on wooden utility poles. Street lights are also located on lines strung over intersections attached to utility poles. Many of the poles are being affected by creep and the lines block visibility to aesthetic features, such as the church steeples on Columbia Baptist Church and Christ Crossman Methodist Church.

Floodplain

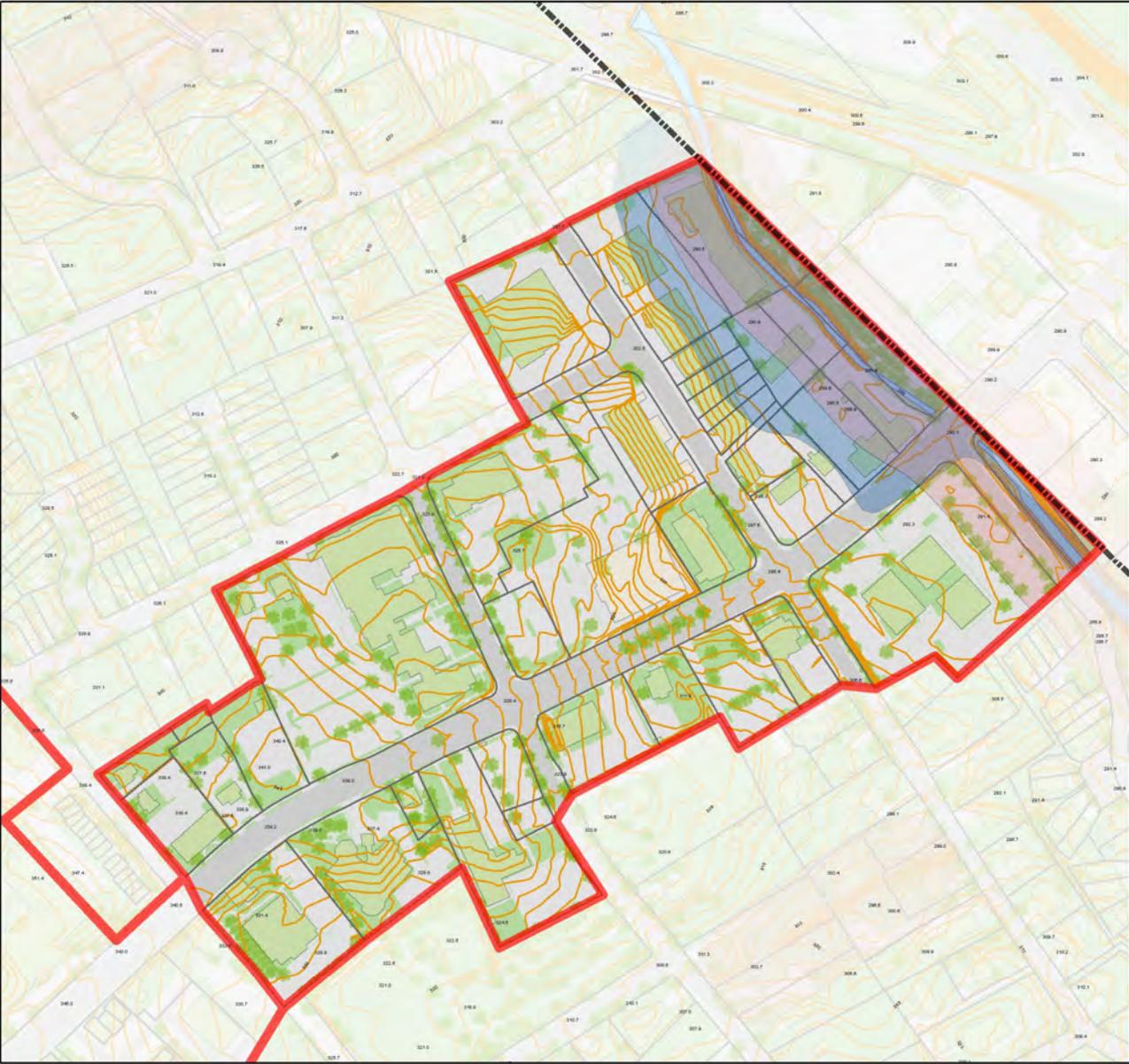
The City Resource Protection Area (RPA) and one hundred year floodplains reach approximately 100 feet to 250 feet south from Four Mile Run into the northern portion of the North Washington Street POA, respectively. Properties north of West Jefferson Street are most affected. Upon completion of the Company 6 fire station immediately across Four Mile Run in Arlington

County a Letter of Map Revision (LOMR) was to be sent to FEMA to update the floodplain in the area. This follow-up task was never finished, but should be considered for completion in response to recommendations for new development in the North Washington Street POA.

Leadership in Energy and Environmental Design (LEED)

In order to promote environmentally sustainable conditions, it is recommended that new structures in the North Washington Street POA be eligible for Leadership in Energy and Environmental Design (LEED) certification. The City prefers that new commercial development meet at least LEED Silver certification. Density bonuses could be given for developments achieving at least LEED Silver certification and could include an additional story in building height by special exception approval. It is recommended that any publicly funded structures built in the area meet or exceed the conditions for LEED Silver certification.

North Washington Street Planning Opportunity Area 1



Environment	
N Washington St	
Planning Opportunity Area 1	
City of Falls Church	
Legend	
	Planning Opportunity Area
	Parcel
	City Boundary
	100 Year Floodplain
	Resource Protection Area
	Contour Line (Height in Ft)
	Building
	Tree
	Water
	Pervious Surface
Impervious Surface	
	Roads
	Other Impervious Surface

Environment



North Washington Street *Planning Opportunity Area 1*

Environment

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10. Implementation



North Washington Street Planning Opportunity Area 1

Small Area Plan Process

A North Washington Street Planning Opportunity Area (POA) community kickoff meeting occurred at Columbia Baptist Church on October 29, 2011. Stakeholders and citizens were invited to view presentations by City officials and to provide input. Main topics of discussion included: Height/Density, Land Uses, Open Space/Streetscape, and Transportation/Connectivity.

Staff began drafting the North Washington Street Small Area Plan shortly after the community kickoff meeting. Notes from the meeting and other data were gathered to include in the Plan.

An initial draft of the Plan was presented to City Council on March 12, 2012. The plan was referred to boards and commissions for comment and review. A second community meeting was held on March 24, 2012 at Columbia Baptist Church to gather public input on the Plan. Comments and questions were gathered during and after the meeting from members of the public. Comments from boards, commissions, and the public were integrated into the plan to create a final draft.

Worksessions with the City Council and the Planning Commission occur regularly. During these sessions, members of both bodies have the opportunity to provide input on the status of the Plan and to consult with planning staff.

Upon completion of the final draft, the Plan moved on to the public review process. The public review process follows these steps:

- An initial draft of the plan will be available for public comment.
- Following public comments, the City Council will hold a public hearing to refer the Small Area Plan to boards and commissions.
- The Planning Commission will hold a public hearing to make a recommendation to City Council on whether or not to adopt the Plan in whole or in part.
- Following input from the public hearings, the City Council will hold its public hearing and adopt the Small Area Plan as presented or with amendments.

This Plan was adopted by City Council on June 11, 2012.



Starting Points

Starting Points for the City

- Review proposals for new construction for compatibility with the concepts presented in this Plan. This can include urban design elements such as building entrances and façade treatments, as well as density, parking solutions, and uses. Compatibility with existing residential development and density suggestions, ground-floor retail, and incorporation of public open space would also be positive attributes of development proposals in the North Washington Street POA.
- Work with the Planning Commission, the EDA, the Department of Economic Development, and the development community to update the City Zoning Code to be compatible with recommendations in this plan. Also, work together to address concerns expressed in the EDA letter to City Council dated April 24, 2012, subject “North Washington Small Area Plan.”
- Review the City Zoning Ordinance and consider allowing relaxed parking requirements and denser development in the North Washington Street POA.
- Implement streetscape improvements such as specially paved and wider sidewalks, unique street lighting, and undergrounding utilities.
- Create an expedited plan review and permitting process for projects that appear to largely conform to the concepts in this plan. This process can also ensure compatibility and buffering with adjacent low-density residential properties.
- Actively promote economic development incentives to local and regional developers as well as to stakeholders.
- Implement transportation improvements, particularly the creation of new pedestrian and bicycle routes to the East Falls Church Metro Station and the W&OD Trail. Work with the necessary agencies to develop a plan for a western entrance to the East Falls Church Metro Station. These improvements should help bring more people through the North Washington Street POA and provide potential customers for retail development.
- Consider a new local bus route to replace the GEORGE system or to act as a shuttle between the North Washington Street POA and the East Falls Church Metro Station at shorter intervals than Metrobus.



North Washington Street Planning Opportunity Area 1

Implementation

Starting Points for Developers

- Review this Plan and consult with city officials before submitting redevelopment plans.
- Incorporate the City's preference for walkable, mixed-use development within the North Washington Street POA.
- Consider traffic impact as well as pedestrian and bicycle access.
- Focus on long-term sustainable development, both economically and environmentally. Mixed-use, transit-oriented, and LEED certified development is most desirable.
- Consider some form of public space, public art, or other public amenities along with development.
- Consider car share facilities and shared parking between retail and office uses or with adjacent properties.
- Focus ground-floor retail establishments along preferred streets and pedestrian focused areas adjacent to West Jefferson Street and North Washington Street.

Follow-Up

Some of the concepts presented throughout this Plan are based on proposed projects, current conditions, or draft studies. It will be necessary to perform follow up studies on concepts that may need more technical analysis. In addition, as redevelopment progresses some projects may change or be cancelled, others may be added that could present major changes to this plan. It will be necessary to followup regularly to reconcile such issues with this Plan. Several areas for potential initial followup studies are listed below:

- Pursue a Letter of Map Revision (LOMR) for Four Mile Run as a continuation of the Fire Station project.
- Work with MWCOCG to obtain the TLC grant for funding to perform transportation and parking analysis.
- Perform an economic and transportation impact analysis of a western entrance to the East Falls Church Metro Station.
- Perform engineering studies related to stormwater runoff and increased flow into Four Mile Run.